

Appendix A

CEQA Checklist

Supporting documentation of all CEQA checklist determinations is provided in Chapter 2 of this Environmental Impact Report/Environmental Assessment. Documentation of “No Impact” determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or compensation measures under the appropriate topic headings in Chapter 2.

Environmental Checklist Form

1. Project title: Golden Gate Bridge Physical Suicide Deterrent System

2. Lead agency name and address:

Golden Gate Bridge, Highway and Transportation District
Administration Building, Golden Gate Bridge Toll Plaza
P.O. Box 9000, Presidio Station
San Francisco, California 94129-0601

3. Contact person and phone number: Jeffrey Lee P.E. PM
415-923-2023

4. Project location: City and County of San Francisco and Marin County.

5. Project sponsor's name and address:

Jeffrey Lee P.E. Project Manager
Golden Gate Bridge, Highway and Transportation District
Administration Building, Golden Gate Bridge Toll Plaza
P.O. Box 9000, Presidio Station
San Francisco, California 94129-0601

6. General plan designation: Not Applicable

7. Zoning: Not Applicable

8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

See Chapter 1 of the EIR/EA

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

See Chapter 2 of the EIR/EA

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

See Chapter 1 of the EIR/EA

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

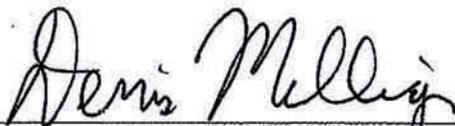
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Denis J. Mulligan, P.E. District Engineer

June 19, 2008
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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I. AESTHETICS -- Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- a) Conflict with or obstruct implementation of the

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. HAZARDS AND HAZARDOUS MATERIALS B Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VIII. HYDROLOGY AND WATER QUALITY				
-- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. NOISE B Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIV. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XV. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVI. UTILITIES AND SERVICE SYSTEMS B

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVII. MANDATORY FINDINGS OF SIGNIFICANCE --

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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animal or eliminate important examples of the major periods of California history or prehistory?

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Appendix B

Section 4(f) Evaluation

APPENDIX B
Final
SECTION 4(F) EVALUATION

Golden Gate Bridge Physical Suicide Deterrent System Project
City and County of San Francisco and County of Marin, California

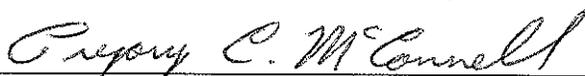
Project 2006-B-17
04-MRN-101-GGHT
Federal Project #: STPL-6003(030)

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The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

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1.0 INTRODUCTION

1.1 SECTION 4(f)

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 U.S.C. 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation land, wildlife and waterfowl refuges, and historic sites."

Section 4(f) specifies that the Secretary [of Transportation] may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- 1) there is no prudent and feasible avoidance alternative to the use of the land from the Section 4(f) property; and
- 2) the program or project includes all possible planning to minimize harm to the Section 4(f) property resulting from the use.

Section 4(f) further requires consultation with Department of the Interior and, as appropriate, the involved offices of the Departments of Agriculture (USDA) and Housing and Urban Development (HUD) in developing transportation projects and programs, which use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer is also needed.

Consultation with the USDA would occur whenever a project uses Section 4(f) land from the National Forest System. Consultation with HUD would occur whenever a project uses Section 4(f) land for/on which certain HUD funding had been utilized. Since neither of these conditions applies to the proposed project, consultation with USDA and HUD is not required.

In general, a Section 4(f) "use" occurs when: 1) Section 4(f) land is permanently incorporated into a transportation facility; 2) there is a temporary occupancy of Section 4(f) land that is adverse in terms of the Section 4(f) preservationist purposes as determined by specified criteria (23 CFR §774.13[d]; and 3) Section 4(f) land is not incorporated into the transportation project, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (constructive use) (23 CFR §774.15[a]).

1.2 SECTION 4(f) AND SECTION 106

One of the issues addressed in this evaluation concerns the application of Section 4(f) to historic resources. The consideration of historic resources under Section 4(f) differs from their consideration under Section 106 of the National Historic Preservation Act. Section 4(f) applies only to programs and projects undertaken by the U.S. Department of Transportation and only to publicly owned public parks, recreation areas, and wildlife refuges, and to historic sites on or eligible for the National Register for Historic Places (NRHP). For protected historic sites, Section 4(f) is triggered by the "use" or occupancy of an historic site by a proposed project. There is also the situation in which a project does

not actually permanently incorporate land from an historic site, but because of its proximity impacts to the historic site, is determined by the U.S. Department of Transportation to substantially impair the qualities that made the historic site eligible for the NRHP. This is referred to as a "constructive use." In addition, when a temporary occupancy of Section 4(f) land meets specified conditions (23 CFR §774.15[a]), the occupancy is considered so minimal that it does not constitute a "use" within the meaning of Section 4(f).

Section 106 is a different requirement that applies to any federal agency and addresses direct and indirect "effects" of an action on historic properties. Section 106 evaluates "effects" on an historic site, while Section 4(f) protects an historic site from "use" by a project. Therefore, even though there may be an "adverse effect" under Section 106 because of the effects upon the site, the provisions of Section 4(f) are not triggered if the project would not result in an "actual use" (permanent or certain temporary occupancy of land) or a "constructive use" (substantial impairment of the features or attributes which qualified the site for the NRHP).

2.0 DESCRIPTION OF THE PROPOSED PROJECT

The Golden Gate Bridge (Bridge) is owned and operated by the Golden Gate Bridge, Highway and Transportation District. It is located within the San Francisco Bay Area. The proposed project is located in the City and County of San Francisco and Marin County (see Figure 1). The project proposes to construct a physical suicide deterrent system along both sides of the Golden Gate Bridge (Bridge). As shown on Figure 1, the project limits are from the San Francisco Abutment to the Marin Abutment of the Bridge. The following section discusses the need for the project and provides a description of project alternatives.

2.1 PURPOSE AND NEED FOR PROJECT

The purpose of the proposed project is to consider a physical suicide deterrent system on the Bridge in order to reduce the number of injuries and deaths associated with jumping off the Bridge. The need for the project stems from the fact that the 4-foot height of the outside handrail does not sufficiently deter individuals who are not using the sidewalk for its intended purposes from climbing over the outside handrail, and there is no other physical barrier beyond the outside handrail preventing an individual from jumping once the outside handrail is scaled.

The existing non-physical measures to deter suicides on the Bridge still result in approximately two dozen deaths per year from individuals jumping off the Bridge. The non-physical measures have stopped approximately two-thirds of those individuals with the intent to commit suicide at the Bridge; despite these measures one-third are not prevented.

A complete discussion of the purpose and need for the project is provided in Chapter 1 of the Final Environmental Impact Report/Environmental Assessment (Final EIR/EA).

2.2 PROJECT DESCRIPTION

Several build alternatives were developed that meet the purpose and need for the project and additional criteria established by the Golden Gate Bridge, Highway and Transportation District (District). The following describes alternatives under consideration.

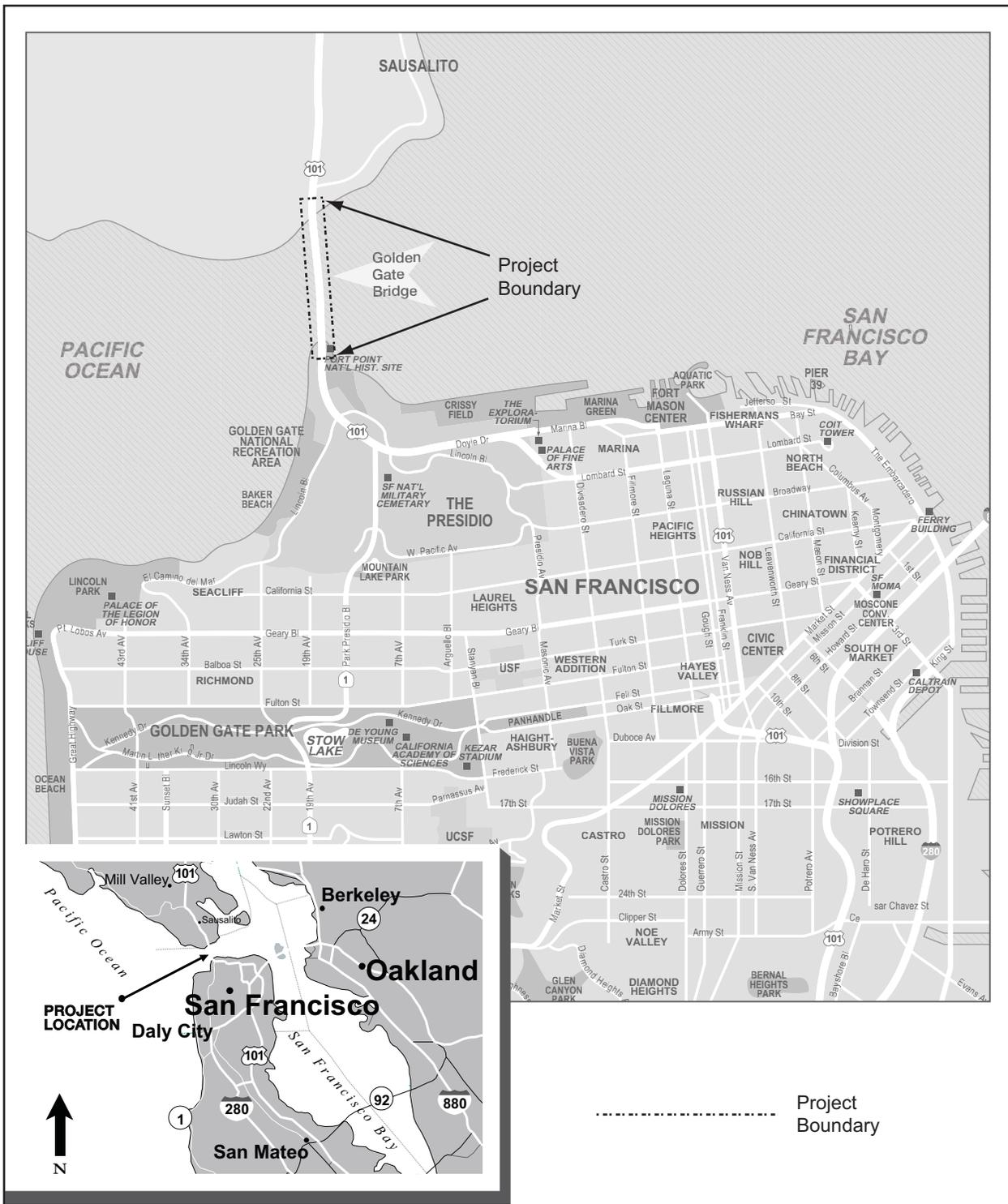


Figure 1 - Golden Gate Bridge Project Location

Source: CirclePoint, 2008

A more detailed discussion of the project alternatives, including exhibits, is provided in Chapter 1 of the Final EIR/EA.

The alternatives were developed after the first phase of the project, wind tunnel testing, was completed. Wind tunnel testing on the generic concepts was performed first in order to determine the limiting characteristics of each concept with respect to wind. The wind tunnel testing and analysis determined that any physical addition to the Bridge would adversely affect the Bridge's aerodynamic stability. However, testing also determined that wind devices could be installed to mitigate the adverse effects associated with the additions.

All of the build alternatives developed and included in this document require the addition of one of two different types of wind devices. The first type of wind device is called a fairing and consists of a curved element placed at two locations below the sidewalk on the top chord of the west stiffening truss. The second type of wind device is called a winglet and consists of a curved element placed above the sidewalk at the top of the alternative posts.

Previous projects at the Bridge, such as the Public Safety Railing Project (completed in December 2003) and the Seismic Retrofit Project (currently underway) were subject to Section 106 and Section 4(f) evaluations and CEQA environmental analysis. The FHWA is the lead agency under NEPA and the District is the lead agency under CEQA for both projects. The wind fairing device and modifications to the outside handrail were previously evaluated as part of the District's seismic retrofit program. No adverse Section 106 effects or Section 4(f) uses were identified for either project. An Environmental Assessment/Initial Study prepared in November 1995 and a Finding of No Adverse Effect prepared in January 1995 for the Seismic Retrofit Project and the Categorical Exemption/Categorical Exclusion prepared for the Public Safety Railing Project documented that the projects would have no impacts, no adverse effects, and no adverse cumulative effects. Therefore, this report will not discuss the wind fairing device. The winglet is a new feature that has not been evaluated and, as such, will be discussed in this report.

2.2.1 Build Alternatives

The District's Board discussed the selection of a Preferred Alternative at its October 10, 2008 Board Meeting. At the meeting, District staff gave presentations regarding the comments received on the Draft EIR/EA and the operation maintenance, and emergency response impacts of the alternatives. Public comment was also heard during the meeting.

The District's Board commented that Alternative 3 was the most humane, aesthetic and visionary approach and an "elegant solution," and recalled that in other locations where a suicide deterrent net system has been installed, there was a marked decrease in suicides and suicide attempts.¹ The District's Board concluded that Alternative 3 was the Preferred Alternative to be further evaluated in the Final EIR/EA document. In the letter dated July 29, 2009, the California Department of Transportation (Department) concurred with the

¹ Association of Suicidology, *Securing a Suicide Hot Spot: Effects of a Safety Net at the Bern Muenster Terrace*, August 2005; National Institute for Mental Health in England, *Guidance on Action to be Taken at Suicide Hotspots*, October 2006.

identification of Alternative 3 as the Preferred Alternative. Therefore, Alternative 3 has been identified as the Preferred Alternative in the Final EIR/EA. Alternative 3 meets the Purpose and Need for a physical suicide deterrent system and has fewer environmental impacts as compared to the other build alternatives.

Alternative 1A-Add Vertical System to Outside Handrail

Alternative 1A would construct a new barrier on top of the outside handrail (and concrete rail at north anchorage housing and north pylon). The barrier would extend 8 feet vertically from the top of the 4-foot-high outside handrail for a total height of 12 feet. The barrier's vertical members would be comprised of ½-inch diameter vertical rods spaced at 6 ½ inches on center, leaving a 6-inch clear space between rods. The existing rail posts would be replaced with new 12-foot-high outside rail posts at the same locations and of the same cross-section, size, material, and color of the original posts. The top horizontal header would consist of a chevron-shaped member matching the top element of the outside handrail. The vertical rods would be attached to the horizontal header and outside handrail. The entire system would be constructed of steel that would be painted International Orange to match the material and color of the outside handrail. Transparent panels would be installed at the belvederes (widened areas located on both the east and west sidewalks) and towers on both sides of the Bridge. Transparency would be preserved through ongoing maintenance of the panels. The modification to the outside handrail on the west side of the Bridge between the two main towers and the installation of the wind fairings would be completed as part of the previously approved Seismic Retrofit Project, prior to installation of Alternative 1A.

Because maintenance workers would no longer be able to climb over the outside handrail to reach the below-deck maintenance traveler, gates would be located at a spacing of 150 feet on center to generally match the locations of the existing light posts and gates on the public safety railing. The gates would be 8 feet wide and 8 feet high (two 4-foot-wide by 8-foot-high panels), and match the appearance of the vertical system. The frame for each gate door would be constructed of 2-inch by 2-inch steel members. The gates would be located on top of the outside handrail. The outside handrail would be reconstructed.

Alternative 1B – Add Horizontal System to Outside Handrail

Alternative 1B would construct a new barrier on top of the outside handrail (and concrete rail at north anchorage housing and north pylon) consisting of ¾-inch diameter horizontal steel cables at 6 inches on center leaving 5 ⅝ inches clear space between cables. The cable diameter matches the cables on the public safety railing. The new barrier would extend 8 feet above the top of the 4-foot-high outside handrail for a total height of 12 feet. The existing rail posts would be replaced with new 12-foot-high outside rail posts at the same locations and of the same cross-section, size, material, and color of the original posts. The entire system would be constructed of steel that would be painted International Orange to match the material and color of the outside handrail. Transparent panels would be installed at the belvederes and towers on both sides of the Bridge. Transparency would be preserved through ongoing maintenance of the panels. The modification to the outside handrail on the west side of the Bridge between the two main towers and the installation of the wind fairings would be completed as part of the previously approved Seismic Retrofit Project, prior to installation of Alternative 1B.

A transparent winglet would be placed on top of the outside rail posts to ensure aerodynamic stability and impede climbing over the barrier. The winglet would be a transparent 42-inch-wide panel with a slight concave curvature extending approximately 2 feet over the sidewalk. The transparent winglet would run the length of the suicide deterrent barrier, except at the north and south towers. The transparent winglet would be notched at the suspender ropes and light posts.

Because maintenance workers would no longer be able to climb over the outside handrail to reach the below-deck maintenance traveler, gates would be located at a spacing of 150 feet on center to generally match the locations of the existing light posts and gates on the public safety railing. The gates would be 8 feet wide and 8 feet high (two 4-foot-wide by 8-foot-high panels), and match the appearance of the horizontal system. The frame for each gate door would be constructed of 2-inch by 2-inch steel members. The gates would be located on top of the outside handrail. The outside handrail would be reconstructed.

Alternative 2A – Replace Outside Handrail with Vertical System

Alternative 2A would replace the existing outside handrail with a new vertical 12-foot-high barrier consisting of ½-inch diameter vertical steel rods spaced at 4 ½ inches on center, leaving a 4-inch clear space between rods. A rub rail would be installed at the same height as the public safety railing (4 feet 6 inches). The existing rail posts would be replaced with new 12-foot-high outside rail posts at the same locations and of the same cross-section, size, material, and color of the original posts. The top horizontal header would consist of a chevron-shaped member matching the top element of the outside handrail to be removed. The vertical rods would be attached to the header and bottom barrier element. The entire system would be constructed of steel that is painted International Orange to match the material and color of the outside handrail. Transparent panels would be installed along the upper 8 feet at the belvederes and towers on both sides of the Bridge. Transparency would be preserved through ongoing maintenance of the panels. The installation of the wind fairings would be completed as part of the previously approved Seismic Retrofit Project, prior to installation of Alternative 2A. The modification to the outside handrail on the west side of the Bridge between the two main towers would not occur, as the outside handrail would be replaced with a new vertical barrier.

Because maintenance workers would no longer be able to climb over the outside handrail to reach the below-deck maintenance traveler, gates would be located at a spacing of 150 feet on center to generally match the locations of the existing light posts and gates on the public safety railing. The gates would be 8 feet wide (two 4-foot-wide panels) and 12 feet high, and match the appearance of the vertical system. The frame for each gate door would be constructed of 2-inch by 2-inch steel members. A rub rail would be located at a height of 4 feet 6 inches, matching the height of the public safety railing.

Alternative 2B – Replace Outside Handrail with Horizontal System

Alternative 2B would replace the existing outside handrail with a new 10-foot-high barrier consisting of ¾-inch diameter steel horizontal cables. The cables in the lower 3 ½ foot section would be spaced at 4.4 inches on center, while the cables in the upper 6 ½ foot section would be spaced 6 inches on center. A rub rail would be installed at the same height as the public safety railing (4 feet 6 inches). The existing rail posts would be replaced with new 10-foot-high outside rail posts at the same locations and of the same

cross-section, size, material, and color of the original posts. The entire system would be constructed of steel that would be painted International Orange to match the material and color of the outside handrail. Transparent panels would be installed along the upper 6½-foot portion at the belvederes and towers on both sides of the Bridge. Transparency would be preserved through ongoing maintenance of the panels.

A transparent winglet would be placed on top of the rail posts to ensure aerodynamic stability and impede climbing over the barrier. The winglet would be a clear 42-inch-wide transparent panel with a slight concave curvature extending approximately 2 feet over the sidewalk. The transparent winglet would run the length of the suicide deterrent barrier, except at the north and south towers. The transparent winglet would be notched at the suspender ropes and light posts. The installation of the wind fairings would be completed as part of the previously approved Seismic Retrofit Project, prior to installation of Alternative 2B. The modification to the outside handrail on the west side of the Bridge between the two main towers would not occur, as the outside handrail would be replaced with a new horizontal barrier.

Because maintenance workers would no longer be able to climb over the outside handrail to reach the below-deck maintenance traveler, gates would be located at a spacing of 150 feet on center to generally match the locations of the existing light posts and gates on the public safety railing. The gates would be 8 feet wide (two 4-foot-wide panels) and 10 feet high, and match the appearance of the horizontal system. The frame for each gate door would be constructed of 2-inch by 2-inch steel members. A rub rail would be located at a height of 4 feet 6 inches, matching the height of the public safety railing.

Alternative 3 – Add Net System (Preferred Alternative)

Alternative 3 would construct a horizontal net approximately 20 feet below the sidewalk and approximately 5 feet above the bottom chord of the exterior main truss. Use of such net installations for suicide prevention on other facilities have resulted in greatly reduced fatalities and suicide attempts.² Should individuals jump, they would be expected to survive the fall and could be rescued. The net would extend horizontally approximately 20 feet from the Bridge and be covered with stainless steel cable netting incorporating a grid between 4 and 10 inches. The horizontal net would consist of independent sections that could be rotated vertically against the truss to allow the maintenance travelers to be moved. The horizontal support system would connect directly to the exterior truss and be supported by cables back to the top chord of the truss. The support system for the netting would include cables that would pre-stress the netting to help keep it taut and not allow the wind to whip the netting. Alternative 3 would not include the use of transparent panels.

The modification to the outside handrail on the west side of the Bridge between the two main towers and the installation of the wind fairings would be completed as part of the previously approved seismic retrofit project, prior to installation of Alternative 3.

² Association of Suicidology, Securing a Suicide Hot Spot: Effects of a Safety Net at the Bern Muenster Terrace, August 2005; National Institute for Mental Health in England, Guidance on Action to be Taken at Suicide Hotspots.

Refinements to Alternative 3

Some of the public comments received on the Draft EIR/EA suggested that the District consider other colors for the net material. In response to those comments, the District prepared renderings depicting different colors of netting material, including black and unpainted and uncoated stainless steel. Based on these renderings, as well as consultation with the State Historic Preservation Officer (SHPO) and other interested parties, including Advisory Council on Historic Preservation (ACHP), the Golden Gate National Recreation Area (GGNRA), the National Trust for Historic Preservation, Docomomo, and the San Francisco Architectural Heritage, following the close of the public comment period, Alternative 3 has been refined to modify the color of the net material from International Orange to unpainted and uncoated stainless steel and it was determined that the stainless steel net would have the least affect or minimize affects of the proposed project on cultural resources. The steel horizontal support system for the net would be painted International Orange to match the color of the Bridge.

Through consultation with the SHPO and Advisory Council on Historic Preservation (ACHP), it was also determined that at the North Anchorage Housing, the net should be replaced by a vertical barrier along the North Anchorage Housing. Rather than extending the net around the North Anchorage Housing, a vertical barrier painted International Orange would be installed along the 300-foot length of the North Anchorage Housing, representing approximately 3 percent of the 1.7-mile Bridge span. The barrier would extend 8 feet vertically from the top of the 4-foot high concrete wall of the North Anchorage Housing for a total height of 12 feet, similar to the 8-foot vertical barrier extension under Alternative 1A. The barrier's vertical members would be comprised of 1/2-inch thick diameter vertical rods spaced at 6 ½ inches on center. Alternative 3 was therefore refined to replace the extension of the net around the North Anchorage Housing with the vertical barrier.

No-Build Alternative

The No-Build Alternative represents an alternative and a baseline for future year conditions if no other actions are taken in the study area beyond what is already in place. Under this alternative, the Bridge's sidewalks would remain open to the public, with the existing outside railing remaining four (4) feet high. The No-Build Alternative would continue the existing non-physical suicide deterrent programs at the Bridge, which include emergency counseling telephones, public safety patrols, and employee training. These programs are more fully described in Chapter 1 of the EIR/EA.

Individuals of varying heights, weights, ages, and sexes, not using the Bridge sidewalks for their intended purpose, could climb over the existing railing and jump to their death. There would be no other physical barrier preventing an individual from jumping, if the railing were to be scaled. Suicide rates under this alternative would likely follow historical trends as indicated below.

- In 2005, there were 622 known suicides in the nine Bay Area counties, of which 23 were estimated to occur at the Bridge. Further, in that same year, 58 persons contemplating suicide were successfully stopped. In 2006, 31 suicides are known to have occurred at the Bridge, while 57 individuals were stopped. Similarly, in 2007, 39 suicides occurred and 90 were stopped. The individuals taken off of the

Bridge are transported to a local hospital for a psychiatric evaluation pursuant to Section 5150 of the California Welfare and Institutions Code.

- A variety of non-physical measures to deter suicides on the Bridge have been in place for many years. However, there are still approximately two dozen deaths that occur each year as a result of individuals jumping off the Bridge. The non-physical measures have stopped approximately two-thirds of those individuals with the intent to commit suicide at the Bridge; despite these measures one-third are not prevented.
- Although official figures have not been maintained through the years, since 1937 it is estimated that approximately 1,300 individuals have committed suicide by jumping off of the Bridge.

2.2.2 Construction Activities

Construction of any of the physical suicide deterrent system build alternatives would be performed in sections, beginning on the west side of the Bridge and ending on the east side of the Bridge. It is anticipated that it would take 12 to 18 months per side to complete installation of any of the alternatives. Construction operations would be staged to minimize effects on pedestrians, cyclists and motor vehicles using the Bridge.

The work on the west sidewalk would be specified to be performed weekdays during the hours when the sidewalk is not open to the public, so as not to affect the commuter and recreational use on the west sidewalk. The work on the east sidewalk would be specified to be performed primarily at night. Should it be necessary to perform work during the day on the east sidewalk, a 6-foot wide minimum clear passageway would be maintained through the work area with appropriate traffic control and other protective measures in place. These provisions have been successfully used on the seismic retrofit project, the Public Safety Railing project and during the District's on-going maintenance and operations activities.

Anticipated equipment needed during construction of the alternatives would include a boom truck for delivery of material, a crane, welding equipment, a generator, lighting for night work, and general power hand tools.

3.0 DESCRIPTION OF SECTION 4(f) PROPERTIES

The Golden Gate Bridge Physical Suicide Deterrent System Project is located in proximity to several publicly owned parks and recreational facilities of national and international prominence and local value. Additionally, the Section 106 area of potential effects (APE) contains several historic properties, including the Golden Gate Bridge (Bridge) (project site). The following description of Section 4(f) properties includes properties within the General APE and parks and recreational facilities within approximately one-half mile of the project site.

The properties within the General APE include the Bridge, Doyle Drive and the Roundhouse Gift Center. Properties within one-half mile of the project include recreational facilities that are part of the Presidio of San Francisco, Golden Gate National Recreation Area and East Fort Baker. Figures 2 and 3 show the location of these

resources relative to the project site. Exhibit 3-1 lists the Section 4(f) resources in proximity to the project.

Exhibit 3-1 - Section 4(f) Resources in Project Vicinity

PROPERTY	HISTORIC AND RECREATION RESOURCES IN PROXIMITY TO THE GOLDEN GATE BRIDGE PHYSICAL SUICIDE DETERRENT SYSTEM PROJECT
Golden Gate Bridge	Roundhouse Gift Center Toll Plaza Undercrossing
Presidio of San Francisco	Fort Point National Historic Site Battery East Road and Bike Turnouts (formerly Battery East Area) Marine Drive Doyle Drive Crissy Field Coastal Trail (south) Golden Gate Promenade / SF Bay Trail Overlook at Fort Scott (off Coastal Trail)
GGNRA	Bluff Road Bridge Road Conzelman Road Coastal Trail (north) Bay Trail Battery Spencer
East Fort Baker	Vista Point and Trail Lime Point Moore Road (Lime Point Trail) Horseshoe Cove Point Cavallo Bay Trail

Golden Gate Bridge Physical Suicide Deterrent System



FIGURE 2
SECTION 4(f) RESOURCES: SAN FRANCISCO APPROACH

Source: GEOGRAFIKA, 2008; Imagery - NAIP 2005/2006; NPS Website; GGNRA Website

Environmental Impact Report / Environmental Assessment

Golden Gate Bridge Physical Suicide Deterrent System

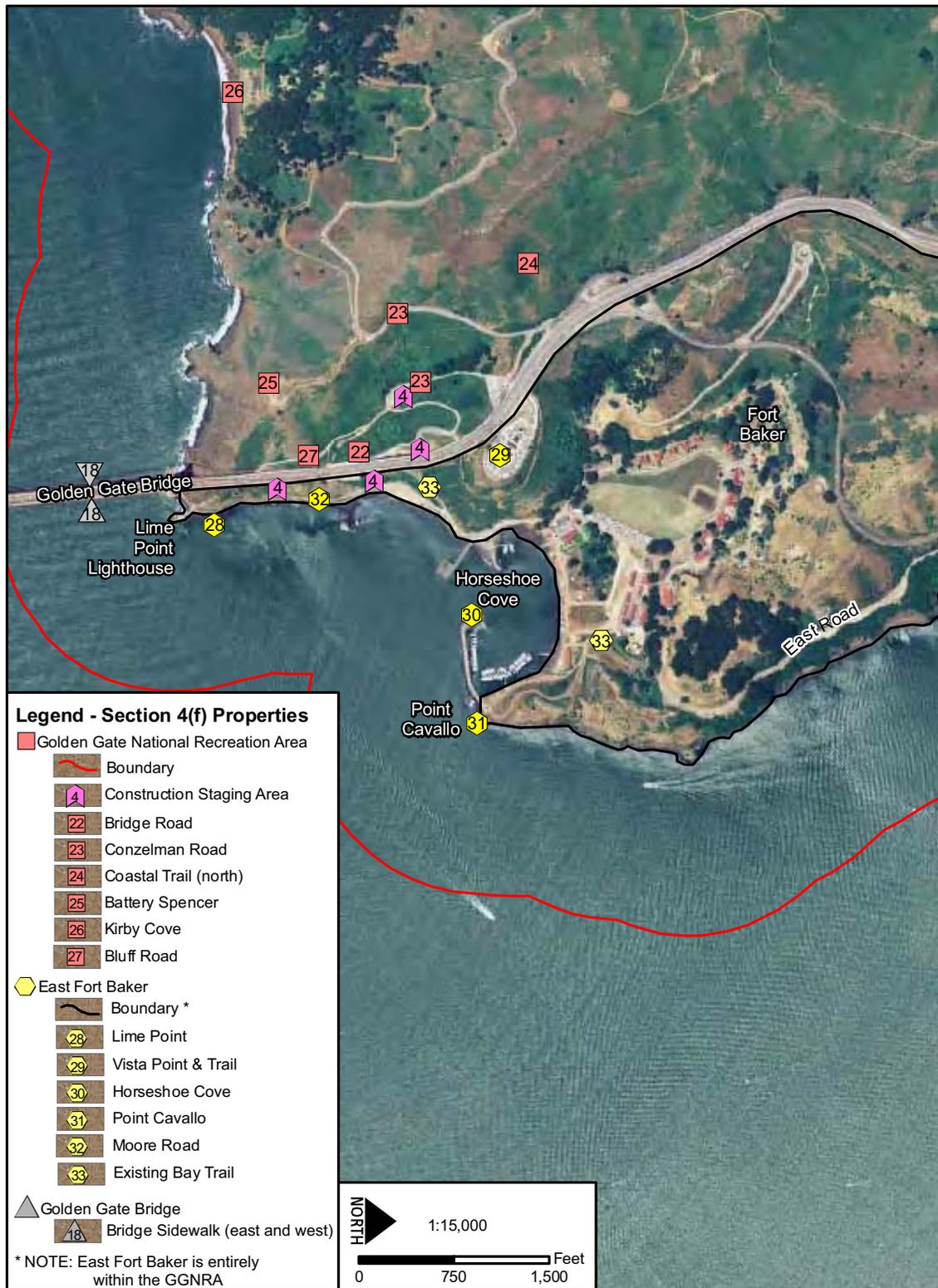


FIGURE 3
SECTION 4(f) RESOURCES: MARIN APPROACH

Source: GEOGRAFIKA, 2008; Imagery - NAIP 2005/2006; NPS Website; GGNRA Website

Environmental Impact Report / Environmental Assessment

3.1 GOLDEN GATE BRIDGE

3.1.1 The Golden Gate Bridge

The Bridge is a Section 4(f) resource because it is a publicly owned historic resource and a recreation resource with uses occurring on and around the Bridge. It is a multi-component historic structure that has been determined eligible for listing in the National Register of Historic Places (NRHP), is California State Historic Landmark No. 974, and is on the California Register of Historical Resources. It is also San Francisco City Landmark No. 222. Historic resources that are listed on the NRHP and resources that are eligible for it are viewed similarly under the provisions of Section 4(f) in that all such resources are protected by Section 4(f). Listing on the NRHP, while conferring a certain distinction, does not result in additional protections to historic resources under the provisions of Section 4(f).

The Bridge provides recreational function through visitor serving facilities, lookout areas, and use of the Bridge sidewalks by bicyclists, joggers, and sightseers. It is one of the most well-known, frequently visited, and internationally recognized suspension bridges in the world, spanning the Golden Gate Strait at the mouth of the San Francisco Bay and connecting San Francisco and Marin Counties (see Figure 1), and receiving approximately 10 million visitors yearly. The Bridge has been recognized by the American Society of Civil Engineers on at least three occasions: as one of the Seven [Engineering] Wonders of the World in 1955, as a National Civil Engineering Landmark in 1984, and as a Monument of the Millennium in 2001.

The Bridge is widely considered one of the most beautiful examples of bridge engineering, both as a structural design challenge and for its aesthetic appeal. It was the largest suspension bridge in the world when it was completed in 1937 and has become an internationally recognized symbol of San Francisco. The Bridge is distinctive because of its striking design reflected by its unique and distinguishing architectural qualities and characteristics. It represents the great period of suspension bridge engineering of the 1920s and 1930s, with never-before-seen suspension bridge aesthetics that emphasized light and simplicity, rather than solidity and complexity. The Bridge embodies new shapes and forms that transcend previous bridge designs and showcase its tremendous scale and beauty.

Combining Art Deco and Streamline Moderne design with advanced engineering technologies, and situated against a dramatic coastal backdrop, the Bridge has been described as an environmental sculpture and is widely noted for its harmonious blending of the natural and built environment. The extraordinary setting intensifies the visual power of the Bridge. From its north-south alignment, the Bridge provides panoramic views of the rugged beauty and urban diversity that surround it, encompassing the Marin hills, the Presidio of San Francisco Historic Landmark District, the skyline of San Francisco, Alcatraz and Angel Islands of San Francisco Bay, and the wide expanse of the Pacific Ocean and coastline. It is one of the most photographed places in the world, with views of the Bridge typically taken from Golden Gate National Recreation Area (GGNRA) beaches and trails southwest of the Bridge, San Francisco Bay, the Presidio, Fort Point, Fort Baker, the Marin Headlands, and from the air. The setting and the views contribute to the popularity of the sidewalks and to people's affection toward the structure.

Character-Defining Features of the Bridge

The primary character-defining elements and decorative features of the Bridge and its contributing elements are its major structural elements (the suspension Bridge anchorages, pylons, towers, main cables, suspender ropes, main span, and side spans), the plate girder bridge, arch bridge, and truss bridges of the approaches, the southern approach roadway, Round House, and Toll Crossing Underpass.

The Art Deco / Moderne design of these structures is a high-ranking character-defining feature of all of these structures and their use within the overall Bridge. The outside handrail from the original construction and outside handrail replicated to match original, as well as the layout of the sidewalks – width and construction around towers and pylons – that allow pedestrian use of Bridge, are essential character-defining features of the property (see Exhibit 3-2). The sidewalks have been extended and widened, and serve as important, human-scale features of the Bridge that make it readily accessible to the commuting and visiting public.

Pedestrians have access to the eastern pathway during daylight hours (from 5:00 a.m. to 6:00 p.m. or 9:00 p.m. depending on the season). Bicyclists have toll-free 24-hour access to either the eastern or the western pathways depending on the day, hour, and season.

Other character-defining features that are important in conveying the artistic value of the property are the electroliers (light posts), the International Orange paint color, and remaining concrete railings. The outside handrails are simplified modest, uniform elements placed far enough apart to allow motorists an unobstructed view. The electroliers (light posts) have a lean, angled form and the portal bracing of the main towers have decorative cladding.

Contributing Elements of the Bridge

The basic components of the main suspension span and side spans, the pylons, approach viaducts, and Fort Point Arch, are also interconnected with the other contributing elements: the Presidio Approach Road, the Roundhouse, and the Toll Plaza Undercrossing (Bridge Number 34 0069). The bridge number is the official structure number assigned by the Department to track structure maintenance. The underpass is an original component of the Bridge that appears to be eligible as a contributing element of the Bridge, but was not individually evaluated in the 1993 or 1997 survey.

Exhibit 3-2
Bridge Sidewalk (eastside)



3.1.2 The Roundhouse Gift Center

The Roundhouse Gift Center (see Exhibit 3-3) is a Section 4(f) resource because it is a contributing element of the Golden Gate Bridge historic property (MacDonald, 1993) and was determined eligible for the NRHP (MacDonald, 1995). The Roundhouse Gift Center is part of a complex of buildings designed and built as part of the original Bridge project. It was designed and built in 1939. It was remodeled in 1955 and again in 1987. Although the interior was completely altered, the exterior of the building has changed very little.



3.1.3 Toll Plaza Undercrossing

The Toll Crossing Underpass (Bridge Number 34 0069) is a Section 4(f) resource because it is a contributing element of the Golden Gate Bridge. It is an original component of the Bridge, completed in 1936. The tunnel-like undercrossing is a single span concrete tee beam structure designed to allow vehicular traffic and pedestrians to cross from one side of the roadway to the other underneath the Toll Plaza using surface streets. Department bridge logs indicate that the undercrossing is about 33 feet long and 291 feet wide, and that it has not undergone major widening or extension since it was completed.

3.2 PRESIDIO OF SAN FRANCISCO

The Presidio of San Francisco (the Presidio) is a Section 4(f) resource because it is a publicly owned recreation area and historic property and a unit of the GGNRA national park. It is also listed in the NRHP (register # 66000232) and is a National Historic Landmark District (NHLD). It is located in the northwesternmost point of the San Francisco peninsula, bordered in the north and the west by the San Francisco Bay and the Pacific Ocean, respectively (see Figure 2). The property is approximately 600-hectares (1,491 acres) and includes several significant historic sites and recreation areas. In 1998, management of the Presidio was divided between two federal agencies: the Presidio Trust manages the inland 1,168 acres of the Presidio and the National Park Service retains management of the 323 waterfront acres. The Trust's mission is to preserve and enhance the natural, cultural, scenic, and recreation resources of the Presidio for public use in perpetuity, and to achieve long-term financial sustainability.

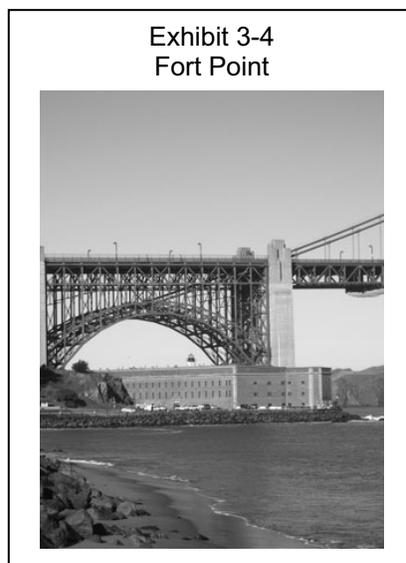
The Presidio's diverse points of interest include historic military forts and batteries, forests, beaches, and spectacular vistas. Along the approximately 37 miles of trails within the Presidio, recreational activities include walking, jogging, biking, camping, sightseeing, and bird watching. On the waterfront, visitors can surf and windsurf, sail, fish, and swim. The Presidio Trails and Bikeways Plan is the guide for directing a network of trails and bikeways that would enhance the public's exploration and experience of the Presidio, while also protecting its natural and cultural resources. The plan identifies three basic trail classifications: pedestrian trails, multi-use trails, and on-street bikeways. The Presidio also includes the following recreational facilities: a golf course; swimming pool; volleyball,

basketball, and tennis courts; gymnasium; bowling center; several small playgrounds, athletic fields, and picnic areas; and a group camping area. More than five million visitors enjoy the Presidio annually.

Pedestrian, bicycle, and vehicular access to the Presidio is provided at the following locations: Lincoln Boulevard (at the southwest), Arguello Boulevard (at the south), Presidio Boulevard and Broadway (at the southeast), Lombard Street and Gorgas Avenue (at the east), and Marina Boulevard (at the northeast). Vehicular access to the Presidio is also available from Doyle Drive via the off-ramp to Merchant Road at the Golden Gate Bridge Toll Plaza. Highway 101 crosses through the northern part of the Presidio, from the Toll Plaza to the eastern boundary of the Presidio. Veterans Boulevard carries Highway 1 on a north-south alignment through the Presidio NHLD and intersects with Doyle Drive just northwest of the Cavalry Stables buildings. In addition, the Presidio provides 11 miles of pedestrian trails and 14 miles of bicycle access including The Coastal Trail, the Golden Gate Promenade, and the Presidio trail system.

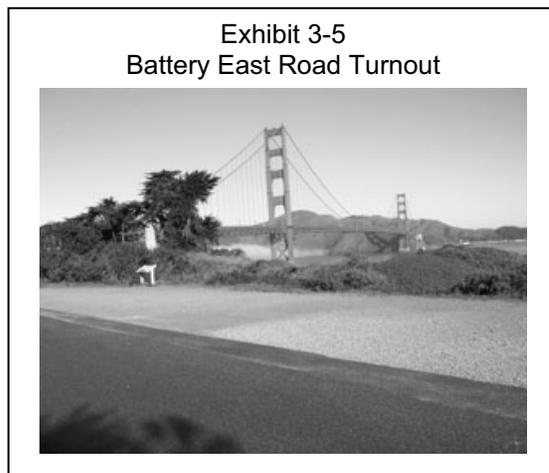
3.2.1 Fort Point National Historic Site

Fort Point (see Exhibit 3-4) is a publicly owned historic and recreation resource, is listed on the NRHP, is a part of the Presidio NHLD and is, therefore, a Section 4(f) resource. It is also a National Historic Site (CA-SFr-48H). The fort is located under the Fort Point Arch of the Bridge on the eastern side. The fort is a Civil War-era structure built between 1853 and 1861 and is the only brick casemated coastal defense fort on the Pacific Coast of its kind. It is listed on the California Register of Historical Resources and is a Civil Engineering Landmark (Garaventa, 1993). The fort is an important educational resource and provides recreational opportunities including, fishing, surfing, and views of the Bay.



3.2.2 Battery East Road Bike and Pedestrian Turnouts

The Battery East Road Bike and Pedestrian Turnouts are used for recreational purposes, are a part of the GGNRA, and are thus considered a Section 4(f) resource (see Exhibit 3-5). The area includes a collection of Civil War-era batteries, which extend along the area parallel to Battery East Road. The area provides views of the Bridge, the Bay, and downtown San Francisco. It also includes picnic tables available for public use and interpretive signs describing the historic value of the batteries.



3.2.3 Marine Drive

Marine Drive is a Section 4(f) resource because it is a publicly owned road within the GGNRA with significant recreational function. It runs concurrently with the Golden Gate Promenade/SF Bay Trail (see Figure 2) from the Bridge until just before Torpedo Wharf, offering visitors walking, jogging, biking, and sightseeing opportunities.

3.2.4 Doyle Drive

Doyle Drive is a publicly owned historic resource eligible for the NRHP and is considered a Section 4(f) property. It is the south approach to the Golden Gate Bridge carrying Route 101 through the general area of potential effects (APE). Doyle Drive is also a contributing element of the Golden Gate Bridge and of the Presidio NHL because it was originally constructed in conjunction with the Bridge.

3.2.5 Crissy Field

Crissy Field is a Section 4(f) resource because it is a publicly owned recreation area within the Presidio NHL. It is a beach and public walkway located east of the Bridge (see Number 14, Figure 2). During the Presidio's military use, Crissy Field was an important airfield. Today it consists of a 22-acre tidal marsh restoration area, a promenade, and a beach area. Recreational opportunities include walking, jogging, and biking along the promenade trail, waterfront and beach activities, picnicking, bird watching, and sightseeing, including views of the Bridge.

3.2.6 The Coastal Trail (South of Bridge)

The Coastal Trail is a Section 4(f) resource because it is a publicly owned trail within the GGNRA national park and the Presidio NHL. It runs through the Presidio west of Lincoln Boulevard, along the windswept Coastal Bluffs, past historic batteries, down to Baker Beach, and farther south to Ocean Beach.

3.2.7 The Golden Gate Promenade/SF Bay Trail

The Golden Gate Promenade/SF Bay Trail is a Section 4(f) resource because it is a publicly owned paved pedestrian walkway and a recreational resource within the Presidio NHL and the GGNRA national park (see Exhibit 3-6). It is located to the east of the Bridge, and runs east from Fort Point to Fort Mason and on to Aquatic Park, hugging the Bay's edge (see Number 17, Figure 2). This bicycle and pedestrian path also connects the Bay Bridge Bay Trail segment with the east and west sidewalks of the Golden Gate Bridge and provides views of the Bridge and the Bay.

Exhibit 3-6
G.G. Promenade / SF Bay Trail



3.2.8 Overlook at Fort Scott (off Coastal Trail)

The overlook at Fort Scott is a Section 4(f) resource because it is a publicly owned overlook located within the Presidio NHL. It is located west of Lincoln Boulevard off the Coastal Trail and offers recreational sightseeing opportunities including views of the Pacific Ocean and the Marin Headlands.

3.3 GOLDEN GATE NATIONAL RECREATION AREA

The Golden Gate National Recreation Area (GGNRA) is a Section 4(f) resource because it is a publicly owned national park. It is the world's largest urban national park and covers a total area of 75,500, acres of land and water, including approximately 28 miles of coastline. It is used extensively by the public for a variety of recreational uses and has numerous trails and vista points on the Marin and San Francisco portions bordering the Bay. The GGNRA receives 17 million recreational visitors annually. The area also includes several historically significant sites.

There is a broad range of recreational opportunities available on GGNRA lands, including camping, hiking, visiting historic structures, visiting natural area, sightseeing, bird watching, participating in public programs, beach activities, water sports, and fishing, among others. Recreational facilities include the Crissy Field Center, Alcatraz Island Visitor Center, Fort Point Bookstore, Marin Headlands Visitor Center, Muir Woods Visitor Center, Presidio Visitor Center, and many other smaller facilities.

Access to the GGNRA is provided by Highways 1, 101, and 280 from the north and south San Francisco Bay Area, and by Highway 880 from the East Bay. Pedestrian and bicycle access points are numerous, and include local streets and trail networks.

All land immediately surrounding the Bridge and its approaches (including the Presidio and East Fort Baker) is part of the GGNRA. The Golden Gate Bridge, Highway and Transportation District (District) was granted a right-of-way easement across the Presidio of San Francisco and Fort Baker Military Reservation in 1931 for construction, operation, and maintenance of the Bridge (Payne, 1931). This right still exists and is administered by the GGNRA. The proposed construction staging areas are located on GGNRA lands (refer to Number 4 in Figures 2 and 3).

3.3.1 Bluff Road

Bluff Road (see Exhibit 3-7) is a Section 4(f) resource because it is a publicly owned road within the GGNRA national park. It is located in the Marin Headlands, west of Hwy 101 (see Number 21, Figure 3). Currently this road is not open to the public due to security needs.

3.3.2 Bridge Road

Bridge Road (the lower road shown in Exhibit 3-7) is a Section 4(f) resource because it is a publicly owned road within the GGNRA national park. It is located in the Marin Headlands, west of Hwy 101 (see Number 22,

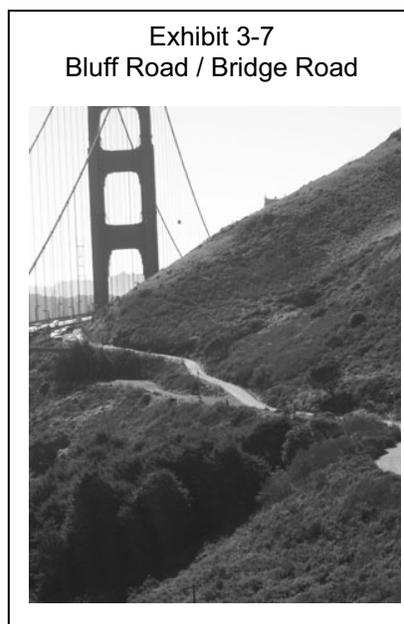


Figure 3). Currently this road is not open to the public due to security needs.

3.3.3 Conzelman Road

Conzelman Road is a Section 4(f) resource because it is a publicly owned road with recreational function within the GGNRA national park. It runs beneath Hwy 101 just south of Vista Point, connecting East Fort Baker and the Marin Headlands (see Number 23, Figure 3), and providing lookouts and views of the Bridge, the San Francisco Skyline, and the Pacific Ocean.

3.3.4 The Coastal Trail (North)

The Coastal Trail (Exhibit 3-8) is a Section 4(f) resource because it is a publicly owned trail with significant recreational function, located within the GGNRA national park. The trail, accessible from the Conzelman Road lookout parking lot on the west side of the Bridge, runs northwest through the Marin Headlands and connects with a system of other trails, including the Dipsea Trail (see Number 24, Figure 3). Following the Coastal Trail north, it leads to Muir Beach, Fort Cronkhite, and Stinson Beach (via the Dipsea Trail) and continues north. The Coastal Trail and connecting trail system provide hiking and sightseeing opportunities including visual access to the Bridge, the San Francisco Skyline, the surrounding coastal bluffs, and the Pacific Ocean. The Coastal Trail is part of a larger statewide system of trails designed to offer visual and physical access to the state's coastal resources.



3.3.5 The Bay Trail

The Bay Trail is a Section 4(f) resource because it is a publicly owned trail with significant recreational function, located within the GGNRA national park, East Fort Baker and the Presidio (see number 33, Figure 3). The trail segment within the GGNRA provides a connection from the pedestrian and bicycle paths on the Bridge to the trail alignment proposed within East Fort Baker. It extends from the northern end of the Bridge sidewalks and loops around following Conzelman Road before extending beneath the Bridge and into East Fort Baker.

3.3.6 Battery Spencer

Battery Spencer is a Section 4(f) resource because it is a publicly owned historic site and a part of the GGNRA national park. It is located in the Marin Headlands, west of the Bridge and is accessible by a trail off Conzelman Road (see Number 25, Figure 3). Completed in 1897, the battery provided important protection to the Golden Gate; it was disarmed by 1943. Today it remains a popular point of public and historic interest.

3.4 EAST FORT BAKER

East Fort Baker is a Section 4(f) resource because it is a publicly owned historic and recreation resource, is part of the GGNRA national park, and is listed on the NRHP. It is a 335-acre property at the center of the GGNRA system located in Marin County at the northeast foot of the Bridge (see Figure 3). It includes the Horseshoe Cove waterfront area with over a mile of rocky bay shoreline, Lime Point, Cavallo Point, many historic army buildings, and several historic batteries. The Army acquired Fort Baker in 1866. Forts Baker, Barry, and Cronkhite Military Reservations, dating back to the mid-1800s, functioned as important coastal defense elements. Between 1872 and 1876, barbette batteries were constructed at Point Cavallo (Battery Cavallo) on the ridge above Lime Point (Cliff and Ridge Batteries), and on Gravelly Beach to the west (Gravelly Beach Battery). The NRHP lists the forts together (USNPS 1992a:12/12/73, #73000255) due to their significant architecture, landscape architecture, and part in the history of the U.S. Army for the period 1850-1960. The forts are also included on the California Register of Historical Resources (CAL/OHP 1976:150,185).

Recreational activities at Fort Baker include active land-based activities such as bicycling, dog activities, and jogging/ running; water-based activities like fishing/crabbing, boating/kayaking, and wind surfing; and passive land-based activities such as hiking/walking, sightseeing, photography, and picnicking. Other activities include flying model planes and kites, beach play, roller-blading, and wading.

A comprehensive Fort Baker Reuse Plan is currently being implemented at the fort; its goal is to enhance the recreational opportunities available to the public and add additional visitor serving resources. The fort's projected reopen date is the summer of 2008.

3.4.1 Vista Point and Trail

As a publicly owned recreation area, Vista Point is considered a Section 4(f) resource. Vista Point is a scenic overlook area and visitor turnout from the highway on the northern approach to the Bridge, accessible from northbound US 101 only. It is located in Marin County at the northern end of the Bridge (see Number 28, Figure 3), also known as the Golden Gate Observation Area. The Department designed and built this facility adjacent to the North Abutment in 1961-1962. It was not part of the original Bridge design and construction project and is not a contributing element of the Bridge property.

It is, however, a popular visitor attraction because of its views of the Bridge and the San Francisco skyline. It also provides a parking area, free up to four hours, and restroom facilities for persons who walk on the Bridge or the nearby trails and sightseers.

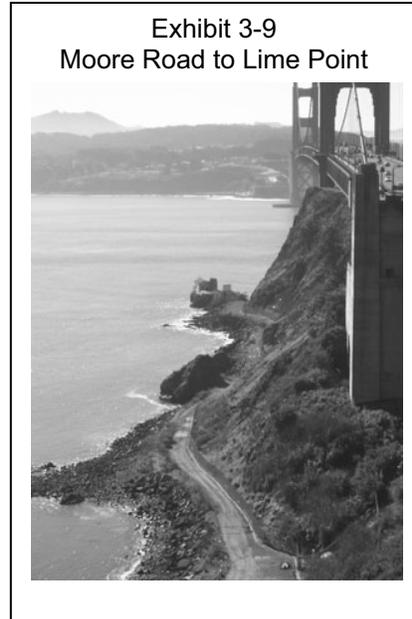
Vista Point is also the location of the Lone Sailor Naval Memorial, dedicated on April 14, 2002, to all of the Sea Services – Navy, Marine Corps, Coast Guard, and Merchant Marine. A memorial was constructed and dedicated on the scenic overlook with a replica of *The Lone Sailor*®. Improvement to Vista Point included statue placement, the creation of a memorial, and other site enhancements.

3.4.2 Lime Point

Lime Point is a Section 4(f) resource because it is a recreational resource that is part of the core area of East Fort Baker (see Exhibit 3-9; Number 27, Figure 3). Lime Point is one of the first peninsulas of land seen when traveling under the Bridge by water. It houses the U.S. Coast Guard Light Station, established in 1883. The trail along this peninsula is currently closed to the public due to security needs.

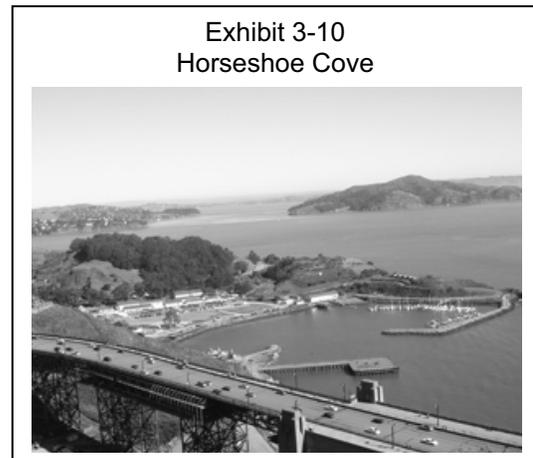
3.4.3 Moore Road (Lime Point Trail)

Moore Road is a Section 4(f) resource because it is a publicly owned road and trail within East Fort Baker and the GGNRA (see Exhibit 3-9). It is located east of Hwy 101 and runs along a small peninsula between Lime Point and the core area of East Fort Baker (see Number 31, Figure 3). Moore Road was constructed to connect Lime Point with Horseshoe Cove and the developed area of East Fort Baker. Today it provides a recreational trail from the Lime Point Lighthouse along the Bay's edge to Horseshoe Cove and into East Fort Baker, with views of the Bridge looking south. Currently this road is closed to the public due to security needs.



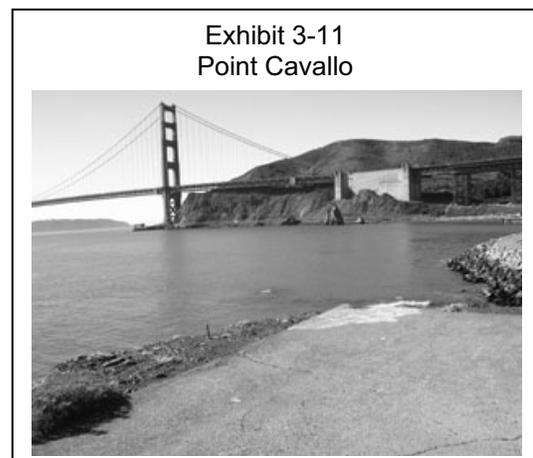
3.4.4 Horseshoe Cove

Horseshoe Cove is a Section 4(f) resource because it is a publicly owned recreation resource and a part of East Fort Baker and the GGNRA national park (see Exhibit 3-10). The cove and associated waterfront extend around the shoreline between Lime Point on the west and Point Cavallo on the east. It is a core area of the fort and offers recreational functions including walking, biking, jogging, waterfront activities, and sightseeing, with views of the Bay and the Bridge.



3.4.5 Point Cavallo

Point Cavallo is a Section 4(f) resource because it is a publicly owned recreation resource within East Fort Baker and the GGNRA national park (see Exhibit 3-11). The point is the peninsula to the east of Horseshoe Cove (see Number 29, Figure 3). Its recreational functions include walking, hiking, and sightseeing opportunities, with views of the Bay and the Bridge.



3.4.6 The Bay Trail

The Bay Trail is a Section 4(f) resource because it is a publicly owned trail with significant recreational function, located within the GGNRA national park, East Fort Baker and the Presidio (see number 33, Figure 3). The trail segment within East Fort Baker consists of existing and proposed segments. The proposed segments will connect with the trail segment extending beneath the Bridge and follow the edge of Horseshoe Cove before continuing north towards Sausalito.

4.0 IMPACTS TO SECTION 4(F) PROPERTIES

Potential Section 4(f) uses by the project are discussed below as they relate to the Golden Gate Bridge (Bridge), its contributing structures and properties within the general area of potential effects (APE), and within one-half mile of the Bridge.

4.1 GOLDEN GATE BRIDGE

4.1.1 The Golden Gate Bridge

No-Build Alternative

The No-Build Alternative would not use this Section 4(f) resource.

Alternative 1A: Add Vertical System to Handrail

This alternative would add an 8-foot-high vertical rod system to the outside handrail for a total height of 12 feet. The addition of an 8-foot-high barrier would affect the character of the Bridge because of introduced visual elements at the east and west sidewalks, the physical change of the outside handrail on the sidewalks, and changes to pedestrian, bicycle, and motorist views.

Evaluation of Section 4(f) Use by Alternative 1A

While Alternative 1A would not remove the outside handrail, it would alter the outside handrail. The placement of an 8-foot barrier on top of the outside handrail would substantially alter the pedestrian experience from the sidewalk and obscure views of the main suspension ropes, which are also character-defining features of the Bridge. Alternative 1A would result in a permanent Section 4(f) use of the Bridge because it would substantially alter character-defining elements of the Bridge, including its relationship to the setting (the views), which contribute to the integrity of the Bridge's significant historic features and its eligibility for NRHP listing.

The physical alteration of the Bridge through the installation of the 8-foot high barrier on top of the outside handrail would alter the recreational experience of pedestrians and cyclists on the sidewalks because structural changes created by the barrier would physically alter the views from the sidewalks. This would represent a permanent Section 4(f) use.

Alternative 1B: Add Horizontal System to Handrail

This alternative would add an 8-foot-high horizontal cable system and transparent winglet to the outside handrail for a total height of 12 feet. The addition of an 8-foot-high barrier on top of the outside handrail would affect the character of the Bridge because of introduced visual elements at the east and west sidewalks, the physical change of the outside handrail on the sidewalks, and changes to pedestrian, bicycle, and motorist views.

Evaluation of Section 4(f) Use by Alternative 1B

While Alternative 1B would not remove the outside handrail, it would alter the outside handrail. The placement of an 8-foot horizontal cable barrier on top of the outside handrail supported by vertical posts would substantially alter the pedestrian experience from the sidewalk and obscure views of the main suspension ropes, which are also character-defining features of the Bridge. Alternative 1B would result in a permanent Section 4(f) use of the Bridge because it would substantially alter the character-defining elements of the Bridge, including its relationship to the setting, which contribute to the integrity of the Bridge's significant historic features and its eligibility for NRHP listing.

The physical alteration of the Bridge through the installation of the 8-foot high barrier on top of the outside handrail would alter the recreational experience of pedestrians and cyclists on the sidewalks because structural changes created by the barrier would physically alter the views from the sidewalks. This would represent a permanent Section 4(f) use.

Alternative 2A: Replace Outside Handrail with Vertical System

This alternative would replace the outside handrail with a 12-foot-high vertical barrier constructed of ½-inch diameter vertical steel rods. A rub rail would be installed at the same height as the public safety railing (4 feet 6 inches). The construction of a 12-foot-high barrier would affect the character of the Bridge because of introduced visual elements at the east and west sidewalks, the physical change of the outside handrail on the sidewalks, and changes to pedestrian, bicycle, and motorist views.

Evaluation of Section 4(f) Use by Alternative 2A

Alternative 2A would replace the outside handrail with a 12-foot-high vertical barrier. The removal of the outside handrail (a character-defining element of the Bridge), would significantly alter the pedestrian experience along the sidewalks (another character-defining element) and obscure views of the main suspension ropes, which are also character-defining features of the Bridge. Alternative 2A would result in a permanent Section 4(f) use of the Bridge because it would remove or substantially alter the character-defining elements of the Bridge, including its relationship to the setting, which contribute to the integrity of the Bridge's significant historic features and its eligibility for NRHP listing.

The physical alteration of the Bridge through the installation of a 12-foot high vertical barrier would alter the recreational experience of pedestrians and cyclists on the sidewalks because structural changes created by the barrier would physically alter the views from the sidewalks. This would represent a permanent Section 4(f) use.

Alternative 2B: Replace Outside Handrail with Horizontal System

This alternative would replace the outside handrail with a 10-foot-high horizontal cable system and transparent winglet. The construction of this barrier would affect the character of the Bridge because of introduced visual elements at the east and west sidewalks, the physical change of the outside handrail on the sidewalks, and changes to pedestrian, bicycle, and motorist views.

Evaluation of Section 4(f) Use by Alternative 2B

Alternative 2B would replace the outside handrail with a 10-foot-high horizontal barrier and transparent winglet. The removal of the outside handrail (a character-defining element of the Bridge), would significantly alter the pedestrian experience along the sidewalks (another character-defining element) and obscure views of the main suspension ropes, which are also character-defining features of the Bridge. Alternative 2B would result in a permanent Section 4(f) use of the Bridge because it would remove or substantially alter the character-defining elements of the Bridge, including its relationship to the setting, which contribute to the integrity of the Bridge's significant historic features and its eligibility for NRHP listing.

The physical alteration of the Bridge through the installation of the 10-foot high barrier would alter the recreational experience of pedestrians and cyclists on the sidewalks because structural changes created by the barrier would physically alter views from the sidewalks. This would represent a permanent Section 4(f) use.

Alternative 3: Add Net System

This alternative would construct a horizontal net approximately 5 feet above the bottom chord of the exterior main truss and approximately 20 feet below the sidewalk. The net would project approximately 20 feet from the Bridge and be covered with an uncoated and unpainted stainless steel 4-inch to 10-inch grid cable netting. The horizontal support system would connect directly to the exterior truss and be supported by cables back to the top chord of the truss. A vertical barrier, painted International Orange, would be installed along the 300-foot length of the North Anchorage Housing, rather than extending the net around the structure. Alternative 3 would result in impacts to the character of the Bridge because of the introduced visual elements.

Evaluation of Section 4(f) Use by Alternative 3

With the exception of the International Orange vertical barrier that would be installed along approximately 3 percent of the 1.7 mile Bridge span, Alternative 3 would not affect the character-defining elements of the Bridge seen from the Bridge sidewalk and roadway, or alter the pedestrian experience along the sidewalks. The vertical barrier along the North Anchorage Housing would interrupt motorists' views from the Bridge for approximately 5 seconds and pedestrian views for approximately 1 to 1 1/2 minutes. The net would be visible to pedestrians at the Bridge towers. From this viewpoint on the Bridge, the net would be visible across the lower portion of the pedestrian's viewshed but would not block views of the surrounding landscape. It would, however, substantially alter the exterior main truss (a character-defining feature of the Bridge), which contributes to the integrity of the Bridge's significant historic features, and its eligibility for NRHP listing. It would also introduce the use of non-historic materials – the cable netting and vertical rods –

diminishing the Bridge's historic integrity. Alternative 3 would therefore result in a permanent Section 4(f) use of the Bridge because it would substantially alter character-defining elements of the Bridge, including its relationship to the setting, which contribute to the integrity of the Bridge's significant historic features and its eligibility for NRHP listing.

The physical alteration of the Bridge through the installation of the net system along the lower portion of the pedestrian viewshed would alter the recreational experience of pedestrians and cyclists at the Bridge towers. The extension of the net horizontally from the Bridge creates a physical barrier to views from this location. This would represent a permanent Section 4(f) use.

4.1.2 The Roundhouse Gift Center

The proposed build alternatives would not result in a Section 4(f) use of the Roundhouse because they would not permanently incorporate land into the project, nor would they temporarily occupy any land within the resource. The proposed alternatives would not substantially impair the historic quality of this resource. The proposed project would not cause a constructive use of the Roundhouse Gift Center because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic resource.

4.1.3 Toll Plaza Undercrossing

The proposed build alternatives would not result in a Section 4(f) use of the Toll Plaza Undercrossing because they would not permanently incorporate land into the project, nor would they temporarily occupy any land within the resource. The proposed alternatives would not substantially impair the historic quality of this resource. The proposed project would not cause a constructive use of the Toll Plaza Undercrossing because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic resource.

4.2 THE PRESIDIO OF SAN FRANCISCO

4.2.1 Merchant Road Parking Lot

The construction staging area located on GGNRA lands within the Presidio along Merchant Road at the south side of the Bridge may be used under all build alternatives for a portion of the construction period. This staging area is within the control of the District and is currently a District parking lot that includes 25 publicly available stalls. The closure of this parking lot during construction would eliminate public access to the parking spaces, which would represent a temporary occupancy of the Section 4(f) land.

Per 49 CFR Section 774.13, the following five criteria were considered in determining temporary occupancy.

- Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;

- Scope of the work must be minor, i.e., both the nature and magnitude of the changes to the Section 4(f) property are minimal;
- There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- The land being use must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
- There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

Refer to Section 9.3.1, Golden Gate National Recreation Area (Five Areas), for a discussion of the construction staging areas on GGNRA lands.

During this period of time construction equipment may be stored at the parking lot. Storage of construction equipment would not physically change the land and would be temporary. All construction equipment would be removed prior to completion of construction.

Although the public parking stalls would not be available during construction of the project, there are several other areas near the Bridge that offer public parking, including the District's east parking lot below the Roundhouse Gift center and the NPS parking lot off Lincoln Boulevard and Battery East Road. On weekends and after 3:30 p.m. during the week, the District's west parking lot adjacent to the Toll Plaza is also available for public use. The available parking supply should be sufficient to compensate for the temporary loss of 25 stalls. Signage would be provided to direct the public to other parking areas, including areas accessible to individuals with disabilities, during project construction.

4.2.2 Fort Point National Historic Site

The proposed build alternatives would not result in a Section 4(f) use of Fort Point because they would not permanently incorporate land into the project, nor would they temporarily occupy any land within this historic site. The alternatives would not have severe impacts that substantially impair the historic quality of this resource, nor would they substantially alter views of the Bridge from Fort Point because of the distance and upward viewing angle of the Bridge from Fort Point. The proposed project would not cause a constructive use of the Fort Point National Historic Site because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic resource.

4.2.3 Battery East Road Bike and Pedestrian Turnouts

The project build alternatives would not result in a Section 4(f) use of this property because no land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. Views of the Bridge from the turnouts would not be substantially altered by the build alternatives and the alternatives would not result in severe impacts that would substantially impair the quality the recreational resource. The proposed project would not cause a constructive use of the Battery East Road Bike and

Pedestrian Turnouts because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

4.2.4 Marine Drive

The project build alternatives would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. Views of the Bridge enjoyed by people using the drive recreationally would not be substantially altered by the build alternatives, and the alternatives would not substantially impair the quality of this recreational resource. The proposed project would not cause a constructive use of Marine Drive because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

4.2.5 Doyle Drive

The project build alternatives would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. The build alternatives would not have a severe impact that substantially impairs the historic quality of the Section 4(f) resource, nor would the views enjoyed by drivers on Doyle Drive be substantially altered. The proposed project would not cause a constructive use of Doyle Drive because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic resource.

4.2.6 Crissy Field

The project build alternatives would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. There are distant views of the Bridge from Crissy Field, which would not be substantially altered by any of the build alternatives, nor would the alternatives cause severe impacts that would substantially impair the quality of this resource in any other way. The proposed project would not cause a constructive use of Crissy Field because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

4.2.7 Coastal Trail (South)

The project build alternatives would not result in a Section 4(f) use of this trail because no land would be permanently incorporated into the project nor would any be temporarily occupied by it. The build alternatives do not have the potential to substantially impair the quality of the trail: views of the Bridge from the trail would not change substantially. The proposed project would not cause a constructive use of the Coastal Trail because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

4.2.8 The Golden Gate Promenade/SF Bay Trail

The project build alternatives would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. Views of the Bridge from this trail would not be substantially altered by the build alternatives, nor would the alternatives substantially impair the quality

of this recreational resource. The proposed project would not cause a constructive use of the Golden Gate Promenade/SF Bay Trail because the proximity impacts would not substantially impair the protected activities, features, or attributes of this recreational resource.

4.2.9 Overlook at Fort Scott (off Coastal Trail)

The project build alternatives would not result in a Section 4(f) use of this property because no land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. Views of the Bridge would not be substantially altered by the build alternatives nor would they result in severe impacts that would substantially impair the quality of this recreational resource. The proposed project would not cause a constructive use of the Overlook at Fort Scott because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic and recreational resource.

4.3 GOLDEN GATE NATIONAL RECREATION AREA

4.3.1 Bluff Road

The project build alternatives would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. Because the roadway is closed to the public, alteration of the views from this roadway would not affect recreation users at this time. Should the roadway be reopened to the public in the future, it can be anticipated that changes to views of the Bridge from the road would be noticeable to users of this resource. Changes to these views, however, would not be anticipated to severely impair the quality of this resource that would be used for a variety of recreational activities. The proposed project would not cause a constructive use of Bluff Road because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

4.3.2 Bridge Road

The project build alternatives would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. Because the roadway is closed to the public, alteration of the views from this roadway would not affect recreation users at this time. Should the roadway be reopened to the public in the future, it can be anticipated that changes to views of the Bridge from the road would be noticeable to users of this resource. Changes to these views, however, would not be anticipated to severely impair the quality of this resource that would be used for a variety of recreational activities. The proposed project would not cause a constructive use of Bridge Road because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

4.3.3 Conzelman Road

The project build alternatives would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. Views of the Bridge enjoyed by people using the road

recreationally would not be substantially altered by the build alternatives. The alternatives would not result in severe impacts that substantially impair the quality of this resource. The proposed project would not cause a constructive use of Conzelman Road because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

4.3.4 Coastal Trail (North)

None of the project build alternatives would result in a Section 4(f) use of this trail because no land would be permanently incorporated into the project nor would any be temporarily occupied by it. The build alternatives do not have the potential to substantially impair the quality of the trail: views of the Bridge from the trail would not change substantially. The proposed project would not cause a constructive use of the Coastal Trail because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

4.3.5 The Bay Trail

The project build alternatives would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. Views of the Bridge from this trail would not be substantially altered by the build alternatives, nor would the alternatives substantially impair the quality of this recreational resource. The proposed project would not cause a constructive use of the Bay Trail because the proximity impacts would not substantially impair the protected activities, features, or attributes of this recreational resource.

4.3.6 Battery Spencer

The proposed build alternatives would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any be temporarily occupied by it. The build alternatives would not have any severe impacts that would substantially impair the historic quality of the post. The proposed project would not cause a constructive use of Battery Spencer because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic resource.

4.4 EAST FORT BAKER

4.4.1 Vista Point and Trail

No-Build Alternative

The No-Build Alternative would not use this Section 4(f) resource.

Alternative 1A: Add Vertical System to Handrail

This alternative would add an 8-foot-high vertical rod system to the outside handrail for a total height of 12 feet. The addition of an 8-foot-high barrier would alter the views toward the Bridge from Vista Point and Trail because of introduced visual elements at the east and west sidewalks. Alternative 1A would be visible in the foreground of views toward the Bridge from Vista Point due to proximity and would elevate the height of the exterior railing on the Bridge, resulting in the encroachment of the vertical rod system into a small area of

the existing viewshed towards the Bridge and Marin Headlands. The barrier would not alter the views of the Bay and San Francisco east and southeast of the viewpoint. Views of the Bay and San Francisco would remain unobstructed due to the location of the Bridge south of the Vista Point and Trail.

Evaluation of Section 4(f) Use by Alternative 1A

The Bridge and Alternative 1A would be located south of Vista Point and would only encompass a small portion of the southern viewshed from Vista Point. No substantial change to the easterly and southeasterly views of the Bay and San Francisco would occur from Vista Point, as the Bridge and Alternative 1A would be located south of the viewpoint and would not intrude across the viewshed. Alternative 1A would not result in a Section 4(f) constructive use of Vista Point and Trail: the proximity impacts of this alternative would not substantially impair the activities, features, and attributes for visitors to this scenic overlook.

Alternative 1B: Add Horizontal System to Handrail

This alternative would add an 8-foot-high horizontal cable system and transparent winglet to the outside handrail for a total height of 12 feet. The addition of an 8-foot-high barrier on top of the outside handrail would impact the views towards the Bridge from Vista Point and Trail because of introduced visual elements at the east and west sidewalks.

Alternative 1B would be visible in the foreground of views toward the Bridge from Vista Point due to proximity and would elevate the height of the exterior railing on the Bridge, resulting in the encroachment of the horizontal cable system into a small area of the existing viewshed towards the Bridge and Marin Headlands. The barrier would not alter the views of the Bay and San Francisco from the viewpoint, as views of the Bay and San Francisco to the east and southeast would remain unobstructed due to the location of the Bridge south of the Vista Point and Trail.

Evaluation of Section 4(f) Use by Alternative 1B

The Bridge and Alternative 1B would be located to the south of Vista Point and would only encompass a small portion of the southern viewshed from Vista Point. No substantial change to the easterly and southeasterly views of the Bay and San Francisco would occur from Vista Point, as the Bridge and Alternative 1B would be located south of the viewpoint and would not intrude across the viewshed. Alternative 1B would not result in a Section 4(f) constructive use of Vista Point and Trail: the proximity impacts of this alternative would not substantially impair the activities, features, and attributes for visitors to this scenic overlook.

Alternative 2A: Replace Handrail with Vertical System

This alternative would replace the outside handrail with a 12-foot-high vertical barrier constructed of ½-inch diameter vertical steel rods. A rub rail would be installed at the same height as the public safety railing (4 feet 6 inches). The construction of a 12-foot-high barrier would affect the views of the Bridge from Vista Point and Trail because of introduced visual elements at the east and west sidewalks. Alternative 2A would be visible in the foreground of views toward the Bridge from Vista Point due to proximity and would elevate the height of the exterior railing on the Bridge, resulting in the encroachment of the vertical rod system into a small area of the existing viewshed

towards the Bridge and Marin Headlands. The barrier would not alter the views of the Bay and San Francisco from the viewpoint, as views of the Bay and San Francisco to the east and southeast would remain unobstructed due to the location of the Bridge south of the Vista Point and Trail.

Evaluation of Section 4(f) Use by Alternative 2A

The Bridge and Alternative 2A would be located to the south of Vista Point and would only encompass a small portion of the southern viewshed from Vista Point. No substantial change to the easterly and southeasterly views of the Bay and San Francisco would occur from Vista Point, as the Bridge and Alternative 2A would be located south of the viewpoint and would not intrude across the viewshed. Alternative 2A would not result in a Section 4(f) constructive use of Vista Point and Trail: the proximity impacts of this alternative will not substantially impair the activities, features, and attributes for visitors to this scenic overlook.

Alternative 2B: Replace Handrail with Horizontal System

This alternative would replace the outside handrail with a 10-foot-high horizontal cable system and transparent winglet. The construction of this barrier would affect the views of the Bridge from Vista Point and Trail because of introduced visual elements at the east and west sidewalks. Alternative 2B would be visible in the foreground of views toward the Bridge from Vista Point due to proximity and would elevate the height of the exterior railing on the Bridge, resulting in the encroachment of the horizontal cable system into a small area of the existing viewshed towards the Bridge and Marin Headlands. The barrier would not alter the views of the Bay and San Francisco from the viewpoint, as views of the Bay and San Francisco to the east and southeast would remain unobstructed due to the location of the Bridge to the south of the Vista Point and Trail.

Evaluation of Section 4(f) Use by Alternative 2B

The Bridge and Alternative 2B would be located south of Vista Point and would only encompass a small portion of the southern viewshed from the viewpoint. No substantial change to the easterly and southeasterly views of the Bay and San Francisco would occur from Vista Point, as the Bridge and Alternative 2B would be located south of these views and would not intrude across the viewshed. Alternative 2B would not result in a Section 4(f) constructive use of Vista Point and Trail: the proximity impacts of this alternative would not substantially impair the activities, features, and attributes for visitors to this scenic overlook.

Alternative 3: Add Net System

This alternative would construct a horizontal net approximately 5 feet above the bottom chord of the exterior main truss. The net would project approximately 20 feet from the Bridge and be covered with a stainless steel 4-inch to 10-inch grid cable netting. The horizontal support system would connect directly to the exterior truss and be supported by cables back to the top chord of the truss. A vertical barrier, painted International Orange, would be installed along the 300-foot length of the North Anchorage Housing, rather than extending the net around the structure.

The introduced horizontal elements would change the view of the main truss of the Bridge from Vista Point and Trail. The vertical barrier would not alter the views of East Fort Baker, the Bay, San Francisco and the Marin Headlands from the viewpoint, as these views would remain unobstructed due to the alignment -of the Bridge relative to the Vista Point and Trail.

Evaluation of Section 4(f) Use by Alternative 3

The Bridge and Alternative 3 would be located south of Vista Point and would only encompass a small portion of the total viewshed from the viewpoint due to the alignment of the Bridge with respect to the viewpoint. Views of Fort Baker, San Francisco Bay (including the Bay Bridge and Alcatraz Island), the San Francisco skyline, and the Marin Headlands are available from this viewpoint. No substantial change to these views from Vista Point would occur as the area encompassed by the Bridge- and Alternative 3 would only affect views looking south from the viewpoint, representing less than 5 percent of the entire viewshed. Views of the Presidio and the western edge of San Francisco would be the only directions in which Alternative 3 would be visible from this viewpoint. The proposed project would not cause a constructive use of Vista Point and Trail because the proximity impacts would not substantially impair the activities, features, and attributes for visitors at this scenic overlook.

4.4.2 Lime Point

The proposed build alternatives for the project do not constitute a Section 4(f) use of this resource. No land would be permanently incorporated or temporarily occupied by these alternatives. Lime Point offers views of the Bridge, which, because of the angle of the view, would not be substantially altered by the build alternatives. The alternatives would not result in severe impacts that substantially impair the quality of this resource. The proposed project would not cause a constructive use of Lime Point because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

4.4.3 Moore Road

The project build alternatives would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. Views of the Bridge enjoyed by people using the road recreationally would not be substantially altered by the build alternatives. The proposed project would not cause a constructive use of Moore Road because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

4.4.4 Horseshoe Cove

Views of the Bridge are available from Horseshoe Cove, but are secondary to its other recreational functions, including walking biking, jogging, and waterfront activities. No substantial change to the views of the Bay and San Francisco east and south of this viewpoint would occur, as the Bridge and build alternatives would be to the west and therefore not intrude across the viewshed. The build alternatives would not substantially impair any of the qualities, which qualify this resource for Section 4(f) protection. In addition, the alternatives would not result in the permanent incorporation or temporary

occupancy of this resource. The proposed project will not cause a constructive use of Horseshoe Cove because the proximity impacts will not substantially impair the protected activities, features, or attributes of the recreational resource.

4.4.5 Point Cavallo

Point Cavallo provides views of the Bay and the Bridge. The proposed build alternatives do not have the potential to result in the substantial impairment of Bridge views from this resource. No land would be permanently incorporated or temporarily occupied by the alternatives. The proposed project would not cause a constructive use of Point Cavallo because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

4.4.6 The Bay Trail

The project build alternatives would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. Views of the Bridge are available from the proposed trail alignment, but are secondary to its other recreational functions. The alternatives would not substantially impair the quality of this recreational resource. The proposed project would not cause a constructive use of the Bay Trail because the proximity impacts would not substantially impair the protected activities, features, or attributes of this recreational resource.

4.5 SUMMARY OF PROJECT USES OF SECTION 4(F) RESOURCES, BY ALTERNATIVE

The No-Build Alternative would not use any Section 4(f) resources. All of the build alternatives modify the Bridge, which is an historic resource. All of the build alternatives modify existing Bridge components and introduce new elements. Specifically, build alternatives modify either the outside handrails or the main truss. All of the build alternatives would alter the recreational experience of Bridge users. Additionally, all of the build alternatives would require construction staging areas. The temporary closure of the Merchant Road parking lot staging area within the Presidio would remove 25 public parking spaces during a portion of the construction period, which would be a temporary occupancy of the area. The matrix below summarizes the Section 4(f) uses by resource and project alternative.

Table 4-1 Section 4(f) Uses by Alternative

		Alt 1A	Alt 1B	Alt 2A	Alt 2B	Alt 3 (PA)	No Build
Golden Gate Bridge	Golden Gate Bridge	P	P	P	P	P	--
	- Handrail and Sidewalk	P	P	P	P	--	--
	- Main Truss	--	--	--	--	P	--
	- Recreational Use	P	P	P	P	P	--
	Roundhouse Gift Center	--	--	--	--	--	--
	Toll Plaza Undercrossing	--	--	--	--	--	--
Construction Staging Areas	Merchant Road Parking Lot	T	T	T	T	T	--

P = Permanent Section 4(f) Use

T = Temporary occupancy

-- = No Section 4(f) Use

5.0 AVOIDANCE ALTERNATIVES

The feasibility and safety constraints described in Section 6.0 regarding the development and evaluation of project alternatives limited the opportunity to develop alternatives that could completely avoid adverse effects to the Golden Gate Bridge (Bridge) as an historic property. Construction of a physical suicide barrier is an action that clearly would cause adverse direct effects to the Bridge historic property. Every build alternative results in a Section 4(f) use of the Bridge. The Golden Gate Bridge, Highway and Transportation District (District) criteria did require that the project alternatives meet the requirements of state and federal historic preservation laws (Criterion 7). The District designed the alternatives in a manner that would minimize the effect the project may have on the historic property to the extent possible. As part of this effort, the District examined other bridges in California, throughout the United States, and elsewhere in the world to assess potential designs for the barrier on this bridge.

The only alternative that would avoid effects to the Bridge as an historic property and therefore not cause a Section 4(f) use of the property is the No-Build Alternative. Although this alternative would avoid any Section 4(f) use of the Bridge, it is not prudent and feasible because it does not satisfy the purpose and need of the proposed project. In accordance with 23 CFR 774.117, the following six factors were considered when evaluating whether the No-Build Alternative would be prudent.

- Compromises the project so that it is unreasonable given the purpose and need;
- Results in unacceptable safety or operational problems;
- After reasonable mitigation, still causes; severe social, economic, or environmental impacts, severe disruption to established communities; severe environmental justice impacts or severe impacts to other federally protected resources
- Results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
- Causes other unique problems or unusual factors; or

- Involves multiple factors listed above that while individually minor, cumulatively causes unique problems of extraordinary magnitude.

5.1 NO-BUILD ALTERNATIVE

The No-Build Alternative represents conditions if no other actions are taken. The No-Build Alternative would continue the existing non-physical suicide deterrent programs at the Bridge, which include emergency counseling telephones, public safety patrols, and employee training. While the continuance of these programs would avoid any effects to Section 4(f) resources, it would not address the approximately two dozen deaths that continue to occur every year at the Bridge. Therefore, it does not meet the purpose and need of the project, which includes impeding the ability of an individual to jump off the Bridge. As such, it compromises the project so that it is unreasonable given the purpose and need.

6.0 MEASURES TO MINIMIZE HARM

6.1 ALTERNATIVE DEVELOPMENT PROCESS

During the initial screening process, concepts were evaluated for their ability to ensure the continued aerodynamic stability of the Bridge and their responsiveness to the District performance criteria (See Section 1.2 of the EIR/EA for a list of these criteria). Wind tunnel testing was performed to ensure that any design would not cause the Bridge to be unstable in winds. During this phase of the project, conceptual designs were evaluated for their performance during high winds to determine which concepts would and would not affect the aerodynamic stability of the Bridge. It was found that very small changes in the shape of the Bridge cross-sections (including the spacing and design of rail and fence elements) could have a significant impact on the Bridge's aerodynamic stability during high winds. Conceptual designs that significantly affected the aerodynamic stability of the Bridge under high winds were eliminated from further consideration.

Other concepts were eliminated for their inability to impede individuals from jumping from the Bridge or could create a hazard to sidewalk users. For example, Short Fence Systems below 6 feet in height were considered ineffective as a deterrent to climbing based on the ease with which an individual could jump over such a height. Similarly, systems that utilized barbed wire or electric shock transmission would create a hazard to sidewalk users and lead to injury to someone coming in contact with the system. Other groups of concepts eliminated during initial screening included enclosed walkways, chain link fence, electric fences, barbed wire, short systems, and lasers.

The three groups of concepts carried forward into the environmental document included 1) vertical rods 2) horizontal cables, and 3) horizontal net. Design criteria were established at a sufficient level to define the overall limits and basic forms of physical suicide deterrent system concepts. The design criteria included considerations to ensure the aerodynamic stability of the Bridge, a barrier height range depending on whether the existing outside handrail was retained (12-foot height) or removed (10-foot height), barrier top treatment to impede climbing, and spacing of barrier members (4 inches to 6 inches) in accordance with codes (buildings 4 inches and bridges 6 inches) for pedestrian outside handrails. Section 1.7 of the EIR/EA provides a detailed discussion of the alternative development process.

6.2 ALTERNATIVE FEATURES THAT MINIMIZE HARM

The constraints associated with the development of project alternatives in accordance with the intent of the purpose and need to impede the ability of individuals to jump from the Bridge, limited the opportunity to design alternatives that could completely avoid affecting the appearance of the Bridge. Construction of a physical suicide deterrent barrier is an action that would physically alter the visual appearance of the Bridge. There would be no visual impacts associated with the No Build Alternative.

The range of alternatives was developed to minimize the visual changes to the Bridge to the maximum extent possible, while providing feasible concepts that responded to the established criteria. Architectural considerations included developing a physical suicide deterrent system compatible with the existing structural and ornamental forms, as well as with the exterior and safety railings. Because the predominant forms of the Bridge are oriented either horizontally or vertically, the primary elements of the physical suicide barrier system were positioned in horizontal or vertical arrays. The other significant aesthetic concern was related to minimization of the various view perspectives of the Bridge. These perspectives include driver, pedestrian, and panoramic. It was determined that any new feature or element must be in visual harmony with the existing Bridge and must minimize impacts to Bridge user view perspectives.

The selection of the spacing, sizing and shape of elements maintained the existing architectural themes of the Bridge and maintained views through the designs, either through the vertical or horizontal elements, or through the transparent panels located at the belvederes. All of the build alternatives also utilize the existing material and International Orange color of the Bridge.

Measures incorporated into the design of Alternatives 1A and 2A are the use of ½ inch vertical rods which remain consistent with the strong vertical line form created by the Bridge towers, suspender ropes, and light posts. Measures incorporated into the design of Alternatives 1B and 2B are the use of 3/8-inch horizontal cables, which are consistent with the design of the public safety railing and the horizontal line form established by horizon of the blue-green waters of the San Francisco Bay. These alternatives also include transparent panels at the belvederes and around the Bridge towers so as to continue to provide unobstructed viewing opportunities from the sidewalks.

Alternative 3, the horizontal net system, represents the strongest contrast with the strong verticality of the Bridge but provides unobstructed views across the San Francisco Bay from the Bridge sidewalks. The net would disrupt a small portion of the views towards the San Francisco Bay looking down from the Bridge sidewalks.

Maintaining the public access to the Bridge during construction was also an important consideration, as well as maintaining emergency vehicle access. The measures to be implemented (see Sections 6.5 and 6.6) ensure continued access to the Bridge.

6.3 MEASURES TO MINIMIZE EFFECTS TO HISTORIC PROPERTY

The project has included on-going consultation with the Advisory Council on Historic Preservation (ACHP), the Office of Historic Preservation (OHP), the Department, and other consulting parties, including the GGNRA, the National Trust for Historic Preservation, Docomomo, and the San Francisco Architectural Heritage, to develop ways

to avoid, minimize, and mitigate project effects on the Bridge historic property. This consultation identified potential design detail options that will help minimize the potential indirect adverse effects of Alternative 3 (Preferred Alternative), which would have included construction of the horizontal net structure across the North Anchorage Housing exterior wall (Adverse Effect (36 CFR 8000.5 (a)(2)) (ii) and (v)). This design detail developed through consultation proposes installation of about 300 linear feet of a vertical barrier, painted International Orange, at the top of the North Anchorage Housing, instead of constructing the horizontal net structure along the face of the housing. This design detail option will help minimize the adverse effects of the alternative by using a much less visually intrusive vertical barrier for this portion of the project, leaving the solid surface of the housing wall unchanged. Minimization of potential adverse effects is consistent with continued consultation requirements under 36 CFR 800.6 (a) and (b), Resolution of Adverse Effects.

This consultation also considered the color of the net and the steel horizontal support system. While the support system will be International Orange to match the existing Bridge structure, the net will be unpainted and uncoated stainless steel. This design detail option will help minimize the adverse effects of the alternative by selecting a net color that is less visually intrusive. Minimization of potential adverse effects is consistent with continued consultation requirements under 36 CFR 800.6 (a) and (b), Resolution of Adverse Effects.

A Memorandum of Agreement (MOA) has been executed to implement mitigation identified during consultation that will address the adverse effects of the build alternatives on the historic property (36 CFR 800.6 (c), MOA). The No-Build Alternative would have no adverse effects on the historic property.

The MOA stipulates various activities that will be conducted to address adverse effects the build alternatives would have on the Bridge. These measures will provide a visual and historic record of the Bridge that will be available to researchers, the public, and users of the Bridge. The Department will be responsible for carrying out these measures, insuring that: a) the Bridge is properly recorded through photography, written documentation, and educational/interpretive material; b) this documentation and educational/interpretive material is appropriately distributed; and c) other portions of the historic property within the project study are protected and monitored. Prior to the start of any work that could adversely affect any characteristics that qualify the Bridge as a historic property, the Department shall ensure that the recordation measures specified are completed.

The Bridge has been the subject of partial recordation by the Historic American Engineering Record (HAER) Program and the recordation conducted for mitigation for this project will be designed to augment this previous work.

- Large-format (four- by five-inch, or larger, negative size) black-and-white photographs will be taken showing the Bridge in context, as well as details of its historic engineering features, contributing elements, and character-defining features. The photographs will specifically include the existing east and west outside railings, concrete railing at the north pylon (North Anchorage Housing), and exterior trusses of the Bridge.

The Department will ensure that the photographs will be processed for archival permanence in accordance with Historic American Engineering Record (HAER)

photographic specifications. The recordation will follow the NPS HAER Guidelines, and the report format, views, and other documentation details will be coordinated with the Western Regional Office of the NPS, Oakland, California. Oblique aerial photography will be considered as a photographic recordation option in these coordination efforts. It is anticipated that the recordation of the Bridge will be completed to Level I or Level II HAER written data standards, and will include archival and digital reproduction of historic images, plans, and drawings.

- The Department will ensure that copies of the documentation will be offered to the San Francisco Public Library, Marin County Free Library, Environmental Design Archives (UC Berkeley), GGNRA, Presidio Trust, and the Department's Transportation Library and History Center at Department Headquarters in Sacramento.
- During the project approval process, the Department will ensure that within one year of project implementation, the District will complete and submit a National Historic Landmark nomination for the Bridge to the National Historic Landmarks Program at the NPS.
- The Department will ensure that an educational brochure will be prepared presenting information on the historic elements of the Bridge affected by the proposed project, prefaced by an explanation of the need for the barrier installation. The brochure will be made available on-site at the Bridge, Presidio National Historic Landmark, select GGNRA locations, and online at the District Web site (www.goldengate.org) during the construction period.
- The Department will ensure that copies of The Golden Gate Bridge Report of the Chief Engineer, Volume II (2007) will be provided to libraries and repositories at the San Francisco Architectural Heritage, California Historical Society, San Francisco Public Library, Marin County Free Library, Environmental Design Archives at U.C. Berkeley, GGNRA, Presidio Trust, and the Department Transportation Library and Historic Center at Department Headquarters in Sacramento.
- The Department will ensure that interpretive signs or display panels will be installed at the Round House Gift Center and the Vista Point to describe the project for the duration of construction. Signs will incorporate information from the contextual history prepared for the brochure.
- The Department will ensure the protection of the remainder of the historic property, as well as the Fort Point National Historic Site, located below the Fort Point Arch component of the Bridge. The District will protect against incidental damage to the remainder of the Bridge historic property and the Fort Point property by hiring an independent Environmental Compliance Monitor (ECM) who will periodically monitor the site during construction and will prepare monthly reports documenting compliance and protection. The Department will ensure that these reports will be provided to the District, the SHPO, and GGNRA, the property owner.

6.4 ALTERNATIVES CONSIDERED AND REJECTED

Using the Golden Gate Bridge, Highway and Transportation District (District) criteria, the technically feasible alternatives were evaluated for their ability to meet the criteria. Based on the findings of this evaluation, the following alternatives were withdrawn from further study.

6.4.1 No Public Access to Sidewalks

This alternative would close the Bridge sidewalks to pedestrian and bicycle traffic. It was removed from further consideration because the sidewalks are currently used by approximately 10 million visitors a year and by up to 5,000 bicyclists a day (commuters and recreational users). Their closure to the public would remove this very popular tourist destination. The sidewalks are also an integral link in the California Coastal Trail, the Ridge Trail and the Bay Trail. The closure would eliminate this important link to the state and regional trail systems and would prevent bicycle commuting in this corridor. Therefore, this alternative was removed from further consideration.

6.4.2 Vertical and Horizontal Wire Mesh Added to Railing

This alternative would construct a 10-foot-high barrier of vertical and horizontal wire mesh on top of the railing for a total height of 14 feet. It was removed from further consideration because it would not meet the following project purpose and District criteria.

Criterion 8. Must have minimal visual and aesthetic impact on the Bridge

Criterion 3. Must be able to be maintained as a routine part of the District's ongoing Bridge maintenance program and without undue risk of injury to District employees

6.4.3 Curved Top Horizontal Cable Members Replacing Railing

This alternative would construct a 14-foot-high barrier using horizontal cable members and a curved top. It was removed from further consideration because of its excessive height and the visual intrusion from the curved top. It would also impair the ability of maintenance personnel to access the underside of the Bridge. It would not meet the following project purpose and District criteria.

Criterion 8. Must have minimal visual and aesthetic impact on the Bridge

Criterion 5. Must continue to allow access to the underside of the Bridge for emergency response and maintenance activities

6.4.4 Curved Top Diagonal Wire Mesh Replacing Railing

This alternative would construct a 12-foot-high diagonal wire mesh barrier with a curved top. It was eliminated because the diagonal wire mesh conflicted with the horizontal and vertical elements of the Bridge. It would also impair the ability of maintenance personnel to access the underside of the Bridge and would not be maintained as a routine part of Bridge maintenance program. It would not meet the following project purpose and District criteria.

- Criterion 3. Must be able to be maintained as a routine part of the District's ongoing Bridge maintenance program and without undue risk of injury to District employees
- Criterion 5. Must continue to allow access to the underside of the Bridge for emergency response and maintenance activities
- Criterion 8. Must have minimal visual and aesthetic impact on the Bridge

6.4.5 Vertical Glass Pickets Replacing Railing

This alternative would construct a 12-foot-high vertical glass barrier along the Bridge. It was eliminated from further consideration because it would introduce a new source of light and glare which could cause safety concerns, it could not be maintained as a routine part of the Bridge maintenance program, it would be difficult to allow access to the underside of the Bridge, and it would not utilize the existing architectural vocabulary of the Bridge. Therefore, it would not meet the following project purpose and District criteria.

- Criterion 2. Must not cause safety or nuisance hazards to sidewalk users, including pedestrians, bicyclists, District staff, and District contractors/security partners
- Criterion 3. Must be able to be maintained as a routine part of the District's ongoing Bridge maintenance program and without undue risk of injury to District employees
- Criterion 5. Must continue to allow access to the underside of the Bridge for emergency response and maintenance activities
- Criterion 9. Must be cost-effective to construct and maintain

6.5 CONSTRUCTION SEQUENCING

Construction of any of the new physical suicide deterrent system build alternatives would be performed in sections, beginning on the west side of the Bridge and ending on the east side of the Bridge. It is anticipated that it would take 12 to 18 months per side to complete construction of any of the barriers. Construction operations would be staged to minimize effects on pedestrians, cyclists and motor vehicles using the Bridge. The Bridge sidewalks would remain open to the public during daytime hours, consistent with current operations.

The work on the west sidewalk would be specified to be performed weekdays during the hours when the sidewalk is not open to the public, so as not to affect the commuter and recreational use on the west sidewalk. The work on the east sidewalk would be specified to be performed primarily at night. Should it be necessary to perform work during the day on the east sidewalk, a 6-foot wide minimum clear passageway would be maintained through the work area with appropriate traffic control and other protective measures in place.

These provisions have been successfully used on the seismic retrofit project, the Public Safety Railing project and during the District's on-going maintenance and operations activities.

6.6 TEMPORARY ROADWAY CLOSURES

Construction activities would not require the closure of the Bridge sidewalks. Construction would be limited to one side of the Bridge at a time. Emergency vehicle access would always be maintained during construction activities. Access would not be affected because project construction activities would not affect traffic volumes or traffic flow on the Bridge. Construction activities may require the periodic closure of vehicle travel lanes. If necessary, work requiring access from the Bridge deck would only be permitted during weekday non-peak Bridge traffic hours; therefore, lane closures would not contribute to any increase in traffic delays. The project work may also require temporary closures of parts of Conzelman Road.

Construction staging areas would be needed. Construction staging areas are located near the San Francisco and Marin Abutments of the Bridge. There are four proposed construction staging areas in the GGNRA. These proposed staging areas are located on the northern side of the Bridge in Marin County below the Marin Approach and Span 4 backspan. One is an existing gravel area located in a switchback of Conzelman Road and the other three are gravel areas located under the northern span of the Bridge, which are currently being used for similar staging, maintenance activities and other Bridge operations.

There is one proposed construction staging area to the south of the Bridge, located adjacent to the Bridge toll plaza within the Presidio. The proposed area is an existing paved employee parking lot with 25 public spaces, located just west of the toll plaza off Merchant Road.

Project-related construction equipment and materials would be stored within one or more of these construction staging areas. A containment plan and Best Management Practices (BMPs) for storage activities would be required in the construction contracts and project specifications and implemented by the construction contractor to ensure that there are no environmental effects related to the storage of these materials and equipment. No expansion of the construction staging areas would be permitted. From the staging areas, workers would access the activity areas on the Bridge with small customized equipment.

7.0 COORDINATION

7.1 PUBLIC INVOLVEMENT PROGRAM OVERVIEW

A public involvement program has been developed to guide the Golden Gate Bridge, Highway and Transportation District (District) through a comprehensive public information and outreach process for the Golden Gate Bridge Physical Suicide Deterrent System Study.

The public involvement program provides a variety of communication methods to educate the public on the current scope of the study, including its impacts and benefits. Thorough information will be provided to educate the public about the study, and at targeted project milestones the study team will solicit input and feedback from the public and agencies as

to their specific needs, issues, concerns, and recommendations. By educating through a variety of informative communication tools, the community and agencies will be well-equipped to provide meaningful public input.

Key elements to the public involvement plan include:

- Educating the public and agencies through effective communication tools
- Providing multiple opportunities for input on study alternatives
- Managing and organizing comments received, and presenting input in a concise manner to decision makers

7.1.1 Public Web site and Public Comment System

On May 11, 2007, public outreach activities were initiated by launching the public Web site (<http://www.ggbsuicidebarrier.com>). The Web site was developed with a fully integrated public comment system and provides a fair and factual presentation of the evaluation process and ongoing opportunities for public input.

The interactive public comment system is designed to provide stakeholders with a Web-based platform for submitting comments on the study and the environmental document. The public comment system was altered at key milestones to solicit input specific to key phases of the project. With the release of the Draft Environmental Impact Report/Environmental Assessment (Draft EIR/EA), an online comment form was created on the project Web site to allow the public to comment on the Draft EIR/EA.

7.1.2 Wind Study Report

On May 24, 2007, a Wind Study Report was released which detailed the effects of wind on long-span bridges, documented the wind testing, summarized the results and provided initial concepts for a physical suicide deterrent system. The report was presented to the Building and Operating Committee of the Board of Directors (Board) at their regularly scheduled meeting at 10:00 a.m. on Thursday, May 24, 2007. A media briefing packet was circulated and the report was posted on the public Web site. For approximately two months following the release of the report, the public comment system was structured to solicit specific feedback on the wind study report and the design concepts presented.

7.1.3 Agency Early Consultation

On June 14, 2007, the Notice of Preparation (NOP) was issued for the environmental document. The NOP was mailed to more than 70 agencies to solicit input on which alternatives and issues should be evaluated in the environmental document. On July 17, 2007, an agency consultation meeting was held to receive comments on the NOP.

7.1.4 Bridge District Board Meetings

As all Board meetings are open to the public, public comments received during formal comment period at the August 22, 2008 meeting are part of the public record and have been incorporated into the process and the environmental document. In addition, all comments received at District Board meetings will be reviewed by the project team for

consideration as they may relate to the Golden Gate Bridge Physical Suicide Deterrent System Study.

The Board considered public comments at its October 10, 2008 meeting. At the meeting, District staff gave presentations regarding the comments received on the Draft EIR/EA and the operation, maintenance, and emergency response impacts of the alternatives. Public comment was also heard during the meeting. Following the presentations and comments, the Board selected Alternative 3 (Net System) as the Preferred Alternative to be carried forward into the Final EIR/EA and to be considered for project approval. Directors commented that Alternative 3 was the most humane, aesthetic and visionary approach and an “elegant solution.”

Some of the public comments received on the Draft EIR/EA suggested that the District consider other colors for the net material. Based on these further considerations and through subsequent consultation with the State Historic Preservation Office (SHPO) and other interested parties following the close of the public comment period, it was determined that the unpainted and uncoated stainless steel net materials would have the least affect or minimize affects of the proposed project on cultural resources. Through the same consultation, it was also determined that at the North Anchorage Housing, the net should be replaced by a vertical barrier, painted International Orange, along the approximately 300-foot length of the North Anchorage Housing.

7.1.5 Release of the Draft EIR/EA

On July 7, 2008, the District and Department released the Draft EIR/EA for public review and comment. Copies of the Draft EIR/EA were distributed to state agencies, local governments, elected officials, groups, and individuals. Two open house public meetings were held in San Rafael, Calif. and San Francisco on July 22, 2008 and July 23, 2008, respectively, to receive comments on the accuracy and the adequacy of the information contained in the Draft EIR/EA. The Draft EIR/EA also was posted on the project Website (www.ggbsuicidebarrier.org) so that people/public were able to comment directly at any time during the comment period.

The release of the Draft EIR/EA was a major opportunity for public involvement and education. With the release of the document, the environmental impacts of the alternatives, including visual, historic, and cultural resources, were disclosed. Two public open houses were held to provide information about the project alternatives and to allow the public, agencies and organizations to provide comments. Informational materials, including a Citizens’ Guide and a fact sheet, were developed to help the public digest the complex technical data contained in the environmental document. These tools aided the public in understanding the study and helped solicit focused comments on the facts of the environmental document.

The Draft EIR/EA comment period closed on August 25, 2008.

7.1.6 Public Open-House Meetings

Two open house public meetings were conducted by the District to provide an overview of the project, the alternatives that have been developed and the key environmental considerations that would result from the project. The District held the meetings at 3:30PM on July 22 and 23, 2008 in San Rafael and San Francisco, respectively. A total of

approximately 225 people attended the two open houses. At the open houses, 13 comment forms and 9 letters were submitted.

The open houses included a looping PowerPoint presentation with highlights from the environmental documents, boards detailing the purpose and content of the environmental documents, and District staff, architects, engineers, and environmental and historical specialists on hand to answer questions from the public regarding the project. At each open house, six computers were connected to an online comment form on the project Website to allow the public to submit their comments on the alternatives and Draft EIR/EA process. Written comments were also accepted at the open houses and by the District via mail, fax and email until the August 25 comment deadline. The Draft EIR/EA Citizen's Guide and Draft EIR/EA were available for the public to take home in hardcopy format and on CD. Hardcopy visual reference sheets of the six Alternatives were also available. Interested citizens also had the opportunity to sign up for project e-mail updates.

7.1.7 Media Relations

The District Public Information Officer conducted media communications, created media packets, and attended both public open-house meetings and well as the Board meetings held after the document was released. The project and the availability of the document for review were extensively publicized.

7.1.8 Release of the Final EIR/EA

This Final EIR/EA incorporates the responses to public comments on the Draft EIR/EA. Prior to project approval, the District and the Department must certify that the Final EIR/EA adequately discloses the environmental effects of the proposed project, that the Final EIR/EA has been completed in conformance with CEQA and NEPA, respectively, and that the decision-making body of the District independently reviewed and considered the information contained in the Final EIR/EA. Certification of the Final EIR/EA would not mean that the District is approving the project or any of the alternatives described in the Final EIR/EA. Rather, certification of the Final EIR/EA would indicate that the District's determination that the Final EIR/EA adequately evaluates the environmental impacts that could be associated with the project. The Final EIR/EA will be circulated to all responsible agencies that commented on the Draft EIR/EA within at least ten days of certification. Similar to the Draft EIR/EA, the Final EIR/EA will also be on the project website (www.ggbsuicidebarrier.org). While the public has an opportunity to comment on the Final EIR/EA, the District is not required to submit a formal response to comments received on the Final EIR/EA.

7.2 HISTORIC RESOURCES

The District, in conjunction with the Department, has consulted with SHPO and ACHP following 36 CFR 800.6, to arrive at a resolution of the adverse effect. The Department, in accordance with Stipulation XI of the Section 106 PA, has prepared a Memorandum of Agreement (MOA) to memorialize measures that would mitigate the adverse effect this undertaking would have on the historic property. The MOA signatory parties are the Department, SHPO, and ACHP. The District sent a letter to interested parties in April 2008 notifying interested individuals and organizations that the project is anticipated to have an adverse effect on the Golden Gate Bridge and to solicit their input.

8.0 LEAST HARM ANALYSIS AND CONCLUDING STATEMENT

Under 23 CFR 774.3(c), when there exists no feasible and prudent alternative to the use of a Section 4(f) property, FHWA may approve only the alternative that:

- Causes the least overall harm in light of the statute's preservation purpose. The least overall harm is determined by balancing the following factors, as applicable:
 - a) The ability to mitigate adverse impacts to each Section 4(f) property;
 - b) The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
 - c) The relative significance of each Section 4(f) property;
 - d) The views of the officials with jurisdiction over each Section 4(f) property;
 - e) The degree to which each alternative meets the purpose and need for the project;
 - f) After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); -and
 - g) Substantial differences in costs among the alternatives.
- The alternative selected must include all possible planning, as defined in Section 774.17, to minimize harm to Section 4(f) property.

Implementation of the Preferred Alternative – Add Net System would result in the use of the Bridge, which is a historic resource and Section 4(f) property. Implementation of the net would alter the main truss of the Bridge, a character defining feature of the Bridge, since the net supports would be attached to the main truss elements. It would also alter the recreational experience of the Bridge users looking down from the sidewalks at the Bridge towers. From this viewpoint on the Bridge, the net would be visible across the lower portion of the pedestrian's viewshed, but would not block views of the surrounding landscape. Alternative 3, although it alters a character defining element of the Bridge, would generally not affect views towards Section 4(f) resources seen from the Bridge sidewalk and roadway.

The Preferred Alternative has been identified as such because it would meet the purpose and need of the project and the District identified criteria while minimizing the effects upon the recreational experience of the Bridge users and modifications to the above-deck Bridge features. The District, Department, SHPO, ACHP, and other participating agencies, including the GGNRA, the National Trust for Historic Preservation, Docomomo, and the San Francisco Architectural Heritage, worked to develop an alternative that would result in the least overall harm to Section 4(f) resources as demonstrated below. The Preferred Alternative includes all possible planning to minimize harm, and after balancing all the different aspects to this project, there is no "feasible and prudent alternative", as defined in 23 CFR 774.17.

8.1 COMPARATIVE EVALUATION OF FACTORS

a) Ability to mitigate adverse effects

Adverse historic and recreational effects identified in Sections 2.2 and 2.3 of the EIR/EA included adverse effects to the character defining features of the Bridge, and adverse effects to the recreational experience of the Bridge users. Mitigations were included in the design of the alternatives and were further developed through consultation with various agencies and organizations, including the SHPO, ACHP, GGNRA, the National Trust for Historic Preservation, Docomomo, and the San Francisco Architectural Heritage.

Technical studies prepared to document impacts and mitigations included a Visual Impact Assessment and an Historic Property Survey Report, Historic Resource Evaluation Report, and Finding of Effect.

Effects to Historic Resources

The focused APE for historic architectural resources encompassed the Bridge historic property. The Bridge historic property includes the Round House Gift Center and the Toll Plaza Undercrossing, which are contributing elements. None of the project alternatives were determined to have an adverse effect on either of the contributing elements within the focused APE. As discussed in Section 4.0 of this document, all of the build alternatives modify the Bridge, which is an historic resource. All of the build alternatives modify existing Bridge components and introduce new elements. Specifically, build alternatives modify either the outside handrails or the main truss, which are character defining features of the Bridge. All of the build alternatives were determined to cause adverse effects to Bridge character-defining features.

Effects to Recreation Experience of Bridge Users

As described in Section 6.0 of this document, the range of alternatives was developed to minimize the visual changes to the Bridge to the maximum extent possible, while providing feasible concepts that met the purpose and need for the project and responded to the established District Board criteria. Another consideration incorporated into the development of the alternatives related to minimization of the various view perspectives from the Bridge, which represented the primary recreational experience by users of the Bridge. A detailed visual analysis was provided in Section 2.2 of the Final EIR/EA and was reflected in the discussion of recreational impacts provided in Section 2.1.4 of the Final EIR/EA.

The selection of the spacing, sizing and shape of elements for Alternatives 1A, 1B, 2A, 2B and 3 (the build alternatives) maintained the existing architectural themes of the Bridge and maintained views through the designs, either through the vertical or horizontal elements, or through the transparent panels located at the belvederes, Bridge towers and mid-span. All of the build alternatives also utilized the existing material and the International Orange color of the Bridge.

Measures incorporated into the design of Alternatives 1A and 2A included the use of ½ inch vertical rods to remain consistent with the strong vertical line form created by the Bridge towers, suspender ropes, and light posts. Measures incorporated into the design of Alternatives 1B and 2B included the use of 3/8-inch horizontal cables, to be consistent with the design of the public safety railing and the horizontal line form established by the

horizon of the blue-green waters of the San Francisco Bay. These alternatives also included transparent panels at the belvederes, mid-span and around the Bridge towers so as to continue to provide unobstructed viewing opportunities from the sidewalks at these locations.

Measures incorporated into the design of Alternative 3 included the use of a horizontal net system to minimize any interruption to views from the Bridge sidewalks and roadways. With the exception of a small length of the Bridge at the North Anchorage Housing, there were no modifications with this alternative to the above-deck Bridge features enabling retention of unobstructed panoramic public views from—approximately 97 percent of the sidewalk areas for users of the Bridge.

b) Relative severity of remaining harm after mitigation

Effects to Historic Resources

The Preferred Alternative has included on-going consultation with the ACHP, OHP, the Department, and other consulting parties to develop ways to avoid, minimize, and mitigate project effects on the Bridge historic property. Through consultation with the SHPO impacts to the Section 4(f) resource have been further reduced by removing the horizontal netting from the North Anchorage Housing and using a much less visually intrusive vertical barrier for this portion of the project, leaving the solid surface of the housing wall unchanged. Additionally, the net material would no longer be painted International Orange, but would be a less visually intrusive unpainted and uncoated stainless steel. A Memorandum of Agreement (MOA) has been executed to implement mitigation identified during consultation that will address the adverse effects of the Preferred Alternative on the historic property (36 CFR 800.6 (c), MOA). A copy of the executed MOA is provided in Appendix G of the Final EIR/EA.

Effects to Recreational Experience of Bridge Users

Alternatives 1A, 1B, 2A, and 2B

While the mitigation measures employed for these alternatives minimized observable changes to the Bridge's appearance from views towards the Bridge, as documented in Sections 2.1.4 and 2.2.3 of the Final EIR/EA, the experience of the viewers on the Bridge sidewalks was substantially altered because of the modifications to the above deck features and resulting obstruction of views from the Bridge. The recreational experience of these viewers was adversely impacted by these changes.

Alternative 3 – Add Net System (Preferred Alternative)

While Alternative 3 would contrast with the strong verticality of the Bridge, because of the distance and angle of most views towards the Bridge, this contrast was only evident at viewpoints looking across or downward from the Bridge, as documented in Section 2.2.3 of the Final EIR/EA. Nevertheless, Alternative 3 was determined to have the least impact upon the recreational experience of the users because overall it would not change the above deck features of the Bridge when viewed from the sidewalks and roadway, and would continue to provide unobstructed views across the San Francisco Bay from the majority of the Bridge span. Through consultation with the SHPO and ACHP, it was also determined that the net should be replaced by a vertical barrier along the North Anchorage Housing, representing approximately 3 percent of the 1.7 mile Bridge span, to

minimize the adverse visual effects for views of the Bridge by using a much less visually intrusive vertical barrier, leaving the solid surface of the housing wall unchanged. Alternative 3 was selected as the Preferred Alternative. The District's Board commented that Alternative 3 was the most humane, aesthetic and visionary approach and an "elegant solution."

c) Significance of Section 4(f) Properties

As previously described, the Bridge is a Section 4(f) resource because it is a publicly owned historic resource and a recreation resource with uses occurring on and around the Bridge. It is a multi-component historic structure that has been determined eligible for listing in the National Register of Historic Places. The Bridge is surrounded by Section 4(f) properties that are part of the Presidio of San Francisco (a publicly owned recreation area and historic property), Golden Gate National Recreational Area (a publicly owned national park), and East Fort Baker (a publicly owned historic and recreation resource). Section 3.0 of this document provides detailed descriptions of these Section 4(f) resources.

All the build alternatives would be implemented along both sides of the Bridge, between the San Francisco Abutment and the Marin Abutment. The relative significance of this property would be the same for all build alternatives. The surrounding Section 4(f) properties would be the same for all build alternatives and would not be physically impacted by the project. The relative significance of these properties would also be the same for all build alternatives.

As discussed in Section 4 of this document, the project impact to Section 4(f) resources would generally be limited to the Bridge and would not incorporate land from surrounding resources into the project, would not substantially impair any historic qualities of these resources, and not have proximity impacts that would substantially impair the protected activities, features, or attributes of the historic and recreational resources.

d) Views of officials with jurisdiction over Section 4(f) properties

The following agencies with regulatory oversight on the Section 4(f) properties in the area submitted comments on the Draft EIR/EA wherein they expressed views regarding the alternatives.

San Francisco Planning Department – The Planning Department recommended expanding nonphysical measures to deter suicides at the Bridge. The Planning Department also stated that if a build alternative is selected, it preferred the net, but recommended a detailed color study for the netting material.

San Francisco Bay Trail/Association of Bay Area Governments – The San Francisco Bay Trail commented that Alternatives 1A, 1B, 2A and 2B would have serious, unmitigable visual, cultural, and recreational impacts and should not go forward. The net would have the least egregious impacts to views and aesthetics from the Bridge.

Department of the Interior, Golden Gate National Recreation Area (GGNRA) – Considering all factors, cultural, scenic and biological, the Department of the Interior supported Alternative 3, the net system.

Bay Conservation and Development Commission – BCDC expressed concern about the potential impacts that a suicide barrier may have on the appearance, design and

scenic views of the Bay from the Bridge. It noted that Alternative 3, the net, and the no-build would be the alternatives most consistent with the goals and objectives of BCDC's regulations and Bay Plan.

Golden Gate Bridge, Highway and Transportation District – To assess the relative safety risk of the build alternatives to District employees, a Maintenance and Operations Report was prepared and presented to the Board at their October 10, 2008 meeting. Based on the findings in the Maintenance and Operations Report, the Director of Risk Management and Safety, the Bridge Manager and the District Engineer concurred that among the build alternatives, Alternative 3's net system offered the least risk of injury to District employees.

e) Meeting the Purpose and Need

All of the Build Alternatives meet the purpose and need for the project, which is to consider a physical suicide deterrent system that reduces the number of injuries and deaths associated with individuals jumping off the Bridge. The Build Alternatives also generally satisfy the eleven criteria set forth by the District as shown in Table 1.1 of the Final EIR/EA.

f) Magnitude of adverse impacts after mitigation to resources not protected by Section 4(f)

Adverse effects to views from the Bridge and sensitive biological resources were identified in Sections 2.2 and 2.4 of the Final EIR/EA. Mitigations in the design of Alternatives 1A, 1B, 2A, and 2B to minimize view obstruction included the provision of transparent panels at the belvederes, mid-span and the Bridge towers. The majority of Alternative 3 – Add Net System did not modify any of the above deck features, which allowed the retention of uninterrupted panoramic public views from the majority of the Bridge. Technical studies prepared to address impacts and mitigations included a Visual Impact Assessment, Natural Environmental Study (NES), and Avian Impact Study.

Visual Impacts

As documented in Section 2.1 of the Final EIR/EA, the visual impacts of the various alternatives on views towards the Bridge and views from the Bridge were evaluated. A total of 14 viewpoints were considered, selected through consultation with the Department and SHPO, with visual simulations illustrating each alternative as viewed from each viewpoint.

While the mitigation measures incorporated into the design of Alternatives 1A, 1B, 2A, and 2B minimized observable changes to the Bridge's appearance from views towards the Bridge, as documented in Section 2.2.3 of the Final EIR/EA, the public views from the Bridge were significantly obstructed except at the belvederes, mid-span and the Bridge towers where transparent panels would be installed. Impacts to views from the Bridge at the 6 viewpoints were determined to be adverse to strongly adverse for these alternatives.

While Alternative 3 represented a contrast with the strong verticality of the Bridge, because of the distance and angle of most view towards the Bridge, this contrast was only evident at viewpoints looking across or downward from the Bridge, as documented in Section 2.2.3 of the Final EIR/EA. Nevertheless, Alternative 3 was determined to have a negligible visual impact to views from the Bridge at 6 of the 7 viewpoints because it would

not change the appearance of the Bridge when viewed from the sidewalks and roadway, and would continue to provide unobstructed panoramic public views across the San Francisco Bay from the majority of the Bridge. At one viewpoint, looking down from the sidewalks at the Bridge towers, the visual impact was determined to be adverse.

Biological Impacts

The NES and Final EIR/EA found that the project would not include the development or disturbance of plant communities or aquatic habitats, because of the developed condition of the Bridge and the denuded characteristics of the staging areas. Potential indirect impacts to special-status plant species and other sensitive biological resources from construction activities associated with the use of staging areas within the GGNRA lands would be from unauthorized intrusion into habitat bordering the staging area. Avoidance measures currently being implemented by the District would continue to be implemented during construction of the suicide deterrent system as documented in Section 2.4 of the Final EIR/EA.

Following circulation of the Draft EIR/EA, an Avian Impact Study was prepared to further evaluate the potential adverse effects to avian (bird) species from installation of a physical suicide deterrent system. The study documented bird flight patterns and behavior within the vicinity of the Bridge. During standardized surveys, observations were recorded for 3,797 birds between December 19, 2008 and February 20, 2009. Of the birds observed, 73 percent of the birds utilizing the area around the Bridge were gulls, which are accustomed to flying around the Bridge structure. Gulls are also common avian species and their populations are not likely to be affected by any hazards introduced by the Bridge structure. However, a small percentage (1 percent) of sensitive avian species were documented regularly during the surveys, including peregrine falcon (a state Endangered species (and Candidate for Delisting)), double-crested cormorant, red-tailed hawk, and brown pelican. These sensitive avian species are considered likely residents of the area.

The build Alternatives proposed either a vertical extension above the existing handrail (Alternatives 1A & 1B) or replacement of the existing handrail (Alternatives 2A & 2B) with a higher barrier, creating a 10 to 12 foot vertical barrier. Transparent panels would be placed at viewing belvederes located on both sidewalks, around the towers and at the mid-span of the Bridge. In addition to being taller than the current 4 foot outside handrails, the proposed transparent panel barriers would present new hazards for birds to strike the panels as they attempt to fly through the panels since they would not be visible. In addition, the reflective nature of the transparent panels when hit by the sun may disorient or "blind" birds. The Preferred Alternative would install a vertical barrier along the 300-foot length of the North Anchorage Housing, representing approximately 3 percent of the 1.7-mile Bridge span. Transparent panels would not be installed as part of the Preferred Alternative. Because of the small portion of the Bridge span affected by the vertical barrier and the absence of transparent panels, bird collisions would be more prevalent with the implementation of Alternatives 1A, 1B, 2A or 2B than with implementation of the net system chosen as the Preferred Alternative.

g) Costs among the Alternatives

As noted in Chapter 1, Section 1.4 of the Final EIR/EA, conceptual costs for all of the build alternatives, including design, construction management, materials and equipment costs, are estimated to be \$50 million (escalated to year 2013).

As documented in the October 10, 2008 staff report to the Board, conceptual costs for maintenance of the deterrent systems would range from approximately \$425,000 to \$465,000 per year for Alternatives 1A, 1B, 2A, and 2B, and \$78,000 per year for Alternative 3 – Net (Preferred Alternative).

8.2 PLANNING TO MINIMIZE HARM

Section 6 of this document details the alternative development, design, and consultation processes undertaken as part of this project to minimize harm. The following summarizes the specific elements of these processes:

8.2.1 Design Considerations to Minimize Harm

- Evaluating concepts to ensure that they did not affect the aerodynamic stability of the Bridge and performing wind tunnel testing to ensure that any design would not cause the Bridge to be unstable in winds.
- Evaluating concepts for their responsiveness to the District performance criteria and eliminating concepts that were not responsive (see Section 6.1 of this document for a discussion of alternatives considered and rejected).
- Developing alternative designs compatible with the existing structural and ornamental forms of the Bridge, as well as with the exterior and safety railings.
- Maintaining public views through the vertical or horizontal elements, or through the transparent panels.
- Where appropriate, utilizing the existing materials and International Orange color of the Bridge.

8.2.2 Measures to Minimize Effects to the Historic Property

The project has included on-going consultation with the ACHP, OHP, the Department, and other consulting parties, including GGNRA, the National Trust for Historic Preservation, Docomomo, and the San Francisco Architectural Heritage, to develop ways to avoid, minimize, and mitigate project effects on the Bridge historic property. Consultation with the SHPO, following release of the Draft EIR/EA, resulted in the following design refinements to help minimize the potential indirect adverse effects of Alternative 3 (Preferred Alternative), which would have included construction of the horizontal net structure across the North Anchorage Housing exterior wall (Adverse Effect (36 CFR 800.5 (a)(2)) (ii) and (v)).

- Install a 300 foot long vertical barrier, painted International Orange, at the North Anchorage Housing, instead of constructing the horizontal net structure along the face of the housing as shown in the Draft EIR/EA. This design refinement minimizes the adverse effects of the alternative by using a much less visually intrusive vertical barrier for this portion of the project, leaving the solid surface of the housing wall unchanged. Minimization of potential adverse effects is consistent with continued consultation requirements under 36 CFR 800.6 (a) and (b), Resolution of Adverse Effects.

- Change the color of the net material from International Orange to unpainted and uncoated stainless steel. Maintain the International Orange color for the steel horizontal support system. This design refinement will help minimize the adverse effects of the Preferred Alternative by selecting a net color that is less visually intrusive. Minimization of potential adverse effects is consistent with continued consultation requirements under 36 CFR 800.6 (a) and (b), Resolution of Adverse Effects.

8.2.3 Measures to Minimize Harm During Construction

- Construction operations would be staged to minimize effects on pedestrians, cyclists and motor vehicles using the Bridge. The Bridge sidewalks would remain open to the public during daytime hours, consistent with current operations.
- The work on the west sidewalk would be specified to be performed weekdays during the hours when the sidewalk is not open to the public, so as not to affect the commuter and recreational use on the west sidewalk. The work on the east sidewalk would be specified to be performed primarily at night.
- Emergency vehicle access would always be maintained during construction activities.
- Periodic closure of vehicle travel lanes would only be permitted during weekday non-peak Bridge traffic hours.
- A containment plan and Best Management Practices (BMPs) for storage activities would be required in the construction contracts and project specifications and implemented by the construction contractor to ensure that there are no environmental effects related to the storage of these materials and equipment.

8.3 CONCLUDING STATEMENT

Some individuals, who are not using the sidewalks on the Bridge for their intended purposes, climb over the existing outside handrail and jump off the Bridge resulting in injury or death. The construction of a physical barrier to impede these individuals necessitates physical modifications to the Bridge, a Section 4(f) resource. There is no alternative to the use of this Section 4(f) resource (the Bridge) that meets the purpose and need for the project.

The Preferred Alternative –Add Net System as described in Chapter 1 of this Final EIR/EA is the alternative that minimizes impacts to the Bridge by providing a design that preserves the recreational elements and historic features of the Bridge. In addition this alternative would have the least impact to views from the Bridge, would minimally alter the above-deck Bridge features, would have the lowest maintenance costs, and provide the least safety risk to District employees, while meeting the purpose and need for the project. The implementation of a physical suicide deterrent system under the Preferred Alternative is consistent with the expressed preferences of the agencies having jurisdiction over Section 4(f) properties. Measures have been incorporated into the project to minimize harm to the Section 4(f) property, including those agreed to in the executed Memorandum of Agreement (MOA).

8.3.1 Section 4(f) Determination

It is determined that there is no feasible and prudent alternative to the use of the Section 4(f) properties required for the Preferred Alternative –Add Net System. It is also determined that implementing the Preferred Alternative includes all possible planning to minimize harm resulting from such use as these terms are defined in 23 CFR 774.14. As discussed in Sections 4.1.1 of this document, the Bridge is the only 4(f) property that would be used for the Preferred Alternative.

Additional information on the development of the Preferred Alternative and the measures that were taken to minimize harm to Section 4(f) resource is provided in Section 6 of this document and Chapter 1 of the Final EIR/EA. Section 7 of this document describes the coordination and consultation that occurred throughout development and evaluation of this project.

The following discussion provides the findings for this determination for the Bridge.

The Preferred Alternative would alter the exterior main truss through the attachment of the net support elements to the main truss elements. The exterior main truss is a character-defining feature of the Bridge, which contributes to the integrity of the Bridge's significant historic features, and its eligibility for NRHP listing. It would also introduce the use of non-historic materials – the netting material – diminishing the Bridge's historic integrity. The Preferred Alternative would also affect the North Anchorage Housing through installation of a 8-foot high vertical barrier along its 300 foot length (approximately 3 percent of the total Bridge length), which is a character-defining element of the Bridge. Because this change would affect such a small portion of the Bridge, it would only minimally alter the pedestrian experience along the sidewalks. Alternative 3 would result in a permanent Section 4(f) use of the Bridge because it would substantially alter character-defining elements of the Bridge, including its relationship to the setting, which contribute to the integrity of the Bridge's significant historic features and its eligibility for NRHP listing.

The net would be visible to pedestrians at the Bridge towers looking down towards the water. From this viewpoint on the Bridge, the net would be visible across the lower portion of the pedestrian's viewshed, but would not block views of the surrounding landscape. The physical alteration of the Bridge through the installation of the net system along the lower portion of the pedestrian viewshed would alter the recreational experience of pedestrians and cyclists at the Bridge towers. The extension of the net horizontally from the Bridge creates a partial obstruction to views from this location. This would represent a permanent Section 4(f) use.

9.0 OTHER PARK, RECREATIONAL FACILITIES, AND HISTORIC PROPERTIES EVALUATED RELATIVE TO THE REQUIREMENTS OF SECTION 4(f)

This section of the document discusses parks, recreational facilities, and historic properties found within or adjacent to the project area that do not trigger Section 4(f) protection either because: 1) they are not publicly owned; 2) they are not open to the public; 3) they are not eligible historic properties; 4) the project does not permanently use the property and does not hinder the preservation of the property; or 5) the proximity impacts do not result in constructive use.

9.1 PUBLIC PARK AND RECREATION FACILITIES

9.1.1 The Presidio Golf Course

The Presidio Golf Course is a 4(f) resource because it is a publicly owned recreation area located within the Presidio National Historic Landmark District (NHLD). It is located south of the Golden Gate Bridge (Bridge) between Park Presidio Boulevard and Arguello Avenue (see Number 13, Figure 2). Founded in 1885 as a course for military officers, today it provides recreational function as a public golf course and visitor serving area.

This resource's primary recreational function is as a golf course. The project build alternatives would not result in a Section 4(f) use of this property as the project would not result in the permanent incorporation or temporary occupancy of any land within this resource. Views of the Bridge would not be substantially altered by the build alternatives nor would the build alternatives result in severe impacts that would substantially impair the quality of the overlook. The proposed project would not cause a constructive use of Presidio Golf Course because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic and recreational resource.

9.1.2 Eagles Point Overlook

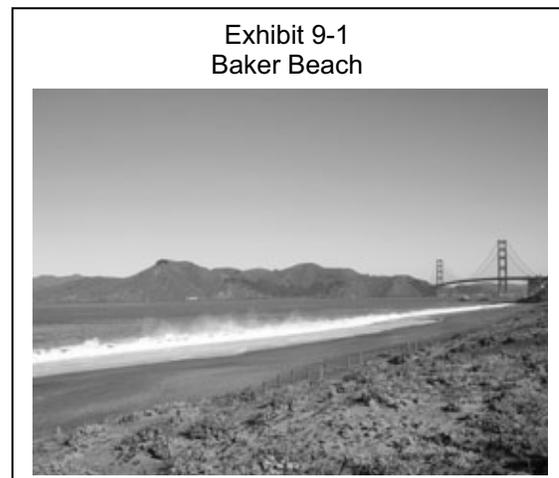
The Eagles Point Overlook is a Section 4(f) resource because it is a publicly owned overlook located within the GGNRA national park. It is located south of the Presidio along the Coastal Trail. Recreational opportunities include views of the Pacific Ocean and the Marin Headlands.

The project build alternatives would not result in a Section 4(f) use of this property because no land would be permanently incorporated into the project, nor would any land be temporarily used by it. Views of the Bridge would not be substantially altered by the build alternatives nor would they result in severe impacts that would substantially impair the quality of the overlook. The proposed project would not cause a constructive use of the Eagles Point Overlook because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic and recreational resource.

9.1.3 Baker Beach

Baker Beach is a Section 4(f) resource because it is a publicly owned recreation area and a part of the Presidio NHLD. It is a mile-long beach located south of Fort Scott and west of Lincoln Boulevard (see Exhibit 9-1; Number 2, Figure 2). Recreational opportunities at the beach include sunbathing, wading, fishing, picnicking, and sightseeing; the beach provides panoramic views of the Bridge and the Marin Headlands.

The project build alternatives would not result in a Section 4(f) use of this property because they would not permanently incorporate land into the project, nor would they temporarily



occupy any land within the resource. Views of the Bridge from the beach would not be substantially altered by any of the build alternatives, nor would the alternatives produce severe impacts that would substantially impair the quality of this nearby resource. The proposed project would not cause a constructive use of the Baker Beach because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

9.1.4 China Beach

China Beach is a Section 4(f) resource because it is a publicly owned recreation area and an element of the GGNRA national park. This small wind-protected cove lies on the Pacific Ocean between Baker Beach and Lands End (see Number 21, Figure 2). During the late 19th century, Chinese fisherman utilized the cove's protection to anchor boats and camped on its shores. Today it provides recreational opportunities including picnicking, sunbathing, surf play, and views of the Marin Headlands and the Bridge.

The project build alternatives would not result in a Section 4(f) use of this property because they would not permanently incorporate land into the project, nor would they temporarily occupy any land within the resource. Views of the Bridge from the beach would not be substantially altered by any of the build alternatives, nor would the alternatives produce severe impacts that would substantially impair other qualities of this nearby resource. The proposed project would not cause a constructive use of China Beach because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

9.1.5 Kirby Cove

Kirby Cove is a Section 4(f) resource because it is a publicly owned recreation area and a part of the GGNRA national park. It is located at the foot of the Marin Headlands just west of the Bridge (see Number 26, Figure 3). Recreational opportunities including secluded campsites, hiking trails, and waterfront activities.

None of the project build alternatives would result in the Section 4(f) use of this area because no land would be permanently incorporated into the project, nor would any be temporarily occupied by it. Among the many recreational functions of Kirby Cove, distant views of the Bridge are provided from this resource. No proposed build alternatives would substantially impair this or any other quality of the resource. The proposed project would not cause a constructive use of Kirby Cove because the proximity impacts would not substantially impair the protected activities, features, or attributes of the recreational resource.

9.2 HISTORIC RESOURCES

9.2.1 The Marina Viaduct

The Marina Viaduct is a Section 4(f) resource because it is a publicly owned historic resource. The viaduct was determined to be individually eligible for the NHRP in 1987 and is listed in the state Bridge maintenance system (Bridge 34 0014). This structure is a part of Doyle Drive



and a contributing element of the Golden Gate Bridge and the Presidio NHLD (see Exhibit 9-2; Number 9, Figure 2).

The project build alternatives would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. The build alternatives would not have a severe impact that substantially impairs the historic quality of resource. The proposed project would not cause a constructive use of the Marina Viaduct because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic resource.

9.2.2 The Presidio Viaduct

The Presidio Viaduct is a Section 4(f) resource because it is a publicly owned historic resource. The viaduct was determined to be individually eligible for the NHRP in 1987 and is listed in the state bridge maintenance system (Bridge 34 0019). This structure is a part of Doyle Drive and a contributing element of the Bridge and the Presidio NHLD (see Exhibit 9-3; Number 10, Figure 2).



The project build alternatives would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any land be temporarily occupied by it. The build alternatives would not have a severe impact that substantially impairs the historic quality resource. The proposed project would not cause a constructive use of the Presidio Viaduct because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic resource.

9.2.3 Fort Winfield Scott

Fort Winfield Scott is a Section 4(f) resource because it is an historic resource of the Presidio NHLD. It is located west of Hwy 101 off Lincoln Boulevard, near the gun batteries and the coastal bluffs in the western portion of the Presidio (see Number 1, Figure 2). It was established in 1912 to house the Coastal Artillery Corps of the San Francisco Bay Area. It became a sub-post of the Presidio in 1946 when World War II ended. Today it remains a point of public and historic interest. Its historic buildings and barracks built in the Mission Revival architectural style, contribute to the Presidio's status as a NHLD.

The proposed build alternatives would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any be temporarily occupied by it. The build alternatives would not have any severe impacts that substantially impair the historic quality of the fort. The proposed project would not cause a constructive use of Fort Winfield Scott because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic resource.

9.2.4 Main Post

The Main Post is a Section 4(f) resource because it is a publicly owned historic resource within the Presidio NHL. It is located in the center of the Presidio south of Crissy Field (see Number 15, Figure 2). It is the founding spot of the original Spanish garrison established there in 1776. The Post includes many historic buildings, and therefore contributes to the status of the Presidio as a NHL.

The proposed build alternatives would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any be temporarily occupied by it. The build alternatives would not have any severe impacts that substantially impair the historic quality of the post. The proposed project would not cause a constructive use of the Main Post because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic resource.

9.2.5 Fort Cronkhite

Fort Cronkhite is a Section 4(f) resource because it is a publicly owned historic and recreation resource and a part of the GGNRA national park. It is located in the Marin Headlands, west of the Bridge, on the northern edge of the Rodeo Lagoon. The Pacific Ocean and Rodeo Beach are just west of the fort. Built between 1939 and 1945 as a military mobilization post, it continues to provide visitors a well-preserved example of typical post architecture, and offer access to hiking trails and nearby waterfront activities.

The proposed build alternatives would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any be temporarily occupied by it. The build alternatives would not have any severe impacts that substantially impair the historic quality of the fort, nor would the alternative substantially impact the recreational function of the fort. The proposed project would not cause a constructive use of the Fort Cronkhite because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic and recreational resource.

9.2.6 West Fort Miley

West Fort Miley is a Section 4(f) resource because it is a publicly owned historic resource, listed on the NRHP and an element of the GGNRA national park. It is located along the Pacific Coast near the Cliff House. It offers views of the Pacific Ocean, Sutro Heights Park, and Ocean Beach.

The proposed build alternatives would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any be temporarily occupied by it. The build alternatives would not have any severe impacts that substantially impair the historic quality of the fort. The proposed project would not cause a constructive use of the West Fort Miley because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic resource.

9.2.7 Palace of Fine Arts

The Palace of Fine Arts is a Section 4(f) resource because it is a publicly owned historic resource and recreation area; it is a designated San Francisco Historic Landmark and is

eligible for the NHRP by the SHPO. Recreational opportunities include walking along the lagoon, viewing the Palace's unique architecture, and use of the surrounding lawns.

The proposed build alternatives would not result in a Section 4(f) use of the Palace of Fine Arts because they would not permanently incorporate land into the project, nor would they temporarily use any land within the resource. The alternatives would not have severe impacts that substantially impair the historic or recreational quality of this resource. The proposed project would not cause a constructive use of the Palace of Fine Arts because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic and recreational resource.

9.2.8 Battery Chamberlin

The Battery Chamberlin is a Section 4(f) resource because it is a publicly owned historic resource located within the Presidio NHL. It is located north of Baker Beach and is accessible from the Coastal Trail (see Number 11, Figure 2). Completed in 1904, today the battery still holds a gun and disappearing carriage similar to the ones originally used at the battery. Visitors can view a gun demonstration and visit the small underground cartridge room.

The proposed build alternatives would not result in a Section 4(f) use of this resource. No land would be permanently incorporated into the project, nor would any be temporarily occupied by it. The build alternatives would not have any severe impacts that substantially impair the historic quality of the battery. The proposed project would not cause a constructive use of Battery Chamberlin because the proximity impacts would not substantially impair the protected activities, features, or attributes of the historic resource.

9.3 CONSTRUCTION STAGING AREAS

All of the build alternatives would result in the temporary occupancy of one or more of the five construction staging areas discussed below. The No-Build Alternative would not occupy these Section 4(f) resources. Due to the temporary nature of the occupancy, they do not result in a Section 4(f) use. Construction staging areas are located near the San Francisco and Marin Abutments of the Bridge, as shown on Figures 2 and 3 of this report.

Per 49 CFR Section 774.13, the following five criteria were considered in determining whether temporary occupancy applies to the five proposed construction staging areas.

- Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
- Scope of the work must be minor, i.e., both the nature and magnitude of the changes to the Section 4(f) property are minimal;
- There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- The land being use must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and

- There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

9.3.1 Golden Gate National Recreation Area (Five Areas)

There are five proposed construction staging areas within GGNRA lands. Four staging areas would be located on the north side of the Bridge. One of the staging areas on the south side of the Bridge is an existing gravel area located in a switchback of Conzelman Road. The other three are gravel areas located under the northern span of the Bridge, which are currently being used for similar staging and maintenance activities (See Exhibit 9-4). These proposed areas, in their existing conditions, provide no inherent historic or recreational function. They would be



occupied temporarily during the construction of the project. Such occupancy would have no adverse impact on the preservationist purpose of Section 4(f), nor would it produce severe impacts that would substantially impair the quality of surrounding Section 4(f) resources.

The fifth proposed construction staging area located on GGNRA lands is within the Presidio, located just west of the toll plaza off Merchant Road. The proposed area currently provides employee and public parking (25 parking stalls are available for public use). This proposed area provides no inherent historic function. It would be occupied temporarily during the construction of the project. The temporary occupancy would have no adverse impact on the preservationist purpose of Section 4(f), nor would it produce severe impacts that would substantially impair the quality of surrounding Section 4(f) resources.

The five staging areas would be restored to conditions prior to commencement of construction of the project.

10.0 LETTERS AND OTHER CORRESPONDENCE

The following agencies and organizations provided comments on the Draft EIR/EA relating to this Section 4(f) Evaluation. The letters and responses are included as part of this Section 4(f) Evaluation. The full set of public comments from the agencies, organizations, and individuals on the Draft EIR/EA are included in Appendix H of the Final EIR/EA.

United States Department of Interior, August 25, 2008

San Francisco Planning Department, August 25, 2008

San Francisco Bay Trail, August 22, 2008

Docomomo, August 25, 2008

Citizens for a Safe Golden Gate Bridge, July 7, 2008

Creegan & D'Angelo, August 21, 2008

Marilyn Duffey, August 19, 2008

Additionally, attached are the letters dated June 18, 2008 and December 21, 2009 from Jeffrey Y. Lee, PE, to Greg McConnell regarding temporary occupancy of project staging areas and the letter from the Department to the Department of Interior transmitting the Draft Section 4(f) Evaluation for their review and comment.

Letters and Other Correspondence

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United States Department of the Interior

NATIONAL PARK SERVICE
Golden Gate National Recreation Area
Fort Mason, San Francisco, California 94123

*Sent by fax
3:00 PM 8-25-2008*

IN REPLY REFER TO:

L30 (GOGA-PLAN)

August 25, 2008

Physical Suicide Deterrent System Project
Golden Gate Highway Bridge and Transportation District
Box 9000 Presidio Station
San Francisco, CA 94129

2008 AUG 27 PM 1:47
SECRETARY OF
THE DISTRICT
GOLDEN GATE BRIDGE
HIGHWAY AND
TRANSPORT DISTRICT

Dear Sir or Madam:

Thank you for providing the Golden Gate National Recreation Area with the Draft Environmental Impact Report/Environmental Assessment for the Golden Gate Bridge Physical Suicide Barrier Project dated July 2008.

As an adjacent land managing agency we work in partnership to ensure the safety of our visitors. The attempted and actual suicide by individuals at the Golden Gate Bridge is a serious concern to the park. We encourage you in your efforts to effectively deter suicides in such a way that will suit the diverse needs of visitors and users that experience the bridge each day.

The National Park Service Mission is to preserve unimpaired the natural and cultural resources and values of the national park system for the enjoyment, education, and inspiration of this and future generations. In support of the National Park Service (NPS) Mission, the NPS provides the following comments.

We agree with the Bridge District's finding that the Build Alternatives will have *substantial adverse effects* on 1) the Scenic Vistas from the bridge and from the surrounding GGNRA lands, 2) on the Historic Property, historic design integrity and physical material of the bridge structure, and 3) on Biological Resources including migratory birds, Mission Blue Butterfly habitat, and Peregrine Falcon nesting.

Visitor experience and scenic vistas: Of the Build Alternatives, the Golden Gate National Recreation Area (GGNRA) believes that Alternative 3, the horizontal net, as having the least impact to visitor and user experience, and to the scenic and historic vistas from the bridge.

1a

Cultural Resources: Acknowledging that all of the action alternatives will have an adverse effect on the Golden Gate Bridge due to the addition of a conspicuous new element, GGNRA

1a-1

finds that Alternative 1B of the Build Alternatives is the most sensitive to, and compatible with, the historic character of the Bridge.

1a-1

Natural Resources: For all Build Alternatives, GGNRA supports the need for further research on potential bird impacts and will work with the District and US Fish and Wildlife to ensure protection of the Peregrine Falcon, Mission Blue Butterfly and their respective habitats. We will coordinate with the District to support Best Management Practices to protect the environment.

1b

Considering all factors, cultural, scenic and biological, the GGNRA supports Alternative 3, the Net System. The Golden Gate Bridge is recognized as a significant international icon. Visitors come to view and experience the thrilling environs and views of the San Francisco Bay and to marvel at the engineering beauty of the bridge itself.

1c

On balance, and looking at all components, what stands out is the key importance of the unobstructed views, the soaring heights of the towers, the exhilaration for visitors leaning on the railing, feeling the wind, experiencing open vistas of water, the City, Alcatraz, and the Marin Headlands.

Alternative 3, the Net System, contributes less impact to these key aspects of the bridge than do the vertical railing extensions. With the net, the view is maintained unobstructed, and the original experience is kept unspoiled by avoiding looking out through bars or glass windows. The look, view and design of the Golden Gate Bridge would continue uninterrupted as it has been since the conception and construction over 70 years ago.

Please keep us informed about measures that might be included to reduce the substantial impacts consistent with a finding of no significant impact. Additional detailed comments are included as an attachment below.

Thank you for inviting our agency to comment and for continuing to provide information on the project to the NPS at the Golden Gate Recreation Area. For review and coordination issues, please contact Andrea Lucas, Landscape Architect, GGNRA at andrea_lucas@nps.gov or 415/561-2878.

Sincerely,



Brian O'Neill
General Superintendent

[attachment]

ATTACHMENT:

Physical Suicide Deterrent System Project
SPECIFIC COMMENTS from Golden Gate National Recreation Area
August 25, 2008

- | | |
|--|------|
| 1. NPS concerns about the potential suicide deterrent system include potential physical impacts to the historic bridge, and the visual and experiential impacts to drivers, cyclists and pedestrians on the bridge, | 1d |
| 2. The NPS is concerned about potential construction impacts that should be addressed include physical danger, such as from falling objects at Fort Point; continuous visitor access; visitor experience relative to noise, construction barriers, particulate matter; and issues concerning the control and effects of lead paint removal. Staging areas and construction access, parking and materials storage and movement need to be coordinated with the NPS. | 1e |
| 3. The alternatives that best achieve compatibility and meet historic preservation objectives are Alternatives 1A and 1B which preserve the historic railing while adding to it compatibly. | 1e-1 |
| 4. Alternative 1B is preferred over 1A as it is consistent in design with the safety railing added to the bridge between the promenade and roadway in the recent past and achieves a better balance between compatibility and distinction from the original bridge design. It is less visually intrusive, and maintains panoramic views in its open spaces while the vertical alternative breaks up all views. | 1e-2 |
| 5. For historic preservation we do not recommend employment of Alternatives 2A and 2B, as they remove the original railing, destroy historic fabric and completely change the promenade's design and appearance. | 1e-3 |
| 6. For historic character we do not recommend Alternative 3, Netting, as it introduces a new design element to the bridge. | 1f |
| 7. The District should construct a mock-up of the chosen alternative to be painted both in international orange and in a receding color to be able to judge mitigation of visual impacts. Consider leaving the constructed deterrent in unpainted stainless steel. | 1g |
| 8. The DEIR states that the Golden Gate Bridge is a contributing feature of the Presidio of San Francisco National Historic Landmark (NHL). While certain features of the Bridge, such as Doyle Drive, contribute to the Presidio NHL, the span of the Bridge itself is not a contributing feature of the Presidio NHL. | 1h |

- 9. Figure 2.1-1 Correct the GGNRA boundary to include all of Presidio Area A (Crissy Field area is not shown as GGNRA on current version; Lobos Creek is not shown as GGNRA on current version). City property along the Marina is shown as GGNRA. Show the true boundary of GGNRA including waters under state lands lease.

1 i
- 10. Figure 2.1-2 Correct GGNRA offshore boundary. Show Fort Baker as part of GGNRA.

1 j
- 11. Show Construction Staging Areas (item 4) in a separate color and symbol.

1 k
- 12. Table 2.1-1 Add certain land uses which are missing for various properties: Golden Gate Bridge = Public Road; Marine Drive = Historic Resource; Fort Point and Battery Spencer = Recreational Resources; Much of the GGNRA lands and San Francisco Bay surrounding the project are also Natural Resources, open space, and habitat.

1 l
- 13. Table 2.1-2 Update information on this table.

1 m
- 14. p. 2-6 The description of the development at Fort Baker needs to be edited.

1 n
- 15. p. 2-6 Update the Doyle Drive project status.

1 o
- 16. p. 2-10 Project Consistency. 2nd paragraph states that the project would not affect the natural environment. Add wind impacts and potential bird impacts to this section.

1 p
- 17. Table 2.1-3 Show Fort Baker as part of GGNRA

1 q
- 18. p. 2-13 Fort Baker is open now.

1 r
- 19. p. 2-13 and 2-14 Clarify that the Merchant Road staging area is also within GGNRA. Confirm that alternative public parking will be available during project construction. Coordination with GGNRA remediation and trail construction would occur.

1 s
- 20. Table 2.2-1 The Presidio landscape unit also includes expanses of coastal scrub (much of the bluff area previously covered with cypress is being converted to scrub, and views have been substantially opened). The Marin Headlands landscape includes historic military elements.

1 t
- 21. The transparent panels; Alternatives 1 and 2 should incorporate an alternative treatment that is entirely cables or bars, including at the belvederes to modify potential impacts caused by the transparent panels.
- 22. p. 2-130 Affected Environment. See comment above regarding the staging area on Merchant Road (in GGNRA, Presidio Area A).

1 u
- 23. p. 2-138 Energy – The increased energy and resource use required for frequent cleaning of the transparent panels (e.g., the increased demand for fresh water or cleaning products) should be described and included in this analysis.

24. 2.6.8 Measure 1: Clarify that the Biological ECM would work in consultation with GGNRA Natural Resources Staff. Any chemical weed control must be approved by the GGNRA IPM Specialist.	1v
25. 2.6.8. Measure 2: Erosion and dust control plan will be reviewed and approved by GGNRA Natural Resources.	1w
26. p. 3-15 Potential Impacts to Climate Change. The final sentence states that "...the project...would contribute to cumulative increases in the sources of greenhouse gases." It appears that this was intended to state "...would <i>not</i> contribute..."	1x
27. p. 3-15 Potential Impacts to Climate Change. It would be appropriate to evaluate the difference in maintenance among alternatives that could affect the amount of greenhouse gases contributed over the life of the project.	1y
28. 3.3.3 and Appendix F (NES report) See comments on 2.6.8.	1z

United States Department of Interior, GGNRA Response to Comments

Comment (1a; 1c):

The United States Department of Interior, GGNRA prefer non-physical deterrents, but believe Alternative 3 (Net System) has the least impact to the visitor experience, scenic and historic resources, and all other key aspects of the Bridge and is preferred over other build alternatives.

Response (1a; 1c):

Over the years the District has evaluated and implemented a variety of non-physical suicide deterrent measures. The non-physical measures that are in place stop approximately two-thirds of those individuals who come to the Bridge to injure themselves. However, approximately two dozen individuals jump from the Bridge each year. The project purpose is to consider a physical deterrent system that reduces the number of injuries and deaths associated with jumping off the Bridge. Non-physical alternatives do not satisfy the purpose and need of the proposed project.

The Board has selected Alternative 3 (Net System) as the Preferred Alternative. The commenter's support for this alternative is noted.

Comment (1a-1; 1e-1; 1e-2):

The United States Department of Interior, GGNRA states that Alternatives 1A and 1B best achieve compatibility and meet historic preservation objectives. Alternative 1B is preferred over Alternative 1A due to its design consistency with the outside handrail, and compatibility with the original design. It is less visually intrusive, and maintains panoramic views in its open spaces.

Response (1a-1; 1e-1; 1e-2):

While Alternatives 1A and 1B would retain the outside handrail, with some modification, the Finding of Effect prepared for this project concluded that Alternative 3 not only retained the outside handrail, it would not reduce the integrity of design, setting, and feeling of the outside handrail and sidewalk elements of the Bridge because Alternative 3 would not add any structure(s) to the top of the outside handrail.

The Finding of Effect concluded that Alternatives 1A, 1B, 2A, and 2B would all result in direct and indirect adverse effects to the original outside handrails and pedestrian experience of the Bridge. Alternative 3 does not have these same adverse effects.

The Finding of Effect document concluded that Alternative 3 would have the least adverse effect to the historic property.

Comment (1b):

The United States Department of Interior, GGNRA support the need for further research into potential bird impacts and expressed concerns for birds in general, especially threatened and endangered species.

Response (1b):

The United States Department of Interior, GGNRA support for further research in to impacts of the Preferred Alternative on bird species is noted. An Avian Impact Study was prepared for the Preferred Alternative and has been incorporated into the discussion of animal species in the biological environment section of the document. As requested in comment 1b, the District will coordinate with GGNRA Natural Resource staff to ensure the protection of the environment.

Appendix E includes the Department's informal consultation with the USFWS indicating that the project, including implementation of the avoidance, minimization, and mitigation measures, would not affect listed species. Appendix E also includes a letter from the District documenting that the project would not result in the take of a special-status species and Appendix F provides a list of special-status species documented in the project area for which the project would have no effect.

Comment (1d):

The United States Department of Interior, GGNRA expresses concern that deterrent system may include physical impacts to historic elements, and the visual and visitor experience for drivers, cyclists, and pedestrians on the Bridge.

Response (1d):

The project has thoroughly identified and evaluated the potential impacts and effects to the Bridge under Section 106 of NHPA under NEPA, and as an historical resource under CEQA, and will continue to follow NEPA and CEQA procedures as they pertain to historic properties.

Comment (1e):

The United States Department of Interior, GGNRA expressed concern about potential construction impacts including: falling objects at Fort Point; visitor access; visitor experience (noises); construction barriers; particulate matter (air quality); control of lead paint during removal; staging access/parking and storage.

Response (1e):

Proposed mitigation measures are under development as part of the Section 106 process that will include protection of the Fort Point Property along with coordination with GGNRA/NPS.

For the duration of construction, the District will ensure the protection of the Fort Point National Historic Site, located below the Fort Point Arch component of the Bridge. The drawings and specifications for the construction contract will provide safeguards to prevent falling objects arising from the construction of the netting. The District will further ensure against incidental damage to the Fort Point property by hiring an independent Environmental Compliance Monitor (ECM) who will periodically monitor the site during construction and will prepare monthly reports documenting compliance and protection. These reports will be provided to the District and the GGNRA. Additionally, the construction of the net will provide additional protection to the Fort from objects landing on the Fort from the Bridge above.

Work directly over the Fort, which is an approximately 330 foot long segment of netting, out of a total length of approximately 18,000 feet of netting, will only occur when the Fort is otherwise closed to the public. This will provide for continued, safe visitor access to the Fort.

The noise associated with the construction of the netting is similar to the noise associated with routine Bridge maintenance activities, so it will not represent a changed condition. Plus the work directly above the Fort will only occur when the Fort is otherwise closed to visitors, thus ameliorating any noise impacts to Fort visitors arising from the construction of the net above the Fort.

The removal of any lead based paints will comply with all applicable laws and regulations. The specifications for the construction contract will require that the contractor provide for the full containment of all paint removal operations. All contaminated paint and abrasive blast materials will be removed from the site and disposed of in accordance with state and federal requirements, protecting the environment and GGNRA visitors.

Comment (1e-3):

The United States Department of Interior, GGNRA does not recommend Alternative 2A and Alternative 2B because they remove the historic outside handrail, destroy the historic fabric of the Bridge, and completely change the promenade's design and appearance.

Response (1e-3):

These effects were identified in the Finding of Effect document. Alternative 3 has been selected as the Preferred Alternative.

Comment (1f):

The United States Department of Interior, GGNRA does not recommend Alternative 3 as it introduces a new design element to the Bridge.

Response (1f):

This effect was identified in the Finding of Effect document and will be subject to mitigation during the Section 106 process. Section 2.3, Cultural Resources, provides a discussion of potential impacts to historic resources which could potentially result from the implementation of the Preferred Alternative.

Comment (1g):

The United States Department of Interior, GGNRA request that the District do a detailed study of the color of the Preferred Alternative. The commenter suggests constructing a mock up painted in both International Orange and a receding color to be able to judge the mitigation of visual impacts, and suggests painting the net itself a darker color, such as the color of the water, so as to be less visible.

Response (1g):

The visual impacts of the Preferred Alternative are addressed in the Draft EIR/EA and the accompanying Visual Analysis Report. Visual simulations were developed at 14 different viewpoints to evaluate the impacts to views towards the Bridge and views from the

Bridge. The two viewpoints from which the net was most visible were from Vista Point and at the towers looking over the outside handrail (Figures 2.2-53 and 2.57 of the Draft EIR/EA). Additional visual simulations were prepared for these two viewpoints to evaluate different color netting material. Based on these simulations and on subsequent consultation with the State Historic Preservation Office (SHPO) and other interested parties following the close of the public comment period, it was determined that the unpainted and uncoated stainless steel net materials would have the least affect or would minimize affects of the proposed project on visual resources as it would reduce the visual intrusion of Alternative 3, the Preferred Alternative. The unpainted and uncoated stainless steel would visually blend with the color of the San Francisco Bay and skyline.

A series of visual simulations were prepared as part of the Visual Impact Assessment to consider the impacts to visitors, drivers, cyclists and pedestrians on the Bridge. A Section 4(f) Study was conducted to ascertain the impact of the alternatives upon the publicly owned parklands surrounding the Bridge.

Comment (1h):

The United States Department of Interior, GGNRA states that while certain features of the Bridge, such as Doyle Drive, contribute to the Presidio National Historic Landmark (NHL), the span of the Bridge itself is not a contributing feature of the Presidio National Historic Landmark Designation (NHLD).

Response (1h):

The Bridge property was identified by the National Park Service (NPS) as a contributing element of the Presidio NHLD. While the Bridge span may not be directly related to the Presidio NHLD, the Doyle Drive element of the Bridge property passes through the Presidio NHLD. The two properties, the Bridge and the Presidio NHLD, are linked through this intersection.

Comment (1i; 1k):

The United States Department of Interior, GGNRA requests a correction be made to Figure 2.1-1 to show the legislative boundary of the GGNRA including waters under state lease. The commenter also requests that construction staging areas shown on this figure have a distinct color and symbol.

Response (1i; 1k):

Figure 2.1-1 has been updated as requested; see page 2-3 and Appendix B, page 10, of the Final EIR/EA.

Comment (1j; 1k):

The United States Department of Interior, GGNRA requests a correction be made to Figure 2.1-2 to show the legislative boundary of the GGNRA and to show all of East Fort Baker as part of the GGNRA. The commenter also requested that construction staging areas shown on this figure have a distinct color and symbol.

Response (1j; 1k):

Figure 2.1-2 has been updated accordingly; see page 2-4 and Appendix B, page 11, of the Final EIR/EA.

Comment (1l):

The United States Department of Interior, GGNRA requests that Table 2.1-1 be expanded to add certain land uses and land use classifications to specific properties.

Response (1l):

This table has been updated accordingly; see page 2-5 of the Final EIR/EA.

Comment (1m):

The United States Department of Interior, GGNRA requests that Table 2.1-2 be updated to reflect the current status of some of the projects.

Response (1m):

The table has been updated accordingly; see page 2-5 of the Final EIR/EA.

Comment (1n, 1o):

The United States Department of Interior, GGNRA requests descriptions of the Fort Baker and Doyle Drive projects provided on page 2-6 of the Draft EIR/EA be updated to reflect their current status.

Response (1n, 1o):

The text has been updated accordingly; see page 2-15 of the Final EIR/EA.

Comment (1p):

The United States Department of Interior, GGNRA requests that the Project Consistency discussion on page 2-10 of the Draft EIR/EA be expanded to include a discussion of wind impacts and potential bird impacts.

Response (1p):

The text has been expanded accordingly; see page 2-11 of the Final EIR/EA.

Comment (1q):

The United States Department of Interior, GGNRA requests a correction be made to Table 2.1-3 to show Fort Baker as part of the GGNRA.

Response (1q):

The table has been updated accordingly; see page 2-14 of the Final EIR/EA.

Comment (1r):

The United States Department of Interior, GGNRA requests that the Fort Baker discussion on page 2-13 of the Draft EIR/EA be updated to state that Fort Baker is now open to the public.

Response (1r):

The text has been updated accordingly; see page 2-15 of the Final EIR/EA.

Comment (1s; 1u):

The United States Department of Interior, GGNRA requests a clarification be made to pages 2-13 and 2-130 to state that the Merchant Road staging area is also within GGNRA lands. Commenter also requests confirmation that public parking will be available during project construction and that coordination with the nearby GGNRA remediation and trail project will occur.

Response (1s; 1u):

The text has been updated to identify the Merchant Road staging area, which is within the District's permitted area, as within the GGNRA, Presidio Area A. Public parking will be available during project construction as identified on page 2-14 of the Draft EIR/EA and page 2-16 of the Final EIR/EA. The District will coordinate all construction with the GGNRA projects.

Comment (1t):

The United States Department of Interior, GGNRA notes that the Presidio landscape unit in Table 2.2-1 also includes expanses of coastal scrub and the Marin Headlands landscape unit includes historic military elements.

Response (1t):

Table 2.2-1 has been updated accordingly; see page 2-21 of the Final EIR/EA.

Comment (1v; 1z):

The United States Department of Interior, GGNRA requests that Section 2.6.8 Measure 1 be clarified to note that the Biological ECM will work in consultation with the GGNRA Natural Resources Staff and that any chemical weed control must be approved by the GGNRA IPM Specialist. Comment also applies to Section 3.3.3.

Response (1v; 1z):

The text has been updated to indicate that the Biological ECM will work in consultation with GGNRA Natural Resources staff, see pages 2-164 and 3-22 through 3-26 of the Final EIR/EA. The District's Environmental Compliance Monitor will coordinate with and work with GGNRA staff. No chemical weed control will be used without first obtaining a permit from the GGNRA.

Comment (1w):

The United States Department of Interior, GGNRA requests that Section 2.6.8, Biological Environment, Measure 2 be updated to include "Erosion and dust control plan will be reviewed and approved by GGNRA Natural Resources Staff."

Response (1w):

The text has been updated to include this information, see page 2-155 of the Final EIR/EA.

Comment (1x):

The United States Department of Interior, GGNRA notes that the final sentence on page 3-15 states "the project ... would contribute to cumulative increase..." it appears that it was intended to state "would not contribute."

Response (1x):

The text has been corrected, see page 3-18 of the Final EIR/EA.

Comment (1y):

The United States Department of Interior, GGNRA notes that on page 3-15, Potential Impacts to Climate Change, it would be appropriate to evaluate the difference in maintenance among the alternatives.

Response (1y):

Approximately 115,000 vehicles use the Bridge each day. When viewed in relation to the traffic volumes on the Bridge, the climate impacts of the maintenance activities would be negligible. Emissions associated with maintaining the net are related to the frequency of net maintenance activities. The District prepared the Golden Gate Bridge Suicide Deterrent System Operations, Maintenance and Emergency Response Report in order to evaluate the effects of the proposed alternatives on maintenance, operations and emergency response activities. This report, which discusses the impacts and associated costs, is available on the project website:

<http://www.ggbsuicidebarrier.org/studydocuments.php>



SAN FRANCISCO PLANNING DEPARTMENT

August 25, 2008

Physical Suicide Deterrent System Project
Golden Gate Bridge Highway and Transportation District
PO Box 9000
San Francisco, CA 94129

To Whom It May Concern:

On behalf of the Planning Department of the City and County of San Francisco, I am pleased to submit comments on the Environmental Impact Report for the Physical Suicide Deterrent System Project.

The comments in this letter were informed by the input of an Advisory Panel assembled by the Planning Department at the request of Mayor Newsom. The Mayor has expressed strong interest in this project and requested that the department carefully analyze the alternatives and provide comments to the Golden Gate Bridge Highway and Transportation District.

The Advisory Panel was made of five members with expertise in architecture, engineering, preservation and the arts. Members were:

Boris Dramov, Architect, ROMA; John Eddy, Principal and bridge engineer, ARUP; John Kriken, Architect, SOM; Amy Trachtenberg, Artist; and Andrew Wolfram, Preservation Architect, SMWM. City staff included Kyri McClellan from the Mayors Office of Economic and Workforce Development; Mark Luellen, Preservation Program Manager for the Planning Department; Craig Nikitas, Urban Designer for the Planning Department; and John Rahaim, Planning Director.

On August 13, we heard a detailed presentation by Denis Mulligan, Golden Gate Bridge District Engineer, and John Eberle, Supervising Civil Engineer. The presentation

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covered the five alternatives currently under consideration in the EIR, the results of the wind analysis, and information about current suicide prevention methods on the bridge. We complimented Mr. Mulligan and Mr. Eberle on the thorough, detailed analysis and expertise that they have developed on this topic. We were also impressed by the efforts currently underway on the Bridge to deter suicides through training of staff and direct intervention.

The Panel and staff again convened on August 23, with Mr. Mulligan in attendance, to finalize our comments found in this letter.

We agreed that the current situation presents a continuing tragedy for the region that should be addressed. We also agreed that the bridge is a world class icon and one of the most important examples of 20th century design in the world. Given the iconic nature of the bridge, the most important principle of the project should be to minimize the visual impact of any alterations. Further, we believe that this principle should apply both to views from the bridge, seen as a pedestrian or from a vehicle, and the views of the bridge from surrounding areas.

We believe that the bridge design and location are fundamental to its iconic nature. Specifically, as noted in your report, Historic Property Survey Report, May 2008, the primary character defining elements and decorative features of the bridge and the contributing elements are the major structural elements (the suspension bridge anchorages, pylons, piers, towers, main span and side spans), the plate girder bridge, arch bridge, and truss bridges approaches and the southern approach roadway (Doyle Drive), main suspension cables, Round House, and Toll Plaza Undercrossing. The Art Deco/Moderne design is a character-defining feature of all of these structures and their use within the overall bridge. The railings from the original construction and railings replicated to match original, as well as the layout of the sidewalks – width and construction around piers and pylons -- that allow pedestrian use of the bridge are essential character defining features of the property. Although the sidewalks have been extended and widened, they continue to serve as important, human scale features of the bridge that make it readily accessible to the commuting and visiting public.

Other character defining features that are important in conveying the artistic value of the bridge are the electroliers, or light standards, the International Orange paint color, and remaining concrete railings.

2a-1

Further, the location of the bridge, at one of the most dramatic natural locations in the US contributes to its important status. The Golden Gate is one of the most spectacular “entrances” to any urban location the world.

In total, the design, color and specific location of the bridge form a unified ensemble with the environment, and a melding of the natural and man-made that is found almost nowhere else. The visual aspects of all components of this ensemble are critically important to maintain.

To be most sensitive to the bridge design, we suggest that the District should first consider non-physical alternatives beyond those currently employed. We recognize the current, successful efforts in place that indeed prevent a number of suicides, and we commend the District on these important efforts. Further, we fully recognize that the mission of the Golden Gate Bridge Highway and Transportation District does not necessarily include a social service component.

2a-2

Nonetheless, we suggest that the revenues that would be spent on a physical barrier could be derived from a source other than that which could fund a physical alternative. Such revenues could theoretically be invested to provide a more robust, ongoing prevention program. Given the visibility of the bridge and the current public health issue, this program could attract volunteers to the effort. Specifically, and to be most successful, the patrols should be quite visible and be trained in suicide prevention techniques, much like the current staff is so trained. In sum, the program could result in the bridge being known not only for its design and location, but as an international symbol of the humanity of this region.

While we prefer a non-physical solution, we also recognize that the environment review underway is necessary should the District choose to construct a physical barrier or other physical solution. If such a solution is to proceed, we unanimously recommend Alternative 3, the Horizontal Net System. We believe this alternative would have the least visual impact on both the view of the bridge and the experience of the view from the bridge.

2b

With this alternative, we recommend a detailed study of the color of the net. While the netting structure should match the International Orange color of the bridge, we believe that the net itself may be more appropriately a darker color such as the color of the water, so as to be less visible. If painted International Orange, we believe that the net

2c

would become more visually opaque, and may be seen as an “orange haze” over the water.

2c

In addition, the net and the struts should be placed in different plains to the greatest extent possible. This would avoid the creation of a solid visual platform when seen at a distance, especially from the observation areas on the north and south sides of the bridge.

2d

Further, we recommend that the netting material be as lightweight as possible and immediately usable after an event. We agree with the District staff that a material and design involving minimal maintenance is preferred.

2e

The Panel and staff carefully considered the other four alternatives in our analysis. In all cases with Alternatives 1A, 1B, 2A, and 2B, we believe the additional height of a railing would cause a tunnel-like effect when viewed from the bridge, both as a pedestrian and auto occupant. A railing above normal eye level would eliminate the open, unobstructed views that are a hallmark of the experience of being on the bridge. Further, alternatives 2A and 2B present a more drastic solution with the removal of the original railing. These alternatives would seriously undermine the integrity of the original design.

2e-1

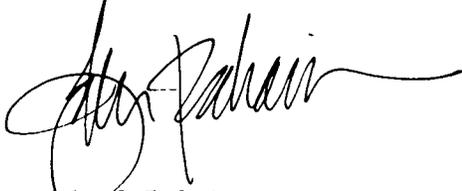
We also recommend that the transparent panels proposed for the belvederes and other locations not be used anywhere on the bridge. We believe that these would become scratched or discolored, and would cause reflections that are distracting from the design of the bridge and the views. In addition, they would likely require continual maintenance on both surfaces, creating additional costs.

In sum, the Advisory Panel and San Francisco Planning Department first recommend a non-physical solution to deter suicides on the Golden Gate Bridge, and secondarily, Alternative 3 with the recommendations noted above.

2f

We strongly commend the District Board and staff for addressing this important public health issue and for your current program to address this regional tragedy. We hope that our comments aid your efforts to develop a successful solution.

Sincerely,

A handwritten signature in black ink, appearing to read "John S. Rahaim". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

John S. Rahaim

Planning Director

Presented on behalf of the Planning Department of the City and County of San Francisco, and the Department's Advisory Panel on the Golden Gate Bridge Suicide Deterrent Project

Cc: Mayor Gavin Newsom
Kyri McClellan
Boris Dramov
John Eddy
John Kriken
Amy Trachtenberg
Andrew Wolfram
Denis Mulligan
John Elberle
Crain Nikitas
Mark Luellen

San Francisco Planning Department Response to Comments

Comment (2a-1):

The San Francisco Planning Department states that the Bridge design and character defining elements are fundamental to its iconic nature and summarizes elements of the Historic Property Survey Report prepared for the project.

Response (2a-1):

The commenter's support and concerns for historic preservation are noted. The project has thoroughly identified and evaluated the potential impacts and effects to the Bridge under Section 106 of NHPA under NEPA, and as an historical resource under CEQA, and will continue to follow NEPA and CEQA procedures as they pertain to historic properties.

Comment (2a-2):

The San Francisco Planning Department suggests the District reconsider using non-physical alternatives beyond those currently employed at the Bridge, including a specific suggestion of having full-time staff at sidewalk entrances to make eye contact with users and help reduce suicide attempts.

Response (2a-2):

Over the years the District has evaluated and implemented a variety of non-physical suicide deterrent measures. The non-physical measures that are in place stop approximately two-thirds of those individuals who come to the Bridge to injure themselves. However, approximately two dozen individuals jump from the Bridge each year. The project purpose is to consider a physical deterrent system that reduces the number of injuries and deaths associated with jumping off the Bridge. Non-physical alternatives do not satisfy the purpose and need of the proposed project.

Comment (2b; 2f):

The San Francisco Planning Department prefer non-physical deterrents, but believe Alternative 3 (Net System) has the least impact to the visitor experience, scenic and historic resources, and all other key aspects of the Bridge and is preferred over other build alternatives.

Response (2b; 2f):

Over the years the District has evaluated and implemented a variety of non-physical suicide deterrent measures. The non-physical measures that are in place stop approximately two-thirds of those individuals who come to the Bridge to injure themselves. However, approximately two dozen individuals jump from the Bridge each year. The project purpose is to consider a physical deterrent system that reduces the number of injuries and deaths associated with jumping off the Bridge. Non-physical alternatives do not satisfy the purpose and need of the proposed project.

The Board has selected Alternative 3 (Net System) as the Preferred Alternative. The commenter's support for this alternative is noted.

Comment (2c):

The San Francisco Planning Department requests that the District do a detailed study of the color of the Preferred Alternative. The commenter suggests constructing a mock up painted in both International Orange and a receding color to be able to judge the mitigation of visual impacts, and suggests painting the net itself a darker color, such as the color of the water, so as to be less visible.

Response (2c):

The visual impacts of the Preferred Alternative are addressed in the Draft EIR/EA and the accompanying Visual Analysis Report. Visual simulations were developed at 14 different viewpoints to evaluate the impacts to views towards the Bridge and views from the Bridge. The two viewpoints from which the net was most visible were from Vista Point and at the towers looking over the outside handrail (Figures 2.2-53 and 2.57 of the Draft EIR/EA). Additional visual simulations were prepared for these two viewpoints to evaluate different color netting material. Based on these simulations and on subsequent consultation with the State Historic Preservation Office (SHPO) and other interested parties following the close of the public comment period, it was determined that the unpainted and uncoated stainless steel net materials would have the least affect or would minimize affects of the proposed project on visual resources as it would reduce the visual intrusion of Alternative 3, the Preferred Alternative. The unpainted and uncoated stainless steel would visually blend with the color of the San Francisco Bay and skyline.

Comment (2d):

The San Francisco Planning Department recommends that the net and the struts of Alternative 3 be placed in different planes to avoid creating a solid visual platform when seen at a distance.

Response (2d):

Since the struts structurally support the netting, they will need to remain in the configuration illustrated in the Draft EIR/EA. As shown by the visual simulations and discussed on page 2-92 of the Draft EIR/EA and page 2-94 of the Final EIR/EA, Alternative 3 (Net System) would not be visible from many viewpoints looking towards the Bridge. It would have an adverse visual impact only from Viewpoint 4, Vista Point, as the net would be visible across the total field of view. Additional visual simulations of Alternative 3 have been prepared from Vista Point to depict the associated visual impacts for different colored netting coupled with international orange colored struts.

Comment (2e):

The San Francisco Planning Department recommend netting material be as lightweight as possible with minimal maintenance and that netting not be firm with minimal spacing of the net mesh no closer than 6 to 8 inches across to prevent person from crawling across the net to the edge.

Response (2e):

The District agrees that the netting material should be as lightweight as possible, immediately usable after an event and easy to maintain. Marine-grade stainless steel wire netting satisfies all of these criteria. The net will incorporate a grid between 4 and 10 inches, the actual size to be determined during final design.

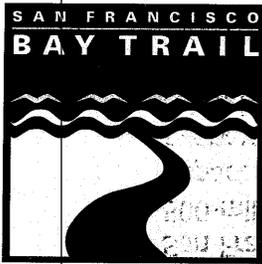
The District prepared the Golden Gate Bridge Suicide Deterrent System Operations, Maintenance and Emergency Response Report in order to evaluate the effects of the proposed alternatives on maintenance, operations and emergency response activities. This report, which discusses the impacts and associated costs, is available on the project website: <http://www.ggbsuicidebarrier.org/studydocuments.php>

Comment (2e-1):

The San Francisco Planning Department states that Alternatives 1A, 1B, 2A and 2B would seriously undermine the integrity of the Bridge's original design.

Response (2e-1):

The Finding of Effect document identified these effects and came to similar conclusions regarding Alternatives 1A, 1B, 2A, and 2B.



GOLDEN GATE BRIDGE
HIGHWAY AND
TRANSPORT DISTRICT

2008 AUG 26 PM 2:17

SECRETARY OF
THE DISTRICT

August 22, 2008

Suicide Deterrent Project
Golden Gate Bridge
P.O. Box 9000
San Francisco, CA 94129

Subject: Draft EIR for Golden Gate Bridge Physical Suicide Deterrent System Project

To Whom It May Concern:

The Bay Trail Project is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes and advocates for the implementation of a continuous 500-mile bicycling and hiking path around San Francisco Bay. When complete, the trail will pass through 47 cities, all nine Bay Area counties, and cross seven toll bridges. To date, slightly more than half the length of the Bay Trail alignment has been developed.

The San Francisco Bay Trail crosses the Golden Gate Bridge connecting Marin County to San Francisco and represents one of the most traveled segments of trail in the entire 500-mile regional system. The proposed project would have a substantial adverse impact on the Bay Trail and the ten million cyclists and pedestrians that cross the bridge every year. Our specific comments on the draft environmental impact report (DEIR) are listed below.

Bay Trail Plan

While the presence of San Francisco Bay Trail on the Golden Gate Bridge is acknowledged several times in the DEIR, a discussion of the Bay Trail Plan and its policies regarding views and aesthetics are not addressed. It is also important to note that, as a regional trail system connecting all nine Bay Area counties, the Bay Trail has both proposed and currently existing segments at Fort Baker in Marin County. These portions of the Bay Trail are not referenced in the document. Please see the attached map of the Bay Trail in the project vicinity and ensure that a thorough and comprehensive discussion of the Bay Trail Plan, and of segments on both sides of the Bridge is included in the Final EIR.

4a

Impacts of the Proposed Project

All of the alternatives with the exception of the No Build Alternative have negative impacts on the Bay Trail. **Alternatives 1A, 1B, 2A, and 2B have serious,**

4a-1

unmitigateable visual, cultural, and recreational impacts and should not be allowed to move forward. Impacts to views and aesthetics will in no way be mitigated by documenting the existing conditions through photography or other means as part of a Section 106 Consultation as suggested in the DEIR.

4a-1

Of the 5 proposed options, Alternative 3 appears to have the least egregious impacts to views and aesthetics from the Bay Trail on the Golden Gate Bridge. However, this alternative still blocks important downward views of San Francisco Bay from all points along both north and south sidewalks. It is unclear why table 2.2-13 on page 2-100 of the DEIR states that from Viewpoints 12 and 13, visual impacts would be "negligible". From any point along the north or south sidewalk, views looking downward will be impeded by the presence of the net.

4b

Construction Impacts

Page 2-141 of the document states that "There is no continuous system of sidewalks, bike trails or bike lands..." on the roads within the project vicinity that would be impacted by the construction staging areas. There are three regional trail systems within the vicinity of the project: the San Francisco Bay Trail, the Bay Area Ridge Trail, and the Coastal Trail. For the Final EIR, please review the attached map showing proposed and existing Bay Trail in the project vicinity and describe in detail the impacts that will result from construction equipment that will be operating in the area. The Final EIR should include mitigations for these impacts.

4c

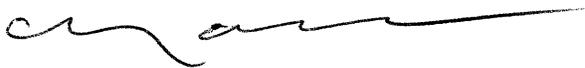
BCDC Jurisdiction

Page 2-8 of the DEIR states that "A portion of the project (construction staging areas) may be located within BCDC's jurisdiction and could, therefore, require a permit from BCDC." It is our understanding that the entirety of the bridge is within BCDC jurisdiction, and that changes of this magnitude would require a permit for the entire project, not solely the construction staging areas.

4d

We appreciate the opportunity to comment on this project. If you have any questions regarding the Bay Trail Project or our alignment in San Francisco or Marin Counties, please do not hesitate to contact me at (510) 464-7909 or via e-mail at maureeng@abag.ca.gov.

Sincerely,



Maureen Gaffney
Bay Trail Planner

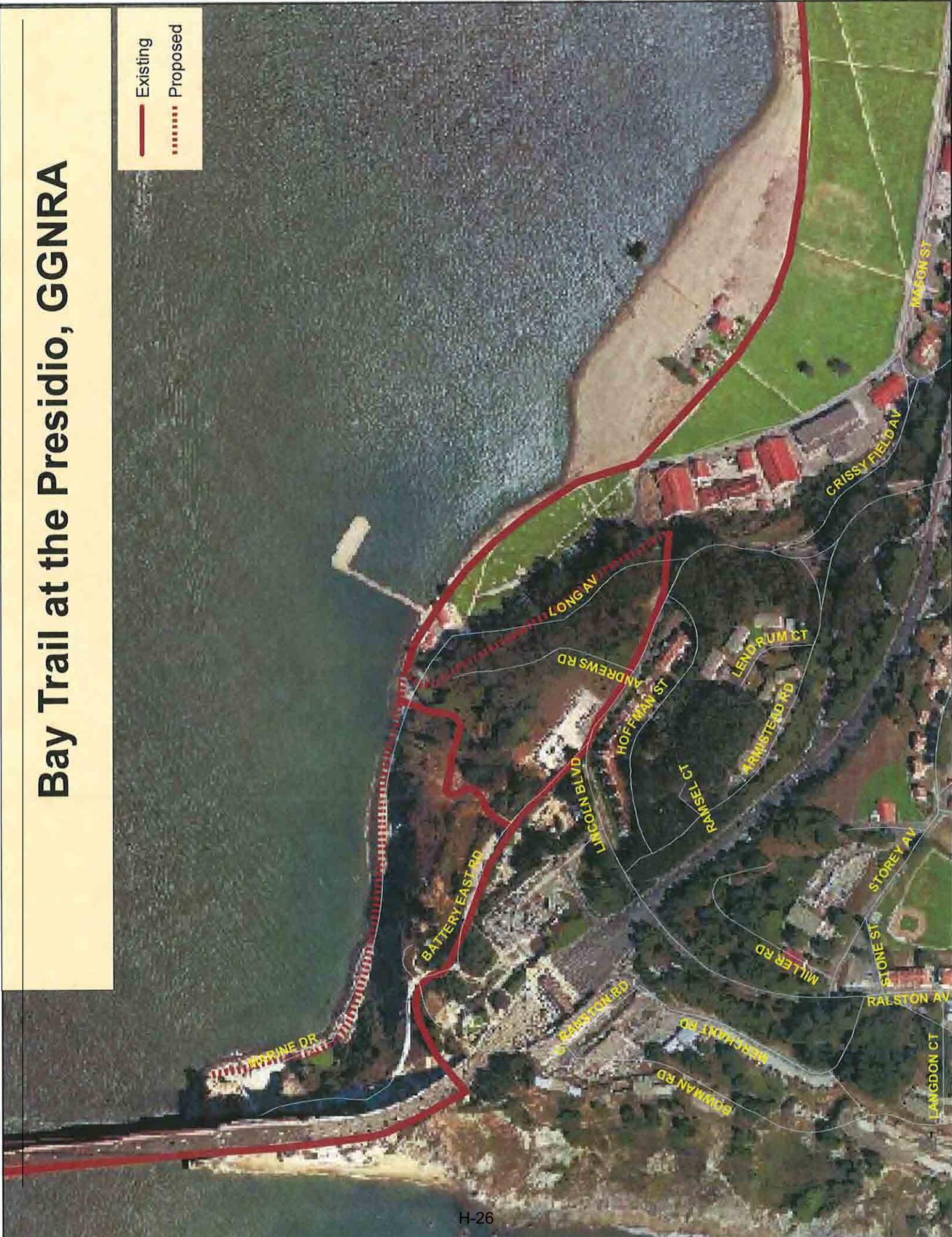
Encl: 1

Bay Trail at Fort Baker, GGNRA



Bay Trail at the Presidio, GGNRA

- Existing
- Proposed



San Francisco Bay Trail Response to Comments

Comment (4a):

The San Francisco Planning Department notes that the Bay Trail and its policies regarding views and aesthetics are not addressed in the Draft EIR/EA. The Bay Trail segments at Fort Baker are also not referenced.

Response (4a):

The Bay Trail segments at Fort Baker have been added to Figures 2.1-1 and 2.1-2. A discussion of the Bay Trail policies has been added to Section 2.1.2 of the Final EIR/EA.

Comment (4a-1):

The San Francisco Planning Department states that Alternatives 1A, 1B, 2A and 2B would have unmitigateable visual, cultural and recreational impacts which cannot be mitigated by photography documentation or other means as part of Section 106 Consultation as suggested in the Draft EIR/EA.

Response (4a-1):

Alternative 3 has been selected as the Preferred Alternative.

Comment (4b):

The San Francisco Planning Department prefer non-physical deterrents, but believe Alternative 3 (Net System) has the least impact to the visitor experience, scenic and historic resources, and all other key aspects of the Bridge and is preferred over other build alternatives. The San Francisco Planning Department also states it is unclear why Table 2.2-13 on page 2-100 of Draft EIR/EA states that from viewpoints 12 and 13, visual impacts would be negligible. From any point along the north of the sidewalks views looking down will be impeded.

Response (4b):

Over the years the District has evaluated and implemented a variety of non-physical suicide deterrent measures. The non-physical measures that are in place stop approximately two-thirds of those individuals who come to the Bridge to injure themselves. However, approximately two dozen individuals jump from the Bridge each year. The project purpose is to consider a physical deterrent system that reduces the number of injuries and deaths associated with jumping off the Bridge. Non-physical alternatives do not satisfy the purpose and need of the proposed project.

The Board has selected Alternative 3 (Net System) as the Preferred Alternative. The commenter's support for this alternative is noted.

Viewpoints 12 and 13 are taken from a location along the sidewalk looking across the outside handrail towards the San Francisco skyline and Marin County hillsides, illustrative of the views from pedestrians walking along the Bridge sidewalk. Existing views from these viewpoints are shown throughout the Draft EIR/EA and Final EIR/EA on Figures 2.2-15, 2.2-16, 2.2-26, 2.2-27, 2.2-37, 2.2-38, 2.2-48, and 2.2-49. The horizontal net would be located approximately 20 feet below the sidewalk, so the installation of the horizontal net would have a negligible affect on views from these viewpoints. Viewpoint 14 was selected to illustrate the affect to viewers looking down from the outside handrail (as identified by the commenter) and the resulting visual impact was identified as adverse.

Comment (4c):

The San Francisco Planning Department requests that page 2-141 be updated to acknowledge the existing trails systems in the area and provide mitigation for any identified impacts to these resources during construction.

Response (4c):

The text has been updated to include this information, see page 2-150 of the Final EIR/EA. There will be no impact to the trails from the construction staging areas.

Comment (4d):

The San Francisco Planning Department notes that not only the staging areas but the entire project falls within BCDC's permitting jurisdiction and therefore requires a permit.

Response (4d):

The District is not aware of any previous BCDC or District action that indicates that the entirety of the Bridge is within BCDC jurisdiction.

do.co.mo.mo_us

documentation and conservation
of buildings, sites and neighborhoods of the
modern movement

Northern California Chapter
PO Box 29226
San Francisco CA
Docomomo.noca@gmail.com

August 25, 2008

Physical Suicide Deterrent System Project
Golden Gate Bridge
Highway and Transportation District
PO Box 9000
San Francisco, CA 94129

To Whom It May Concern:

Docomomo is an international organization dedicated to the documentation and conservation of the architecture and engineering works of the modern movement. The Northern California chapter of Docomomo was established in 1996 as a non profit 501(c)3 organization, and its mission has been to promote education and awareness of the modern movement in the Bay Area.

The Golden Gate Bridge is one of the most iconic engineering structures of the Modern Movement, and has invaluable historic, cultural and architectural significance. Its significance is due in large part to the cohesive characters of its design and siting. One of its principal character defining features is the design of the existing railing system and the open feeling one experiences on the bridge itself, as either a pedestrian or when viewed from a vehicle. The approach to the bridge from the Marin side is one of the most breathtaking experiences anywhere in the world of a bridge passage – starting from the feeling of compression in the Waldo tunnel, the sighting of the bridge towers as one exits the tunnel, the rapid and curved descent to the bridge and the sudden expansive feeling of openness, with amazing views of the bridge and the bay that one experiences on the bridge itself.

The Northern California chapter of Docomomo strongly recommends that physical changes not be made to the bridge that impact its character defining features, and are not related to required seismic or transportation improvements. We believe that the funds used for creating a physical suicide barrier could be better spent on non-physical suicide prevention means, such as more mental health treatment programs and increased bridge patrols.

If the Bridge District were to move forward with a physical suicide barrier, we believe the only alternative that does not negatively impact the character of the bridge deck and the experience for most visitors to the bridge is Alternative 3, the net solution. If this solution were to be chosen significant attention should be paid to the design of the netting to minimize its visual impact. We do not believe International Orange would be the appropriate color of the netting, but that a darker color would have less impact.

110

In summary, Docomomo Noca recommends that no physical suicide barrier be built. If the Bridge District were to proceed with a physical barrier, we recommend that a solution be selected, such as Alternative 3, which has minimal impact on the character of the railings and minimal visual impact for pedestrians and those in vehicles on the bridge deck.

Sincerely Yours,



Andrew Wolfram
President, Docomomo Noca

**Docomomo
Response to Comments**

Comment (110):

Docomomo states that the Bridge is historically significant and that the existing railing system is a character defining feature of the property. The organization “strongly recommends” against physical changes to the character-defining features of the Bridge. The commenter states that among the build alternatives, Alternative 3 is the only alternative that does not impact the character of the Bridge deck and visitor experience of the Bridge.

Response (110):

Because the project goals are to provide a physical deterrent to suicide, the feasible alternatives developed each involve some physical change to the Bridge. The Draft EIR/EA includes a No-Build Alternative as required by CEQA and NEPA. The Finding of Effect document came to a similar conclusion that, of the build alternatives, Alternative 3 would cause the fewest adverse effects because it causes less impact to the design of the pedestrian areas of the Bridge.

Citizens For a Safe Golden Gate Bridge



Director John P. Ehlen, P.E.
Director Frank Schweiger
Director Eric J. Schmidt

Robert M. Guernsey
Founder/Chairman of the Board

Director Alexandra F. Ehlen
Director Danna Kirkbride
Director Lucille Dandeleit

Monday, July 7, 2008

Golden Gate Bridge
Highway & Transportation District
Mr. Denis J. Mulligan, District Engineer
Box 9000, Presidio Station
San Francisco, CA. 94129-0601

RECEIVED
JUL 11 5 2008
GOLDEN GATE BRIDGE
ENGINEERING DEPARTMENT
each
8/11/08
Op.

Subject: Suicide Deterrent Barrier System.

Dear Mr. Mulligan:

Back in February 24, 2005 you laid-out a "project plan" during a Building & Operation meeting for the suicide deterrent barrier system.

You called it the 106 process! You called for a various plan involving the State and or federal participation, as well as public involvement in raising the funds needed for this suicide deterrent barrier system. You also suggested that CEQA and NEPA reports by ordered. Enclosed a letter sent to you, requesting information on the CEQA and NEPA reports ordered, as well as the wind tunnel test of both systems. "Pedestrian/Bicycle Hand Rail, which you never sent to us.

111

Where do we stand on the 106 process that you very in a classy manner back in February of 2005 for both the suicide deterrent system as well as the movable median traffic barrier as well as the wind tunnel test of both systems - with or with out the barriers? I would think by after defer operating costs, and off setting other projects that now this 106 process would be complete.

Please response to our request for the information at your earliest time.

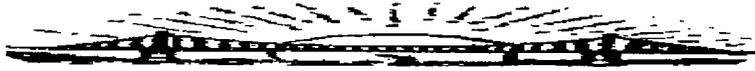
Respectfully submitted,

Robert M. Guernsey

Robert M. Guernsey
Founder/Chairman of the Board

CD
ED
W.M.P.

Citizens for a Safe Golden Gate Bridge



Robert M. Guernsey
Founder & Board Chairman

Director John P. Ehlen, PE
Director Frank Schweiger

Director Alexandra F. Ehlen
Director Danna Kirkbride

Thursday, March 17, 2005

Denis J. Mulligan, District Engineer
Box 9000 Presidio Station
San Francisco, CA. 94129

RE: Feasibility Study and Report, CEQA and NEPA reports for the Pedestrian/Bicycle Hand Rail

Dear Mr. Mulligan;

I was pleased to see you at the Building and Operating meeting of February 24, 2005. As always, it is a pleasure to listen to your informative reports of engineering safety issues as the 'Suicide and Movable Median Barriers.

If you would not mind sending me a copy of the feasibility study & report, CEQA and NEPA reports for the pedestrian/bicycle hand rail installed on the east and west sides of the span.

Thank you for your time and effort in making the Golden Gate Bridge the world's safest bridge.

Respectfully submitted,

Robert M. Guernsey

**Citizens for a Safe Golden Gate Bridge
Response to Comments**

Comment (111):

Citizens for a Safe Golden Gate Bridge request information regarding the status of the Section 106 process. Would think that would now be complete.

Response (111):

The Section 106 process refers to the regulations implementing the National Historic Preservation Act of 1966 (36 CFR Part 800 – Protection of Historic Properties), which has been concluded for this project. Please see Section 2.3, Cultural Resources, and Appendix G, Memorandum of Agreement.



Creogan + D'Angelo

INFRASTRUCTURE
ENGINEERS

ENGINEERING YOUR SUCCESS

August 21, 2008

Physical Suicide Deterrent System Project
Golden Gate Bridge, Highway & Transportation District
P.O. Box 9000
San Francisco, CA 94129

Attn: Jeffery Lee, Project Manager

Subject: Golden Gate Bridge - Suicide Barrier

Dear Jeff,

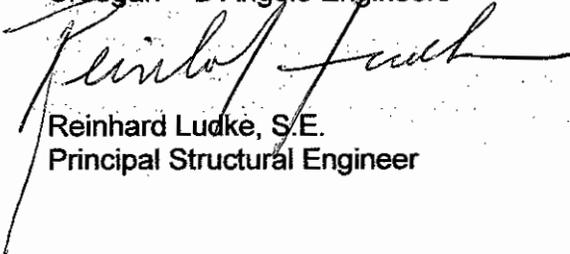
The Golden Gate Bridge is a landmark bridge structure that is recognized around the world. The engineering and design of the bridge in the 1930's created a monument, a sculpture, a piece of art that demonstrates the vision and pinnacle achievement of bridge engineering in America. As I told Denis Mulligan, I think the bridge is the best design of a suspension bridge in the world, and it is a shame and crime to change it unless necessary to protect it. Any changes and additions to the bridge structure diminish the value and do not respect this icon of man's technical and aesthetic capability. I support the no-build alternative.

112

I understand the serious and devastating impact of suicide on family and society. I believe that the solution to suicide is not building physical barriers. The solution for suicide prevention is mental health intervention by family and professionals. Why not build cars that will survive impacts?, put locks on all guns?, and make drug overdose impossible by dispensing one tablet at a time? – cars, guns, and drugs result in many more deaths than jumping from the Golden Gate Bridge.

Adding tall barriers to the bridge is another example of a minority issue, bridge suicides generating a "solution" that is a major impact on everybody. A comprehensive suicide prevention study should be performed that includes other non-physical barrier solutions, given that there is \$50 million dollars to combat the problem. There are better solutions, that help more people, for suicide prevention and mental health counseling.

Respectfully yours,
Creogan + D'Angelo Engineers



Reinhard Ludke, S.E.
Principal Structural Engineer

**Creegan & D'Angelo
Response to Comments**

Comment (112):

Creegan & D'Angelo believe that changes to the Bridge's structure would diminish its value and not respect the icon, and therefore supports the No-Build Alternative.

Response (112):

The project purpose is to consider a physical deterrent system that reduces the number of injuries and deaths associated with jumping off the Bridge. The Preferred Alternative, Alternative 3 (Net System), satisfies this purpose. The project purpose is not tied to lowering the overall suicide rate in the Bay Area. It is outside the scope of this study to consider the effect of this project on the overall regional suicide rate.

August 19, 2008

Physical Suicide Deterrent System Project
Golden Gate Bridge
Highway & Transportation District
P.O. Box 9000
San Francisco, CA 94129

RE: Comment on the Draft EIR/EA and Section 4(f) Evaluation for the Golden Gate Bridge Physical Suicide Deterrent System Project

To: Golden Gate Bridge, Highway and Transportation District and Caltrans (Lead Agencies for CEQA and NEPA):

The Draft EIR/EA clearly describes a direct adverse effect to the Bridge character-defining features under Cultural Resource impacts for all build alternatives, which also have Section 4(f) effects. Adverse visual impacts are also described for views of the bridge from Vista Point for Alternatives 1A, 1B, 2A, and 2B, which does not meet the District Board criteria to "have minimal visual and aesthetic impacts on the Bridge".

11

The historic resource and Section 4(f) effects of each of the Build Alternatives, in addition to the visual impacts to this internationally prominent historic structure, should render a decision in favor of the No Build Alternative. Deterring suicide attempts on the Golden Gate Bridge would not have prevented the other 599 suicides in the Bay Area in 2005, and will not prevent suicides in the future in the Bay Area.

Sincerely,



Marilyn Duffey
Environmental Consultant
1172 Greenwich Street
San Francisco, CA 94109

Marilyn Duffey
Response to Comments

Comment (11):

Marilyn Duffey states that the impacts to historic resources, Section 4(f) and visual impacts of all of the build alternatives should render a decision in favor of the No-Build Alternative.

Response (11):

The stated goal of the project is to provide a physical deterrent system that reduces the number of injuries and deaths associated with individuals jumping off the Bridge, which is not met by the No-Build Alternative. The project purpose and District criteria require that the system satisfy the requirements of state and federal historic preservation laws and have minimal visual and aesthetic impacts on the Bridge. Alternative 3 (Net System) has been selected by the District as the Preferred Alternative. This alternative meets the project purpose and District criteria.

June 18, 2008



GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Environmental Studies and
Preliminary Design for a Physical
Suicide Deterrent System on the
Golden Gate Bridge
Contract No. 2006-B-17

Mr. Greg McConnell, District Branch Chief,
Environmental Analysis
CALTRANS, Office of Environmental Analysis
Mail Station 8-B
P.O. Box 23660
Oakland, CA 94623-0660

Re: Project Staging Areas – Temporary Occupancy

Mr. McConnell:

The Golden Gate Bridge, Highway and Transportation District's (District) Physical Suicide Deterrent System Project proposes five build alternatives and one no-build alternative. Should one of the build alternatives be chosen as the preferred alternative and should the project go forward to construction, staging areas will be required.

The District has identified five potential staging areas for the project: four on the north side and one on the south side of the Golden Gate Bridge (Bridge). The four potential north side staging areas are not open to the public. The one potential staging area on the south side of the Bridge is a District parking lot that was recently constructed and has 24 parking stalls available for public use. If this parking lot were to be used for staging, the 24 parking stalls would not be available for public use. Since the parking area is relatively new (two years) and there are other parking areas available closer to the Bridge, the public parking stalls have never been fully utilized.

The public will be able to park in other areas that are closer to the Bridge that will not be impacted by the project. These include the District's east parking lot below the Roundhouse gift center and the National Park Service (NPS) parking lot off Lincoln Boulevard and Battery East Road. In addition, on weekends and holidays, the District's west parking lot adjacent to the Toll Plaza is available for public parking.

All of the proposed build alternatives have estimated project durations of 24 to 36 months during which time the staging areas may be occupied.

Should you have further questions, I can be reached at (415) 923-2023.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Lee".

Jeffrey Y. Lee, P.E.
Project Manager

JYL/crh

c: Ms. Sylvia Fung, Caltrans
Steve Morton, DMJM Harris
Phyllis Potter, Circle Point
DJMulligan/EZBauer/JREberle/2.18.4.1

HA\ENGINE\RESOURCE\SuicideDeterrentSystem\Agencies\CALTRANS\TempStageArea.doc

From: Jeffrey Y Lee
Sent: Monday, December 21, 2009 2:30 PM
To: 'Greg McConnell'
Subject: Golden Gate Bridge - Suicide Deterrent System Project , 4(f), temporary usage of parking lot

Dear Mr. McConnell:

This is to document that the Golden Gate Bridge Highway & Transportation District (District) concurs that the temporary occupancy of the parking lot would not result in a Section 4(F) use in accordance with the following four criteria per Section 4(f) per 49 CFR Section 774.3:

Duration of occupancy must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
Scope of the work must be minor, i.e., both the nature and magnitude of the changes to the 4(f) resource must be minimal;
There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purposes of the resource, on either a temporary or permanent basis; and
The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project.

The District is the agency with jurisdiction over the parking lot. The partial use of the parking lot will be less than the total construction time for the project. There will be no change in ownership of the lot. The parking lot is an already developed site and in current use by employees and the public. This use will continue. The parking lot will be restored to its current use after the temporary occupancy.

Jeffrey Y.F. Lee, PE

Project Manager
Suicide Deterrent System Study
Project 2006-B-17

Golden Gate Bridge Highway & Transportation District
PO Box 9000
San Francisco, CA 94129

Overnight deliveries, specify:
"Toll Plaza Administration Building"

415-923-2023
415-563-6173, FAX

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-6216
FAX (510) 286-6374
TTY (800) 735-2929



*Flex your power!
Be energy efficient!*

July 7, 2008

Mr. Willie R. Taylor
Director, Office of Environmental Policy and Compliance
Department of the Interior
Main Interior Building, MS-2342
1849 C Street, NW
Washington, DC 20240

Attn: Ms. Ethel Smith

Dear Mr. Taylor:

As you are aware the Federal Highway Administration (FHWA) has assigned and the California Department of Transportation (Caltrans) has assumed responsibilities for consultation and coordination with resource agencies for most projects within the State of California under the *Memorandum of Understanding (MOU) between the Federal Highway Administration and the California Department of Transportation concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program* effective July 1, 2007.

Enclosed for your review please find one hard copy and 12 copies on compact disks of the Draft Environmental Impact Report/Environmental Assessment and Section 4(f) Evaluation for the proposed Golden Gate Bridge Physical Suicide Deterrent System – a Local Assistance Project. The Draft Section 4(f) Evaluation is Appendix B of the document. Caltrans and the Golden Gate Bridge, Highway and Transportation District plan to make this draft document available for review and comment for a period of 45 days beginning on July 8, 2008. Two public information meetings are scheduled, the first on July 22, 2008 in San Rafael and the second on July 23, 2008 in San Francisco.

This document is forwarded for your review and comments pursuant to 23 CFR 771.135(i). We would appreciate your comments by the close of the public review period.

If you have questions, please don't hesitate to contact me at (510) 286-5231, or Gregory McConnell, of my staff, at (510) 286-6216. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Melanie Brent".

MELANIE BRENT, Chief
Office of Environmental Analysis

Enclosures

Appendix C

Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY (916) 653-4086

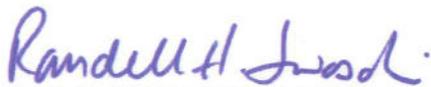


*Flex your power!
Be energy efficient!*

August 25, 2009

TITLE VI POLICY STATEMENT

The California State Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.


RANDELL H. IWASAKI
Director

Appendix D

Avoidance, Minimization, and/or Mitigation Summary

Avoidance, Minimization and/or Mitigation Summary

The following is a list of avoidance/mitigation measures. As Alternative 3 has been identified as the Preferred Alternative, the District and the Department will ensure that the appropriate avoidance/mitigation measures are included as a condition of project approval and responsibility assigned to the appropriate party.

Task and Brief Description	Reference	Responsible Party	Task Completed		Environmental Compliance	
			Initial	Date	Initial	Date
<u>VISUAL RESOURCES</u>						
<p>Construction of a physical suicide deterrent barrier is an action that would physically alter the visual appearance of the Bridge. The range of alternatives was developed to minimize the visual changes to the Bridge to the maximum extent possible, while providing feasible concepts that responded to the established criteria. All of the build alternatives would be constructed of steel. Alternatives 1A, 1B, 2A, and 2B would be painted International Orange to match the material and color of the Bridge. While the horizontal support system and vertical barrier under Alternative 3 (Preferred Alternative) would be painted International Orange to match the existing Bridge structure, the net would be unpainted and uncoated stainless steel to minimize visual intrusion.</p> <p>Measures incorporated into the design of Alternatives 1A, 2A and 3 are the use of ½ inch vertical rods which remain consistent with the strong vertical line form created by the Bridge towers, suspender ropes, and light posts. Measures incorporated into the design of Alternatives 1B and 2B are the use of 3/8-inch horizontal cables, which are consistent with the design of the public safety railing and the horizontal line form established by</p>	Section 2.2.4	District/ Department				

Task and Brief Description	Reference	Responsible Party	Task Completed		Environmental Compliance	
			Initial	Date	Initial	Date
<p>horizon of the blue-green waters of the San Francisco Bay. These alternatives also include transparent panels at the belvederes and around the Bridge towers so as to continue to provide unobstructed viewing opportunities from the sidewalks.</p> <p>Alternative 3 (Preferred Alternative), which includes the horizontal net system and a vertical barrier along approximately 3 percent of the Bridge length, represents the strongest contrast with the strong verticality of the Bridge but provides unobstructed views across San Francisco Bay from the majority of the Bridge sidewalks. The vertical barrier along the North Anchorage Housing would interrupt motorists' views from the Bridge for approximately 5 seconds and pedestrian views for approximately 1 to 1 ½ minutes. The net would disrupt a small portion of the views towards the San Francisco Bay looking down from the Bridge sidewalks.</p> <p>The Memorandum of Agreement (MOA) that has been executed as part of the Section 106 consultation process includes photographic recordation of the existing features of the Bridge (see Section 2.3, Cultural Resources).</p>						
<u>CULTURAL RESOURCES</u>						
<p>A MOA has been executed to implement mitigation identified during consultation that will address the adverse effects of the build alternatives on the historic property (36 CFR 800.6 (c), MOA). The MOA stipulates various mitigation activities that will be conducted to address adverse effects this project would have on the Bridge. These measures provide a visual and historic record of the Bridge that will be available to researchers, the public, and users of the Bridge. The Department will ensure the completion of additional recordation as identified in the MOA to augment the existing documentation. These measures will include:</p>	Section 2.3.4	Department				
<p>Large-format (four- by five-inch, or larger, negative size) black-and-white photographs will be taken showing the Bridge in context, as well as details of its historic engineering features, contributing elements, and character-defining features. Photographs will specifically include the existing east and west</p>	Section 2.3.4	Department				

Task and Brief Description	Reference	Responsible Party	Task Completed		Environmental Compliance	
			Initial	Date	Initial	Date
outside railings, concrete railing at the north pylon (North Anchorage Housing), and exterior trusses of the Bridge.						
The recordation will follow the National Park Service's (NPS) HAER Guidelines. The HAER format, views, and other documentation details will be coordinated with the Western Regional Office of the NPS, Oakland, California. Oblique aerial photography will be considered as a photographic recordation option in these coordination efforts. It is anticipated that the recordation of the Bridge will be completed to Level I or Level II HAER-written data standards, and will include archival and digital reproduction of historic images, plans, and drawings.	Section 2.3.4	Department				
The Department will ensure that copies of the documentation (including photo documentation processed for archival permanence) will be offered to the San Francisco Public Library, Marin County Free Library, Environmental Design Archives (UC Berkeley), Golden Gate National Recreation Area, (park Archive and Records Center), Presidio Trust, and the Department's Transportation Library and History Center at Department Headquarters in Sacramento.	Section 2.3.4	Department				
The Department will ensure that within one year of the implementation of the proposed undertaking, the District will complete and submit a National Historic Landmark nomination for the Bridge to the National Historic Landmarks Program at the NPS.	Section 2.3.4	Department				
The Department will ensure that an educational brochure will be prepared presenting information on the historic elements of the Bridge being affected by the proposed project, prefaced by an explanation of the need for the barrier installation. The brochure will be made available on-site at the Bridge, Presidio National Historic Landmark, select Golden Gate National Recreation Area locations, and online at the District Web site (www.goldengate.org) during the construction period. The Department will ensure that copies of <i>The Golden Gate Bridge Report of the Chief Engineer, Volume II (2007)</i> will be provided to libraries and repositories at the San Francisco	Section 2.3.4	Department				

Task and Brief Description	Reference	Responsible Party	Task Completed		Environmental Compliance	
			Initial	Date	Initial	Date
Architectural Heritage, California Historical Society, San Francisco Public Library, Marin County Free Library, Environmental Design Archives at U.C. Berkeley, GGNRA, Presidio Trust, and the Department Transportation Library and Historic Center at Department Headquarters in Sacramento.						
The Department will ensure that interpretive signs or display panels will be installed at the Round House Gift Center and the Vista Point to describe the project for the duration of construction. Signs will incorporate information from the contextual history prepared for the brochure.	Section 2.3.4	District				
For the duration of construction, the Department will ensure the protection of the remainder of the historic property, as well as the Fort Point National Historic Site, located below the Fort Point Arch component of the Bridge. The District will ensure against incidental damage to the remainder of the historic property and the Fort Point property by hiring an independent Environmental Compliance Monitor (ECM) who will periodically monitor the site during construction and will prepare monthly reports documenting compliance and protection. The Department will ensure that these reports will be provided to the District, the SHPO, and the GGNRA, the property owner.	Section 2.3.4	District				
The Department will ensure that any damage to the Fort Point National Historic Site resulting from the project will be repaired in accordance with the Secretary of the Interior's <i>Standards for Rehabilitation</i> . Prior to implementation of repairs, the Department shall provide proposed repair plans to the GGNRA and the SHPO for review and approval prior to the beginning work to ensure that any damage is repaired in a manner satisfactory to the park and in conformance with the Secretary of the Interior's <i>Standards for Rehabilitation</i> .	Section 2.3.4	Department				
<u>BIOLOGICAL RESOURCES</u>						
Measure 1: A qualified biologist or biologists will be retained by the District prior to the start of construction to act as a biological Environmental Compliance Monitor (ECM) will work in consultation with GGNRA Natural Resources staff, the USFWS	Section 2.4.1; 2.4.2; 2.4.4; 2.4.5; 2.6.8	District				

Task and Brief Description	Reference	Responsible Party	Task Completed		Environmental Compliance	
			Initial	Date	Initial	Date
<p>and Caltrans and implement and oversee the below activities/measures.</p> <ul style="list-style-type: none"> ▪ The biological ECM will flag and stake native vegetation near the staging on within GGNRA lands located north of the Bridge as “Environmentally Sensitive Areas” and will oversee the contractor’s installation of protective fencing around the designated ESA(s). Signs will be installed indicating that the fenced area is “restricted” and that all construction activities, personnel, and operational disturbances are prohibited. ▪ The biological ECM will prepare and provide worker educational materials that describe the value and importance of the coastal scrub habitat bordering the staging areas and the importance of not disturbing the habitat. ▪ The biological ECM will conduct regular visits of the staging areas to inspect if any damage to adjacent habitats has occurred, to evaluate if dust control measures need to be implemented or increased, to ensure that erosion control devices located near native vegetation and Environmentally Sensitive Areas (ESAs) are functioning properly, and to evaluate if weed control measures need to be implemented. ▪ Based on the findings of the site visits, the biological ECM will make recommendations to be implemented regarding weed control, re-vegetation of disturbed areas, the need for additional fencing, and other measures to protect biological resources. Any chemical weed control must be approved by the GGNRA Integrated Pest Management specialist. ▪ The biological ECM will prepare monthly monitoring reports for the District that will address the effectiveness of the avoidance measures being implemented and identify any other measures to be implemented. 						
<p>Measure 2: The District will provide specifications for erosion and dust control to the Contractor, which will be implemented. This erosion and dust control plan will be reviewed and approved by GGNRA Natural Resources staff.</p>	Section 2.4.1; 2.4.2; 2.4.4; 2.6.8	District				

Task and Brief Description	Reference	Responsible Party	Task Completed		Environmental Compliance	
			Initial	Date	Initial	Date
<p>Measure 3: Contractor's vehicles traveling on access roads within GGNRA lands would be restricted to a maximum speed of 20 mph during the period of March 15 to July 4, which is the flight season for the Mission blue butterfly. The Contractor will post and enforce this speed limit.</p>	Section 2.4.4; 2.6.8	Contractor				
<p>Measure 4: To prevent the introduction of non-native vegetation or other deleterious materials to GGNRA lands, the Contractor will inspect all construction equipment prior to accessing the staging areas. If any vegetation or deleterious materials are present, the Contractor will decontaminate its equipment with a high-pressure washer and properly dispose of the wastewater and debris prior to entering GGNRA lands.</p>	Section 2.4.5; 2.6.8	Contractor				
<p>Measure 5: Prior to the implementation of construction activities the District will implement the following program to assess and avoid any impacts to peregrine falcon. This program will consist of the following activities.</p> <ul style="list-style-type: none"> ▪ Prior to implementation of construction activities occurring during the nesting season of peregrine falcon (typically February through July), the District will consult with the Golden Gate Raptor Observatory (GGRO) and the Santa Cruz Predatory Bird Group to obtain any existing information on the locations of breeding pairs of peregrine falcon potentially using the Bridge. ▪ Focused surveys for nesting peregrine falcons would then be conducted by a qualified biologist to determine if nesting falcons are present in areas potentially affected by project implementation. ▪ If nesting falcons are identified, then a construction exclusion zone would be established around the active eyrie. The size of the exclusion zone will be determined by the CDFG and will take into account existing noise levels at the nest location and the type of construction activities proposed near the eyrie. ▪ Construction activities may commence within the exclusion zone only upon determination by a qualified biologist that the 	Section 2.4.4; 2.6.8	District				

Task and Brief Description	Reference	Responsible Party	Task Completed		Environmental Compliance	
			Initial	Date	Initial	Date
eyrie is no longer active. Alternatively, construction activities potentially affecting peregrine falcons nesting on the Bridge may be conducted outside of the nesting season of the species.						
<p>Measure 6: Prior to the commencement of construction activities occurring during the nesting season of native bird species (typically February through August), the biological ECM will work in consultation with the USFWS, GGNRA Natural Resources staff and Caltrans and conduct or oversee the following activities.</p> <ul style="list-style-type: none"> ▪ The biological ECM will conduct surveys for nesting birds protected by the Migratory Bird Treaty Act and/or California Fish and Game Code. The survey area will include potential nesting habitat within and bordering the staging and construction areas, as well as all areas that would be subject to elevated construction-related noise levels. ▪ If an active nest is found, a construction exclusion zone would be established around the active nest. The size of the exclusion zone will be determined by the CDFG and will take into account existing noise levels at the nest location and the sensitivity to noise of the bird species present. ▪ Construction activities may commence within the exclusion zone only upon determination by a qualified biologist that the nest is no longer active. The biological ECM will also survey for nesting birds during their regular site visits of the staging areas. 	Section 2.4.3; 2.6.8	District				
<p>Measure 7: District personnel, in coordination with a qualified avian biologist, the GGNRA Natural Resources staff, USFWS and Caltrans, where applicable, will conduct observations of the net to determine if bird carcasses are present. These observations will be conducted at least two times per month for the 12 months following project implementation during the core of the spring and fall bird migration periods from February to May and August to November. These surveys will include observations from the Bridge sidewalk on the east and west sides of the Bridge. Observations will be conducted within three hours of sunrise immediately following a storm or foggy night when</p>	Section 2.4.3	District				

Task and Brief Description	Reference	Responsible Party	Task Completed		Environmental Compliance	
			Initial	Date	Initial	Date
<p>collisions with the Bridge structure are most likely. Observers will document the presence of any bird carcasses with photographs and data forms that include the date, time, weather conditions, and location of the observation, and will submit the photographs to biologist staff at GGNRA for identification and interpretation within three days.</p> <p>If mortality levels are beyond pre-established limits (i.e. greater than 10 native birds of any species per month for one month; or one individual peregrine falcon, two individuals of any other raptor species, or four individuals of other special status species during one year) additional observations will be made for six months to determine patters of bird strike, such as the time of day and visibility conditions. In coordination with the CDFG and the USFWS, additional mitigation measures will be designed and implemented, including changes to the netting structure as feasible, to reduce mortality. After these modifications are made, the system will be monitored for six months, including periods where conditions associated with the documented mortality are most likely to be present, or for a period of time determined by the CDFG and the USFWS. If mortality decreased to below the established limits, the changes will be deemed acceptable and monitoring will no longer be required.</p>						
<p>Measure 8: The District will ensure that the horizontal netting does not become an attractive nuisance to nesting birds. The District will ensure that no new stable, wide beams or wind sheltered areas will be created that may be attractive for nesting and that trash and other large objects be removed from the net as needed to minimize the attraction for foraging and nesting material or substrates for nesting. The horizontal netting design will also incorporate the largest mesh size possible to reduce the attraction and viability for nests.</p>	Section 2.4.3	District				

Task and Brief Description	Reference	Responsible Party	Task Completed		Environmental Compliance	
			Initial	Date	Initial	Date
<p>Measure 9: Regular observations will be made of the horizontal netting by trained District personnel or a qualified avian biologist for one year after installation of the net to determine if bird carcasses are present in or on the net and whether these carcasses are juvenile birds that may have fledged from a nest adjacent to or on the Bridge during the first breeding season after construction. These observations will be conducted weekly during the period when nests are most likely to contain young (i.e. the months of February to July) and may be combined with the migration monitoring visits. These surveys will include searching for nests on the Bridge and bird carcasses in the net and photographing any observed, for identification by GGNRA staff within three days. If District personnel are used, a training program for such personnel will be developed by a qualified avian biologist that will document the methods for detecting and photographing nests on the Bridge structure.</p> <p>If mortality levels are greater than the pre-established limits (i.e. greater than 10 birds of any native species per month for one month; or one individual peregrine falcon, two individuals of any other raptor species, or four individuals of other special status species during one year) in coordination with the CDFG and the Migratory Bird Division of the USFWS and Caltrans, additional mitigation measures will be designed and implemented, including changes to the horizontal netting, as feasible, to reduce mortality. These changes will be implemented prior to the following breeding season (i.e. prior to December of the current year). The modified horizontal netting will be monitored twice per week during the following breeding season (i.e. December to July of the following year). If mortality is reduced to below the levels identified above during this following breeding season, the changes will be deemed acceptable, and further monitoring will not be required. If mortality levels are not reduced below the recommended levels, the District will consult with the CDFG, USFWS, and GGNRA staff to develop a feasible alternative mitigation strategy.</p>	Section 2.4.3	District				

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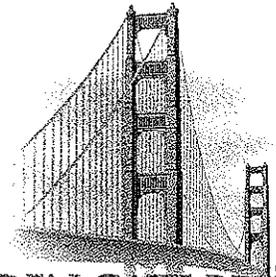
Appendix E

Letters and Correspondence

**Project PES Form – Environmental Checklist Exhibit
Items #6A13 and #6C Hazardous Material Study**

**Golden Gate Bridge Highway and Transportation District
May 9, 2008**

May 9, 2008



GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Mr. Greg McConnell, District Branch Chief,
Environmental Analysis
CALTRANS, Office of Environmental Analysis
Mail Station 8-B
P.O. Box 23660
Oakland, CA 94623-0660

Environmental Studies and
Preliminary Design for a Physical
Suicide Deterrent System on the
Golden Gate Bridge
Contract No. 2006-B-17

Re: **Project PES Form – Environmental Checklist Exhibit items #6A13 and #6C
Hazardous Material Study**

Mr. McConnell:

This letter is to confirm that there is no potential for hazardous materials (including underground tanks) or hazardous material remains within or immediately adjacent to the construction area and that a hazardous material technical study is not required for the Golden Gate Bridge, Highway and Transportation District's (District) Physical Suicide Deterrent System Project (Project).

The proposed build alternatives for the Project will either add onto the Golden Gate Bridge (Bridge) outside handrail, replace the outside handrail or add a net system to the outside of the Bridge below the outside handrail. There will be no excavation or construction activities on the lands below or around the Bridge. The proposed staging areas are all located on lands that have been previously disturbed and are covered with either asphalt concrete or gravel. Excavation will not occur in the staging areas and the surfaces of the staging areas do not contain hazardous materials.

The build alternatives will all require attachments to the Bridge. The existing steel on the Bridge is painted with paint systems consisting of red iron oxides, lead and zinc compounds, and/or barium sulfates. Any work that disturbs the existing paint system could potentially expose workers to health hazards and will produce surface preparation debris containing heavy metal in amounts that exceed the hazardous thresholds established in the California Code of Regulations. This information will be included in the Project specifications and the construction contractor will be required to contain, collect, handle and dispose at an appropriately licensed disposal facility all removed material painted with the existing paint system and all debris produced as a result of the work, in accordance with all applicable federal, state and local hazardous waste laws. All of the District's contract specifications for projects which disturb the existing paint system include provisions informing the contractor of the existing paint systems and require that the contractor follow all applicable laws to ensure that the health of all employees and the public as well as the environment are protected during the work.

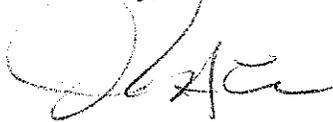
Mr. McConnell, Caltrans
May 9, 2008
Page 2 of 2

The District takes the protection of the public and environment very seriously. In addition to the construction contract requirements, the District monitors its contractor's work and performs quality assurance testing of its contractor's quality control tests to ensure that the work is performed in compliance with all applicable safety and environmental laws.

Attached for your reference is a section from a recent District project which includes provisions for the handling and disposal of hazardous materials. A project specific specification will be developed and included in the construction contract should this project move forward with any of the build alternatives. We trust that this information resolves your question regarding hazardous materials on this Project.

Should you have further questions, I can be reached at (415) 923-2023.

Sincerely,



Jeffrey Y. Lee, P.E.
Project Manager

Attachment

JYL/crh

c: Ms. Sylvia Fong, Caltrans
Steve Morton, DMJM Harris
Phyllis Potter, Circle Point
DJMulligan/EZBauer/JREberle/2.18

H:\ENGINE\RESOURCE\SuicideDeterrentSystem\Agencies\CALTRANS\McConnellHazMat.doc

SP7-1.04 PERMITS, LICENSES AND OTHER REGULATORY REQUIREMENTS. The following is added to Section 7-1.04, "Permits and Licenses," of the Standard Specifications after the last paragraph of said section:

The following agencies have oversight responsibilities with respect to this project, and the District has obtained permits and other authorizations from the following agencies:

- a. California Department of Transportation (Encroachment Permit Number: 0499-NTK-2175);
- b. Golden Gate National Recreation Area (Special Use Permit Number: PWFO-GOGA-5300-96-PSF-7043, Modification 1);
- c. The San Francisco Bay Conservation and Development Commission (Consistency Determination) as amended;
- d. State Water Resources Control Board (General Permit Number: CAS000002; and Conditional Water Quality Certification and Waiver of Waste Discharge;
- e. Presidio Trust Lease; and
- f. U.S. Fish and Wildlife Service, Biological Opinion, dated August 8, 1995 and amended April 2, 1996 and December 19, 2001.

The requirements contained in the agencies' permits and other authorizations are hereby incorporated by reference as though set forth in full. Copies of the permits and other authorizations are included within Volume 2 of these Special Provisions. Specific documents referenced in said permits and authorizations are available for the Contractor's inspection at the District's offices.

Throughout the term of this Contract, and until the date of the District's acceptance of the Contract, Contractor shall comply with the provisions of the above permits and other authorizations as they pertain to Contractor's work. Certain of the permits and authorizations included in Volume 2 indicate a specific date for expiration. It is the District's intent to obtain an extension of said permits and authorizations to allow for the full and final completion of Contractor's work in accordance with the duration of time set forth in this Contract for completion. Accordingly, Contractor shall assume and plan for the extension of said permits / authorizations such that they will apply with similar terms for the entire duration of Contractor's work, and it is expressly understood and agreed that Contractor shall have no claim against the District for additional compensation and/or time based on the expiration dates indicated in said permits / authorizations.

Contractor's attention is directed to the Presidio Trust Lease. With regard to the staging area made available at the south end of the bridge structure, Contractor's use of this area is conditioned upon Contractor understanding and agreeing that the use of this area may be terminated by the Presidio Trust during the course of the Project. The use of this area may be terminated upon 60 days notice by the Presidio Trust during the course of the Project. Should the use of this area be terminated during the course of the Project, Contractor agrees to promptly vacate the south staging area at its own cost and expense. In such event, the District will not be arranging for any substitute staging area for Contractor's use. Contractor's use of the south staging area is at Contractor's risk.

Prior to the start of any work within the State of California's right-of-way, or any work that affects the State's facilities, the Contractor will be required to obtain an Encroachment Permit from the following office:

CALTRANS DISTRICT 4
 PERMIT ENGINEER
 111 GRAND AVENUE
 OAKLAND, CALIFORNIA
 P.O. BOX 23660, OAKLAND, CA 94623-0660

Application fees and site inspection costs that are due at the time of obtaining the permit shall be paid by the Contractor. The State has issued an exemplar copy of the Encroachment Permit to the District. This copy is included in Volume 2 of these Special Provisions.

With respect to the Golden Gate National Recreation Area ("GGNRA"), the National Park Service ("NPS") has issued a Special Use Permit No. PWFO-GOGA-5300-96-PSF-7043, Modification 1 to the District that authorizes certain construction activities within lands owned and managed by the NPS. IN COMPLIANCE WITH THIS PERMIT, AND AS LISTED IN SECTION IV (2), "SITE DISTURBANCE PREREQUISITES," OF THE PERMIT, THE CONTRACTOR SHALL SUBMIT FOR THE ENGINEER'S REVIEW AND APPROVAL THE FOLLOWING SUBMITTALS WITHIN THIRTY (30) DAYS OF THE EFFECTIVE DATE OF THE NOTICE TO PROCEED:

1. Water Pollution Control Program including a Storm Water Pollution Prevention Plan;
2. Site Specific Health and Safety Plan (injury and illness prevention program);
3. Traffic Management Plan (including local haul roads, transit and parking plan, and pedestrian and bicycle trails); and,
4. Noise Mitigation Plan.

In addition, within thirty (30) days of the effective date of the Notice to Proceed, the Contractor shall submit for the Engineer's review and approval a Site Operations and Materials Handling Plan ("SOMHP").

All of the above Plans must address and fully respond to the requirements of the existing NPS Special Use Permit with respect to all work to be performed within this geographic area.

The Engineer's approval of the above five submittals is contingent upon the NPS' approval of the same submittals. The Engineer will supply the Contractor's submittals to the NPS upon receipt by the Engineer. For the above listed five submittals, Contractor shall allow at least forty five (45) days for the Engineer's review of each listed submittal. In the event of any re-submittal, Engineer shall have the same amount of time to review the re-submittal as the Engineer had for the original submittal. It is expressly understood and agreed that any delay to the construction schedule due to any re-submittals shall be Contractor's responsibility and shall be at its own cost and expense.

CONTRACTOR SHALL NOT DISTURB THE SITE UNTIL ENGINEER APPROVES EACH OF THE ABOVE LISTED SUBMITTALS. As provided in Section II, "General Conditions," of

the Special Use Permit, the term "site disturbance" means any activity that involves or results in the placement of any structure or equipment on the Permitted Premises or Approved Transportation Routes (which are defined in the permit) including without limitation, fences or trailers, for more than 24 consecutive hours, and any activity, including but not limited to construction, that involves or results in any disturbance or alteration of the ground or any building or landscape feature within the Permitted Premises or Approved Transportation Routes.

Until the submittals specified in this Section SP7-1.04 are approved by the Engineer, the Contractor shall not begin any activities at the project site, except for taking field measurements and verification and horizontal and vertical topographic and control surveying as specified in "Plans and Working Drawings (Submittals)," "Horizontal and Vertical Control Surveying" and "Field Measurements" of these Special Provisions.

Attention is directed to "Order of Work," "Earthwork" and "Non-Soil Surface Abatement" of these Special Provisions. The Contractor shall, as a first order of work once site disturbance is allowed, remove contaminated soil materials and abate contamination on non-soil surfaces within the areas indicated on the Contract Plans and specified in these Special Provisions prior to commencement of any other site disturbance.

The Contractor must conduct all work activities on or off the site (including, for example, the transport of any wastes or materials) in full compliance with, at a minimum, applicable Environmental Laws (as defined below) and applicable additional health and safety rules and regulations pertaining to hazardous substances and hazardous materials (collectively referred to as "Applicable Environmental Requirements"). Contractor must insure that all temporary hazardous waste storage facilities comply with these Special Provisions and requirements of the U.S. Environmental Protection Agency ("EPA") and the State of California hazardous waste regulations.

As used in these Special Provisions, all references to "hazardous substances" or "hazardous materials" are to be treated as synonymous, and shall mean any chemical, compound, waste, substance, mixture, pollutant or other material (i) that has been defined as, or deemed to be, hazardous or toxic to human health or reproduction, or hazardous to the environment; or (ii) that is regulated due to its status as a compound or substance that is toxic, ignitable, reactive, carcinogenic, corrosive or otherwise potentially injurious to human health or the environment; or (iii) that is regulated, defined, or otherwise classified as hazardous or toxic by any federal, state, or local law, regulation, ordinance, judicial or administrative orders or decrees enforceable as a matter of law, as these may be amended from time to time (collectively "Environmental Laws"). Environmental Laws include, without limitation, the following: the Comprehensive Environmental Response, Compensation and Liability Act, 42 United States Code (U.S.C.) Section 9601, et seq. ("CERCLA"); the Hazardous Materials Transportation Act, 49 U.S.C. Section 1801, et seq.; the Resource Conservation and Recovery Act, 42 U.S.C. Section 6901 et seq. ("RCRA"); the Toxic Substances Control Act, 15 U.S.C. Sections 2601 et seq.; the Clean Water Act, 33 U.S.C. Sections 1251 et seq.; the California Hazardous Waste Control Act, Health and Safety Code Sections 25100 et seq.; the California Hazardous Substance Account Act, Health and Safety Code Sections 25330 et seq.; the California Safe Drinking Water and Toxic Enforcement Act; Health and Safety Code Sections 25249.5 et seq.; Health and Safety Code Sections 25280 et seq. (Underground Storage of Hazardous Substances); the California Hazardous Waste Management Act, Health and Safety Code Sections 25170.1 et seq.; California Health and Safety Code Sections 25501 et seq. (Hazardous Materials Response Plans and Inventory); and the California Porter-Cologne Water Quality Control Act, Water Code Sections 13000 et seq.

References to "contaminated" or "contamination" in any of these Special Provisions means anything that contains hazardous substances at levels imposing regulatory controls under Environmental Laws. All references to "waste" means any "waste" as defined or regulated as such under Environmental Laws. Any reference to "waste" includes any waste that is a hazardous substance or hazardous waste under Environmental Laws.

Attention is directed to "Removal of Lead and Other Hazardous Substances" elsewhere in these Special Provisions. Contractor shall comply with all Applicable Environmental Requirements and soils management or similar plans in effect for the site. Without limiting the foregoing, and in accordance with the Hazard Communication Standard (Title 8, General Industry Safety Orders of the California Code of Regulations, Section 5194), the Contractor shall inform the Engineer of all hazardous materials brought onto the site in connection with the performance of the work, including all hazardous materials from vendors, suppliers and subcontractors. Contractor shall provide the Material Safety Data Sheets ("MSDS") for all such hazardous materials on or before the date they are first brought to the site. MSDS forms may be supplemented with product sheets where available. The Contractor shall also specify the estimated quantities, storage and use locations of these hazardous materials, the location of the MSDS forms, as well as information regarding the means for District employees to have immediate access to the MSDS forms during times when they might be exposed to such materials.

Contractor shall immediately notify the Engineer at any time an authorized representative from a regulatory agency contacts the Contractor regarding the Project or visits the site. The Engineer may monitor or participate in such visits. Copies of any and all correspondence with such representatives, including letters, orders and citations, shall be provided to the Engineer within twenty-four hours of Contractor's receipt of said documents, and at least concurrently with Contractor's communication with the Engineer. Contractor shall promptly provide the Engineer with a complete description of any corrective actions required and/or undertaken in response to a visit or inspection by an authorized representative of a regulatory agency.

The Contractor shall be responsible for originating copies of the waste shipment records/manifests required by the Federal Resource Conservation and Recovery Act (PL 94-580), the State of California, and any other state where Contractor plans to dispose waste materials from the site. These records/manifests shall be maintained for all hazardous and non-hazardous materials that are shipped off the site. Attention is directed to "Removal of Lead and Other Hazardous Substances," elsewhere in these Special Provisions, concerning the party that is responsible for signing the manifests. All notices that the Contractor receives for any such shipments under these manifests, whether during or after the completion of the scope of work, must be forwarded to Engineer within two (2) business days of receipt.

The Contractor shall ensure that all operations for loading and hauling all wastes (i.e., placarding, labeling and packaging of contaminated wastes) are in compliance with the appropriate local, state, and Federal DOT regulations.

The Contractor shall be responsible for ensuring that all transporters, storage facilities, and treatment or disposal facilities that handle any wastes or hazardous substances generated at this site are appropriately permitted, licensed, and approved by applicable regulatory agencies to accept such wastes prior to the shipment of such materials to such sites.

SITE OPERATIONS AND MATERIALS HANDLING PLAN. Within 30 days of the effective date of the Notice to Proceed, the Contractor shall prepare and submit to the Engineer for approval in accordance with "Plans and Working Drawings (Submittals)" elsewhere in these

Special Provisions, a Site Operations and Materials Handling Plan (SOMHP) that covers all work activities involving the disturbance and handling of hazardous materials, including excavation of contaminated soil material and fractured rock, abatement of contamination on non-soil surfaces and all operations disturbing existing paint systems. The SOMHP shall include:

- Descriptions of the methods and sequences of such work activities and specifications of equipment to be used.
- Containment System(s) and Collection Plan(s).
- Work Area Monitoring Plan(s).
- Contaminated Materials Handling, Storage and Management Plan(s) (CMHSMP).
- Characterization Sampling and Analysis Plan(s) (CSAP).
- Waste Transportation and Disposal Plan(s) (WTDP).

The SOMHP shall be prepared under the direction and signed by the Contractor's industrial hygienist who is certified by the American Board of Industrial Hygiene. Attention is directed to "Industrial Hygiene Requirements" contained within "Safety and Health Provisions" elsewhere in these Special Provisions.

CONTAINMENT SYSTEM AND COLLECTION PLAN. The Contractor's SOMPH shall include a Containment System and Collection Plan (CSCP). The CSCP shall describe the Contractor's proposed containment systems, ventilation systems associated with the containment systems, and material collection methods proposed for use inside the containment systems. The collection methods proposed shall prevent the disbursement of material and airborne emissions outside the containment system.

At all locations where abrasive blasting or mechanical methods are used to remove lead-based paint from steel and other surfaces, and at locations where abrasive blasting or mechanical methods are used to abate non-soil surfaces, a closed containment system with a negative air ventilation system shall be utilized. The closed system shall be designed and installed to contain the air borne materials and prevent the disbursement of the airborne emissions outside the containment systems.

At all other locations where the work activities will produce air borne emissions containing lead or other hazardous materials, or cause the disbursement of dust and other materials that may be contaminated, the Contractor's CSCP shall include provisions for containment systems and collection plans that will prevent the disbursement of contaminated materials and airborne emissions outside the work areas.

The closed containment systems shall utilize both equipment and barriers, such as vacuums, vacuum shrouded surface preparation equipment, drapes, tarps, fans and filters, and other materials and equipment that will contain within the closed containment system all contaminated material and any other material generated during the Contractor's Work. In developing the closed containment systems and collection plan for such material, the Contractor shall provide closed containments conforming to Class 1A as specified in Section 4.2.2.1 Guide of the Steel Structures Painting Council (SSPC) Steel Structures Painting Manual. The containment methods chosen by the Contractor shall be suitable for containing all airborne emission, paint debris and any other contaminated material, and shall meet all Applicable Environmental Requirements, including portions of 29 CFR 1910, 29 CFR 1926 and Title 8 of California Code of Regulations.

At work locations where closed containment systems and negative air are not required, the Contractor shall develop and implement containment systems that will prevent the material and any airborne emission from migrating outside the work area. The systems may consist of closed

systems, systems using drapes tarps and other barriers, vacuum shrouded equipment or combinations of equipment, material and methods such that all contaminated material and any other materials disturbed or generated during the work activities are contained inside the work area. Barriers, washing areas, and other such devices shall be installed to prevent contaminated material from leaving the containment areas in violation of the Applicable Environmental Requirements.

The Containment System and Collection Plan, for each work area, shall include (i) working drawings and design and independent check design calculations prepared under the direction and signed by an engineer who is registered as a Civil Engineer in the State of California for all connections of the containment systems to the existing structure; and (ii) working drawings and design and independent check design calculations prepared under the direction and signed by an engineer who is registered as a Mechanical Engineer in the State of California for an enclosed containment ventilation system. Each proposed system shall be stable and able to withstand all loads imposed upon it and shall not in any way damage or impair the structural integrity of the existing structure. The ventilation systems for the closed containment system shall provide for the movement of air across the work area, produce a negative air pressure inside the containment and provide a dust collector system that is adequate to sufficiently clean the discharged air.

Contractor must demonstrate to the Engineer that the containment systems are performing systems are performing satisfactorily, based, at a minimum, on the following monitoring tests:

- Contractor's worker protection (personal sampling) monitoring tests, as required by Section 1532.1, "Lead," and Section 1532, "Cadmium," of Construction Safety Orders Title 8, of the California Code of Regulations and as specified in subsection "Safety and Health Provisions" elsewhere in these Special Provisions.
- Contractor's work area monitoring test, as described below in subsection "Work Area Monitoring" of this Section.
- Soil sampling, visible emissions and ambient air quality assurance monitoring tests, which will be conducted by the Engineer, as described below in subsection "Environmental Monitoring" of this Section.

If the measures being taken by the Contractor are found by the Engineer to be inadequate to provide for the containment and collection of debris that may contain existing paint contamination or any other hazardous materials present at the site, the Engineer has the right to direct the Contractor to revise his operations and the containment system and collection plan at no additional cost to the District. The Engineer may determine the operations for which the Contractor's containment and collection program are inadequate. The Contractor shall not perform further work on these operations until the containment system and collection plan are found adequate by the Engineer and, if required, a revised program for the containment system and collection plan for material containing existing paint system has been approved by the Engineer. A revised Containment System and Collection Plan shall be submitted for approval as an amendment to the SOMHP to the Engineer by the Contractor in accordance with "Plans and Working Drawing (Submittals)" elsewhere in these Special Provisions and in accordance with this Section.

The District will not be liable to the Contractor for failure to approve all or any portion of an originally submitted or revised plan for the containment system and collection plan of material containing contamination, nor for any delays to the work due to the Contractor's failure to submit acceptable plans for the containment and collection of such material.

WORK AREA MONITORING. The Contractor's SOMPH shall include the Contractor's plan for performing work area monitoring. The Contractor's Work Area Monitoring Plan shall include, at a minimum, performing work area monitoring by collecting air samples and taking air quality measurements for lead and other hazardous compounds. The monitoring shall be performed adjacent to the outside of containment areas and all other areas or at equipment locations that may potentially emit lead compounds and other contaminants, consistent with Applicable Environmental Requirements. Contractor must use personal monitors in accordance with SSPC GUIDE 6, Section 5.5.3 Method C, or equivalent method approved by the Engineer. Action level lead limits in air are 30 ug/m³ per 29 CFR 1910.1025 and 29 CFR 1926.62. Work area monitoring shall be performed daily during all earthwork, non-soil surface abatement work activities, all abrasive blasting activities and all other activities that may disturb the existing paint systems. Contractor shall furnish the monitoring results to the Engineer within 72 hours of collection.

The Contractor shall prepare chain-of-custody record forms for all air samples to be tested. Contractor shall submit copies of completed chain-of-custody record forms to the Engineer on the same day the samples are dispatched for testing.

Air sample analysis results for work area monitoring shall be submitted in triplicate to the Engineer. The sample analyses reports shall be prepared by a certified industrial hygienist and include the following information:

- A. For air sample analysis results, the date and location of sample collection, sample number, Contract number, full name of the structure as shown on the Contract Plans, and the name of the Technician and Certified Industrial Hygienist.
- B. Start time, end time and duration of sample collection.
- C. Start time and end times of surface preparation operations on the day of sample collection.
- D. Equipment serial numbers of the sampling equipment.
- E. Concentrations of PM-10 and PM-2.5 expressed as micrograms per standard cubic meter of air.
- F. Concentrations of lead, zinc, cadmium, chromium and silicates expressed as micrograms per standard cubic meter of air.

Should the results of the air monitoring indicate that lead or other hazardous compounds are being release into the environment in violation of the Applicable Environmental Requirements, the Contractor shall stop at the non-compliant area and determine the cause of the release. The Contractor shall submit a revised Containment System and Collection Plan to the Engineer for review and approval detailing how the containment will be revised to prevent future releases.

CONTAMINATED MATERIALS HANDLING, STORAGE AND MANAGEMENT PLAN. The Contractor's Contaminated Debris Handling, Storage and Management Plan (CMHSMP) shall describe all methods proposed to handle, store and manage all materials on the site contaminated with lead and all other materials found on the site or produced as a part of the work and deemed to be contaminated or hazardous. The plan shall include the proposed

procedures for handling such materials, the identification of all proposed storage and staging areas of such materials, the proposed access routes to and from the work areas to the storage and staging areas, the methods of on site material storage such as temporary containers or stockpiles, the management of the materials stored on site and all required record keeping of the material, including tracking material by date, location, characterization, weight and volume from the site to the off-site disposal facilities.

Where containers, such as drums and bins, are proposed for use, the CMHSMP shall detail Contractor's proposed methods for coordinating container delivery to the site, methods of filling containers with different materials and location of containers when being filled, methods for delineating temporary staging area for storage of containers while the material is being analyzed for characterization, methods for maintaining temporary storage areas for containers filled with contaminated material, for managing the partially filled and filled containers including appropriate on site labeling, tracking and record keeping, and for tracking, monitoring and reporting the characterized material transported in the containers off-site for disposal.

Where temporary stockpiles are proposed, the CMHSMP shall detail Contractor's proposed methods for moving the material from the work areas to the temporary stockpile areas, for providing dust control and storm water pollution prevention measures at the work areas, stockpile areas and along the routes between the work areas and temporary stockpile areas, for tracking the amount of material removed from each work area and tracking where the material is deposited at the temporary stockpile area, for isolating the stockpiled materials from the existing ground and surrounding work areas and project site, for managing the material while characterization analysis is being performed, for removing these materials for off-site disposal and for all record keeping including weight and volume of the characterized material disposed off-site and the location of the off-site disposal sites.

Attention is directed to Work Area Monitoring in this Section SP7-1.04 regarding the requirement for the Contractor to monitor the work area and provide appropriate measures to prevent the unauthorized release of airborne lead or other hazardous compounds into the environment due to any of the Contractor's operations.

The CMHSMP shall include Contractor's methods for maintaining containers or stockpiles and staging areas in accordance with "Project Appearance" elsewhere in these Special Provisions.

The methods proposed in the CMHSMP for the handling, storage and management of all contaminated and hazardous materials shall be in accordance with all Applicable Environmental Requirements and all applicable worker health and safety provisions.

To the extent allowed by Applicable Environmental Requirements, contaminated and hazardous materials may be temporarily stored on site as noted above pending the testing, analysis and characterization of such materials. Contractor shall maintain on a daily basis accurate records of the number of drums, containers and bins on site at any time, the location of these containers, the characterization of the material inside these containers, the dates and times of delivery and removal of these containers, and an accounting of the weights and volumes of the materials in the containers and the off-site disposal location of the materials. On site storage of material in containers or stockpiles shall be limited to the time allowed by Applicable Environmental Requirements.

Where temporary stockpiles are proposed, the CMHSMP shall include provisions for covering the stockpiles at all times except when work adding material to or removing material from the

stockpiling is in progress. The stockpiles must be covered at the end of each day. The CMHSMP shall provide for dust control in the stockpile areas and shall provide for the installation and maintenance of other measures as necessary to prevent storm water pollution by the stockpiled contaminated materials. The CMHSMP shall include the installation of temporary barriers (Type K), the construction and maintenance of temporary containment berms or other applicable controls as required by Applicable Environmental Requirements and these Specifications to positively delineate the temporary stockpile areas and to control the spillage and/or migration of contaminated materials.

The CMHSMP shall provide for verification testing by the Contractor of the surface of the storage and staging areas to ensure that the Contractor's operations do not contaminate the areas above their pre-construction conditions. The CMHSMP shall provide for testing both prior to the Contractor's use and after final cleanup of the staging areas. If the results of the post-construction testing indicate an increase in the level of lead or other contaminate concentrations compared to the pre-construction baseline testing of the same area, and the Engineer determines that the increase is a result of the Contractor's operations, the Contractor will be required to remove the contaminated material and re-test the area until the pre-construction conditions are met. The Contract will not be accepted until the post-construction testing indicates that the staging areas are at or below their pre-construction conditions.

CHARACTERIZATION SAMPLING AND ANALYSIS PLAN. The Contractor's Characterization Sampling and Analysis Plan (CSAP) shall describe the methods of sampling and analysis for characterization of contaminated materials prior to off-site disposal as required by the disposal facility and Applicable Environmental Requirements. The CSAP shall describe the proposed methodology for obtaining representative samples of contaminated material for testing. Sampling and analysis shall be in accordance with the latest edition of "Test Methods for Evaluating Solid Waste, Physical/Chemical Methods, SW-846" published by the United States Environmental Protection Agency. The CSAP shall include the name(s) and qualifications of the State of California certified analytical laboratory(ies) that the Contractor proposes to use, and shall include a procedure for interpretation of the analytical data. The Contractor shall provide evidence of the laboratory's current certification to the Engineer in the submitted CSAP.

The Contractor shall perform all required sampling and analysis for characterization of the collected contaminated materials prior to the material's disposal. The Contractor shall submit the results of the material characterization to the Engineer for review a minimum of 48-hours in advance of the scheduled date for off-site transport of the material to any disposal facility or to any storage area on the site.

All tests required for materials characterization shall be performed at the Contractor's expense.

For purposes of disposal of lead-contaminated materials, the Contractor shall characterize the wastes into the following classifications:

- (1) Resource Conservation and Recovery Act (RCRA) Hazardous Waste: (>5 ppm Toxicity Characteristic Leaching Potential (TCLP)).
- (2) Class I Non-RCRA Waste: (<5 ppm TCLP, and >5 ppm Waste Extraction Test (WET) Soluble Threshold Limit Concentration (STLC), and /or >1000 ppm Total Threshold Limit Concentration (TTLC).
- (3) Class II Waste: (<5 ppm TCLP, and <5 ppm (WET)STLC, and >350 but <1000 ppm TTLC), provided the landfill is permitted to accept such waste.

WASTE TRANSPORTATION AND DISPOSAL PLAN. The Contractor's SOMHP shall include a Waste Transportation and Disposal Plan (WTDP).

WTDP shall include a Traffic Management Plan (TMP). The TMP shall describe the Contractor's methods for maintaining an efficient movement of haul trucks on and off the project site area. The TMP shall describe the proposed routes for off-site transport of contaminated materials to the various disposal facilities. The WTDP shall also describe waste profiling requirements of selected disposal facilities, and the pre-acceptance authorization arrangements between the Contractor and the selected disposal facilities/landfills. The Contractor shall include evidence of all permits and licenses required for transport of hazardous waste in the WTDP.

The Contractor shall dispose of all collected contaminated materials at landfills that are permitted to accept the various classifications of wastes as characterized in subsection "Characterization Sampling and Analysis Plan" of this Section. All waste materials containing the existing paint systems shall be disposed of by the Contractor at a facility approved to receive the specific type of waste, in compliance with Applicable Environmental Requirements, and in accordance with the requirements of the disposal facility operator. Prior to use of the disposal facility, the Contractor shall provide the Engineer with documentation verifying that said disposal facility is currently permitted to receive these waste materials. The waste materials containing the existing paint systems shall be hauled by a transporter currently registered with the California Department of Toxic Substances Control using correct manifesting procedures and vehicles displaying current certification of compliance with all Applicable Environmental Requirements for public road transport of such wastes. The Contractor shall make appropriate arrangements with the operator of the disposal facility and perform any testing of such debris required by the operator.

The WTDP shall include the methods to be used to monitor and record the shipment and disposal of all materials from the project site. The Contractor shall be responsible for originating copies of the waste shipment records and manifests required by the Federal government, the State of California, the state where the treatment/disposal facility is located, and the disposal facility. Wastes that are classified as hazardous shall be shipped under manifest. Wastes that are classified as non-hazardous shall be shipped under a Bill of Lading or other tracking document as determined between the landfill and the Contractor. These records/manifests shall be maintained by Contractor during the project and duplicate copies will be provided to District on a contemporaneous basis for all hazardous and non-hazardous materials that are shipped off the site. Attention is directed to "Removal of Lead and Other Hazardous Substances," elsewhere in these Special Provisions, concerning the party that is responsible for signing the manifests.

ENVIRONMENTAL MONITORING. The NPS and the District's Environmental Compliance Monitor will be monitoring various aspects of the construction site environmental compliance.

Attention is directed to the Mission Blue Butterfly Habitat Protection Plan and the Native Vegetation Habitat Protection Plan, a copy of which is incorporated in the Contract Documents and is included within Volume 2 of these Special Provisions, and to "Environmentally Sensitive Areas" elsewhere in these Special Provisions. Contractor shall comply with all requirements of these Habitat Protection Plans and all related provisions of these Special Provisions.

The Engineer's Environmental Compliance Monitor (ECM) will monitor the Contractor's operations to evaluate whether the Contractor is in compliance with all environmental, permit and authorization requirements. The ECM will perform visible emissions monitoring, air monitoring and soil monitoring and testing to evaluate the effectiveness of the Contractor's containment

systems and dust control measures and to enforce compliance with local, state and federal regulations.

The ECM and the Engineer will perform verification soil and surface sampling and testing after completion of the earthwork activities for removal of contaminated overlying and fractured rock material and for non-soil surface abatement inside the North Anchorage Housing; after completion of the structure excavation at the North Pylon; and after completion of the excavations for relocation of the utility duck bank. The results of these samplings and testings will be used by the Engineer as the baseline soil condition for determining whether Contractor's operations subsequent to the above noted work resulted in an increase of concentrations of contaminants at the previously cleaned areas.

The Contractor shall be solely responsible and must remediate or remove any increase in the concentrations of heavy metals or other contaminants in the site's soils or groundwater due to Contractor's activities or those activities of its subcontractors or agents.

Prior to the beginning of any work that may disturb existing paint systems, the ECM will perform baseline monitoring to obtain background levels. Subsequent monitoring will be performed during the Contractor's activities that disturb the existing paint system at times determined by the Engineer and without notice to the Contractor.

After completion of the work that disturbs the existing paint system, if soil sampling shows an increase in the concentrations of heavy metals or other contaminants above any baseline conditions, the area affected shall be cleaned and re-sampled by the Contractor at the Contractor's expense until soil sampling and testing shows concentrations of heavy metal statistically less than or equal to the concentrations collected prior to the beginning of the work that disturbed the existing paint system.

Where an increase in soil pollutant concentrations occur, in addition to removing and disposing of the contaminated soil, a revised Containment System and Collection Plan shall be submitted to the Engineer as an amendment to the SOMHP in accordance with "Plans and Working Drawing (Submittals)" elsewhere in these Special Provisions and in accordance with this Section.

Attention is directed to "Sound Control Requirements" elsewhere in these Special Provisions. The ECM will monitor the construction activities for compliance with these Special Provisions.

PAYMENT. Full compensation for conforming to the requirements in these permits, including preparing, submitting, implementing and maintaining all required work plans, the Applicable Environmental Requirements, and any other regulatory requirements imposed by the scope of work shall be considered as included in the Contract prices paid for the various Contract Items and no additional compensation will be allowed therefor.

SP7-1.06 SAFETY AND HEALTH PROVISIONS. The following is added to Section 7-1.06, "Safety and Health Provisions," of the Standard Specifications after the last paragraph of said section:

The Contractor's Safety and Security Representative shall be present at the jobsite at all times work is being performed. Attention is directed to "Contractor's Project Management Team" elsewhere in these Special Provisions regarding required minimum qualifications of the Contractor's Safety and Security Representative. The Contractor shall submit to the Engineer a copy of a letter of authority from the Contractor to the Safety and Security Representative that designates the representative by name and describes the authorities and responsibilities of the Safety and Security Representative, which shall include, but not be limited to, the following:

- 1) Responsibility for the preparation and maintenance, of the Contractor's Health and Safety Plans, and insuring that subcontractors and consultants likewise prepare and maintain their Health and Safety Plans;
- 2) Responsibility for field implementation, oversight, review and enforcement of Health and Safety Plans for the Contractor, subcontractors and consultants;
- 3) Responsibility for conducting jobsite toolbox safety meetings;
- 4) Maintaining records of any incidents requiring medical treatment beyond first aid and submittal of said records for each incident to the District;
- 5) Inspection and monitoring of the Contractor's and subcontractors' jobsite activities, including all temporary construction activities and traffic control operations, and managing the correction of any unsafe conditions;
- 6) Compliance with state, federal, and local worker health and safety regulations;
- 7) Submitting weekly reports to the Engineer, which record all material issues and events (e.g. all accidents, risk exposures, etc.) related to jobsite health and safety;
- 8) Authority to establish new health and safety controls as needed;
- 9) Conducting investigations of all accidents and reporting all accidents;
- 10) Responsibility for preparation and maintenance of project site security plan and procedures; and
- 11) Responsibility for implementation, oversight, review, enforcement of project site security plan and procedures.

The Contractor may assign additional personnel to assist the Contractor's Safety and Security Representative. The qualifications and experience of personnel that will assist the Contractor's Safety and Security Representative shall be subject to the review and approval by the Engineer. If the Engineer determines that the assigned personnel are not providing adequate health and safety controls, the Contractor shall secure the services of other safety and health personnel at its cost.

The Contractor shall abide by Applicable Environmental Requirements, as defined in "Permits, Licenses and Other Regulatory Requirements" elsewhere in these Special Provisions and shall take such other measures as may be necessary toward ensuring that the work will be done in a safe manner and that the safety and health of the employees and the people of local communities are safeguarded. Upon the failure of the Contractor to comply with any of the requirements of these Special Provisions, without limiting any other remedy of the District, the Engineer shall have the authority to stop any operations of the Contractor affected by such failure until the failure is remedied, and Contractor shall not be entitled to assert any claim for any of the time lost or for any increased costs or damages due to such stop orders.

It is understood and agreed that Contractor is solely responsible for job-site safety and all

supervision related to it. The District's review and approval of the Contractor's submittals relating to job-site safety will not at any time relieve Contractor from retaining sole and full responsibility for all aspects of its health and safety plans. Contractor agrees that it will not depend on the Engineer for direction as to maintaining a safe jobsite. Contractor shall immediately suspend operations and make immediate corrections when, in the opinion of the Engineer, Contractor's operations are being conducted in an unsafe manner and/or when the jobsite is in an unsafe condition. No additional compensation or Contract time will be granted to the Contractor for the correction of any aspect of Contractor's work that is unsafe.

The Contractor must immediately provide verbal notification to the Engineer of any incident at the jobsite that requires medical attention beyond first aid for any injured worker. Contractor shall provide a written report of the incident within 24 hours of the incident.

HEALTH AND SAFETY PLANS. The Contractor's Health and Safety Plan (HASP) shall describe in detail the procedures and contingency actions necessary to complete the work in a safe manner without endangering on-site personnel, the community, or the environment. The HASP shall cover all aspects of worker protection and construction site health and safety for all phases of the scope of work, including, but not limited to, the following:

- Code of Safe Practices
- Injury and Illness Prevention Program
- Hazard Communication Program
- Fall Protection Plan
- Crane Safety Plan
- Confined Space Plan
- Emergency Plan and Procedures
- Welding Safety Plan
- Scaffolding and Work Platform Safety Plan
- Employee Training Plan
- Personnel Protection Program
- Personal Protective Equipment Plan
- Respiratory Protection Plan
- Hazardous Waste Operations Plan

The Contractor shall submit to the Engineer in accordance with "Plans and Working Drawings (Submittals)" elsewhere in these Special Provisions its HASP, which must contain the Contractor, its subcontractors and consultants' programs, plans and procedures that are listed above and any other programs, plans and procedures required for the work. The HASP shall explain in detail the Contractor, its subcontractors and consultants' proposed practices and procedures for all aspects of construction site health and safety, and it shall also conform to the requirements of the Department of Industrial Relations, California Code of Regulations, Title 8, published by the California Occupational Safety and Health Administration ("Title 8") and other Applicable Environmental Requirements.

WORKER PROTECTION. The Contractor, its subcontractors and consultants shall develop, implement, and maintain a complete worker protection program for all personnel working at the site as an integral part of the HASP.

Attention is directed to "Clean & Paint Structural Steel" elsewhere in these Special Provisions, which requires the Contractor to perform activities that will disturb the existing paint systems,

and to "Earthwork", and "Non-Soil Surface Abatement" elsewhere in these Special Provisions, which require the Contractor to perform work activities involving removal of hazardous waste, contaminated debris, overlaying soil and fractured rock materials.

The worker protection plan shall include all additional provisions required under Title 8 for protecting all personnel that will perform site work activities associated with "Clean and Paint Structural Steel," "Earthwork," "Non-Soil Surface Abatement" and all other operations, which disturb the existing painted surfaces or paint systems, including but not limited to those activities involved in the removal, replacement and installation of existing and new fasteners and the relocation and modification of the existing steel, and those activities, which disturb debris contaminated with lead, zinc, cadmium or other metals.

The worker protection plan shall include a site specific worker protection compliance program.

The site-specific worker protection compliance program shall include the following elements as a minimum:

- Respiratory protection program.
- Eye protection.
- Dermal protection.
- Environmental and personnel monitoring.
- Personnel and equipment decontamination.
- Industrial hygiene.
- Medical monitoring.
- Employee training, inclusive of all specialized hazardous materials handling and abatement training and hazardous materials contingency plan.
- Delineation of work zones.
- Record keeping.
- Emergency procedures.

The implementation of the worker protection compliance programs shall be monitored by an industrial hygienist certified by the American Board of Industrial Hygiene or other competent person capable of taking corrective action. Copies of all inspection reports made in accordance with Title 8 shall be furnished to the Engineer within three (3) working days of inspection covered by the report.

The Contractor must obtain Engineer's approval of such site specific worker protection compliance monitoring programs before starting any of the operations associated with "Clean and Paint Structural Steel," "Earthwork," "Non-Soil Surface Abatement" and all other operations, which disturb the existing painted surfaces or paint systems and at such times when revisions to the program are required under Title 8. The site-specific compliance programs shall be prepared by an industrial hygienist certified by the American Board of Industrial Hygiene.

The Contractor shall provide the services of an industrial hygienist certified by the American Board of Industrial Hygiene (IH) or Safety Professional with at least five years experience in the chemical industry and/or the chemical waste disposal industry to prepare, direct and approve the development, implementation, and enforcement of the Personnel Protection Program, Respiratory Protection Plan, Air Monitoring Program and all other worker protection provisions required under Title 8 for the work activities noted above. The name and qualifications of the Contractor's IH shall be submitted as part of the HASP and shall be subject to the approval of the Engineer.

PERSONNEL AND EQUIPMENT DECONTAMINATION REQUIREMENTS. The Contractor shall prepare and implement personnel and equipment decontamination procedures and facilities to minimize or eliminate contamination by hazards at the site. The Contractor's Safety and Security Representative shall supervise all decontamination activities. All personnel shall be instructed as to the proper decontamination procedures consistent with all Applicable Environmental Requirements. Minimum decontamination procedures shall be as set forth in Title 8.

The Contractor shall set up personnel decontamination facilities with decontamination features, including wash stations, tubs, rinse equipment, boot racks, changing facilities and equipment storage and disposal facilities. The Contractor shall submit the personnel decontamination facilities plan as part of the HASP.

The Contractor shall provide and maintain the personnel decontamination facilities for all personnel involved with "Clean and Paint Structural Steel," "Earthwork," "Non-Soil Surface Abatement" and any other work activities that disturb existing paint or contaminated soils or debris at the site. Personnel shall use the decontamination facilities as specified in the approved HASP.

The Contractor's Safety and Security Representative shall be responsible for initiating heat stress monitoring of personnel working in protective clothing or respiratory protection when ambient temperature exceeds 70 degree F. Work-rest regimens shall be established. Contractor personnel shall be trained in the types, symptoms, and first aid for heat stress.

MEDICAL MONITORING. The Contractor shall perform medical monitoring of employees that perform site work activities associated with "Clean and Paint Structural Steel," "Earthwork," "Non-Soil Surface Abatement" in accordance with Title 8. The Contractor shall submit a summary of the blood lead test results of the Contractor's employees, not including employee names, to the Engineer within seven (7) days of receiving the results.

The Contractor shall utilize the services of a State of California licensed occupational health physician to provide the medical examinations and surveillance specified herein. The name of this physician shall be provided to the Engineer prior to commencement of the work at the site. Minimum medical surveillance shall be performed in accordance with Title 8. Records shall be maintained and retained in accordance with Title 8.

All personnel involved in the work associated with "Earthwork," "Non-Soil Surface Abatement" and "Clean and Paint Structural Steel" or work with or near potentially contaminated soil material shall undergo medical examinations prior to participation in on-site operations, at the conclusion of the work, and at 12-month intervals during the work, and as required by Title 8.

The Contractor's physician shall provide a medical certification that each employee is suitable for employment on the job, including being able to use the necessary respiratory protection.

All truck drivers must have successfully completed a medical examination as required by the U.S. Department of Transportation before being permitted to access the site.

The Contractor shall prearrange for emergency medical care services at a nearby medical facility and shall define emergency routes. The services of a local trauma center, if available, shall also be prearranged. The staff at the facilities shall be advised of the potential medical emergencies

that might result and that the patient's clothing and skin might be contaminated with hazardous wastes. The Contractor shall establish emergency communications with health and emergency services. The name of these facilities, name of contact, definition of emergency routes, and emergency communications arrangements shall be provided in the HASP.

At least one first aid station supplied with at least one industrial-size first-aid kit, including blood borne pathogen personnel protective equipment in accordance with Title 8, and a stretcher shall be provided and maintained fully stocked by the Contractor at a central location at the work site. Should active work areas be so isolated or separated as to make one central first-aid station location impractical, then multiple first-aid stations shall be established close to the work.

The first-aid station(s) shall be clearly marked.

The Contractor shall have at least one person certified in first aid on the site at all times and additional personnel at each isolated or separated work area at all times. These personnel may perform other duties, but must be immediately available to render first aid when needed. Certification shall be by the American Red Cross or other approved agencies. Upon request of the Engineer, these personnel must show proof of a current first aid card.

If any Contractor's employee has a time-loss illness exceeding one working day, or injury during the period of work, the Contractor must present a written statement indicating the employee's fitness, signed by a qualified physician, prior to the employee re-entering the work site. A copy of the written statement shall be submitted to the Engineer.

EMPLOYEE TRAINING REQUIREMENTS. With respect to any personnel proposed for work on this site, the Contractor's Safety and Security Representative or IH shall be responsible for providing all required on-site occupational hazard and any other employee training before such personnel may start work on the site as required under Title 8.

Follow-up training shall be provided by the Safety and Security Representative at daily tailgate safety meetings and prior to each change in operation. The Safety and Security Representative shall also provide initial training for replacement personnel using the training outlines developed by the Contractor.

All work include in "Earthwork" and "Non-Soil Surface Abatement" that involves disturbing or handling contaminated material and all other work that disturbs lead contaminated soil and material shall be performed by workers who are certified to have completed "40-hour HazMat training" under the Cal-OSHA HAZWOPER program and any required refresher training, as well as lead-awareness and related training under Title 8.

The Contractor's personnel entering any excavation, staging, or decontamination areas shall be trained in the appropriate safety procedures as set forth in Title 8. These rules shall apply to the general construction activities to be undertaken at this site.

All personnel entering the decontamination areas or beyond shall be informed of the possible dangers and long-term hazards present at this site, in compliance with the "right-to-know" regulations.

Workers who handle hazardous materials destined for off-site shipment shall be trained in accordance with U.S. Department of Transportation regulations 49 CFR172.

The Contractor shall compile and maintain a written log of all training and follow-up training sessions as required by Title 8.

LOGS AND REPORTS.--The Contractor shall prepare logs, reports, and records in accordance with all applicable health and safety rules and regulations and these Special Provisions and maintain all of these documents in discrete, chronological project files.

A separate sign-in / sign-out sheet shall be used for each day of operations to provide a written log of each employee and item of equipment that is located in each specific work area. The proposed format of the sign-in / sign-out sheets shall be submitted as part of the HASP. Completed sign-in / sign-out sheets shall be maintained in a chronological project file.

The Contractor shall submit a detailed written report to the Engineer regarding any injury, illness, accident, or exposure within 24 hours of the incident. As required by law, the local OSHA office and the Engineer shall be notified within eight hours of any fatalities or hospitalizations. All incident reports or notifications shall include at least the following information:

Employee's name.

Date, time and nature of the incident.

First aid, medical care, or other actions taken.

The procedures set in place to prevent a recurrence of the incident.

EMERGENCY PROCEDURES. --The Contractor shall abide by the written emergency procedures, as prescribed in the HASP, to be implemented in the event of an accident or uncontrolled release(s) of hazardous substances by the Contractor. A summary of important data, contact numbers, routes, etc. shall be posted for employees and readily available for office and security personnel.

The Contractor's personnel shall be responsible for the execution of emergency procedures, and for coordination of emergency response activities, caused by an accident or uncontrolled release(s) of hazardous substances by the Contractor. These emergency procedures shall include provisions for notification of local authorities for evacuation of the community in the event of an imminent threat to the community's health and safety.

The Contractor and the transportation vehicle operators that will be transporting hazardous waste from the site shall be responsible for initiating emergency response and allocating the resources to conduct spill containment and cleanup for transportation-related spills or emergencies, at no additional cost to the District.

The Contractor shall be responsible for notifying all applicable regulatory agencies respecting any emergency on the site related to Contractor's scope of work. Each agency and the emergency contact must be specified in the emergency procedures. The Contractor shall immediately notify the Engineer whether a regulatory agency or emergency contact is notified. The Contractor shall provide a written report of any such notification within 8 hours of the event. The report shall include, as a minimum, the name of the agency or emergency contact, the person who was contacted, the person for the contact and the agency or contact response. The Contractor shall inform the Engineer of any follow-up contacts or correspondence.

All Contractor personnel shall read and agree in writing to be bound and abide by the emergency procedures. The emergency procedures shall be included as a topic in the initial training specified in "Employee Training Requirements", elsewhere in these Special Provisions.

PAYMENT. Full compensation for conforming to the provisions in this Section "Health and Safety Provisions" of these Special Provisions shall be considered as included in the Contract prices paid for the various Contract Items and no additional compensation shall be allowed therefor.

SP7-1.23 REMOVAL OF LEAD AND OTHER HAZARDOUS SUBSTANCES. As specified elsewhere in these Special Provisions, the Contractor is to perform certain work in connection with materials that are known to include hazardous substances. These materials include soil, surfaces and other media contaminated with lead, zinc and cadmium, and lead-based paints on existing steel and concrete structures and located throughout the site.

The following paragraphs describe known lead contamination or hazardous substances that are likely to be encountered by the Contractor. Full compensation for the containment, monitoring, handling, sampling, testing, analysis, storage, transport, disposal and all other actions required to complete the scope of work involving such hazardous materials shall be included in the contract prices bid for the various Contract Items, and no additional compensation will be allowed therefor:

1. The work site for this Contract includes areas and surfaces that are impacted by lead contaminated soils and other media. The Contractor shall comply with all Applicable Environmental Requirements, as defined in "Permits, Licenses and Other Regulatory Requirements," elsewhere in these Special Provisions relating to the work contemplated by this Contract, including but not limited to clearing and grubbing, trenching, excavation, non-soil surface abatement or other disturbances of the lead contaminated areas. Attention is directed to the laws and regulations relating to the containment, monitoring, handling, sampling, testing, analysis, storage, transportation and disposal requirements for lead contaminated soils and other media, and particularly to those laws and regulations relating to the protection of workers involved with the handling of soils or other media that is contaminated by hazardous substances and relating to the excavation or removal of such hazardous materials.
2. Contractor's work under the Contract includes the containment, monitoring, handling, sampling, testing, analysis, storage, transport and disposal of (i) media affected by hazardous substances, including lead, zinc and cadmium, and (ii) any hazardous substances related to any paint medium previously used on the site. The work site for this Contract includes areas that were previously remediated for lead-based paint. Attention is directed to Section SP7-1.04, "Permits, Licenses and Other Regulatory Requirements" of the Special Provisions regarding Contractor's obligations with respect to the handling and removal of lead, cadmium and zinc affected media and the avoidance of contamination of any media or areas from the Contractor's operations under this Contract.
3. The work for this Contract includes areas (such as the north and west entrance areas to the North Anchorage Housing, the unpaved access road (Bluff Road) that accesses the underside of the suspension bridge and the exterior of the North Pylon, Moore Road and the ravine from the east leg of the North Pylon to Moore Road where the existing utility bank is located) that were previously remediated to address soil contaminated by lead, zinc, cadmium and other metals. The remediation was performed to DTSC's approved threshold level of 1396mg/kg lead. Subsequent to the remediation lower elevation within these areas may have been impacted by contaminated runoff from the adjacent upslope hillsides and these areas shall be considered contaminated. Any excavation or disturbance of soil in these areas will require the Contractor to utilize special procedures for remediation of soils contaminated by hazardous substances in accordance with the Applicable Environmental Requirements for such materials.
4. The work for this Contract may include access across non-project areas that are known to contain contaminated soil and vegetation. These adjacent non-project areas include lands immediately adjacent to portions of the west and east walls of the North Anchorage Housing. These areas have not been designated for the Contractor's use. Should the

Contractor elect to use the areas to access the work, any clearing, excavation or disturbance of soil in these areas will require the Contractor to use special procedures for remediation of contaminated soils and vegetation containing hazardous substances, i.e. lead, zinc and cadmium-based paint media, in accordance with the Applicable Environmental Requirements for such hazardous materials. The Contractor shall perform such work at his own cost.

The project scope of work includes all of the above-specified work. The Contractor is not entitled to any additional compensation and/or time for work described in the above paragraphs due to hazardous materials.

The District is considered and designated the generator under this Contract of all materials and wastes which originate from the land and structures on the site (hereinafter "Site Materials"), other than Contractor's Waste, as defined in "Hazardous Waste and Other Waste Due to Contractor's Operations," elsewhere in these Special Provisions. The District will obtain any necessary generator identification numbers required for completing the manifest documents for the Site Materials, and the Contractor will be responsible for originating and properly completing copies of the waste shipment/manifests for the Site Materials. The Engineer will sign the manifest forms on behalf of the District as the generator of the Site Materials, and will retain the original of the signed forms.

The Contractor shall be solely responsible for any Contractor's Waste. The Contractor will be solely responsible for obtaining and using its own generator number for any Contractor's Waste. Contractor will be solely responsible for originating, properly completing and signing any manifest forms and supplying its generator number for any Contractor Waste.

The Contractor shall be solely responsible for ensuring that : (i) Site Materials and Contractor's Waste are sampled, analyzed, handled, transported and disposed of in compliance with Applicable Environmental Requirements; and (ii) all transporters, storage facilities, and treatment or disposal facilities that are selected to handle and receive Site Materials or Contractor's Waste are permitted, licensed, and approved by all applicable regulatory agencies and are in full compliance with Applicable Environmental Requirements.

In accordance with Section 25914.2 of the California Health and Safety Code, any hazardous substance removal or remediation work in areas of the site where hazardous substances are not expected or identified in the bid documents, including any exploratory work to identify and determine the extent of such unanticipated and undisclosed hazardous substances, will be performed by separate contract or by executed Contract Change Order.

Should the Contractor encounter materials that the Contractor reasonably claims to include unanticipated and undisclosed hazardous substances and the hazardous substance has not been rendered harmless, the Contractor shall immediately cease work in the affected area and report the condition to the Engineer in writing. If the Engineer concludes that the materials are hazardous substances that were undisclosed in the bid documents, then the Contractor will cease further work on such area and the same will be addressed by separate bid and contracting. If the Contractor believes the situation is life threatening, the Contractor shall immediately evacuate the affected area and contact the Engineer and the local Fire Department.

Notwithstanding the foregoing, Contractor shall continue to work in those areas unaffected by the suspected unanticipated and undisclosed hazardous substance.

Project Staging Areas – Temporary Occupancy

**Golden Gate Bridge Highway and Transportation District
June 18, 2008**

June 18, 2008



GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Environmental Studies and
Preliminary Design for a Physical
Suicide Deterrent System on the
Golden Gate Bridge
Contract No. 2006-B-17

Mr. Greg McConnell, District Branch Chief,
Environmental Analysis
CALTRANS, Office of Environmental Analysis
Mail Station 8-B
P.O. Box 23660
Oakland, CA 94623-0660

Re: Project Staging Areas – Temporary Occupancy

Mr. McConnell:

The Golden Gate Bridge, Highway and Transportation District's (District) Physical Suicide Deterrent System Project proposes five build alternatives and one no-build alternative. Should one of the build alternatives be chosen as the preferred alternative and should the project go forward to construction, staging areas will be required.

The District has identified five potential staging areas for the project: four on the north side and one on the south side of the Golden Gate Bridge (Bridge). The four potential north side staging areas are not open to the public. The one potential staging area on the south side of the Bridge is a District parking lot that was recently constructed and has 24 parking stalls available for public use. If this parking lot were to be used for staging, the 24 parking stalls would not be available for public use. Since the parking area is relatively new (two years) and there are other parking areas available closer to the Bridge, the public parking stalls have never been fully utilized.

The public will be able to park in other areas that are closer to the Bridge that will not be impacted by the project. These include the District's east parking lot below the Roundhouse gift center and the National Park Service (NPS) parking lot off Lincoln Boulevard and Battery East Road. In addition, on weekends and holidays, the District's west parking lot adjacent to the Toll Plaza is available for public parking.

All of the proposed build alternatives have estimated project durations of 24 to 36 months during which time the staging areas may be occupied.

Should you have further questions, I can be reached at (415) 923-2023.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Lee".

Jeffrey Y. Lee, P.E.
Project Manager

JYL/crh

c: Ms. Sylvia Fung, Caltrans
Steve Morton, DMJM Harris
Phyllis Potter, Circle Point
DJMulligan/EZBauer/JREberle/2.18.4.1
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Letter to Interested Parties

**Golden Gate Bridge Highway and Transportation District
April 29, 2008**

April 29, 2008



GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Environmental Studies and
Preliminary Design for a
Suicide Deterrent System on the
Golden Gate Bridge
Contract No. 2006-B-17

Dear Sir or Madam:

The Golden Gate Bridge, Highway and Transportation District (District) is conducting a study of its proposed Golden Gate Bridge Physical Suicide Deterrent System Project (Project) [04-MRN-101-GGHT, Project 2006-B-17; Federal Project #: STPL-6003(030)]. The District, in cooperation with the Federal Highway Administration, is the Lead Agency and is preparing an Environmental Impact Report / Environmental Assessment (EIR/EA) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

The District has formed a consultant team to perform preliminary engineering and environmental technical studies to meet these state and federal environmental requirements. JRP Historical Consulting, LLC, is part of this team and is preparing a technical study of the historic architectural and engineering resources in the proposed project area. Historical resources are those properties potentially eligible, determined eligible, listed in the National Register of Historic Places, or the California Register of Historical Resources. The Golden Gate Bridge and its contributing elements comprise a historic property that is eligible for listing in the National Register and is considered historical resource for the purposes of CEQA.

The District is evaluating five alternatives and a "no-build" alternative for the proposed Project; and descriptions of these alternatives are attached. For additional project information, or to receive copies of this information via regular mail, please visit the project website at: www.ggbsuicidebarrier.org, or call me at (415) 923-2023. If you or your organization has any concerns regarding this Project, including its potential effects on this historical resource, please respond in writing to me at the address below citing your concerns within the next thirty days.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Lee". The signature is written in a cursive style and is positioned above the printed name.

Jeffrey Y. Lee, PE
Project Manager

Attachment

ATTACHMENT

PROJECT TITLE: Golden Gate Bridge Physical Suicide Deterrent System
[04-MRN-101-GGHT, Project 2006-B-17; Federal Project #: STPL-6003(030)]

PROJECT LOCATION: Golden Gate Bridge

PROJECT DESCRIPTION: The Golden Gate Bridge Physical Suicide Deterrent System Project (the Project) under study in this report proposes the construction of a physical suicide deterrent system on the Golden Gate Bridge to reduce the number of injuries and deaths associated with jumping off the Bridge.

The first phase of the Project evaluated several conceptual designs for their performance during high winds to determine which concepts would and would not affect the aerodynamic stability of the Bridge. Meteorological and topographical analyses of wind hazards specifically associated with the Bridge site found that the Bridge could be subjected to winds of up to 100 miles per hour. Very small changes in the shape of the Bridge cross-sections (including the spacing and design of rail and fence elements) can have a significant impact on the Bridge's aerodynamic stability during high winds. Conceptual designs that negatively affected the aerodynamic stability of the Bridge under high winds were eliminated from further consideration, in accordance with the Board's established criterion that mandated maintenance of the aerodynamic stability of the Bridge.

Project alternatives were also developed to meet the following District Board-adopted criteria:

1. Must impede the ability of an individual to jump off of the Golden Gate Bridge.
2. Must not cause safety or nuisance hazards to sidewalk users, including pedestrians, bicyclists, District staff, and District contractors/security partners.
3. Must be able to be maintained as a routine part of the District's ongoing Bridge maintenance program and without undue risk of injury to District employees.
4. Must not diminish ability to provide adequate security of the Golden Gate Bridge.
5. Must continue to allow access to the underside of the Bridge for emergency response and maintenance activities.
6. Must not have a negative impact on the wind stability of the Golden Gate Bridge.
7. Must satisfy requirements of State and Federal historic preservation laws.
8. Must have minimal visual and aesthetic impact on the Golden Gate Bridge.
9. Must be cost effective to construct and maintain.
10. Must not, in and of itself, create undue risk of injury to anyone who comes in contact with the Suicide Deterrent System.
11. Must not prevent construction of a moveable median barrier on the Golden Gate Bridge.

Five build alternatives have been developed that would impede the ability of individuals to jump from the Bridge, that incorporate the wind study findings, and that meet the District criteria:

- Alternative 1A – Add Vertical System to Outside Handrail
- Alternative 1B – Add Horizontal System to Outside Handrail
- Alternative 2A – Replace Outside Handrail with Vertical System
- Alternative 2B – Replace Outside Handrail with Horizontal System
- Alternative 3 – Add Net System that Extends Horizontally from Bridge
(Add Net System)

Alternative 1A – Add Vertical System to Outside Handrail. Alternative 1A would construct a new barrier on top of the outside handrail (and concrete rail at north pylon). The barrier would extend 8 feet vertically from the top of the 4-foot high outside handrail for a total height of 12 feet. The barrier's vertical members would be comprised of vertical rods attached to the outside handrail. The top horizontal header would consist of a chevron-shaped member matching the top element of the outside handrail. The entire system would be constructed of steel that would be painted International Orange, matching the material and color of the outside handrail. Transparent vertical panels would be installed in lieu of the steel rods at the slightly wider sections of the sidewalks which are referred to as "belvederes." There are a total of twelve belvederes on each side of the Bridge.

Alternative 1B – Add Horizontal System to Outside Handrail. Alternative 1B would construct a new barrier on top of the existing outside handrail (and concrete rail at north pylon). The new barrier would consist of horizontal steel cables similar to the existing public safety railing ("bike rail" between sidewalk and traffic lanes). The new barrier would extend 8 feet above the top of the 4-foot high outside handrail for a total height of 12 feet. The entire system would be constructed of steel that would be painted International Orange, matching the material and color of the outside handrail. Transparent vertical panels would be installed in lieu of the steel cables at the belvederes.

A "winglet" would be placed on top of the new barrier to ensure aerodynamic stability and to prevent climbing over the barrier. The winglet would be a 42-inch wide transparent panel with a slight concave curvature extending approximately 2 feet over the sidewalk. The winglet would run the length of the suicide deterrent barrier, except at the north and south towers.

Alternative 2A – Replace Outside Handrail with Vertical System. Alternative 2A would construct a new vertical 12-foot high barrier consisting of vertical steel rods in place of the existing outside handrail. The top horizontal header would consist of a chevron-shaped member matching the top element of the outside handrail to be removed. The vertical rods would be attached to the header and bottom barrier element. The entire system would be constructed of steel that is painted International Orange, matching the material and color of the outside handrail. Transparent vertical panels would be installed at the belvederes on both sides of the Bridge.

Alternative 2B – Replace Outside Handrail with Horizontal System. Alternative 2B would construct a new 12 foot high barrier consisting of horizontal steel cables in place of the existing outside handrail. The horizontal steel cables used in the new barrier would be similar to the existing public safety railing (“bike rail” between sidewalk and traffic lanes). The entire system would be constructed of steel that would be painted International Orange, matching the material and color of the outside handrail. Transparent vertical panels would be installed at the belvederes on both sides of the Bridge.

A “winglet” would be placed on top of the new barrier to ensure aerodynamic stability and to prevent climbing over the barrier. The winglet would be a clear 42-inch wide transparent panel with a slight concave curvature extending approximately 2 feet over the sidewalk. The winglet would run the length of the suicide deterrent barrier, except at the north and south towers.

Alternative 3 – Add Net System. Alternative 3 would construct a horizontal net system approximately 20 feet below the sidewalk at the exterior main truss. The net would extend approximately 20 feet horizontally from the Bridge, constructed with a stainless steel cable netting incorporating a grid between 4 and 10 inches. The horizontal support system would connect directly to the exterior truss and be supported by cables back to the top chord of the truss. The support system for the netting would include cables that would pre-stress the netting to help keep it taut and not allow the wind to whip the netting. The horizontal net would consist of independent 25-foot sections that can be rotated vertically against the truss to allow the maintenance travelers to be moved. The net and the steel horizontal support system would be painted to match the International Orange bridge color. With this alternative there would be no modifications to the above deck Bridge features.

No-Build Alternative. The No-Build Alternative represents the future year conditions if no other actions are taken in the study area beyond what is already in place. It is the baseline condition against which all other alternatives are compared. The No-Build Alternative would continue the existing non-physical suicide deterrent programs at the Bridge, which include emergency counseling telephones, public safety patrols, and employee training.

Distribution List for Historic Resources Interested Parties

Federal, State, & Local Government Agencies:

Katry Harris (Transportation)
Kelly Yasaitis Fanizzo (National Park Service)
Katharine R. Kerr (Presidio Trust)
Carol Legard (FHWA Liaison)

Advisory Council on Historic Preservation

Compliance Office
1100 Pennsylvania Avenue NW, Suite 809, Old Post Office Building
Washington, DC 20004

Milford Wayne Donaldson, State Historic Preservation Officer

California Office of Historic Preservation

P.O. Box 942896
Sacramento, CA 94296-0001

Craig Kenkel, Chief of Cultural Resources

Golden Gate National Recreation Area

National Park Service

Fort Mason, Bldg. 201
San Francisco, CA 94123

Ric Borjes, Federal Preservation Officer

The Presidio Trust

34 Graham Street
San Francisco, CA 94129

Tilly Chang, Deputy Director for Planning

Brian Larkin, Chair, Citizens Advisory Committee

San Francisco County Transportation Authority

100 Van Ness Ave # 26
San Francisco, CA 94102

M. Bridget Maley, President
Mark Luellen, Preservation Coordinator
**San Francisco Planning Department
Landmark Preservation Advisory Board**

1650 Mission St., Ste. 400
San Francisco, CA 94103

Including members: Robert W. Cherney,
Lily Chan, Courtney Damkroger,
Ina Dearman, Karl Hasz, Johanna Street

David Alumbaugh, Manager
Joshua Switzky, Built Environment Lead

San Francisco Planning Department

City Design Group

1650 Mission St., Ste. 400
San Francisco, CA 94103

Alex Hinds, Director
County of Marin
Community Development Agency
3501 Civic Center Dr., Rm #308
San Rafael, CA 94903

Other Interested Parties:

American Indian Alliance, Marin
P.O. Box 150565
San Rafael, CA 94915

Margie O'Driscoll, Executive Director
American Institute of Architects
Preservation Committee
130 Sutter Street, Suite 600
San Francisco, CA 94102

American Society of Civil Engineering
Historic Civil Engineering Landmark Program
Carol Reese
1801 Alexander Bell Drive
Reston, VA 20191-4400

Anne T. Kent California Room
Civic Center Branch, Marin County Free Library
3501 Civic Center Drive, Room 427
San Rafael, CA 94903

Stephen Farneth
M. Bridget Maley
Architectural Resources Group
Pier 9
The Embarcadero
San Francisco, CA 94111

Art Deco Society of California
100 Bush Street, Suite 511
SF, CA 94104

William F. Bailey
1009 Las Palmas Drive
Santa Clara, CA 95051-5308

Bay Area Discovery Museum

East Fort Baker
557 McReynolds Road
Sausalito, CA 94965

Bay Area Museum Connection San Francisco State University

1600 Holloway Avenue
San Francisco, CA 94132

Martin Friedman, Executive Director

Bay Area Trails Preservation Council

P.O. Box 153
Corte Madera, CA 94976

Belvedere-Tiburon Landmarks Society

PO Box 134
Belvedere-Tiburon, CA 94920

The Bolinas Museum

48 Wharf Road
Bolinas, CA 94924

Cable Car Museum

1201 Mason St.
San Francisco, CA 94108

California Academy of Sciences

California Academy of Sciences, Golden Gate Park
San Francisco CA 94118

California Council for the Humanities

312 Sutter Street #601
San Francisco, CA 94108

Gary Widman

California Heritage Council

P.O. Box 475046
San Francisco, CA 94147

California Historical Society

Stephen Becker, Executive Director
678 Mission Street
San Francisco, CA 94105

California Preservation Foundation

5 Third St., Ste 424
San Francisco, CA 94103

Alison Moore, Archivist
CSAA Archives & Historical Services
150 Van Ness Ave.
San Francisco, CA. 94102

China Camp State Park
Route 1, Box 244
San Rafael, CA 94901
Chinese Culture Center of San Francisco
750 Kearny Street, 3rd Floor
San Francisco, CA 94108

The Chinese Historical Society of America
965 Clay Street
San Francisco, CA 94108

City of Sausalito Historic Landmarks Board
City Hall
420 Litho Street
Sausalito, CA 94965

de Young Museum
50 Hagiwara
San Francisco, CA 94118

Fairfax Historical Society
P.O. Box 662
Fairfax, CA 94978-0622

Falkirk Cultural Center
1408 Mission Avenue
San Rafael, CA 94901

Pansy Tom, Executive Assistant
Fisherman's Wharf Merchants Association
#2 Al Scoma Way at Pier 47
San Francisco, CA 94133

David H. Grubb, Chairman of the Board
Fort Point & Presidio Historical Association
P.O. Box 29163, Presidio Station
San Francisco, CA 94129

**Gay, Lesbian, Bisexual, Transgender
Historical Society**
657 Mission St., Suite 300
San Francisco, CA 94105

Global Virtual Museum
P.O. Box 93
Ross, CA 94957

Carol Prince, Deputy Director, External Affairs
Golden Gate National Park Association
Fort Mason, Building 201
San Francisco, CA 94123

Charlene Harvey, Chair
Golden Gate National Parks Conservancy
Building 201, Fort Mason
San Francisco, CA 94102

Holocaust Center of Northern California (HCNC)
121 Steuart Street
San Francisco, CA 94105

International Museum of Women
P.O. Box 190038
San Francisco, CA 94119-0038

Jewish Museum San Francisco
736 Mission Street
San Francisco, CA 94103

Labor Archives and Research Center San Francisco State University
480 Winston Drive
San Francisco, CA 94132

Lesbian & Gay Historical Society of Northern California
P.O. Box 470310
San Francisco, CA 94147-0310

Marin Conservation League
1623A Fifth Avenue
San Rafael, CA 94901

Jim Farley, Director
Marin County Department of Cultural Services
10 Avenue of the Flags
San Rafael, CA 94903

Marin County Historical Society
1125 D Street
San Rafael CA 94901

Marin Heritage
P.O. Box 1432
San Rafael CA 94915

Marin History Museum
1125 B Street
San Rafael, CA 94901

Marin Museum of the American Indian

2200 Novato Boulevard
Novato CA 94948

Mill Valley Historical Society

375 Throckmorton Avenue
Mill Valley, CA 94941

Mission Cultural Center for Latino Arts

2868 Mission Street
San Francisco, CA 94110

Mission Dolores

3321 Sixteenth Street
San Francisco, CA 94114

Susan Morris, Curator and Historian

55 Rowley Circle
Tiburon, CA 94920

Mount Tamalpais State Park Visitor Center

801 Panoramic Hwy
Mill Valley CA 94941

Museum of Russian Culture

2450 Sutter Street
San Francisco, CA 94115

Nicasio Historical Society

P.O. Box 111
Nicasio, CA 94946
Alan Schmierer

Regional Environmental Coordinator

National Park Service, Pacific West Region Office

1111 Jackson St., Ste. 700
Oakland, CA 94607

Ron Usndergill, Regional Director

National Parks Conservation Association

150 Post St., Suite 310
San Francisco, CA 94108

Anthea M. Hartig, Ph.D., Director
Western Office, The Hearst Building

National Trust for Historic Preservation

5 Third Street, Suite 707
San Francisco, CA 94103

Northern California Chapter Society of Architectural Historians

c/o Lissa McKee, NCCSAH Treasurer
307 Starling Road
Mill Valley, CA 94941

Novato Historical Guild

75 Rowland Way, suite 200
Novato, CA 94945

Novato History Museum and Archives

75 Rowland Way, suite 200
Novato CA 94945

Old Timers Museum

11 Knolltop Ct.
Novato CA 94945

Olompali State Historic Park

P.O. Box 1016
Novato, CA 94948

Amy Meyer, Co-Chair
Edgar Wayburn, Co-Chair

People for a GGNRA

3627 Clement Street
San Francisco, CA 94121

Presidio of San Francisco Museum

William Penn Mott Jr. Visitor Center
Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA 94123

Richardson's Bay Maritime Association

P. O. Box 1108
Sausalito, CA 94966

Judy Coy, Chair

San Anselmo Historical Commission

110 Tunstead Avenue
San Anselmo, CA 94960

Charles R. Olson, Board President

San Francisco Architectural Heritage

2007 Franklin Street
San Francisco, CA 94109

Steven McAdam, Deputy Director
Kerri Davis, Coastal Program Analyst
San Francisco Bay Conservation and Development Commission
50 California Street, Suite 2600
San Francisco, CA 94111

DeeDee Workman, Executive Director
San Francisco Beautiful
564 Market Street, Ste. 709
San Francisco CA 94104-5415

San Francisco Fire Department Museum
655 Presidio Avenue and Bush Street
San Francisco, CA 94115

San Francisco History Association
PO Box 31907
San Francisco, CA 94131

San Francisco Maritime National Park Association
PO Box 470310
San Francisco, CA 94147-0310

Charles Chase, Executive Director
San Francisco Museum and Historical Society
2007 Franklin Street
San Francisco, CA 94142

San Francisco Museum of Modern Art
151 Third Street
San Francisco, CA 94103

San Francisco's Gold Rush Trail/Foundation
57 Post Street
San Francisco, CA 94104

Sausalito Historical Society
420 Lithos Street
Sausalito, CA 94965

Shaping San Francisco
1095 Market Street, Suite 210
San Francisco, CA 94103

Society of California Pioneers
300 - 4th Street
San Francisco, CA 94107

Sutro Library
480 Winston Drive
San Francisco, CA 94132

The Legion of Honor

100 34th Avenue
San Francisco, CA 94121

The Exploratorium

3601 Lyon Street
San Francisco, CA 94123

The Mexican Museum

San Francisco Fort Mason Center, Building D
San Francisco, CA 94123

The Victorian Alliance

824 Grove St
San Francisco, CA 94117

Treganza Anthropology Museum

600 Holloway Avenue
San Francisco, CA 94132

**U.S. District Court for the Northern
District of California Historical Society**

P.O. Box 36112
San Francisco, CA 94102

Wells Fargo Bank Historical Services

420 Montgomery Street (A0101-026)
San Francisco, CA 94163

United States Fish and Wildlife Service Correspondence

**Informal Consultation with the California Department of Transportation
August 25, 2009**



Ryan_Olah@fws.gov
08/25/2009 09:30 AM

To John Yeakel <john_yeakel@dot.ca.gov>
cc "Chris Nagano" <chris_nagano@fws.gov>
Subject Re: Golden Gate Bridge Physical Suicide Deterrent System Project, draft EIR/EA

I reviewed the document, but did not see any concerns regarding listed species as a result of this project.

Ryan

John Yeakel
<john_yeakel@dot.ca.gov>

08/20/2009 04:02 PM

Ryan_Olah@fws.gov

Greg Mcconnell
<greg_mcconnell@dot.ca.gov>

Subject
Golden Gate Bridge Physical Suicide Deterrent System Project, draft EIR/EA

To
cc

Hello Ryan,

This email is to follow up my telephone call to you this afternoon. About one year ago we sent you a copy of the draft EIR/EA for the proposed project to put a suicide barrier on the Golden Gate Bridge. So far we have not seen a response from you or anyone else at the Service. We hope this means that you have reviewed the document and have no concerns about the project. However with no record of a response there is some concern that you may not have seen the document or that you did send comments but we did not get them. If you can send an email or give me a call to help resolve this little mystery I'd really appreciate it.

Thank you.



John Yeakel
Caltrans Biology Senior
Office of Biological Sciences and Permits
District 4, Oakland
o: (510) 286-5681, c: (510) 719-7483

Federal Highway Administration Correspondence

**Air Quality Conformity Determination Exemption
September 8, 2009**



<Stew.Sonnenberg@dot.gov
>

09/08/2009 12:16 PM

To <glenn_kinoshita@dot.ca.gov>

cc <melanie_brent@dot.ca.gov>,
<greg_mcconnell@dot.ca.gov>,
<haiyan_zhang@dot.ca.gov>, <dale_jones@dot.ca.gov>,
bcc

Subject RE: Golden Gate Bridge Physical Suicide Deterrent System
Project

Glenn, FHWA concurs that the Golden Gate Bridge Physical Suicide
Deterrent System is an exempt air quality project and as such not
subject to the air quality requirements.

Stew Sonnenberg
Air Quality Specialist
Federal Highway Administration
916.498.5889

-----Original Message-----

From: Glenn Kinoshita [mailto:glenn_kinoshita@dot.ca.gov]

Sent: Friday, August 28, 2009 1:39 PM

To: Sonnenberg, Stew (FHWA)

Cc: Melanie Brent; Greg McConnell; Haiyan Zhang; Dale Jones; Allen
Baradar

Subject: Golden Gate Bridge Physical Suicide Deterrent System Project

Golden Gate Bridge Physical Suicide Deterrent System Project

File: Project 2006-B-17
04-MRN-101-GGHT
Federal Project #: STPL-6003(030)
SCH # 2007062078

Attn: Stew Sonnenberg
FHWA Air Quality Specialist
Project-level conformity and NEPA reviewer-Bay Area

The Department has determined that the above referenced project is
exempt
from the requirement of air quality conformity determination per federal
regulation 40 CFR 93.126. We request your concurrence with the
Department's determination.

Glenn Kinoshita
Caltrans District 4 Branch Chief
Air/Noise Studies
510-286-5677

**Determination of No Take of Special-Status Species
Documented in the Project Area**

**Golden Gate Bridge, Highway and Transportation District
October 19, 2009**

October 19, 2009



Mr. Greg McConnell
District Branch Chief
Office of Environmental Analysis
Caltrans
111 Grand Avenue
Oakland, CA 94623-0660

Dear Mr. McConnell:

The purpose of this letter is to confirm that the Golden Gate Bridge, Highway and Transportation District (GGBHTD), as the lead agency under the California Environmental Quality Act (CEQA), has determined that no further consultation is required with the State of California Department of Fish and Game (CDFG) for the Golden Gate Bridge Physical Suicide Deterrent System Project.

The GGBHTD prepared a Natural Environment Study (NES), which was summarized in the Draft EIR/EA. In response to comments submitted by CDFG on the Draft EIR/EA, GGBHTD prepared an Avian Impact Study and a Revised NES. According to Table 1 in the Revised NES, which incorporated the findings from the Avian Impact Study, special-status species documented in the project area would not be impacted (no take) by the project. This finding was confirmed by the United States Fish and Wildlife Service in a communication dated August 25, 2009.

Sincerely,

A handwritten signature in black ink that reads "Denis Mulligan". The signature is written in a cursive, flowing style.

Denis J. Mulligan
District Engineer

Appendix F

U. S. Fish and Wildlife Service Species List and No Effect Determination for Special-Status Species



United States Department of the Interior
FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825



June 24, 2008

Document Number: 080624020134

Jeffrey Lee, PE - Project Manager
Golden Gate Bridge, Highway & Transportation District
PO Box 9000
San Francisco, CA 94129

Subject: Species List for Physical Suicide Deterrent Project

Dear: Mr. Lee

We are sending this official species list in response to your June 24, 2008 request for information about endangered and threatened species. The list covers the California counties and/or U.S. Geological Survey 7½ minute quad or quads you requested.

Our database was developed primarily to assist Federal agencies that are consulting with us. Therefore, our lists include all of the sensitive species that have been found in a certain area *and also ones that may be affected by projects in the area*. For example, a fish may be on the list for a quad if it lives somewhere downstream from that quad. Birds are included even if they only migrate through an area. In other words, we include all of the species we want people to consider when they do something that affects the environment.

Please read Important Information About Your Species List (below). It explains how we made the list and describes your responsibilities under the Endangered Species Act.

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be September 22, 2008.

Please contact us if your project may affect endangered or threatened species or if you have any questions about the attached list or your responsibilities under the Endangered Species Act. A list of Endangered Species Program contacts can be found at www.fws.gov/sacramento/es/branches.htm.

Endangered Species Division



**Federal Endangered and Threatened Species that Occur in
or may be Affected by Projects in the Counties and/or
U.S.G.S. 7 1/2 Minute Quads you requested**

Document Number: 080624020134

Database Last Updated: January 31, 2008

No quad species lists requested.

County Lists

Marin County

Listed Species

Invertebrates

Haliotes sorenseni

white abalone (E) (NMFS)

Icaricia icarioides missionensis

mission blue butterfly (E)

Incisalia mossii bayensis

San Bruno elfin butterfly (E)

Speyeria zerene myrtleae

Myrtle's silverspot butterfly (E)

Syncaris pacifica

California freshwater shrimp (E)

Fish

Acipenser medirostris

green sturgeon (T) (NMFS)

Eucyclogobius newberryi

critical habitat, tidewater goby (X)

tidewater goby (E)

Oncorhynchus kisutch

coho salmon - central CA coast (E) (NMFS)

Critical habitat, coho salmon - central CA coast (X) (NMFS)

Oncorhynchus mykiss

Central California Coastal steelhead (T) (NMFS)

Critical habitat, Central California coastal steelhead (X) (NMFS)

Critical habitat, Central Valley steelhead (X) (NMFS)

Oncorhynchus tshawytscha

California coastal chinook salmon (T) (NMFS)

Central Valley spring-run chinook salmon (T) (NMFS)

Critical habitat, winter-run chinook salmon (X) (NMFS)

winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

Ambystoma californiense
California tiger salamander, central population (T)

Rana aurora draytonii
California red-legged frog (T)
Critical habitat, California red-legged frog (X)

Reptiles

Caretta caretta
loggerhead turtle (T) (NMFS)

Chelonia mydas (incl. agassizi)
green turtle (T) (NMFS)

Dermochelys coriacea
leatherback turtle (E) (NMFS)

Lepidochelys olivacea
olive (=Pacific) ridley sea turtle (T) (NMFS)

Birds

Brachyramphus marmoratus
Critical habitat, marbled murrelet (X)
marbled murrelet (T)

Charadrius alexandrinus nivosus
Critical habitat, western snowy plover (X)
western snowy plover (T)

Diomedea albatrus
short-tailed albatross (E)

Pelecanus occidentalis californicus
California brown pelican (E)

Rallus longirostris obsoletus
California clapper rail (E)

Sternula antillarum (=Sterna, =albifrons) browni
California least tern (E)

Strix occidentalis caurina
northern spotted owl (T)

Mammals

Arctocephalus townsendi
Guadalupe fur seal (T) (NMFS)

Balaenoptera borealis
sei whale (E) (NMFS)

Balaenoptera musculus
blue whale (E) (NMFS)

Balaenoptera physalus
finback (=fin) whale (E) (NMFS)

Eubalaena (=Balaena) glacialis
right whale (E) (NMFS)

Eumetopias jubatus
Critical Habitat, Steller (=northern) sea-lion (X) (NMFS)
Steller (=northern) sea-lion (T) (NMFS)

Megaptera novaeangliae
humpback whale (E) (NMFS)

Physeter catodon (=macrocephalus)
sperm whale (E) (NMFS)

Reithrodontomys raviventris
salt marsh harvest mouse (E)

Plants

Alopecurus aequalis var. sonomensis
Sonoma alopecurus (E)

Calochortus tiburonensis
Tiburon mariposa lily (T)

Castilleja affinis ssp. neglecta
Tiburon paintbrush (E)

Chorizanthe robusta var. robusta
robust spineflower (E)

Chorizanthe valida
Sonoma spineflower (E)

Delphinium bakeri
Baker's larkspur (E)
Critical habitat, Baker's larkspur (X)

Delphinium luteum
Critical habitat, yellow larkspur (X)
yellow larkspur (E)

Hesperolinon congestum
Marin dwarf-flax (=western flax) (T)

Layia carnosa
beach layia (E)

Lupinus tidestromii

clover lupine [Tidestrom's lupine] (E)

Streptanthus niger
Tiburon jewelflower (E)

Trifolium amoenum
showy Indian clover (E)

Candidate Species

Invertebrates

Haliotes cracherodii
black abalone (C) (NMFS)

San Francisco County

Listed Species

Invertebrates

Haliotes sorenseni
white abalone (E) (NMFS)

Icaricia icarioides missionensis
mission blue butterfly (E)

Incisalia mossii bayensis
San Bruno elfin butterfly (E)

Fish

Acipenser medirostris
green sturgeon (T) (NMFS)

Eucyclogobius newberryi
tidewater goby (E)

Oncorhynchus kisutch
coho salmon - central CA coast (E) (NMFS)

Oncorhynchus mykiss
Central California Coastal steelhead (T) (NMFS)
Critical habitat, Central California coastal steelhead (X) (NMFS)
Critical habitat, Central Valley steelhead (X) (NMFS)

Oncorhynchus tshawytscha
Critical habitat, winter-run chinook salmon (X) (NMFS)
winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

Rana aurora draytonii
California red-legged frog (T)

Reptiles

Caretta caretta
loggerhead turtle (T) (NMFS)

Chelonia mydas (incl. agassizi)
green turtle (T) (NMFS)

Dermochelys coriacea
leatherback turtle (E) (NMFS)

Lepidochelys olivacea
olive (=Pacific) ridley sea turtle (T) (NMFS)

Birds

Charadrius alexandrinus nivosus
western snowy plover (T)

Diomedea albatrus
short-tailed albatross (E)

Pelecanus occidentalis californicus
California brown pelican (E)

Rallus longirostris obsoletus
California clapper rail (E)

Mammals

Arctocephalus townsendi
Guadalupe fur seal (T) (NMFS)

Balaenoptera borealis
sei whale (E) (NMFS)

Balaenoptera musculus
blue whale (E) (NMFS)

Balaenoptera physalus
finback (=fin) whale (E) (NMFS)

Eubalaena (=Balaena) glacialis
right whale (E) (NMFS)

Eumetopias jubatus
Critical Habitat, Steller (=northern) sea-lion (X) (NMFS)
Steller (=northern) sea-lion (T) (NMFS)

Megaptera novaeangliae
humpback whale (E) (NMFS)

Physeter catodon (=macrocephalus)
sperm whale (E) (NMFS)

Reithrodontomys raviventris
salt marsh harvest mouse (E)

Plants

Arctostaphylos hookeri ssp. ravenii
Presidio (=Raven's) manzanita (E)

Clarkia franciscana
Presidio clarkia (E)

Hesperolinon congestum
Marin dwarf-flax (=western flax) (T)

Lessingia germanorum
San Francisco lessingia (E)

Candidate Species

Invertebrates

Haliotes cracherodii
black abalone (C) (NMFS)

Key:

- (E) *Endangered* - Listed as being in danger of extinction.
- (T) *Threatened* - Listed as likely to become endangered within the foreseeable future.
- (P) *Proposed* - Officially proposed in the Federal Register for listing as endangered or threatened.
- (NMFS) Species under the Jurisdiction of the National Oceanic & Atmospheric Administration Fisheries Service. Consult with them directly about these species.
- Critical Habitat* - Area essential to the conservation of a species.
- (PX) *Proposed Critical Habitat* - The species is already listed. Critical habitat is being proposed for it.
- (C) *Candidate* - Candidate to become a proposed species.
- (V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.
- (X) *Critical Habitat* designated for this species

Important Information About Your Species List

How We Make Species Lists

We store information about endangered and threatened species lists by U.S. Geological Survey 7½ minute quads. The United States is divided into these quads, which are about the size of San Francisco.

The animals on your species list are ones that occur within, **or may be affected by** projects within, the quads covered by the list.

- Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.
- Amphibians will be on the list for a quad or county if pesticides applied in that area may be carried to their habitat by air currents.
- Birds are shown regardless of whether they are resident or migratory. Relevant birds on the county list should be considered regardless of whether they appear on a quad list.

Plants

Any plants on your list are ones that have actually been observed in the area covered by the list. Plants may exist in an area without ever having been detected there. You can find out what's in the surrounding quads through the California Native Plant Society's online Inventory of Rare and Endangered Plants.

Surveying

Some of the species on your list may not be affected by your project. A trained biologist or botanist, familiar with the habitat requirements of the species on your list, should determine whether they or habitats suitable for them may be affected by your project. We recommend that your surveys include any proposed and candidate species on your list.

For plant surveys, we recommend using the [Guidelines for Conducting and Reporting Botanical Inventories](#). The results of your surveys should be published in any environmental documents prepared for your project.

Your Responsibilities Under the Endangered Species Act

All animals identified as listed above are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the take of a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal.

Take may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR §17.3).

Take incidental to an otherwise lawful activity may be authorized by one of two procedures:

- If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in take, then that agency must engage in a formal [consultation](#) with the Service.

During formal consultation, the Federal agency, the applicant and the Service work together to avoid or minimize the impact on listed species and their habitat. Such consultation would result in a biological opinion by the Service addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental take.

- If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then you, the applicant, should apply for an incidental take permit. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project.

Should your survey determine that federally listed or proposed species occur in the area and are likely to be affected by the project, we recommend that you work with this office and the California Department of Fish and Game to develop a plan that minimizes the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. You should include the plan in any environmental documents you file.

Critical Habitat

When a species is listed as endangered or threatened, areas of habitat considered essential to its conservation may be designated as [critical habitat](#). These areas may require special management considerations or protection. They provide needed space for growth and normal behavior; food, water, air, light, other nutritional or physiological requirements; cover or shelter; and sites for breeding, reproduction, rearing of offspring, germination or seed dispersal.

Although critical habitat may be designated on private or State lands, activities on these lands are not restricted unless there is Federal involvement in the activities or direct harm to listed wildlife.

If any species has proposed or designated critical habitat within a quad, there will be a separate line for this on the species list. Boundary descriptions of the critical habitat may be found in the Federal Register. The information is also reprinted in the Code of Federal Regulations (50 CFR 17.95). See our [critical habitat page](#) for maps.

Candidate Species

We recommend that you address impacts to candidate species. We put plants and animals on our candidate list when we have enough scientific information to eventually propose them for listing as threatened or endangered. By considering these species early in your planning process you may be able to avoid the problems that could develop if one of these candidates was listed before the end of your project.

Species of Concern

The Sacramento Fish & Wildlife Office no longer maintains a list of species of concern. However, various other agencies and organizations maintain lists of at-risk species. These lists provide essential information for land management planning and conservation efforts. [More info](#)

Wetlands

If your project will impact wetlands, riparian habitat, or other jurisdictional waters as defined by section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act, you will need to obtain a permit from the U.S. Army Corps of Engineers. Impacts to wetland habitats require site specific mitigation and monitoring. For questions regarding wetlands, please contact Mark Littlefield of this office at (916) 414-6580.

Updates

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be September 22, 2008.

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**Special-Status Species Documented in the Project
Area for Which the Suicide Deterrent System Would
Have No Effect**

Special-Status Species Documented in the Project Area - No Effect Determination

Common Name	Scientific Name	Status	General Habitat Description	Rationale	Potentially Impacted ¹
<i>Invertebrates</i>					
Monarch butterfly	<i>Danaus plexippus</i>	SSA	Wintering sites in California are associated with wind-protected groves of large trees (primarily eucalyptus or pines) with nectar and water sources nearby, generally near the coast.	<i>Could occur near staging areas.</i> Winter roost sites are known from the project area, but documented or potential winter roost sites are not located in potentially affected areas.	No
Mission blue butterfly	<i>Plebejus icarioides missionensis</i>	FE	Coastal scrub and grassland habitats; three larval host plants are used, including <i>Lupinus albifrons</i> , <i>L. variicolor</i> , and <i>L. formosus</i> .	<i>Known to occur near staging areas.</i> The larval host plants of the species are present in areas bordering and near the staging areas within GGNRA lands north of the Bridge; adults observed in the area during earlier studies (ESA, 1995).	No
<i>Mammals</i>					
Southern sea otter	<i>Enhydra lutris nereis</i>	FT/FP	Nearshore marine environments; needs canopies of giant kelp and bull kelp for rafting and feeding.	<i>Not expected.</i> Known from the project area, but suitable habitat is not present in areas potentially affected by the proposed project.	No
American badger	<i>Taxidea taxus</i>	SSC	Drier open stages of shrub, forest, and herbaceous habitats with friable soils.	<i>Not expected.</i> Known from the project area, but suitable habitat is not present within or bordering the staging areas.	No

¹ The determination of if a species could be impacted by the proposed project assumes that ongoing avoidance measures would continue to be implemented or that active bird nests protected by the Migratory Bird Treaty Act and/or California Fish and Game Code would be avoided.

Common Name	Scientific Name	Status	General Habitat Description	Rationale	Potentially Impacted ¹
Point Reyes jumping mouse	<i>Zapus trinotatus orarius</i>	SSC	Bunch grass marshes on the uplands of Point Reyes.	<i>Not expected.</i> Suitable habitat is not present in areas potentially affected by the proposed project; outside of expected distribution of the species.	No
<i>Amphibians</i>					
California red-legged frog	<i>Rana draytonii</i>	FT/SSC	Water sources such as ponds, lakes, reservoirs, streams and adjacent riparian woodlands.	<i>Not expected.</i> Known from the project area, but suitable habitat is not present in areas potentially affected by the proposed project.	No
<i>Birds</i>					
Peregrine falcon	<i>Falco peregrinus anatum</i>	BCC/SE-SCD	Nests on steep cliffs and tall structures.	<i>Known to use the Bridge:</i> Has attempted nesting under the Bridge roadway and uses the Bridge year-round.	No
Double-crested cormorant	<i>Phalacrocorax auritus</i>	SSC	Colonial nester on coastal cliffs, offshore islands, and along lake margins in the interior of the state. Also known to nest on the San Francisco-Oakland Bay Bridge.	<i>Not expected.</i> No cormorants have been reported to nest on the Golden Gate Bridge (CNDDDB, 2008); no nest sites documented within two miles of the Bridge or staging areas (CNDDDB, 2008).	No
<i>Plants</i>					
Presidio manzanita	<i>Arctostaphylos hookeri</i> ssp. <i>ravenii</i>	FE/SE CNPS 1B.1	Chaparral, coastal prairie, coastal scrub.	<i>Not expected:</i> Known only from south side of the Bridge and suitable habitat not present within or near the southern staging area.	No

Common Name	Scientific Name	Status	General Habitat Description	Rationale	Potentially Impacted ¹
Marsh sandwort	<i>Arenaria paludicola</i>	FE/SE CNPS 1B.1	Marshes and swamps/sandy openings.	<i>Not expected:</i> extirpated from the project area (CNPS, 2008); suitable habitat not present within or near the staging areas.	No
Franciscan thistle	<i>Cirsium andrewsii</i>	CNPS 1B.2	Broadleafed upland forest, coastal bluff scrub, coastal scrub, coastal prairie.	<i>Could occur near staging areas.</i> Suitable habitat is not present within the staging areas, but the species could occur in nearby locations.	No
San Francisco Bay spineflower	<i>Chorizanthe cuspidata</i> var. <i>cuspidata</i>	CNPS 1B.2	Coastal bluff scrub, coastal dunes, coastal prairie, coastal scrub.	<i>Could occur near staging areas.</i> Suitable habitat is not present within the staging areas, but the species could occur in nearby locations.	No
Presidio clarkia	<i>Clarkia franciscana</i>	FE/SE CNPS 1B.1	Coastal scrub, valley and foothill grassland/serpentinite	<i>Not expected:</i> Known only from south side of the Bridge and suitable habitat not present within or near the southern staging area.	No
Round-headed Chinese houses	<i>Collinsia corymbosa</i>	CNPS 1B.2	Coastal dunes.	<i>Not expected.</i> Historically known from San Francisco County (not Marin County), but now believed to be extirpated (CNPS, 2008); suitable habitat is not present within or near the southern staging area.	No
Blue coast gilia	<i>Gilia capitata</i> ssp. <i>chamissonis</i>	CNPS 1B.1	Coastal dunes, coastal scrub.	<i>Could occur near staging areas.</i> Suitable habitat is not present within	No

Common Name	Scientific Name	Status	General Habitat Description	Rationale	Potentially Impacted ¹
				the staging areas, but the species could occur in nearby locations.	
Dark-eyed gilia	<i>Gilia millefoliata</i>	CNPS 1B.2	Coastal dunes.	<i>Not expected:</i> Suitable habitat is not present within or near staging areas; extirpated from San Francisco County (CNPS, 2008).	No
San Francisco gumplant	<i>Grindelia hirsutula</i> var. <i>maritima</i>	CNPS 1B.2	Coastal bluff scrub, coastal scrub, valley and foothill grassland/sandy and serpentinite.	<i>Could occur near staging areas.</i> Suitable habitat is not present within the staging areas, but the species could occur in nearby locations.	No
Marin western flax	<i>Hesperolinon congestum</i>	FT/ST CNPS 1B.1	Chaparral, valley and foothill grassland/ Serpentinite.	<i>Not expected:</i> Suitable habitat not present within or near staging areas.	No
Kellogg's horkelia	<i>Horkelia cuneata</i> ssp. <i>sericea</i>	CNPS 1B.1	Closed-cone coniferous forest, chaparral, coastal dunes, coastal scrub.	<i>Not expected:</i> Extirpated from the project area (CNPS, 2008).	No
San Francisco lessingia	<i>Lessingia germanorum</i>	FE/SE CNPS 1B.1	Coastal scrub (remnant dunes)	<i>Not expected.</i> Known from San Francisco County (not Marin County), but suitable habitat is not present within or near the southern staging area.	No
Marsh microseris	<i>Microseris paludosa</i>	CNPS 1B.2	Closed cone coniferous forest, cismontane woodland, coastal scrub, valley and foothill grassland.	<i>Could occur near staging areas.</i> Suitable habitat is not present within the staging areas, but the species could occur in nearby locations.	No

Common Name	Scientific Name	Status	General Habitat Description	Rationale	Potentially Impacted¹
San Francisco popcorn flower	<i>Plagiobothrys diffusus</i>	SE CNPS 1B.1	Coastal prairie, valley and foothill grassland.	<i>Not expected:</i> Suitable habitat not present within or near staging areas.	No
San Francisco campion	<i>Silene verecunda</i> ssp. <i>verecunda</i>	CNPS 1B.2	Coastal bluff scrub, chaparral, coastal prairie, coastal scrub, valley and foothill grassland/sandy.	<i>Not expected:</i> Known only from south side of the Bridge and suitable habitat not present within or near the southern staging area.	No
San Francisco owl's clover	<i>Triphysaria floribunda</i>	CNPS 1B.2	Coastal prairie, coastal scrub, valley and foothill grassland.	<i>Could occur near staging areas.</i> Suitable habitat is not present within the staging areas, but the species could occur in nearby locations.	No

FE: Federal Endangered; FT: Federal Threatened; FP: Federally Proposed; SE: State Endangered; SSC: State Species of Special Concern; ST: State Threatened; SCD: State Candidate for Delisting; SSA: State Special Animal List; CNPS 1B.1: Rare, threatened, or endangered in California and elsewhere-seriously endangered in California; CNPS 1B.2: Rare, threatened, or endangered in California and elsewhere-fairly endangered in California

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Appendix G

Memorandum of Agreement



**MEMORANDUM OF AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION,
THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER,
AND THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING THE GOLDEN GATE BRIDGE
PHYSICAL SUICIDE DETERRENT SYSTEM PROJECT
IN MARIN AND SAN FRANCISCO COUNTIES**

WHEREAS, the Federal Highway Administration (FHWA) has assigned and the California Department of Transportation (Caltrans) has assumed FHWA responsibility for environmental review, consultation, and coordination under the provisions of the *Memorandum of Understanding between the Federal Highway Administration and the California Department of Transportation Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program*, which became effective on July 1, 2007 and applies to this project; and

WHEREAS, Caltrans had determined that the Golden Gate Bridge Physical Suicide Deterrent System project (Undertaking), will have an adverse effect on the Golden Gate Bridge (Bridge 27-0052), a property determined to be eligible for inclusion on the National Register of Historic Places (NRHP); and

WHEREAS, Caltrans has consulted with the California State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) pursuant to Stipulations X.C and XI of the January 2004 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it pertains to the Administration of the Federal-Aid Highway Program in California* (PA), and where the PA so directs, in accordance with 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (16 USC Section 470f) as amended, regarding the Undertaking's effects on historic properties, and has notified the ACHP of the adverse effect finding pursuant to 36 CFR § 800.6(a)(1); and

WHEREAS, Caltrans has thoroughly considered alternatives to the Undertaking, has determined that the statutory and regulatory constraints on the design of the Undertaking preclude the possibility of avoiding adverse effects to the historic property during the Undertaking's implementation, and has further determined that it will resolve adverse effects of the Undertaking on the subject historic property through the execution and implementation of this Memorandum of Agreement (MOA); and

WHEREAS, Caltrans District 4, the Golden Gate Bridge, Highway and Transportation District (Bridge District), the Golden Gate National Recreation Area (Golden Gate NRA), the Docomomo_US Northern California Chapter, the National Trust for Historic Preservation, and

the Foundation for San Francisco's Architectural Heritage have participated in the consultation and have been invited to concur in the MOA; and

WHEREAS, the Bridge District, the owner of the bridge, has participated in the consultation and has been invited to concur in this MOA;

NOW, THEREFORE, Caltrans, the SHPO, and the ACHP agree that, upon Caltrans' decision to proceed with the Undertaking, Caltrans will ensure that the Undertaking is implemented in accordance with the following stipulations in order to take into account the effect of the Undertaking on historic properties, and further agrees that these stipulations will govern the Undertaking and all of its parts until this MOA expires or is terminated.

STIPULATIONS

I. Area of Potential Effect

The APE for the Undertaking was established to include all areas within the vicinity of the Golden Gate Bridge that may contain historic properties that would be directly or indirectly affected by the Undertaking. The APE included the maximum existing and proposed right-of-way, project construction easements (temporary and permanent), staging areas, and temporary or permanent changes in access (ingress or egress). The APE for the Undertaking is included as Attachment A to this MOA.

II. Treatment of Historic Properties

A. Design Details

Caltrans will ensure the implementation of the design variation agreed to on March 27, 2009 by the signatories to this Agreement. This variation, also known as the Preferred Alternative in the NEPA Environmental Assessment includes the following details:

- the supporting system will be international orange to match the color of the existing bridge, the net will be unpainted and uncoated stainless steel,
- a vertical barrier will be installed along the 300-foot length of the North Anchorage Housing rather than extending the net around the structure. The vertical barrier will be attached to the outside of the existing concrete wall and will have 1/2-inch diameter steel rods spaced at 6-1/2 inches on center. All components of the vertical barrier will be painted international orange.

B. Recordation

The Golden Gate Bridge has been the subject of partial recordation by the Historic American Engineering Record (HAER). Caltrans will ensure the completion of additional recordation described herein to augment the existing documentation. Large-format (four by five inch or larger negative size) black and white photographs will be

taken showing the Golden Gate Bridge in context, as well as details of its historic engineering features, contributing elements, and character-defining features. Photographs will specifically include the existing east and west outside railings, concrete railing at the north pylon, and exterior trusses of the bridge. Caltrans will ensure that the photographs will be processed for archival permanence in accordance with the HAER photographic specifications.

The recordation will follow the National Park Service's (NPS) HAER Guidelines. The HAER format, views, and other documentation details will be coordinated with the Western Regional Office of the NPS, Oakland, California. Oblique aerial photography will be considered as a photographic recordation option in these coordination efforts. It is anticipated that the recordation of the bridge will be completed to Level I or Level II HAER written data standards, and will include archival and digital reproduction of historic images, plans, and drawings.

Caltrans will ensure that copies of the documentation (including photo documentation processed for archival permanence) will be offered to the San Francisco Public Library, Marin County Free Library, Environmental Design Archives at U.C. Berkeley, Golden Gate NRA (park Archive and Records Center), Presidio Trust, and the Caltrans Transportation Library and History Center at Caltrans Headquarters in Sacramento.

C. National Historic Landmark Nomination

Caltrans will ensure that within one year of the implementation of the proposed undertaking, the Bridge District will complete and submit a National Historic Landmark nomination for the Golden Gate Bridge to the National Historic Landmarks Program at the National Park Service.

D. Educational materials

Caltrans will ensure that an educational brochure will be prepared presenting information on the historic elements of the bridge being affected by the proposed project, prefaced by an explanation of the need for the barrier installation. The brochure will be made available on-site at the bridge, Presidio National Historic Landmark, select Golden Gate NRA locations, and online at the Bridge District website (www.goldengate.org) during the construction period.

Caltrans will ensure that copies of *The Golden Gate Bridge Report of the Chief Engineer*, Volume II (2007) will be provided to libraries and repositories at the San Francisco Architectural Heritage, California Historical Society, San Francisco Public Library, Marin County Free Library, Environmental Design Archives at U.C. Berkeley, Golden Gate NRA (Park Archive and Records Center), Presidio Trust, and the Caltrans Transportation Library and History Center at Caltrans Headquarters in Sacramento.

E. Interpretive Display

Caltrans will ensure that interpretive signs or display panels will be installed at the Round House Gift Center and the Vista Point to describe the Undertaking for the

duration of construction. The signs will incorporate information from the contextual history prepared for the brochure.

F. Protection of the Historic Property

For the duration of construction, Caltrans will ensure the protection of the remainder of the historic property, as well as the Fort Point National Historic Site, located below the Fort Point Arch component of the bridge. The Bridge District will ensure against incidental damage to the remainder of the historic property and the Fort Point property by hiring an independent Environmental Compliance Monitor who will periodically monitor the site during construction and will prepare monthly reports documenting compliance and protection. Caltrans will ensure that these reports will be provided to the Bridge District, the SHPO, and the Golden Gate NRA (Contact: Andrea Lucas), the property owner.

G. Repair of Inadvertent Damage

Caltrans will ensure that any damage to the Fort Point National Historic Site resulting from the Undertaking will be repaired in accordance with the Secretary of the Interior's *Standards for Rehabilitation*. Prior to implementation of repairs, Caltrans shall provide proposed repair plans to the Golden Gate NRA and the SHPO for review and approval prior to beginning work to ensure that any damage is repaired in a manner satisfactory to the park and in conformance with the Secretary of the Interior's *Standards for Rehabilitation*.

III. Administrative Provisions

A. Definitions

The definitions provided at 36 CFR § 800.16 are applicable throughout this MOA.

B. Professional Qualifications and Standards

1. All activities prescribed by Stipulations II.A through II.G of this MOA will be carried out by or under the direct supervision of persons meeting the "Secretary of the Interior's Professional Qualification Standards" for historian or architectural historian (*Federal Register*, 1983).
2. All written and graphic materials prescribed by Stipulations II.A through II.G of this MOA will meet contemporary professional standards and conform to the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (National Park Service, 1995 and updates).

C. Discoveries and Unanticipated Effects

If Caltrans determines after the construction of the Undertaking has commenced, that the Undertaking will affect a previously unidentified property that may be eligible for listing on the NRHP, or affect a known historic property in an unanticipated manner,

Caltrans will address the discovery or unanticipated effect in accordance with 36 CFR § 800.13(b)(3). Caltrans at its discretion may hereunder assume any discovered property to be eligible for listing on the NRHP in accordance with 36 CFR § 800.13(c).

D. Dispute Resolution

Should any signatory to this MOA object at any time to the manner in which the terms of this MOA are implemented, to any action carried out or proposed with respect to implementation of this MOA, Caltrans will consult with such party to resolve the objection. If Caltrans determines that such objection cannot be resolved within fifteen (15) calendar days, Caltrans will:

1. Forward all documentation relevant to the dispute, including Caltrans' proposed resolution, to the ACHP. Caltrans will also provide a copy to all signatories and concurring parties. The ACHP will provide Caltrans with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, Caltrans will prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories, and concurring parties, and provide them with a copy of this written response. Caltrans will then proceed according to its final decision.
2. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, Caltrans may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, Caltrans will prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to this MOA, and provide them and the ACHP with a copy of such written response.
3. Caltrans' responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain in effect.

E. Amendments

If any signatory party to this MOA proposes an amendment to its terms, that party will consult with the other parties to consider such amendment. The amendment will be effective on the last date that a copy of it is signed by all of the signatories in counterpoint. If the signatories cannot agree to appropriate terms to amend this MOA, any signatory may terminate the MOA in accordance with Stipulation III.F, below.

F. Termination

1. If any signatory believes that the terms of this MOA are not being carried out or cannot be carried out, they may request that construction stop where historic properties are threatened while the terms of the MOA are amended per Stipulation II.E, above. If within thirty (30) days, or another time period agreed to by all signatories, an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

2. If this MOA is terminated for any reason, and Caltrans determines that the Undertaking will proceed, Caltrans will either execute a new MOA with the signatories pursuant to 36 CFR § 800.6(c)(1), or request, take into account, and respond to the comments of the ACHP pursuant to 36 CFR § 800.7. Caltrans will notify the signatories as to the course of action it will pursue.

G. Duration

1. If not amended as per Section III.E, or terminated as per Section III.F, this MOA will be in effect through Caltrans' implementation of the Undertaking and will terminate and have no further force or effect when Caltrans, in consultation with the other signatories, determines that the terms of this MOA have been fulfilled in a satisfactory manner. Caltrans will provide the other signatories with written notice of its determination and of termination of this MOA.
2. If Caltrans determines that the Undertaking has not been initiated within ten years following execution of this MOA, the signatories will consult to reconsider its terms. Reconsideration may include continuation of the MOA as originally executed, amendment, or termination.

H. Effective Date

Caltrans will ensure that each party is provided with a copy of the fully executed MOA. This MOA will take effect on the date that the last signatory has signed the MOA.

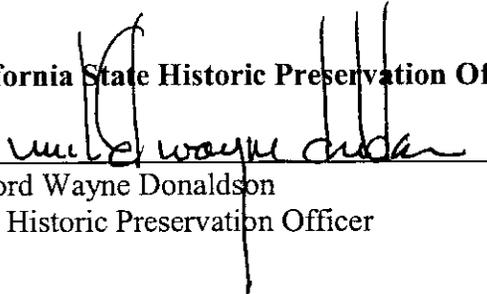
EXECUTION and implementation of this MOA by the signatory parties, and implementation of its terms, shall evidence that Caltrans has afforded the ACHP a reasonable opportunity to comment on the Undertaking and the effect of the Undertaking on historic properties, and that Caltrans has taken into account the effects of the Undertaking on historic properties.

SIGNATORY PARTIES

California Department of Transportation

By:  Date: 6/11/09
Jay Norvell, Chief
Division of Environmental Analysis

California State Historic Preservation Officer

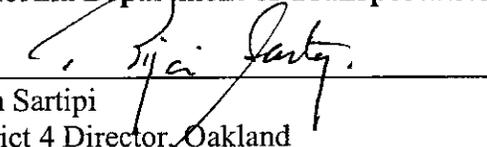
By:  Date: 15 JUN 2009
Milford Wayne Donaldson
State Historic Preservation Officer

Advisory Council on Historic Preservation

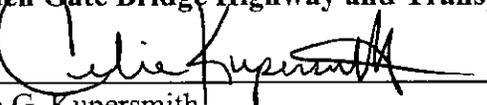
By:  Date: 7/13/09
John Fowler
Executive Director

CONCURRING PARTIES

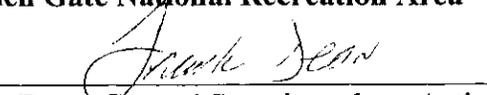
California Department of Transportation, District 4

By:  Date: 6/23/09
Bijan Sartipi
District 4 Director, Oakland

Golden Gate Bridge Highway and Transportation District

By:  Date: 6/19/09
Celia G. Kupersmith
General Manager

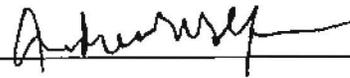
Golden Gate National Recreation Area

By:  Date: 6/26/09
Frank Dean, General Superintendent, Acting

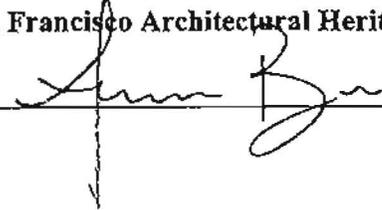
National Trust for Historic Preservation *

By: _____ Date: _____

DOCOMOMO US/Northern California Chapter

By:  Date: 7-2-09

San Francisco Architectural Heritage

By:  Date: 6.24.09

* The National Trust for Historic Preservation participated in the drafting of this Memorandum of Agreement for the Golden Gate Bridge Physical Suicide Deterrent System Project but declined to sign.

Appendix H

Comments on Draft EIR/EA

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Robert J. Morehen	Department of California Highway Patrol	3	H-21 – H-22
Maureen Gaffney	San Francisco Bay Trail	4	H-23 – H-24
Eric Steger	County of Marin, Department of Public Works	5	H-27
Kate Gillespie	Marin Mental Health Board	7	H-34 – H-35
Melissa Escaron	California Department of Fish and Game	33	H-54
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Garret Glasgow	UC Santa Barbara	6	H-31 – H-33
Robert W. Cherny	Landmarks Preservation Advisory Board	21	H-51
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LETTERS AND EMAILS

Agency Comments



United States Department of the Interior

NATIONAL PARK SERVICE
Golden Gate National Recreation Area
Fort Mason, San Francisco, California 94123

*Sent by fax
3:00 PM 8-25-2008*

IN REPLY REFER TO:

L30 (GOGA-PLAN)

August 25, 2008

Physical Suicide Deterrent System Project
Golden Gate Highway Bridge and Transportation District
Box 9000 Presidio Station
San Francisco, CA 94129

2008 AUG 27 PM 1:47
SECRETARY OF
THE DISTRICT
GOLDEN GATE BRIDGE
HIGHWAY AND
TRANSPORT DISTRICT

Dear Sir or Madam:

Thank you for providing the Golden Gate National Recreation Area with the Draft Environmental Impact Report/Environmental Assessment for the Golden Gate Bridge Physical Suicide Barrier Project dated July 2008.

As an adjacent land managing agency we work in partnership to ensure the safety of our visitors. The attempted and actual suicide by individuals at the Golden Gate Bridge is a serious concern to the park. We encourage you in your efforts to effectively deter suicides in such a way that will suit the diverse needs of visitors and users that experience the bridge each day.

The National Park Service Mission is to preserve unimpaired the natural and cultural resources and values of the national park system for the enjoyment, education, and inspiration of this and future generations. In support of the National Park Service (NPS) Mission, the NPS provides the following comments.

We agree with the Bridge District's finding that the Build Alternatives will have *substantial adverse effects* on 1) the Scenic Vistas from the bridge and from the surrounding GGNRA lands, 2) on the Historic Property, historic design integrity and physical material of the bridge structure, and 3) on Biological Resources including migratory birds, Mission Blue Butterfly habitat, and Peregrine Falcon nesting.

Visitor experience and scenic vistas: Of the Build Alternatives, the Golden Gate National Recreation Area (GGNRA) believes that Alternative 3, the horizontal net, as having the least impact to visitor and user experience, and to the scenic and historic vistas from the bridge.

1a

Cultural Resources: Acknowledging that all of the action alternatives will have an adverse effect on the Golden Gate Bridge due to the addition of a conspicuous new element, GGNRA

1a-1

finds that Alternative 1B of the Build Alternatives is the most sensitive to, and compatible with, the historic character of the Bridge.

1a-1

Natural Resources: For all Build Alternatives, GGNRA supports the need for further research on potential bird impacts and will work with the District and US Fish and Wildlife to ensure protection of the Peregrine Falcon, Mission Blue Butterfly and their respective habitats. We will coordinate with the District to support Best Management Practices to protect the environment.

1b

Considering all factors, cultural, scenic and biological, the GGNRA supports Alternative 3, the Net System. The Golden Gate Bridge is recognized as a significant international icon. Visitors come to view and experience the thrilling environs and views of the San Francisco Bay and to marvel at the engineering beauty of the bridge itself.

1c

On balance, and looking at all components, what stands out is the key importance of the unobstructed views, the soaring heights of the towers, the exhilaration for visitors leaning on the railing, feeling the wind, experiencing open vistas of water, the City, Alcatraz, and the Marin Headlands.

Alternative 3, the Net System, contributes less impact to these key aspects of the bridge than do the vertical railing extensions. With the net, the view is maintained unobstructed, and the original experience is kept unspoiled by avoiding looking out through bars or glass windows. The look, view and design of the Golden Gate Bridge would continue uninterrupted as it has been since the conception and construction over 70 years ago.

Please keep us informed about measures that might be included to reduce the substantial impacts consistent with a finding of no significant impact. Additional detailed comments are included as an attachment below.

Thank you for inviting our agency to comment and for continuing to provide information on the project to the NPS at the Golden Gate Recreation Area. For review and coordination issues, please contact Andrea Lucas, Landscape Architect, GGNRA at andrea_lucas@nps.gov or 415/561-2878.

Sincerely,



Brian O'Neill
General Superintendent

[attachment]

ATTACHMENT:

Physical Suicide Deterrent System Project
SPECIFIC COMMENTS from Golden Gate National Recreation Area
August 25, 2008

- | | |
|--|------|
| 1. NPS concerns about the potential suicide deterrent system include potential physical impacts to the historic bridge, and the visual and experiential impacts to drivers, cyclists and pedestrians on the bridge, | 1d |
| 2. The NPS is concerned about potential construction impacts that should be addressed include physical danger, such as from falling objects at Fort Point; continuous visitor access; visitor experience relative to noise, construction barriers, particulate matter; and issues concerning the control and effects of lead paint removal. Staging areas and construction access, parking and materials storage and movement need to be coordinated with the NPS. | 1e |
| 3. The alternatives that best achieve compatibility and meet historic preservation objectives are Alternatives 1A and 1B which preserve the historic railing while adding to it compatibly. | 1e-1 |
| 4. Alternative 1B is preferred over 1A as it is consistent in design with the safety railing added to the bridge between the promenade and roadway in the recent past and achieves a better balance between compatibility and distinction from the original bridge design. It is less visually intrusive, and maintains panoramic views in its open spaces while the vertical alternative breaks up all views. | 1e-2 |
| 5. For historic preservation we do not recommend employment of Alternatives 2A and 2B, as they remove the original railing, destroy historic fabric and completely change the promenade's design and appearance. | 1e-3 |
| 6. For historic character we do not recommend Alternative 3, Netting, as it introduces a new design element to the bridge. | 1f |
| 7. The District should construct a mock-up of the chosen alternative to be painted both in international orange and in a receding color to be able to judge mitigation of visual impacts. Consider leaving the constructed deterrent in unpainted stainless steel. | 1g |
| 8. The DEIR states that the Golden Gate Bridge is a contributing feature of the Presidio of San Francisco National Historic Landmark (NHL). While certain features of the Bridge, such as Doyle Drive, contribute to the Presidio NHL, the span of the Bridge itself is not a contributing feature of the Presidio NHL. | 1h |

- 9. Figure 2.1-1 Correct the GGNRA boundary to include all of Presidio Area A (Crissy Field area is not shown as GGNRA on current version; Lobos Creek is not shown as GGNRA on current version). City property along the Marina is shown as GGNRA. Show the true boundary of GGNRA including waters under state lands lease. 1 i
- 10. Figure 2.1-2 Correct GGNRA offshore boundary. Show Fort Baker as part of GGNRA. 1 j
- 11. Show Construction Staging Areas (item 4) in a separate color and symbol. 1 k
- 12. Table 2.1-1 Add certain land uses which are missing for various properties: Golden Gate Bridge = Public Road; Marine Drive = Historic Resource; Fort Point and Battery Spencer = Recreational Resources; Much of the GGNRA lands and San Francisco Bay surrounding the project are also Natural Resources, open space, and habitat. 1 l
- 13. Table 2.1-2 Update information on this table. 1 m
- 14. p. 2-6 The description of the development at Fort Baker needs to be edited. 1 n
- 15. p. 2-6 Update the Doyle Drive project status. 1 o
- 16. p. 2-10 Project Consistency. 2nd paragraph states that the project would not affect the natural environment. Add wind impacts and potential bird impacts to this section. 1 p
- 17. Table 2.1-3 Show Fort Baker as part of GGNRA 1 q
- 18. p. 2-13 Fort Baker is open now. 1 r
- 19. p. 2-13 and 2-14 Clarify that the Merchant Road staging area is also within GGNRA. Confirm that alternative public parking will be available during project construction. Coordination with GGNRA remediation and trail construction would occur. 1 s
- 20. Table 2.2-1 The Presidio landscape unit also includes expanses of coastal scrub (much of the bluff area previously covered with cypress is being converted to scrub, and views have been substantially opened). The Marin Headlands landscape includes historic military elements. 1 t
- 21. The transparent panels; Alternatives 1 and 2 should incorporate an alternative treatment that is entirely cables or bars, including at the belvederes to modify potential impacts caused by the transparent panels.
- 22. p. 2-130 Affected Environment. See comment above regarding the staging area on Merchant Road (in GGNRA, Presidio Area A). 1 u
- 23. p. 2-138 Energy – The increased energy and resource use required for frequent cleaning of the transparent panels (e.g., the increased demand for fresh water or cleaning products) should be described and included in this analysis.

24. 2.6.8 Measure 1: Clarify that the Biological ECM would work in consultation with GGNRA Natural Resources Staff. Any chemical weed control must be approved by the GGNRA IPM Specialist.	1v
25. 2.6.8. Measure 2: Erosion and dust control plan will be reviewed and approved by GGNRA Natural Resources.	1w
26. p. 3-15 Potential Impacts to Climate Change. The final sentence states that "...the project...would contribute to cumulative increases in the sources of greenhouse gases." It appears that this was intended to state "...would <i>not</i> contribute..."	1x
27. p. 3-15 Potential Impacts to Climate Change. It would be appropriate to evaluate the difference in maintenance among alternatives that could affect the amount of greenhouse gases contributed over the life of the project.	1y
28. 3.3.3 and Appendix F (NES report) See comments on 2.6.8.	1z



SAN FRANCISCO PLANNING DEPARTMENT

August 25, 2008

Physical Suicide Deterrent System Project
Golden Gate Bridge Highway and Transportation District
PO Box 9000
San Francisco, CA 94129

To Whom It May Concern:

On behalf of the Planning Department of the City and County of San Francisco, I am pleased to submit comments on the Environmental Impact Report for the Physical Suicide Deterrent System Project.

The comments in this letter were informed by the input of an Advisory Panel assembled by the Planning Department at the request of Mayor Newsom. The Mayor has expressed strong interest in this project and requested that the department carefully analyze the alternatives and provide comments to the Golden Gate Bridge Highway and Transportation District.

The Advisory Panel was made of five members with expertise in architecture, engineering, preservation and the arts. Members were:

Boris Dramov, Architect, ROMA; John Eddy, Principal and bridge engineer, ARUP; John Kriken, Architect, SOM; Amy Trachtenberg, Artist; and Andrew Wolfram, Preservation Architect, SMWM. City staff included Kyri McClellan from the Mayors Office of Economic and Workforce Development; Mark Luellen, Preservation Program Manager for the Planning Department; Craig Nikitas, Urban Designer for the Planning Department; and John Rahaim, Planning Director.

On August 13, we heard a detailed presentation by Denis Mulligan, Golden Gate Bridge District Engineer, and John Eberle, Supervising Civil Engineer. The presentation

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covered the five alternatives currently under consideration in the EIR, the results of the wind analysis, and information about current suicide prevention methods on the bridge. We complimented Mr. Mulligan and Mr. Eberle on the thorough, detailed analysis and expertise that they have developed on this topic. We were also impressed by the efforts currently underway on the Bridge to deter suicides through training of staff and direct intervention.

The Panel and staff again convened on August 23, with Mr. Mulligan in attendance, to finalize our comments found in this letter.

We agreed that the current situation presents a continuing tragedy for the region that should be addressed. We also agreed that the bridge is a world class icon and one of the most important examples of 20th century design in the world. Given the iconic nature of the bridge, the most important principle of the project should be to minimize the visual impact of any alterations. Further, we believe that this principle should apply both to views from the bridge, seen as a pedestrian or from a vehicle, and the views of the bridge from surrounding areas.

We believe that the bridge design and location are fundamental to its iconic nature. Specifically, as noted in your report, Historic Property Survey Report, May 2008, the primary character defining elements and decorative features of the bridge and the contributing elements are the major structural elements (the suspension bridge anchorages, pylons, piers, towers, main span and side spans), the plate girder bridge, arch bridge, and truss bridges approaches and the southern approach roadway (Doyle Drive), main suspension cables, Round House, and Toll Plaza Undercrossing. The Art Deco/Moderne design is a character-defining feature of all of these structures and their use within the overall bridge. The railings from the original construction and railings replicated to match original, as well as the layout of the sidewalks – width and construction around piers and pylons -- that allow pedestrian use of the bridge are essential character defining features of the property. Although the sidewalks have been extended and widened, they continue to serve as important, human scale features of the bridge that make it readily accessible to the commuting and visiting public.

Other character defining features that are important in conveying the artistic value of the bridge are the electroliers, or light standards, the International Orange paint color, and remaining concrete railings.

2a-1

Further, the location of the bridge, at one of the most dramatic natural locations in the US contributes to its important status. The Golden Gate is one of the most spectacular “entrances” to any urban location the world.

In total, the design, color and specific location of the bridge form a unified ensemble with the environment, and a melding of the natural and man-made that is found almost nowhere else. The visual aspects of all components of this ensemble are critically important to maintain.

To be most sensitive to the bridge design, we suggest that the District should first consider non-physical alternatives beyond those currently employed. We recognize the current, successful efforts in place that indeed prevent a number of suicides, and we commend the District on these important efforts. Further, we fully recognize that the mission of the Golden Gate Bridge Highway and Transportation District does not necessarily include a social service component.

2a-2

Nonetheless, we suggest that the revenues that would be spent on a physical barrier could be derived from a source other than that which could fund a physical alternative. Such revenues could theoretically be invested to provide a more robust, ongoing prevention program. Given the visibility of the bridge and the current public health issue, this program could attract volunteers to the effort. Specifically, and to be most successful, the patrols should be quite visible and be trained in suicide prevention techniques, much like the current staff is so trained. In sum, the program could result in the bridge being known not only for its design and location, but as an international symbol of the humanity of this region.

While we prefer a non-physical solution, we also recognize that the environment review underway is necessary should the District choose to construct a physical barrier or other physical solution. If such a solution is to proceed, we unanimously recommend Alternative 3, the Horizontal Net System. We believe this alternative would have the least visual impact on both the view of the bridge and the experience of the view from the bridge.

2b

With this alternative, we recommend a detailed study of the color of the net. While the netting structure should match the International Orange color of the bridge, we believe that the net itself may be more appropriately a darker color such as the color of the water, so as to be less visible. If painted International Orange, we believe that the net

2c

would become more visually opaque, and may be seen as an “orange haze” over the water.

2c

In addition, the net and the struts should be placed in different plains to the greatest extent possible. This would avoid the creation of a solid visual platform when seen at a distance, especially from the observation areas on the north and south sides of the bridge.

2d

Further, we recommend that the netting material be as lightweight as possible and immediately usable after an event. We agree with the District staff that a material and design involving minimal maintenance is preferred.

2e

The Panel and staff carefully considered the other four alternatives in our analysis. In all cases with Alternatives 1A, 1B, 2A, and 2B, we believe the additional height of a railing would cause a tunnel-like effect when viewed from the bridge, both as a pedestrian and auto occupant. A railing above normal eye level would eliminate the open, unobstructed views that are a hallmark of the experience of being on the bridge. Further, alternatives 2A and 2B present a more drastic solution with the removal of the original railing. These alternatives would seriously undermine the integrity of the original design.

2e-1

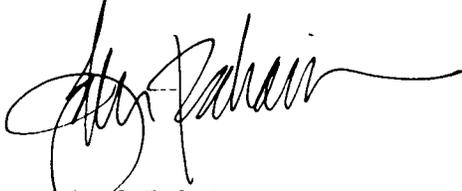
We also recommend that the transparent panels proposed for the belvederes and other locations not be used anywhere on the bridge. We believe that these would become scratched or discolored, and would cause reflections that are distracting from the design of the bridge and the views. In addition, they would likely require continual maintenance on both surfaces, creating additional costs.

In sum, the Advisory Panel and San Francisco Planning Department first recommend a non-physical solution to deter suicides on the Golden Gate Bridge, and secondarily, Alternative 3 with the recommendations noted above.

2f

We strongly commend the District Board and staff for addressing this important public health issue and for your current program to address this regional tragedy. We hope that our comments aid your efforts to develop a successful solution.

Sincerely,

A handwritten signature in black ink, appearing to read "John S. Rahaim". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

John S. Rahaim

Planning Director

Presented on behalf of the Planning Department of the City and County of San Francisco, and the Department's Advisory Panel on the Golden Gate Bridge Suicide Deterrent Project

Cc: Mayor Gavin Newsom
Kyri McClellan
Boris Dramov
John Eddy
John Kriken
Amy Trachtenberg
Andrew Wolfram
Denis Mulligan
John Elberle
Crain Nikitas
Mark Luellen

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

53 San Clemente Drive
Corte Madera, Ca 94925
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File No.: 350.A12865

August 22, 2008

Golden Gate Bridge
Highway and Transportation District
Box 9000
Presidio Station
San Francisco, CA, 94129

2008 AUG 22 PM 2:56
SECRETARY OF
THE DISTRICT
GOLDEN GATE BRIDGE
HIGHWAY AND
TRANSPORT DISTRICT

Dear Mr. Witt,

The Marin Area Office of the California Highway Patrol has had an opportunity to review the Draft Environmental Impact Report/Environmental Assessment (EIR/EA) concerning the development and evaluation of alternative designs for a physical suicide deterrent system for the Golden Gate Bridge, dated July 2008 (State Clearing House #2007062078).

After reviewing the six alternative proposals considered in the EIR/EA, we have significant concern with Alternative 3, the construction and installation of a horizontal net system. The basis of our concern is the well-being of the persons who may descend into the net, the safety of their rescuers, and the adverse effect on the flow of traffic on the bridge, its sidewalks, and adjacent highways, resulting from any incident involving the net.

The EIR/EA suggests that an individual who falls from the equivalent height of a two-story building and lands into the stainless steel net would survive the 20 foot fall (EIR/EA page 1-33). We believe it is likely that the individual could sustain serious injury requiring immediate medical care. In any event, the individual would require immediate rescue due to their precarious position.

3a

Rescuers performing a recovery would need specialized repelling training and equipment or the use of a truck equipped with an inverted “cherry picker” mechanism and basket, operated by trained and skilled specialists. To ensure the safety of the rescuers and the subject, closure of the sidewalk would be necessary. In the case of the use of a truck equipped with a “cherry picker” mechanism, closure of at least one lane and likely an additional buffer lane would also be necessary. The lane closures would have to take place for the duration of the rescue and continue until the equipment and scene could be cleared. The impact on pedestrian and vehicular traffic on the bridge and the surrounding highways could be catastrophic in terms of the length of the delay.

3b

Worse, the traffic impact would not be simply limited to the closures, but would be exacerbated by the attention drawn to the subject, the rescue attempt, as well as the response time by bridge workers to the incident. Since the California Highway Patrol does not train its personnel in the skills needed nor maintain the sort of vehicles and equipment to accomplish a rescue, other emergency personnel or bridge workers and special vehicles would need to be called to the scene.

3c

The success of the either rescue method supposes, in large measure, that the person to be retrieved from the net wants to be rescued or is at least cooperative. Unfortunately, some persons may resist, assault, or otherwise complicate and delay the efforts of bridge or rescue workers.

3d

We fully support the concept of taking appropriate measures to make the bridge safer for all of its users. And, we are pleased that four alternatives would create a barrier that would serve to inhibit the ability of pedestrians to climb, descend, or trespass upon the structure from the sidewalk. These alternatives would apparently do so without impacting the safe and efficient flow of pedestrian and vehicular traffic.

We strongly believe and are committed to improving public safety. Therefore, we believe that any decision concerning the selection of a physical suicide deterrent system should consider the safety of persons at risk of doing harm to themselves, as well as the safety of bridge employees, public safety personnel, and the vast majority of pedestrians and motorists who use and depend on the bridge for its intended transportation purpose.

3e

If you have any questions concerning these comments, please contact us at the address or telephone number above.

Sincerely,



ROBERT J. MOREHEN, Captain
Commander



GOLDEN GATE BRIDGE
HIGHWAY AND
TRANSPORT DISTRICT

2008 AUG 26 PM 2:17

SECRETARY OF
THE DISTRICT

August 22, 2008

Suicide Deterrent Project
Golden Gate Bridge
P.O. Box 9000
San Francisco, CA 94129

Subject: Draft EIR for Golden Gate Bridge Physical Suicide Deterrent System Project

To Whom It May Concern:

The Bay Trail Project is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes and advocates for the implementation of a continuous 500-mile bicycling and hiking path around San Francisco Bay. When complete, the trail will pass through 47 cities, all nine Bay Area counties, and cross seven toll bridges. To date, slightly more than half the length of the Bay Trail alignment has been developed.

The San Francisco Bay Trail crosses the Golden Gate Bridge connecting Marin County to San Francisco and represents one of the most traveled segments of trail in the entire 500-mile regional system. The proposed project would have a substantial adverse impact on the Bay Trail and the ten million cyclists and pedestrians that cross the bridge every year. Our specific comments on the draft environmental impact report (DEIR) are listed below.

Bay Trail Plan

While the presence of San Francisco Bay Trail on the Golden Gate Bridge is acknowledged several times in the DEIR, a discussion of the Bay Trail Plan and its policies regarding views and aesthetics are not addressed. It is also important to note that, as a regional trail system connecting all nine Bay Area counties, the Bay Trail has both proposed and currently existing segments at Fort Baker in Marin County. These portions of the Bay Trail are not referenced in the document. Please see the attached map of the Bay Trail in the project vicinity and ensure that a thorough and comprehensive discussion of the Bay Trail Plan, and of segments on both sides of the Bridge is included in the Final EIR.

4a

Impacts of the Proposed Project

All of the alternatives with the exception of the No Build Alternative have negative impacts on the Bay Trail. **Alternatives 1A, 1B, 2A, and 2B have serious,**

4a-1

unmitigateable visual, cultural, and recreational impacts and should not be allowed to move forward. Impacts to views and aesthetics will in no way be mitigated by documenting the existing conditions through photography or other means as part of a Section 106 Consultation as suggested in the DEIR.

4a-1

Of the 5 proposed options, Alternative 3 appears to have the least egregious impacts to views and aesthetics from the Bay Trail on the Golden Gate Bridge. However, this alternative still blocks important downward views of San Francisco Bay from all points along both north and south sidewalks. It is unclear why table 2.2-13 on page 2-100 of the DEIR states that from Viewpoints 12 and 13, visual impacts would be "negligible". From any point along the north or south sidewalk, views looking downward will be impeded by the presence of the net.

4b

Construction Impacts

Page 2-141 of the document states that "There is no continuous system of sidewalks, bike trails or bike lands..." on the roads within the project vicinity that would be impacted by the construction staging areas. There are three regional trail systems within the vicinity of the project: the San Francisco Bay Trail, the Bay Area Ridge Trail, and the Coastal Trail. For the Final EIR, please review the attached map showing proposed and existing Bay Trail in the project vicinity and describe in detail the impacts that will result from construction equipment that will be operating in the area. The Final EIR should include mitigations for these impacts.

4c

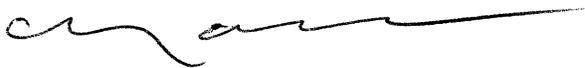
BCDC Jurisdiction

Page 2-8 of the DEIR states that "A portion of the project (construction staging areas) may be located within BCDC's jurisdiction and could, therefore, require a permit from BCDC." It is our understanding that the entirety of the bridge is within BCDC jurisdiction, and that changes of this magnitude would require a permit for the entire project, not solely the construction staging areas.

4d

We appreciate the opportunity to comment on this project. If you have any questions regarding the Bay Trail Project or our alignment in San Francisco or Marin Counties, please do not hesitate to contact me at (510) 464-7909 or via e-mail at maureeng@abag.ca.gov.

Sincerely,



Maureen Gaffney
Bay Trail Planner

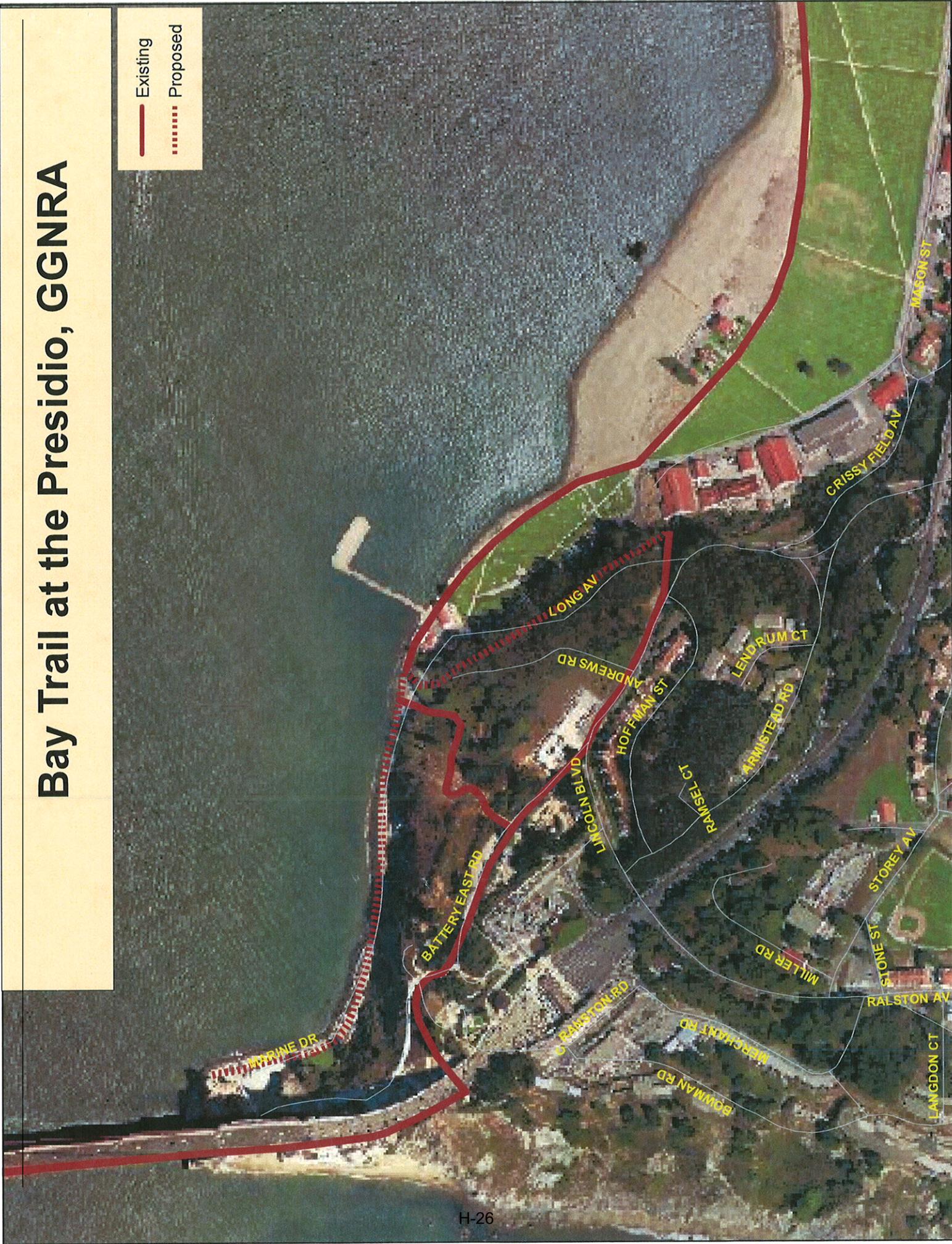
Encl: 1

Bay Trail at Fort Baker, GGNRA



Bay Trail at the Presidio, GGNRA

- Existing
- Proposed



DEPARTMENT OF PUBLIC WORKS

P. O. Box 4186, San Rafael, CA 94913-4186 • 415/499-6528 • FAX 415/499-3799

COUNTY OF MARIN
www.co.marin.ca.us/pw

Farhad Mansourian, RCE
Director

August 18, 2008

Physical Suicide Deterrent System Project
Golden Gate Bridge Highway and Transportation District
PO Box 9000, San Francisco, CA 94129

Dear Directors:

Thank you for the opportunity to review and comment on the Draft EIR/EA for the Physical Suicide Deterrent System Project on the Golden Gate Bridge. In addition to the Bridge paths being an element of the Coastal Trail, as noted in the Draft EIR/EA, both bridge sidewalks are identified in the "Marin County Unincorporated Area Bicycle and Pedestrian Master Plan" latest update adopted March 25, 2008 as 'Existing & Proposed Class 1 Bikeway or Multi-Use Paths' on Figures 3.2 and 5.2.

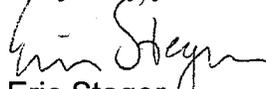
5a

The Draft EIR/EA indicates (page 2-141) that pedestrian and bicycle access would be maintained during construction of the project, including the night time access for bicyclist. As a significant bike/pedestrian corridor, we strongly support maintaining pedestrian and bicycle access during construction.

5b

Please feel free to contact me at 507-2754 should you have any questions about these comments.

Very truly yours,



Eric Steger
Senior Civil Engineer

C: Farhad Mansourian, Director

RECEIVED
AUG 19 2008
GOLDEN GATE BRIDGE
ENGINEERING DEPARTMENT

ADMINISTRATION
499-6570

ACCOUNTING
499-7877

AIRPORT
451-A AIRPORT ROAD
NOVATO, CA 94945
897-1754 • FAX 897-1264

BUILDING MAINTENANCE
499-6576 • FAX 499-3250

CAPITAL PROJECTS
499-7877 • FAX 499-3724

DISABILITY ACCESS
499-7002 (VOICE/TTY)
FAX 499-3724

ENGINEERING & SURVEY
499-7877 • FAX 499-3724

COUNTY GARAGE
499-7380 • FAX 499-7190

LAND DEVELOPMENT &
FLOOD CONTROL DISTRICT
499-6549

PRINTING
499-6377 • FAX 499-6617

COUNTY PURCHASING
AGENT
499-6371

COMMUNICATION
MAINTENANCE
499-7313 • FAX 499-3738

REAL ESTATE
499-6578 • FAX 446-7373

ROAD MAINTENANCE
499-7388 • FAX /499-3656

TRAFFIC ENGINEERING
499-6528

TRANSIT DISTRICT
499-6099 • FAX 499-6939

WASTE MANAGEMENT
499-6647 • FAX 446-7373

NOTE:
ALL AREA CODES ARE 415

H-27

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LETTERS AND EMAILS

Organization Comments

Garrett Glasgow
Political Science 9420
UC Santa Barbara
Santa Barbara, California 93106-9420
August 7, 2008

Mr. Jeffrey Lee, PE, Project Manager
Golden Gate Bridge, Highway and Transportation District
Administration Building, Bridge Toll Plaza
P.O. Box 9000, Presidio Station
San Francisco, California 94129-0601

Via e-mail attachment (JYLee@goldengate.org)

RE: Comments on Draft Environmental Impact Report, Golden Gate Bridge Physical
Suicide Deterrent Project,

Dear Mr. Lee:

Thank you for the chance to review and comment on this draft environmental impact document. As my area of expertise is in social science statistics and research design, I will limit my comments to that topic, in particular the “purpose and need” section of the document.

Section S3 and pg. 1-5, Purpose and Need. The purpose of the proposed project as stated is ambiguous. For instance, Section S3 states “[t]he purpose of the proposed project is to consider a physical suicide deterrent system on the Bridge that reduces the number of injuries and deaths associated with individuals jumping off the Bridge.” As stated, the ultimate goal of the project is unclear – is it designed to save the lives of suicidal people, or simply to keep suicidal people off of the Golden Gate Bridge? There is a difference between preventing suicides at a particular location and saving lives, and this document should state explicitly which of these goals the project is intended to achieve.

6a

A. One interpretation of the purpose of the project as stated is that it is meant to save the lives of suicidal individuals. If this is in fact the goal of the project, then it should be noted that to date no scientific study has been able to demonstrate that physical suicide deterrent systems save lives.

6b

It is true that means restriction (limiting the availability of lethal means to suicidal individuals) has proven effective at reducing suicides by some methods. This evidence of the effectiveness of means restriction as a suicide prevention strategy comes from studies of lethal agents people keep in their homes and might use in an impulsive suicide, such as firearms and prescription medications.

While some have argued that the concept of means restriction might also extend to suicides by jumping from bridges, this is purely conjecture. To date every study on the effectiveness of physical suicide deterrent systems on bridges has been inconclusive – nobody knows whether such systems save lives, or just divert suicides to other locations.

6c

The fact that means restriction works for some methods of suicide but is unproven in the case of bridges is well known among researchers and public health officials. For instance, after endorsing means restriction strategies for firearms, domestic gas, and toxic substances, on the topic of suicide barriers the World Health Organization states:

In addition to the measures described, whose efficacy is attested to by the scientific literature, it is thought that other measures, such as the use of fencing on high buildings and bridges, could also contribute to a reduction in suicide rates, although there is no definitive evidence to support this idea. (p. 87)

In more than 30 years of research, not one study has found evidence that suicide barriers save lives. For instance, in the most recent study on the topic (published in December 2007), Reisch et al. conclude “[b]arriers on bridges may prevent suicides but also may lead to a substitution of jumping site or method” (p.681). In sum, there is no scientific evidence that suicide barriers on bridges save lives. For more detailed information on this point see: <http://www.polsci.ucsb.edu/faculty/glasgow/Caltrans.pdf>

Thus, the ability of a physical suicide deterrent system to accomplish this interpretation of the project goal is unknown.

6d

B. Another interpretation of the purpose of the project as stated is that it is meant to simply to keep suicidal people from using the Golden Gate Bridge as their means to suicide. A physical suicide deterrent system is likely to accomplish this goal – numerous studies have demonstrated that the suicide rate on bridges and other tall structures declines when suicide barriers are constructed. Again, this is not proof that lives have been saved – it could be that suicidal individuals simply go elsewhere to end their lives. However, if the goal of the project is narrowly defined as preventing suicide at a particular location (the Golden Gate Bridge), the physical suicide deterrent system is likely to work.

There are two caveats here. First, it should be noted that while physical deterrent systems are generally effective at reducing suicides from bridges, this is not always the case. For instance, the Colorado Street Bridge in Pasadena has seen four suicides in the last 2 years despite having suicide barriers in place (*Pasadena Star-News*, various dates). This is a higher rate of suicide than the average rate of suicide from this bridge in the period before the barrier was installed (based on newspaper reports, approximately 1.25 per year). In the event a physical deterrent system is installed on the Golden Gate Bridge this case should be studied to determine if the recent failure to reduce the suicide rate at this bridge is due to a design flaw or an unforeseen maintenance issue with the system.

However, this case may simply be an indication that physical deterrent systems are unable to prevent determined individuals from committing suicide.

Second, this narrow definition of the goal of the project is at odds with the public understanding of the goal of this project. Most existing public support for this project is based on the belief that the ultimate goal of the project is to save lives. If the actual goal of the project is simply to move suicidal behavior away from the bridge, without regard for the ultimate fate of the suicidal individuals, this must be made clear in the document.

6e

C. In conclusion, this document is unclear about what the actual purpose of the project is (keeping suicidal people away from the bridge or saving lives). If the actual goal of the project is to save the lives of suicidal individuals, the document must note that there is no scientific evidence that a physical suicide deterrent system will accomplish this goal. If the actual goal of the project is simply to keep suicidal people away from the Golden Gate Bridge without regard for saving lives, this must be made clear in the document so the public can make an informed decision about whether to support what amounts to a \$50 million suicide diversion project.

6f

Sincerely,
Garrett Glasgow

References:

Reisch, T, U Schuster, K Michel. 2007. "Suicide by Jumping and Accessibility of Bridges: Results from a National Survey in Switzerland." *Suicide and Life-Threatening Behavior*, 37:681-687.

World Health Organization. 1998. "Primary Prevention of Mental, Neurological, and Psychosocial Disorders." Accessed online at <http://whqlibdoc.who.int/publications/924154516X.pdf>.



*Kate Gillespie, Co-Chair
Daniel Leach, Co-Chair
Wendy Todd, Vice-Chair
Gary Scheppke, Secretary
Judy Arnold, Board of Supervisors
Alan Carr
Kim Denn
Jonathon Gurish
Jacqueline Janssen
Hilarie Kane
Beverlee Kell
Molly Light
Robin Mullin*

July 22, 2008

Physical Suicide Deterrent System Project
Golden Gate Bridge Highway and Transportation District
P.O. Box 9000, Presidio Station
San Francisco, California 94129

Dear Members of the Golden Gate Bridge District:

At the July 21, 2008 meeting of the Marin Mental Health Board, we discussed the Environmental Impact Report for the Golden Gate Bridge Physical Suicide Deterrent System Project. After a long discussion, they asked me through a unanimous vote to deliver the following message to you.

Please know that the Marin Mental Health Board is tasked with representing and advocating for the mental health needs of the people of Marin by being fully informed on all related issues in order to promote a creative, comprehensive and dynamic mental health system of care. Our role is to inform and advise the Community Mental Health Services Director and Marin Board of Supervisors on mental health issues, and to promote education, prevention and early intervention to meet the needs of the mentally ill.

During the last year, our board has had many discussions about the sobering topic of suicide and the Bridge. Together, we watched The Bridge, the movie produced by Eric Steel. We held a joint meeting with the San Francisco Mental Health Board, and listened to comments by families and friends of people who had fallen to their deaths from the bridge. We have talked with Kevin Hines, one of the survivors of the 250 foot plunge. We adopted a resolution in February which we sent to our Board of Supervisors where we found the absence of a suicide barrier on the bridge to be a hazard to public safety and urged that the Bridge District undertake the detailed design of a suicide barrier. Some of our members have walked the Bridge, and catalogued the location of cameras, emergency phones, and signs.

Regarding this EIR, we offer these comments:

1. The EIR fails to provide enough information about the current suicide prevention protocols. It should address the current coverage by cameras of the bridge walkways and rails, how these cameras are monitored, profiles and techniques used to identify potential jumpers and steps used to refer these individuals to mental health services, action plans

7a



1. to prevent jumps, response times of bridge workers, procedures used to refer these individuals to mental health services, distances between emergency phones (especially over water) and time required for pedestrians to traverse these distances on foot, daily coverage of bridge patrols, and suicide prevention training of staff assigned to answer phones or respond to those in crisis.

7a

2. The EIR does not consider a viable alternative: use of a transparent material (glass or a synthetic polymer) as a barrier. This technology is successfully employed on bridges in New Zealand, including long-span suspension bridges over water.

3. The EIR fails to identify the true cost of the no-build alternative, including the cost of bridge and public employees in San Francisco and Marin counties responding to suicides and suicide attempts, recovery, transfer/transport of persons or bodies, helicopter and boat searches, hospitalizations of survivors, staff or volunteer training, suicide prevention and outreach activities, equipment (cameras and phones), and monitoring of cameras and phones.

7b

4. Of the design alternatives currently presented in the draft EIR, we find the netting alternative to be the most promising. Yet, we have concerns about the functional aspects of this system in preventing use as a launch for a further journey to the water, the impact of a fall of a distance of 20 to 24 feet into the net, maintenance of the netting (including the cycle for repainting), and the protocols for responding when the net is engaged by a jumper.

7c

Furthermore, we support the introduction of a toll to offset the cost of suicide prevention. It is common to charge fees for access to architectural icons. There are other bridges that require pedestrians and bicyclists to pay a fee to use the bridge. A pedestrian/biker toll for costs of construction and maintenance of the suicide prevention system is similar in principle to the current collection of auto tolls. We therefore urge the bridge district to undertake a study and public education effort about this potential means of raising funds for suicide prevention improvements.

7d

Sincerely,

Kate Gillespie

Marin Mental Health Board

Resolution Regarding Construction of a Suicide Barrier on the San Francisco Golden Gate Bridge

WHEREAS, suicide is the ninth leading cause of death in the United States Claiming over 31,000 lives each year; and,

WHEREAS, Research indicates that most people who commit suicide have an untreated but treatable mental illness, clinical depression or heavy alcohol use, or both; and,

WHEREAS, In Marin County suicide is a leading cause of death claiming over 500 lives since 1997; and,

WHEREAS, The Golden Gate Bridge has been the site of more than 1300 known suicides in the 70 years since its construction, more than any other site in the entire world; and,

WHEREAS, There were more suicides from the Golden Gate Bridge in 1997 than there were traffic fatalities on the bridge during the last quarter century; and,

WHEREAS, Available research indicates that over 90 percent of the individuals prevented from committing suicide on the Golden Gate Bridge do not make another suicide attempt; and,

WHEREAS, It is now possible to design and construct an aesthetically acceptable barrier that will prevent suicides from occurring on the Golden Gate Bridge without detracting from the view or grandeur of this magnificent architectural wonder; and,

WHEREAS, Other architecturally significant structures such as the Empire State Building and the Eiffel Tower have eliminated suicides by constructing a suicide barrier; and,

WHEREAS, Marin County has a long established commitment to establish and enforce public policies that protect the health, well-being and safety of its residents, therefore, be it

RESOLVED, That the Marin Mental Health Board does hereby declare that the absence of a suicide barrier on the Golden Gate Bridge is a hazard to the public's health and safety; and, be it

FURTHER RESOLVED That the Marin Mental Health Board does hereby support a suicide barrier on the Golden Gate Bridge; and, be it,

FURTHER RESOLVED That the Marin Mental Health Board pledges to work with the San Francisco Mental Health Board to work toward reducing incidences of suicide in our communities; and, be it,

FURTHER RESOLVED, That the Marin Mental Health Board does hereby support and encourage the Golden Gate Bridge Board of Directors to complete a design and consultation contract on the suicide barrier; and, be it,

FURTHER RESOLVED, That the Marin Mental Health Board does hereby urge the Golden Gate Bridge Board of Directors to proceed with haste to eliminate this public hazard.

PASSED AND ADOPTED at a regular meeting of the Mental Health Board of the County of Marin held on this 25th day of February 2008.



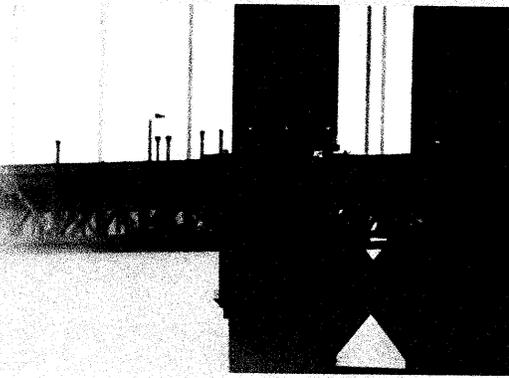
CHAIR, MARIN MENTAL HEALTH BOARD

BY HAND

GOLDEN GATE BRIDGE
HIGHWAY AND
TRANSPORT DISTRICT

2008 AUG 25 PM 4: 02

SECRETARY OF
THE DISTRICT



The Bridge Rail Foundation

3701 Sacramento Street #466 San Francisco, CA 94118

www.bridgerail.org

August 24, 2008

In my remarks to the board Friday, I had insufficient time to address the EIR. These remarks follow. Thank you for your thoughtful attention.

“Now we approach the end of this \$2 million study. I understand that the prescribed EIR format is the required process. But there are two monumental problems in this case. The first problem is that the EIR format is not designed to address the value of public safety alongside environmental values such as view, birds, and access.

8a

“In the absence of bridge district policy regarding the value of public safety, I quote from an agency that does have such a policy. The BCDC letter of July 23, 2007 to the bridge district declares that its “policies state that ‘...maximum feasible public access <including visual access>...should be provided...*except in cases where public access would be clearly inconsistent..because of public safety considerations...*” (italics mine)

“Ladies and gentlemen, a life-safety danger is a public safety consideration.

“In other words, the first decision properly to be made would have been whether to address this public safety consideration—whether to build a barrier. Once the decision is made to do so, then an EIR is appropriate to address environmental concerns. This *is* the process under way in Washington State, where the governor has declared that a barrier will be built on the Aurora Bridge, which has an average of five suicides per year. Next comes the EIR in Washington State.

8b

“Our process has not taken that route, which brings us to the second monumental problem with our EIR. It stacks the deck against saving lives because its “no-build” option contains propaganda.

8c

“There is always a no-build alternative in every EIR. But typically it is defined as the alternative that fails to address the problem that is motivating the change. In this case the description of the no-build alternative would clearly state that the status-quo fails adequately to address the overriding public safety concern.

8c

“Instead, the description declares that four suicide prevention deterrents are “already” in operation: telephones, patrols, cameras and training. The “already” of course implies that 4 deterrents are enough.

“What the description does **not** report is the *effectiveness* of those four deterrents. According to the Marin County Coroner, they have not changed the suicide rate AT ALL.

8d

“In fact, the EIR takes the entire body of information that undergirds a decision to build a barrier, strips it down to a bald statement of 4 facts and repurposes the state of knowledge to imply that 4 suicide deterrent systems are sufficient. Not so, ladies and gentlemen—not when the suicide rate on this bridge is five (!) times that of its nearest ‘competitor,’ the Aurora Bridge. We can do better than continue the deaths.

8e

“Finally, let me note that in the 70 years of suicide at this bridge, for the first time, Survivors—we who have lost loved ones—have found our voice.

“And until this ongoing tragedy is arrested, every ten days the constituency of Survivors increases.

“Survivors’ grief after years may subside from every-moment suffering, but the pain is never erased. Likewise this ever-growing constituency will never stop speaking out but will persevere along with the growing general public constituency until a barrier is built, the suicides stopped, these lives saved.

“Ladies and gentlemen, you can surmount the problems with our EIR. Please do the right thing—select as our ‘locally preferred alternative’ one of the five ‘build’ options.

“Thank you.”

Sincerely,



David Hull,
President

LETTERS AND EMAILS

Individual Comments





P.O. Box 9000, Presidio Station, San Francisco, CA 94129

www.ggbsuicidebarrier.org (415) 351-3800

GOLDEN GATE BRIDGE PHYSICAL SUICIDE DETERRENT SYSTEM PROJECT COMMENT CARD

Thank you for your interest in the Golden Gate Bridge Physical Suicide Deterrent System Project Draft Environmental Impact Report/Environmental Assessment (EIR/EA). Your feedback is an important part of this process. All comments received will be part of the EIR/EA public record. (Personal contact information is optional)

Name: JANET R WILLIAMS Date: 22 JUL 08
Address: 211 SOUTH SOUSALITO CA 94965
E-Mail: N.A. Affiliation: N.A.
PHONE: 415-352-2886

- 1. Please let us know if you have a first preference for an Alternative:
[X] No Build - Continue Non-Physical Suicide Deterrent Programs
[] Alternative 1A - Add Vertical System to Outside Handrail
[] Alternative 1B - Add Horizontal System to Outside Handrail
[] Alternative 2A - Replace Outside Handrail with Vertical System
[] Alternative 2B - Replace Outside Handrail with Horizontal System
[] Alternative 3 - Add Net System that Extends Horizontally from Bridge

- 2. Please let us know if you have a second preference for an Alternative:
[] No Build - Continue Non-Physical Suicide Deterrent Programs
[] Alternative 1A - Add Vertical System to Outside Handrail
[] Alternative 1B - Add Horizontal System to Outside Handrail
[] Alternative 2A - Replace Outside Handrail with Vertical System
[] Alternative 2B - Replace Outside Handrail with Horizontal System
[X] Alternative 3 - Add Net System that Extends Horizontally from Bridge

THIS 2ND CHOICE IS WAY BELOW 1ST CHOICE!

- 3. Please provide your comments on the Draft EIR/EA; comment on the alternatives (listed above) and/or resource area impact analyses (listed below).
Resource Areas: visual/aesthetic, cultural resources/historic preservation, land use, parks and recreation and biological resources

ALTHOUGH DONE NICELY, I AM STILL DISPLEASED WITH THE "HANDRAIL BARRIER" ADDED BETWEEN SIDEWALK AND ROAD SEVERAL YEARS AGO.

I HAD A FRIEND JUMP FROM THE BRIDGE MANY YEARS AGO (1960S), SO I AM NOT UNAWARE OF HOW SUICIDE AFFECTS SURVIVORS.

AT ANGOR WAT (CAMBODIA) IN 2001, I ASKED IF PEOPLE EVER FELL OR JUMPED. THE GUIDE SAID, "OH YES." I THOUGHT HOW LUCKY IT WAS THAT ANGOR WAT IS IN CAMBODIA - IF IT WERE IN THE U.S. IT WOULD BE RUINED WITH RAILINGS AND BEWARE SIGNS, IF ANYONE WAS ALLOWED ON IT AT ALL.

CONTINUE ON BACK

ALL COMMENTS MUST BE RECEIVED BY AUGUST 25, 2008.

Comments can also be e-mailed to suicidebarrier@goldengate.org, submitted on the comment page of the website: www.ggbsuicidebarrier.org/getinvolved.asp or mailed to Physical Suicide Deterrent System Project at Golden Gate Bridge Highway and Transportation District P.O. Box 9000, Presidio Station, San Francisco, CA 94129.

(COVER)

I AM MOST CONCERNED ABOUT THE VISUAL,
HISTORIC, AND BIRD IMPACT

x4

I HAVE CROSSED THE BRIDGE 5X A WEEK
FOR 40 YEARS AND AT LEAST 3X A WEEK
FOR 10 YEARS

THANK YOU FOR THIS EXCELLENT PRESENTA-
TION.

From: Randall Van Nostrand [rvn@SNPNET.com]

Sent: Monday, July 21, 2008 9:27 PM

To: Suicidebarrier

Subject: Against Suicide Barrier

Please do not put up a suicide barrier. It will ruin a truly magnificent experience for the millions of people ⁹ who cross the bridge each year. Additionally the No Action alternative has not been fully vetted. To make such a huge change to a true American monument without this, is irresponsible.

Randall Van Nostrand

SNP Communications

san francisco I seattle I austin I new york

415.343.3954 office

415.218.0647 cell

415.343.3939 main

TalkBack: www.snpnet.com

Suicide Deterrent Project
Golden Gate Bridge
P.O. Box 9000
San Francisco, CA 94129

2008 JUL 15 AM 11:04

13 July 2008

SECRETARY OF
THE DISTRICT

Dear Sir,

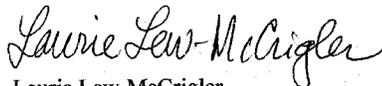
After waiting two years for your study to conclude, you allocate two consecutive days for public comment – and, naturally, I will be out of town. Here are my comments:

1. I do not support any horizontal designs (1B, 2B) since that only encourages people to climb the fencing.
2. The net design is the worst of those proposed: the netting will rot faster than metal, it may require continuous modifications to prevent people from escaping the net, and it definitely requires continual manpower to police the nets and free anyone caught (this could turn into a popular sport).
3. I prefer the vertical designs (1A, 2A). The current 4-foot fence seems to be difficult to paint and one can observe holes where it has rotted through. Thus the completely new vertical fence 2A seems the logical choice. Questions to be addressed: Are the vertical railings close enough so that children cannot get their heads stuck (e.g., banister railings)? Is there a method to easily paint close vertical railings? Are the railings solid enough so they cannot be pried apart?
4. Wow, how amazing is it that **all** five proposed designs cost \$40-50 million?? Who would have thought that such differing designs would each end up costing the same amount? Oh, and could we put a cap on spending so that the contractor pays for everything over the bid price? We have too many examples of projects going with the lowest bid only to end up paying double (triple? more?) the original estimated cost. There should be a penalty for this!
5. I am enthused to see the proposals but I reserve judgment until I actually see a barrier built. After all, a barrier has been proposed numerous times over the last 70+ years but never built.
6. Finally, how much did this two-year study cost? I ask because there are already news reports that the gate toll is increasing in order to pay for regular maintenance. I wonder if it is only a matter of time before we hear there is not enough money for a suicide barrier.

10

Of course, the real question is: how many lives were lost while this two-year study was being conducted? One was my nephew Henry who jumped off the bridge last year, just 3 weeks prior to his high school graduation. I only hope that this is the **last** study and we will actually get a suicide prevention barrier.

Sincerely,



Laurie Lew-McCrigler
2436 Homewood Drive
San Jose, CA 95128

August 19, 2008

Physical Suicide Deterrent System Project
Golden Gate Bridge
Highway & Transportation District
P.O. Box 9000
San Francisco, CA 94129

RE: Comment on the Draft EIR/EA and Section 4(f) Evaluation for the Golden Gate Bridge Physical Suicide Deterrent System Project

To: Golden Gate Bridge, Highway and Transportation District and Caltrans (Lead Agencies for CEQA and NEPA):

The Draft EIR/EA clearly describes a direct adverse effect to the Bridge character-defining features under Cultural Resource impacts for all build alternatives, which also have Section 4(f) effects. Adverse visual impacts are also described for views of the bridge from Vista Point for Alternatives 1A, 1B, 2A, and 2B, which does not meet the District Board criteria to "have minimal visual and aesthetic impacts on the Bridge".

11

The historic resource and Section 4(f) effects of each of the Build Alternatives, in addition to the visual impacts to this internationally prominent historic structure, should render a decision in favor of the No Build Alternative. Deterring suicide attempts on the Golden Gate Bridge would not have prevented the other 599 suicides in the Bay Area in 2005, and will not prevent suicides in the future in the Bay Area.

Sincerely,



Marilyn Duffey
Environmental Consultant
1172 Greenwich Street
San Francisco, CA 94109

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WEBSITE COMMENT FORM

Comments Received via the Website Comment Form

Commenter First	Last	Comment	
Crystal	Barrett	[I am concerned as to how the net will provide adequate safety for the individual until emergency personnel can arrive at the scene? Or, will the net allow the individual yet another location in which to jump from? Additionally, how easily can emergency personnel access the person who has jumped to the net?]	1 2
		[The entire study is flawed and the DEIR is flawed in that the NO BUILD alternative was not evaluated equally, or at all actually. The NO BUILD should be fully studied as a viable alternative that can meet the Board of Director's 11 criteria established for a means to impede suicides at the Bridge. The NO BUILD alternative all ready stops 70% to 80% of people, it makes sense that it must be furthered studied to develop an equal assessment to compare with the BUILD ALTERNATIVES.]With the BUILD ALTERNATIVE costing up to \$50 million, a full study of possible improvements to the NO BUILD must be undertaken ...What is the cost to improve the NO BUILD methods, for example?] What about adding full-time staff at the entrance to the sidewalks that can have eye contact with people which would further aid in reducing suicides.] The NO BUILD deserves to be studied to see what more can be done, for far less money, that will further impede people from committing suicide. Study the NO BUILD for improvements to it	1 3 a 1 3 b
Yve	Betar	I am concerned about the visual impacts associated with alternatives 1A, 1B, 2A, 2B, and 3. The non-net alternatives will negatively obstruct the views from the bridge (and could have economic impacts on the tourist industry) and [the netting could adversely impact the appearance of the bridge from points in San Francisco, Marin County, and across the bay.]	1 4
Sonia	Binnendyk	I have walked across the bridge several times and have greatly enjoyed the easy views of the City and Marin. The proposed barriers would discourage me from walking across the bridge again because I could only get these views by stopping to peer through fencing.	
Erik	Blangsted	[Alternative 3 provides the best visual/aesthetic solution. However, I'm wondering if a jumper who fell into the net could crawl out of the net and fall to his/her death?]	1 5
Alan	Blumenthal	[don't think the No Action alternative has been properly analyzed and considered.]	1 6 a

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		<p>16a</p> <p>[The entire study is flawed and the DEIR is flawed in that the NO BUILD alternative was not evaluated equally, or at all actually. The NO BUILD should be fully studied as a viable alternative that can meet the Board of Director's 11 criteria established for a means to impede suicides at the Bridge. The NO BUILD alternative all ready stops 70% to 80% of people, it makes sense that it must be furthered studied to develop an equal assessment to compare with the BUILD ALTERNATIVES.] With the BUILD ALTERNATIVE costing up to \$50 million, a full study of possible improvements to the NO BUILD must be undertaken ...What is the cost to improve the NO BUILD methods, for example? [What about adding full-time staff at the entrance to the sidewalks that can have eye contact with people which would further aid in reducing suicides.] The NO BUILD deserves to be studied to see what more can be done, for far less money, that will further impede people from committing suicide. Study the NO BUILD for improvements to it!</p>
Alan	Blumenthal	<p>16b</p>
MJ	Boyd	<p>17</p> <p>I think the 'net' system is not practice as [it set up a system for people to throw objects --garbage and then someone has to maintain it...]</p>
Kell	Brigan	<p>18a</p> <p>18b</p> <p>[Would birds nest more on Option #3 than they do on the bridge currently?] [If so, would this be a hardship for maintenance workers, or otherwise interfere with air flow or the effectiveness of the net?]</p> <p>Congratulations on reaching this milestone.</p>
Kell	Brigan	<p>18c</p> <p>[About Option #3: would it be possible for an especially fit person to climb to the edge of the net, and "complete" a suicide attempt? Also, isn't there a possibility that thrill-seekers (not suicidal, just dumb) might jump into the net just for kicks?]</p> <p>(My second comment. Left some stuff out.)</p>
Kell	Brigan	<p>18d</p> <p>[1) Re. #3 -- I wonder what impact the net might have on maintenance workers. Would they be safer, ultimately, or would having to move the net to get around add risk?]</p> <p>2) Generally, please look at options for spreading the cost around. The Bridge is a State treasure, as well as San Francisco's, so it seems reasonable that the rest of us cough up something to help with expenses. Even though the State budget is probably unavailable, private donations could go a long way to help, should money be a concern. There are 35 some-odd million folks in California. Even if only 1 in 100 people feels strongly enough about this issue (show 'em Dr. Sieden's study, and they'll care), we should still be able to come up with some cash.</p>

Commenter First	Last	Comment
EM	Byrne	<p data-bbox="253 1092 285 1457">[The nets could entangle birds.]</p> <p data-bbox="315 420 347 1457">Alternatives with "transparent" panels are dangerous to birds that will fly into them at high speeds.</p>
		<p data-bbox="373 247 516 1457">[The "No Build" 'Alternative' should be STRICKEN. This is NOT an alternative. We have a responsibility to make our buildings, structures, bridges, and roadways safe. Do we allow people to walk on highways? NO! Because it's not safe. This makes perfect sense.] [Furthermore, the current rail does not meet current building codes. This makes the bridge district liable for legal action from any family that has suffered a loss.]</p>
Christina	Castaneda	<p data-bbox="552 382 584 1457">[Alternative 3 is interesting, but there are various concerns that make me think it is an inferior option.</p> <p data-bbox="613 613 646 1457">-There is not inclusion of an alarm or alert if someone were to jump into the net.</p> <p data-bbox="675 222 724 1457">-There is no consideration listed about how difficult it would be for a person to jump into the net and then climb to the edge and jump.</p> <p data-bbox="763 621 795 1457">These considerations make me wonder how effective the net could really be.]</p>
		<p data-bbox="824 214 899 1457">The Secretary of the Interior's Standards for modifying a historic structure clearly permit modifications for the purpose of public safety. Thus, any of the alternatives that actually prevent suicides would seem to be acceptable, though some are more preferable.</p>
Robert	Cherny	<p data-bbox="928 323 1010 1457">[Given the information presented, Alternative 3 is not obviously likely to be as effective as any of the other alternatives. Could not a person jump first into the net, and then climb over the side?]</p> <p data-bbox="1039 235 1120 1457">Finally, regardless of which alternative is chosen, it is important to build a barrier. The significant preponderance of scholarly studies of suicide indicate that some proportion of suicides are acting on a sudden impulse, and that removing the opportunity to act on the impulse may well prevent that person from committing suicide ever.</p> <p data-bbox="1149 231 1230 1457">A recent study by the Environmental Protection Agency established the current value of a human life at \$6.9 million (SF Chronicle, July 11). At that price on human life, it requires only a little arithmetic to determine that building a barrier would become cost-effective after deterring only a relatively small number of people from committing suicide.</p>

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Commenter First	Last	Comment
		<p>2 2a</p> <p>[The entire study is flawed and the DEIR is flawed in that the The NO BUILD alternative was not evaluated equally, or at all actually. The NO BUILD should be fully studied as a viable alternative that can meet the Board of Director's 11 criteria established for a means to impede suicides at the Bridge. The NO BUILD alternative all ready stops 70% to 80% of people, it makes sense that it must be furthered studied to develop an equal assessment to compare with the BUILD ALTERNATIVES.]With the BUILD ALTERNATIVE costing up to \$50 million, a full study of possible improvements to the NO BUILD must be undertaken ...What is the cost to improve the NO BUILD methods, for example? [What about adding full-time staff at the entrance to the sidewalks that can have eye contact with people which would further aid in reducing suicides.] The NO BUILD deserves to be studied to see what more can be done, for far less money, that will further impede people from committing suicide. Study the NO BUILD for improvements to it</p>
Paul	Clark	<p>2 2b</p>
Amanda	Coggin	<p>2 3</p> <p>[It would be good to study the effects of the barrier on bird life, if at all possible, through other bridge barrier research.]</p>
Ms	Cossio	<p>2 4</p> <p>[Have they assessed what the cost of making any of the alternatives "carbon-neutral" would be?] I'm sure all of the energy and materials that would go into any of the projects would be significant, so again, why would we waste time and money and harm the environment and the aesthetics of the bridge to simply reduce the incidence of suicides? If we have to start bubblewrapping all of the "dangerous" places in this world to save them from humankind's whims, we're in trouble.</p>
Penni	Cremen	<p>2 5</p> <p>[I like the idea of a net system, however, I am not convinced that the proposed system would prevent suicide. It seems that it would help slow the process down, but could a person still get through if they wanted. Also, my fears is that it would be used as a prank/dare by some. Generally, I like the idea but have questions/concerns about.]</p>
Susan	Daniloff	<p>2 6</p> <p>[I am seriously concerned about the impact on birds with any of the Build options.] I am also dismayed about changes to the historical structure of the bridge. I feel that the current methods in place to deter suicide attempts should be continued.</p>
Jennifer	Dever	<p>2 7</p> <p>[Although the report clearly states these alternatives would not directly impact wildlife, the construction process would. It is not worth risking further damage to the sensitive coastal shrub/scrub region at the staging area.]</p>

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Christine	Diehl	<p>28</p> <p>[the images of proposed barriers that I saw did not really portray how the net approach would look from different angles, so I felt I couldn't vote for that option.] Both of the horizontal options literally made my skin crawl. The horizontal lines clashed horribly with the vertical lines of the bridge. I can't even imagine why anyone would support that idea. My concerns with the replacement of the existing handrail in the vertical design was the clear windows. On principle they seem like a great idea, but in ten years I imagine they will be scratched/tagged/etc. and less attractive.</p>
		<p>29a</p> <p>[The entire study is flawed and the DEIR is flawed in that the NO BUILD alternative was not evaluated equally, or at all actually. The NO BUILD should be fully studied as a viable alternative that can meet the Board of Director's 11 criteria established for a means to impede suicides at the Bridge. The NO BUILD alternative all ready stops 70% to 80% of people, it makes sense that it must be furthered studied to develop an equal assessment to compare with the BUILD ALTERNATIVES.]With the BUILD ALTERNATIVE costing up to \$50 million, a full study of possible improvements to the NO BUILD must be undertaken ...What is the cost to improve the NO BUILD methods, for example? [What about adding full-time staff at the entrance to the sidewalks that can have eye contact with people which would further aid in reducing suicides.] The NO BUILD deserves to be studied to see what more can be done, for far less money, that will further impede people from committing suicide. Study the NO BUILD for improvements to it</p>
Helga	Dietrich	<p>29b</p>
Pamela	Doerr-Kashani	<p>30</p> <p>please do not use a net- [it won't stop someone as they can climb over the edge also]</p>
Theresa	Edison	<p>31</p> <p>[I believe the net will attract thrill seekers as well as garbage, creating an unsightly mess.]</p>
		<p>32a</p> <p>[The environmental analysis does not adequately address the historic nature of the bridge.]</p>
Jason	Elepano	<p>32b</p> <p>[Additionally, the impact of any changes need to study the impact to wind resistance. Engineering analysis on the changes to resonant frequencies of the structure]</p>

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		<p>33</p> <p>Hello. I am a Staff Environmental Scientist for the California Department of Fish and Game. I see that bird impacts are being considered as part of the environmental document. [I urge you to carefully analyze the potential for bird entanglement (nets) and strikes (windows), including potential effects on young falcons learning how to fly. How will impacts be minimized or avoided?] Thank you.</p>
Melissa	Escaron	<p>Melissa Escaron Staff Environmental Scientist California Department of Fish and Game</p>
		<p>34 a</p> <p>[The entire study is flawed and the DEIR is flawed in that the NO BUILD alternative was not evaluated equally, or at all actually. The NO BUILD should be fully studied as a viable alternative that can meet the Board of Director's 11 criteria established for a means to impede suicides at the Bridge. The NO BUILD alternative all ready stops 70% to 80% of people, it makes sense that it must be furthered studied to develop an equal assessment to compare with the BUILD ALTERNATIVES.]With the BUILD ALTERNATIVE costing up to \$50 million, a full study of possible improvements to the NO BUILD must be undertaken ...What is the cost to improve the NO BUILD methods, for example? [What about adding full-time staff at the entrance to the sidewalks that can have eye contact with people which would further aid in reducing suicides.] The NO BUILD deserves to be studied to see what more can be done, for far less money, that will further impede people from committing suicide. Study the NO BUILD for improvements to it</p>
Paul	Felton	<p>34 b</p>
		<p>35 b</p> <p>[The entire study is flawed and the DEIR is flawed in that the NO BUILD alternative was not evaluated equally, or at all actually. The NO BUILD should be fully studied as a viable alternative that can meet the Board of Director's 11 criteria established for a means to impede suicides at the Bridge. The NO BUILD alternative all ready stops 70% to 80% of people, it makes sense that it must be furthered studied to develop an equal assessment to compare with the BUILD ALTERNATIVES.]With the BUILD ALTERNATIVE costing up to \$50 million, a full study of possible improvements to the NO BUILD must be undertaken ...What is the cost to improve the NO BUILD methods, for example? [What about adding full-time staff at the entrance to the sidewalks that can have eye contact with people which would further aid in reducing suicides.] The NO BUILD deserves to be studied to see what more can be done, for far less money, that will further impede people from committing suicide. Study the NO BUILD for improvements to it</p>
Porter	Felton	<p>35 b</p>
Kaye	Fichman	<p>36</p> <p>I prefer the more open designs but would be willing to have one of the designs that maintains the current guardrail if it would save money not to remove it. It is likely that some money would be saved by not needing the Bridge Patrol for suicides. [The net would require recurring costs of taking people out of the net.] In any case, the main thing is that we act humanely and create a suicide deterrent as soon as possible.</p>

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Rick	Fieber	I do not feel that any of the systems contemplated will detract, visually, from the span. [I do have concerns about the horizontal net. What happens if the net fails, or if, during rescue of a person, there is an accident? A tall guardrail (vertical) would stop most attempts, but the truly, truly determined might find success without danger to rescuers.]
Randy	Fugle	[Concerning the EIR, it should be addressed that the the 19 GG Bridge Directors have a community responsibility to joint he other institutions that have constructed fencing to stop suicides from their structures. From the Empire State Building, the Eiffel Tower and other buildings and bridges that have put up fencing to stop suicides. This public responsibility should have been addressed more completely in the EIR.]
Peter	Gerdes	[I'm disturbed by the inadequate discussion of the need for the project. Whether or not a project should be avoided because of a too large environmental impact depends significantly on the need and importance of the project.] This report doesn't cite any of the massive economic literature on the value of a statistical life or otherwise show that a suicide barrier is a cost effective way to save lives compared to other alternatives, e.g., improving highway signs and barriers.
Lorrie	Goldin	I would be happy with any of the barrier options. 1A and 1B keep the classic look of the original railing. The horizontal system does not conjure up an association of prison bars (though if it makes it somehow easier to climb the horizontal rungs, I'd go for vertical). But all the barriers are fine. [The net is NOT a good option for the following reasons: (1) people can still kill themselves if they get down to that level, and they can injure themselves falling 20 feet, making life considerably harder; (2) rescue options involved will traumatize rescue workers and tax scant resources and compassion, especially when it backs up traffic; (3) the net may well become a different kind of magnet--for pranksters and daredevils.]
Lorrie	Goldin	[As a point of survey research, I am curious and dismayed by the decision to put "No Build" in the number one position. Any pollster will tell you that position on a ballot significantly influences choice. Please consider revamping for the remainder of the comments period. At the very least, it would be an interesting and almost zero-cost experiment to see if this survey suffered from such subliminal prejudicing.]

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Commenter First	Last	Comment
		<p>4 1</p> <p>[The draft EIR/EA contains very little analysis of the suicide problem generally, but merely assumes that physical measures to further reduce the incidence of suicide at the bridge will be beneficial.] This is not necessarily so. The report acknowledges that most potential suicides are prevented by measures already in place. Suppose physical measures make suicide at the GG Bridge all but impossible. It may be then that another place will become the favored place for potential suicides, and that place will not have the system for intervention that the GG Bridge District has now, which appears to be remarkably effective. The total number of suicides may actually increase by forcing the problem elsewhere. Perhaps the GG Bridge District will solve its own problem, but not the problem of suicides generally.</p> <p>I believe the GG Bridge District should leave the bridge as it is and strive to improve the current system for identifying potential suicides and intervening when possible.</p>
Gary A.	Hill	<p>4 2 a</p> <p>[Please also consider maintenance costs of the various options. This is not called out in any of your materials, but I have heard that the net system would have (by far) the greatest maintenance costs.]</p>
Steven	Hull	<p>4 2.b</p> <p>[Also, the net system is not viable unless there is some sort of alarm that would sound when someone jumped into the net. Or some way to alert CHP or someone who would get the person out of the net before they could crawl to the edge and jump again.]</p> <p>I cannot imagine that the alternatives having the "Transparent Panels" are feasible given that they will have to be cleaned from the outside every single day. Anyone living around salt air would know this fact. You alternatives selection criteria include two related to "maintenance".</p>
Janice	Hutton	<p>4 3</p> <p>[Also, it is highly speculative to imply--as the Statement of Purpose does--that this investment will deter suicides. It can only be said that this will deter suicides "ON THE GG BRIDGE". Nobody can claim that any of the "estimated" 23 suicides would not have otherwise occurred. I urge the Board to keep this in mind as they sympathetically hear claims to the contrary from parents and professional.]</p>

Commenter First	Last	Comment
		<p>4 4</p> <p>[The age old format of EIR/EIS's seems to not apply in contemporary times. We can no longer evaluate just the physical or aesthetic or biological impacts of a project--we must look to deeper social needs/impacts/priorities of proposed projects. If these subjects are usually addressed under "Community Impacts" then this EIR is sorely lacking because it did not include this section.]</p>
Gene	Jack	<p>What about a project alternative which allocates the \$50 million construction budget on schools, and/or in suicide prevention programs, and/or in drug programs, and/or to provide better medical care, jobs and housing so that people would not be so depressed that they want to kill themselves? If we, in the Bay Area do not address our social issues people will continue to kill themselves at alarming rates suicide barrier or not. This project is not the best alternative to minimize suicide in the Bay area and the impact of squandering \$50 mil for a very large band-aid was never addressed.</p> <p>The vertical system which encompasses the handrail preserves the classic golden gate image while providing a barrier of protection.</p> <p>The horizontal system unfortunately gives the sensation of a fence more from my perspective. It seems to be more like a detention camp feeling rather than a preventative barrier.</p>
		<p>4 5</p> <p>[The net system is simply only a minor barrier. Individuals who manage to recover from the net fall who still feel the need to continue will simply roll off the net.]</p> <p>I feel that the vertical solution is the most aesthetic and proper method of deterrent. However viewing the vertical concepts I question the height of the vertical barrier. If a individual was still inclined to scale the fence would he still be able to stand atop the handrail and then jump and reach the top of the barrier? Perhaps another foot or so would prevent a person from making contact with the top of the fence. Further studies should be conducted into this line of inquiry.</p>
Kevin	Johnson	
Bob	Ladd	<p>4 6</p> <p>[I believe the Alt. 3 would be least damaging to birds flying by. Some remedial work may have to be done to prevent nesting on it. (I am not considering doing nothing).]</p>
Eugene	Lee	<p>4 7</p> <p>[Possible debris and garbage could be caught using net system.] Not good.</p>
Howard	Markert	<p>4 8</p> <p>[The analysis is inadequate as it does not address the financial impact of the costs of implementing and of the proposals nor the financial impact from the loss of tourism]</p>

Commenter First	Last	Comment
Peter	Massik	<p>49</p> <p>[Additional construction will mean more disturbance of surrounding natural areas for staging, likely more pollutants falling into water during construction, and the use of a tremendous amount of natural resources and energy to build barrier.]</p>
Richard	Matzinger	<p>50</p> <p>The glass panel solution will soon be covered in graffiti, acid marks and scratches, just like our bus and storefront windows. All of the suicide barrier designs will add to the maintenance costs for the bridge district, forever.</p> <p>[The EIR doesn't discuss alternative uses for the 50 million dollars. More beneficial and less damaging projects could be funded with that money, for instance, the movable traffic barrier. People who jump want to die, people driving across the bridge don't want to die.]</p> <p>Spending the money on more public transit would save more lives on the highways and via air pollution reduction.</p> <p>Preventing a tiny number of people from using the bridge to commit suicide just means they will go somewhere else, like the new Bay Bridge or simply drive their car into an abutment. There are a thousand other ways to commit suicide and they will simply use another.</p> <p>Barrier proponents who claim that "We must do everything we can..." should be viewed as extremists. We DON'T have to do everything we can and we shouldn't. Society would become bankrupt if we spent the money to do everything these people claim we must do. The suicide barriers are a non-productive use of that money. If we are going to spend money the result should be permanent jobs not temporary construction jobs. The result should be something that will give back to society, like the bridge itself does. That was a truly productive investment.</p>
Barry	Mcgale	<p>51</p> <p>[With regards the net, what happens to someone if they still jump over? How are they recovered from the net and how long before they are recovered and can they climb out of it?]</p>
Thomas	Mcnamee	<p>52</p> <p>[All the barriers proposed would threaten birds passing through the Golden Gate, several species of which are threatened or endangered under state and/or federal laws.]</p>
Ray	Miller	<p>53</p> <p>I am no engineer but I can't believe [the added weight and wind resistance of the alternatives presented will not adversely affect the bridge in the future.] Continue to emphasize prevention as opposed to doing something that could damage a national treasure.</p>

Commenter First	Last	Comment
Gregg	Montarano	<p>I am an electrician on the bridge. I feel for the families that have lost someone to suicide on the bridge, but a deterrent build onto the bridge would put my life in danger. [I hope that the workers lives are taken in consideration, the danger would increase dramatically for us bridge workers. The difficulty of getting to our work areas would in danger my life, as I would now have to walk along the outside of the barrier up to 100-200 feet to access my worker area.] What would you say the my family or the family of any worker who fell because this barrier? Personally I would probably end my career as a bridge electrician and have to find other job somewhere else (and I am sure I am not the only who would leave)</p>
Meghan	Moody	<p>[I am concerned that the net, however, may not completely prevent people from jumping. I believe the following questions should be considered. Has it been tested as safe? If you jump and fall in the net, can you get injured? Is it possible for someone intent on suiciding off the GGB to create an apparatus (e.g. a rope) that can launch him/her further than the 20 feet of protection the net offers?]</p>
		<p>[The entire study is flawed and the DEIR is flawed in that the NO BUILD alternative was not evaluated equally, or at all actually. The NO BUILD should be fully studied as a viable alternative that can meet the Board of Director's 11 criteria established for a means to impede suicides at the Bridge. The NO BUILD alternative all ready stops 70% to 80% of people, it makes sense that it must be furthered studied to develop an equal assessment to compare with the BUILD ALTERNATIVES.]With the BUILD ALTERNATIVE costing up to \$50 million, a full study of possible improvements to the NO BUILD must be undertaken ...What is the cost to improve the NO BUILD methods, for example? [What about adding full-time staff at the entrance to the sidewalks that can have eye contact with people which would further aid in reducing suicides.] The NO BUILD deserves to be studied to see what more can be done, for far less money, that will further impede people from committing suicide. Study the NO BUILD for improvements to it</p>
Melanie	Morgan	<p>[I did not find the expected stress from wind loads added to the bridge and what impact this may have to life and maintenance costs in the future.]</p>

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Commenter First	Last	Comment
		<p data-bbox="246 457 272 722">Net Alternative</p> <p data-bbox="311 247 548 722">While the net is likely to reduce both the jumps and attempts it is not likely to be as effective as the taller railing alternatives. The argument for the net system hangs largely on a belief that the Swiss experience will be repeated at the Golden Gate. I believe this to be highly unlikely. The number of jumps and attempts from the Golden Gate is much greater than those reported by Swiss authorities. Secondly the use of the Golden Gate as a suicide location has gone on for over 70 years far longer than the problem confronting the Swiss. Finally, while the suicide attempts might be reduced, the net could attract stunt jumpers and thrill seekers in a manner not seen on other less well-known bridges. Serious injury and death could result from these jumps as well.</p>
		<p data-bbox="597 247 753 722">Further, those who do jump and are caught by the net may be able to climb the netting in and subsequently fall to the water. District officials have admitted this in public meetings. One can imagine how long it will take the suicide instruction web sites and there are a number of such sites to post detailed instructions of where and how to fall into the Golden Gate Bridge Net, climb and then fall into the bay. Indeed, knowing the net is a greater challenge could encourage more jumps.</p>
Paul	Muller	<p data-bbox="782 785 815 1050">None of these problems exist with the taller railing alternatives.</p>
K	Munjee	<p data-bbox="847 247 954 722">I cannot tell from the images, but in Alternative 3, it seems to me someone could jump from the sidewalk and land on the netting... from there could they not jump over that edge? If so, I think that is not a good idea. If this is not the case, I would be more interested in Alternative 3.</p>
Patrick	Murphy	<p data-bbox="977 247 1084 722">The Draft should be more explicit in stating that none of the proposed changes will ensure that there are no more suicides off of the bridge. In fact, one cannot even guarantee that there will be fewer in the coming years should one of the systems be added.</p>
Rich	Myhre	<p data-bbox="1114 247 1188 722">A functional question: Could someone landing in the Alt. 3 net easily crawl over the edge? I realize psychologically they might elect not to, but how easy is it physically?</p>
Karen	Nygren	<p data-bbox="1221 247 1328 722">How much litter will the net system collect? How will the litter be safely removed? What will be the visual impact of having paper and other garbage collected by the net? Will the net be a "magnet" for people to throw "stuff" into? How much will it cost to continue to clean and maintain the netting?</p>

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Commenter First	Last	Comment
Tom	O'Neill	<p>The question of whether to "suicideproof" the bridge is a no-brainer- of course it needs to be done. I'm an architect, and as such I would say that "monkeying with the bridge design" is not the deal- the deal is that adding a suicide barrier is actually "fixing a design flaw"- period. I think you should add tightly stretched vertical stainless steel cables on top of the existing rail- just like modern cable railing systems on buildings, only running vertically. With this, max. visibility is maintained for those walking across bridge. Other option is to replace rail with full-height cables-but why take out the existing rail-when it is nice, and not required ? [As for a net below, what's to keep people from crawling out of the net and jumping ?] A stainless stl. cable rail, topping out at 10', say, would be quite nice. Like I said-there shouldn't even be any debate on this-do it. I read in the paper that most people commenting prefer leaving things as they are. Boy, is that incredible. You should, as they say "ignore alien orders" in this regard-and how/no kidding. Like I said, the bridge has had a "simple design flaw" from day one- fix it !</p>
Grant	Patterson	<p>[The draft should provide pros/cons for each alternative. If there is a ranking for the projected effectiveness of each alternative, it should be listed. It's really hard to wade through all the dense language to figure out the real differences between the alternatives.]</p>
Peggy	Radel	<p>As much as I feel for those who have lost loved ones to suicide, it is not reasonable to remove every possibility of places where one could commit suicide. What next, boxing in every viewpoint in the city? We need to make publically accessible places safe for the vast majority of users. not engineer against every possible misuse of that place. [Even the net system will trap birds.] [And how does that system actually prevent someone from landing in the net and then propelling himself over that barrier?] The cost and impact would actually be lower to employ guides to patrol the bridge to intervene.</p>
Lee	Resnick	<p>[My first thought was .is it possible for someone to jump further out than the Net...but after reading what the said in Switzerland...that they no longer have jumpers...I guess I'm wrong .just not positive. From the pictures..it sure looks like someone could jump further out..if they really wanted to. Anyway that's what I was thinking. Thanks..]</p>
Maggie	Rufo	<p>My only concern with a barrier, which I favor, is that is not impact birds that use the bridge. For instance: [would a net be something that birds would easily become entangled in?]</p>
John	Rynski	<p>[Concerned about the number of birds who may be entangled by net in Alternative 3 and their ability to get loose.] Birds would also slam into transparent panels in Alternatives 1 and 2.</p>

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Commenter First	Last	Comment
		<p>[The entire study is flawed and the DEIR is flawed in that the NO BUILD alternative was not evaluated equally, or at all actually. The NO BUILD should be fully studied as a viable alternative that can meet the Board of Director's 11 criteria established for a means to impede suicides at the Bridge. The NO BUILD alternative all ready stops 70% to 80% of people, it makes sense that it must be furthered studied to develop an equal assessment to compare with the BUILD ALTERNATIVES.]With the BUILD ALTERNATIVE costing up to \$50 million, a full study of possible improvements to the NO BUILD must be undertaken ...What is the cost to improve the NO BUILD methods, for example?]What about adding full-time staff at the entrance to the sidewalks that can have eye contact with people which would further aid in reducing suicides.] The NO BUILD deserves to be studied to see what more can be done, for far less money, that will further impede people from committing suicide. Study the NO BUILD for improvements to it</p>
Virginia	Simpson-Magruder	
Allan	Smorra	<p>1. If the bridge is such an attractive nuisance, have you considered closing the sidewalks and having NO pedestrian access? Quarter-hourly bike shuttles across the span would ensure that no suicidal bicyclists would access the sidewalks. A 6 month trial might yield interesting data.</p>
		<p>[2. What liability issues will result if a barrier is built and someone still gets over/under/around/thru it?]</p>
Donald	Stroh	<p>[Question: Did installing suicide barriers on other buildings (Empire State Building) lower the overall suicide rate in the city?]</p>
Laura	Swaminathan	<p>[All the pictures show views OF the bridge, but not FROM the bridge. I have a tough time envisioning what the view would be like as a pedestrian or cyclist crossing the bridge. Is there any way to include those diagrams to scale? For example, show the skyline of SF through the bars of each of the new barriers, to get a better idea how much each would obstruct the view?]</p>
		<p>[The entire study is flawed and the DEIR is flawed in that the NO BUILD alternative was not evaluated equally, or at all actually. The NO BUILD should be fully studied as a viable alternative that can meet the Board of Director's 11 criteria established for a means to impede suicides at the Bridge. The NO BUILD alternative all ready stops 70% to 80% of people, it makes sense that it must be furthered studied to develop an equal assessment to compare with the BUILD ALTERNATIVES.]With the BUILD ALTERNATIVE costing up to \$50 million, a full study of possible improvements to the NO BUILD must be undertaken ...What is the cost to improve the NO BUILD methods, for example?]What about adding full-time staff at the entrance to the sidewalks that can have eye contact with people which would further aid in reducing suicides.] The NO BUILD deserves to be studied to see what more can be done, for far less money, that will further impede people from committing suicide. Study the NO BUILD for improvements to it</p>
Bren	Taylor	

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Commenter First	Last	Comment
Esther	Taylor	<p>74 [Why was the barrier not put in during the construction of the bridge? What keeps the jumper from falling off the net? Could there be a way to make the barriers slippery and literally non climbable?]</p> <p>The horizontal system seems to have the least aesthetic impact.</p>
Stan	Teng	<p>75 [How will trash removal from the netting be accomplished with the horizontal system?]</p>
		<p>76 [One of the items I didn't notice in the Draft EIR was the method that would be employed to rescue those who wind up in the Net System.</p> <p>I understand it would involve shutting down a lane of traffic (Did that get considered in EIR?) and using special equipment to retrieve the people.</p> <p>Has any thought also been given to the potential for trash being thrown in the net, and its removal?]</p>
George	Topor	<p>Thank you.</p>
Ann Leslie	Uzdavinis	<p>77 [The net system (3) seems like it also may have a negative impact on birds.] I'm curious to know if 1A, 1B, 2A, 2B have more maintenance & cleaning needs than the current system. Based on the observation that it seems that 1A, 1B & 2B have more surface area than the current railing I would think they would require more work, paint & chemicals. Of any of the systems 2A seems to have the least amount of surface area and therefore would require the least amount of work, paint & chemicals to maintain.</p>
Randall	Van Nostrand	<p>78 [the study is flawed and the DEIR is flawed in the the No Build alternative was not evaluated equally. The No Build should be fully studied as a viable alternative that can meet the Board of Directors 11 criteria.] The No Build already stops 70%-80% of the people. The No Build deserves to be studied to see what can be done for less money.</p>
Leonard	Vinci	<p>79 Alternative 3 will service the purpose well. [One very important matter the net design team must consider. This net must not be a firm net. And the spacing of the net mesh should be no closer than 6" to 8" across. This will cause the person jumping into the net to get tangled up in the net mesh and not allow he/she to simply land on the net and crawl over the edge. When jumping into the net their legs will most likely go through the open net holes, thus making it very difficult or even impossible to climb back on top of the net. The lack of net being firm will also make it very difficult to navigate the surface of the net.] In addition, the design team may want to make the surface of the mesh material uncomfortable when landing on it... This overall netting design would be the best alternative with respect to the current looks of the Golden Gate Bridge.</p>

Commenter First	Last	Comment
		<p>The Golden Gate Bridge is an International landmark. It is true that people come from around the world to see San Francisco and walk along the beautiful expanse of the Golden Gate.</p> <p>Given the suicide rate off the bridge, ranging between 1,300 and 2,000 souls since it's opening in 1937, I can understand the obvious call for suicide prevention. The aforementioned plans simply don't seem like the right approach.</p> <p>The first options 1A, 1B, 2A & 2B would have an impact on the aerodynamics of the bridge, despite wind-tunnel testing. We have seen storm seasons become more severe and unpredictable every year. To add barriers to an area that is already exposed to extreme winds seems risky at best. In addition, from the diagrams of the alternatives, I can only assume that the transparent panels are Plexiglass or shatter-proof / bullet-proof glass. If Plexiglass, they would be prone to scratching / carving and saltwater erosion. If shatter / bullet proof, the weight and cost would be substantial. In either case, both types are vulnerable to graffiti. All these alternatives would greatly inhibit visitor's views from the bridge.</p>
Alicia	Watkins	<p>[Regarding the third alternative, this only seems like a speed-bump for a jumper. They would leap from the rail, hit the net, then crawl to the edge of the net and jump again. I don't consider this to be a preventative measure at all.]</p>
Wait	Watkins	<p>[Charge pedestrians & bikers with toll booths @ each sides & ends.] This would help by having someone who may see the sadness in someones eyes & could get them some help. The sad person may not bring or have money to get on the bridge. And would generate income for the bridge so you dont have to keep raising the motor tolls. After all no mater how you do it, you still cross the bridge weather you are walking, biking or driving. The toll booths would (with properly trained personel) possible get the sad person the help that they need. Wait Watkins, Pealuma, CA</p>
Lynn	Wellman	<p>I am actually scared of the net alternative. People could still get hurt, and it doesn't really deter crazy people who want to jump. [So what if the net catches them? What if they jumped head first and broke their neck?] That's not only unsafe, but kind of gross.</p>
Arlene	Wilshusen	<p>[I believe they have done a remarkable job of finally accessing the environmental aspects of the "enhancements" to the walking part of the span.]</p>
Laura	Winfrey	<p>Alt 1B seems most effective relative to purpose of retrofit. With curled top it becomes virtually impossible to scale. [Net alternative seems porrest option- why not jump off/out of net?] The frequent numbers of suicides from the bridge detracts from the beauty and inspiration relative to the bridge. The fix will not change the look of the bridge relative to the whole structure!</p>
Randall	Young	<p>[May want to include some historical information about the bridge and restore some of the military sites around on bridge property.]</p>

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Commenter First	Last	Comment
Amy	Zahler	<p>Wouldn't birds be likely to become entangled in the nets if those were used? Also, birds would likely crash into the acrylic view panels proposed.</p>
Bridge Rail Foundation		<p>Bridge Rail Foundation Position on the alternatives under consideration for the Golden Gate Bridge Suicide Deterrent</p> <p>Resolution approved at meeting of July 28, 2008</p> <p>Be it Resolved: that the Bridge Rail Foundation strongly encourages the Golden Gate Bridge District Board of Directors to reject option # 6 (no-build) of the Draft Environmental Impact Report: "take no action". And be it further Resolved: that the Golden Gate Bridge Board proceed directly to adopt the best of five alternative options as the "Locally Preferred Alternative".</p> <p>Discussion</p> <p>First and foremost we must reject the no-build option, or option #6(no-build). After well over 1,300 deaths and public demands for action to stop the suicides dating back to 1939, a no-build is not an acceptable alternative. It must be rejected.</p> <p>We should point out that the Bridge District's description of option #6 in the web site polling system leaves the impression that current District efforts may be sufficient. The suicide death rate at the Bridge has remained constant at an average of over 24 per year for over 40 years. No reasonable person could consider this data and conclude the District's efforts are sufficient.</p> <p>Beyond option six, we are presented with five alternatives. Each has distinct strengths and weaknesses, and at first glance, all appear to be reasonable alternatives for stopping suicides. Unfortunately, the technical data, financial information and supporting documentation needed to arrive at a fully informed recommendation are not available. Rather we are asked to judge these options on their visual merit, and a great deal of visual material is presented for that purpose. While many of our supporters and other organizations may have a preference based solely on this visual information, we believe it would be inappropriate for us to do so without also considering all the facts needed to arrive at a recommendation we could stand behind. alternative options as the "Locally Preferred Alternative".</p>

Comments Received after the Comment Period via the Website Comment Form

Commenter First	Last	Comment	
Jeff	Andersen	10/10/08: I just read the press release announcing the bridge district voted to approve the addition of nets to the bridge.	88
Bob	Anderson	[So, what keeps a jumper from jumping out of the net??] [Now that you have voted for the net, [how effective will that be when the determined individual simply crawls to the edge of the net to finish the deed?] You are willing to spend millions of dollars for this? The far better, and more effective approach (both in cost and in actual prevention) would be to permanently staff professionals to walk the bridge and provide counseling to troubled individuals.	89a 89b
Roger	Arnal	[A determined jumper will jump from the net into the bay.] Save our money. Don't build anything.	90
David	Ato	The bridge needs more than a barrier to keep people from committing suicide. [They will crawl up the net and jump.] [Who will go after them when a jumper does land in the net?] [Perpetual maintenance.] Spend the money on full time bike patrol officers or volunteer jump guards. They can talk to visitors about the bridge while they eyeball the possible jumpers. It is a waste of money. Perpetual maintenance for an eyesore. The only place to install a preventative measure is where a jumper will land on some person visiting Fort Point. Please be smart about this. If a person decides that suicide is the only way out for them, the bridge is only one way. You cannot stop them from jumping in front of a car or off a building or some other method. The Bridge District needs to stop cross-over head on collisions before they even think about this other matter.	91a 91b 91c
Daniel	Bloom	[What stops someone from jumping down to the net and then walking/crawling to the edge of the net and then jumping?]	92

Committer First	Last	Comment
David	Bohman	<p>Please do not waste any more time or effort (money) on this. It is ill-conceived and isn't likely to have a significant impact on suicide attempts.</p> <p>Please focus on adding a barrier between the opposing vehicular lanes, and work on the approach routes / roadways as needed.</p>
		<p>[Has anybody considered the effect this supposed "barrier" is going to have on rescues required as a result of failed attempts with the barrier?] [Will the "barrier" place police, fire and other individuals at greater risk when they must respond to a failed attempt?] [Will it impact other uses of the bridge during a rescue operation?]</p>
Bill	Brunt	<p>I think placing any sort of a barrier to prevent suicides off the bridge just a waste of time and money.</p> <p>As I understand it, a series of steel nets at a cost of \$40-\$50 million was approved.</p>
		<p>[Wouldn't some just jump into the net and then jump off of there?]</p>
Jim	Cauble	<p>If absolutely necessary, choose the least expensive system possible, it won't do any good anyway, as any system can be circumvented, climbed over, cut through, or in the case of a horizontal barrier, simply rolled off of.</p>
		<p>During this economic disaster, I think it is totally irresponsible of the district to spend \$50 million on a system that cannot be effective. [What is to keep a determined person from simply rolling off the horizontal barrier and still plunging to their death?] I sincerely hope you will reconsider at least until funds are more readily available. Look at the big picture and do the right thing for the taxpayers.</p>
Steve	Evans	<p>Alt 3, the one chosen, is the only one that doesn't actually work. The GGTD is going to become a laughing stock for picking something that:</p>
		<p>1) doesn't actually work [(suicide attempters will jump down to the net and then over the edge they go) (granted, some attempters will be deterred)</p>
		<p>2) will cost tens of millions more than intended due to wrongful death and disability cases [(people can and will still break their necks when jumping to the net, and they will be able to justifiably blame the Authority)]</p>
		<p>3) cause untold misery for those (and their families) that are injured in the jump to the net.</p> <p>Leave the bridge alone. And let people make their own choices in life (and death).</p>

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Commenter First	Last	Comment
Rich	Fritz	<p>The problem of suicides from the G.G.B. has always been here since the Bridge was built. I don't believe that this Landmark and Historical structure should be physically changed in any way but rather finding a better solution to preventing these suicides from happening. Through increased security and cameras and awareness of the public to act if someone appears to be lingering or otherwise indicating unusual behavior. Also through more intense study and counseling for those with illnesses that cause this behavior resulting in suicide, thus preserving the natural beauty of the Bridge and its original structure in tact as it was intended to be. While suicides are truly a problem it is not one that can be "fixed" or otherwise prevented in this way. There are deeper and much more serious problems at work here that a physical change to this bridge will never really stop all suicides from happening and is it really the responsibility of the authority or government to take on? [Could this eventually lead to other Legal and financial problems in the future? ie: (The installment of a suicide Barrier is admission that the Bridge is a contributing factor in the suicide of my Son/Daughter so the family is suing.) You should have foreseen this as a problem years ago. I disagree with adding any structure to the Bridge. Thank You.</p>
Dave	Garcia	<p>... time was people paid a tax to benefit the people paying the tax. now - stupid 25 million plus dollars already spent to stop a few suicides from a world landmark? our beautiful g.g. bridge</p>
		<p>[and how is suicidal person to be rescued from said net?] call in the coast guard for \$18,000./hr then close half (or all) the bridge affecting 70,000 ppl for 6 hours or more. \$4,700,000.00 / hour then pay , pay pay. chp overtime. average joe now gotta pay baby-sitter extra, missed business, ad-naseum are you all insane? to pick someone out a net who will undoubtedly sue the city cuz he was injured while being rescued? and the city will pay!!! (family will be happy) then they goes home and slit their wrists w/ a knife in the bathtub why don't we outlaw knives also? someone may use it to kill themself ha ha, cry cry, ha ha "stop-the-world and let me off..."</p> <p>you nuts are paying millions per suicide while medicare is being cut and gg tolls raised. im gonna vote you whackos out if you spend any more stupid money - then ask for toll increase... what planet you aliens from?</p>

Commenter First	Last	Comment
Culver	Heaton	Dear Gentle Stupid Board Members: If indeed the screen is 20 feet below the bridge and about 20 wide, [How simple it would be to jump to the screen and then jump off the screen to the water below.] You folks need to stop listening the Engineers and all go see a good Shrink. \$40-\$50 mil. can be better spent. If someone really wants to jump, they are going to jump all be it from the golden gate or another high place. Raise the rail if you want to slow them down a bit. I really don't have a problem a modification to the railing.
Anthony	Hernandez	I understand that the net idea was approved. A net gives the best possible view while minimizing weight and wind loading and is therefore the best idea. The problem is that the current design, based on the rendering I saw, is INEFFECTIVE. [People need only crawl to the edge of the net and jump off from there.] Furthermore, the guy wires holding the supports can themselves be used to defeat the net... [and someone colliding with one of the supports risks serious injury.] I have a design for a net that: <ul style="list-style-type: none"> - Improves the from-deck view even more. - Is escape-proof. - Protects rescuers as well as the victim. - Minimizes chances of injury. - Minimizes possible bird roosting/damage - Can be upgraded to prevent multiple suicides (such as the parent who threw his childrne off and jumped in after them) I am pleased to provide drawings and written description on request. Anthony Hernandez
Scott	Hutchison	[I saw in the news you approved the net system.] Maybe there's something I'm not understanding, but [won't people just jump down to the net and then crawl to the edge and jump off the net into the water?] It doesn't seem like a horizontal system would really do much good in preventing potential suicides, unless they're really lazy or uncoordinated.
Lauren	P	Why don't you just enclose the walkway? Is someone wants to kill themselves, [they will jump onto the net, and then jump from there.]

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Commenter First	Last	Comment
Deane	Peterson	<p>First, from an aesthetic perspective, I think that any of the proposed physical deterrents will detract from the beauty of the bridge--from the perspective of those viewing the bridge at a distance and especially from the perspective of those on the bridge who are trying to enjoy its beauty and the beauty of San Francisco and the bay. My wife and I still remember our Golden Gate walk across the entire bridge from San Francisco to the opposite side and back again at sunset as on of the most memorable events of our trip there about six years ago during a medical conference there. I remember the beauty of the bridge, the impressiveness of its history, and the relaxing and awe-inspiring view of the beautiful bay below and of the shoreline on each side of the span. I can only imagine how much this beauty would have been detracted from by wire netting below hindering our views of the bay--and the impact on our photographs. When you consider the enormous amount of money that this project will cost, the few suicides that it might actually prevent, and the other far more valuable uses--and more tangible benefits--for the money that would be spent on a physical deterrent system, I would strongly encourage you all to consider other solutions--if you indeed do anything additional at all.</p> <p>Deane Peterson, APRN-BC, MA, MS, MSN, MPH, EdD</p> <p>As a family nurse practitioner for 10+ years, with masters degrees in psychology, nursing, public health, and economics, I certainly care about the welfare of my patients and have a keen interest in prevention. Depression and suicide/suicide prevention are serious issues that need to be better addressed by society and our healthcare system. However, my understanding is that this project will cost around 40 to 50 million dollars. This seems an enormous expenditure with potentially no--or very little--benefit. If someone is truly serious about committing suicide, they are probably going to be successful at it, and if you effectively take away one of their suicide options, they will likely find another option that will provide them with the same outcome. Thus, once the barrier is built--if indeed it does effectively prevent suicides--it is likely that people who would have jumped from the bridge will likely still commit suicide but just through other means. So, you won't have your bridge suicides; you'll just have those same suicides elsewhere.</p> <p>[Furthermore, what's to prevent a determined person from first jumping onto the barrier netting and then crawling/walking to the edge of the netting until they are again able to jump/fall from the netting to their death below?!] What will you then do...build a barrier under the barrier? How far out do we carry the protections/adsurdity?</p>

Commenter First	Last	Comment
Deane	Peterson	<p>Finally, if the estimated project costs are accurate--or even close to accurate--you could probably get far more bang for your buck by applying a much smaller portion of the money--even less money than would be earned yearly on such a total expenditure--to mental health programs already in existence and/or to funding an additional program that focuses on suicide prevention. And, in especially in dark economic times like these (but even in good times too), surely we can do far better with such expenditures than merely preventing an average of 30 to 40 suicides yearly. The parts of me that are trained in both economics and public health demands that the greatest good be derived from the least amount of dollars/expenditures. With that constraint, even if you're determined to make such an expenditure in some area (and have those massive funds available), surely there are many other programs that would much more positively impact both mortality and morbidity statistics than building an ugly net around the bridge--a net that I believe will have little impact on preventing San Francisco's overall annual suicide rate. There are far too many other more valuable environmental, animal, and health issues than to waste money on a project like this.</p> <p>Deane Peterson, APRN-BC, MS, MA, MSN, MPH, EdD Family Nurse Practitioner Chattanooga, TN</p>
David	Plunkett	<p>[The Draft Environmental Impact Report is a joke.] My kid could have done that on his computer in about 30 minutes. I hope it was cheap. This is a perfect example of government waste, both of time and money. Build the damn thing!</p>
Ruta	Rudisill	<p>I just sent an email but hit a wrong key before finishing my information. I am now finishing this information below. Sorry.</p> <p>My very first email may have been deleted instead of sent, but if not--please be patient in re-reading my comments on the barrier--I feel that they are important for you to consider.</p>
		<p>1) [Is the net system built in such a way that a jumper CAN'T then just crawl up the side of the net and continue to jump from there?] Now you will have people jumping from a lower position, possible more survivors, but also more extreme injuries to those survivors that someone (maybe the state?) will have to pay to those survivors for the rest of their lives.</p>
		<p>2) Please consider this scenario--knowing that if they jump the net will save them, [you now have "just for the fun of it", thrill seeking kids/adults who want the thrill of the jump but know they will be saved by the net (sort of like bungee jumping--falling but the cord will save you). How will you control that?] That was my first thought--those fun jumpers--and had to write this. I have no connection to the bridge or the authority, so this decision does not impact me in any way. This fun jumping thought was just so strong in my mind that I had to write (and I never write to this kind of thing), so please consider what I have written. Thank you.</p>

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Commenter First	Last	Comment
Edward	Shea	<p>[A NET SYSTEM WOULD REQUIRE IT NOT TO BE ABLE TO CLIMB OUT OF TO CONTINUE ATTEMPT OR GET AWAY.] WE NEED TO DETAIN THE PERSONS AND HELP THEM.</p> <p>The first indication that is a terrible idea is the price tag, ridiculous.</p>
Thomas	Taylor	<p>\$40-\$50 million dollars could fund one hell of a lot 24 hour manned security to prevent suicides. [What would stop someone from crawling out to the edge of the net and jumping?] Anyone that gets to the bridge and actually jumps is certainly not impulsive about it. That is a stupid concept, it takes one hell of a lot of guts to work up the nerve to take your own life in this manner, this person will find a way to do it with or without this bridge because they are in that bad of a way,this isn't going to go away! Anyone who thinks different is overthinking this problem. How about \$40-\$50 million dollars put into the areas services to help people with troubles and prevent more suicides all over these communities not just at the damn bridge. I also think it is incredibly stupid to react as though people committing suicide on the bridge are some how different or more important than other suicides.</p> <p>Is this a political game? Because is smells bad enough as an idea to be just that!</p>
J.R.	Williams	<p>The approve suicide prevention net looks like it won't do the job. [What is to stop people from simply jumping off of the net after they jump off the bridge.] The net needs to be designed to entangle them, or be made out of fly paper so they will stick to it. Then after they are un-stuck by bridge workers or authorities, they can go find a high window to go jump out of.</p> <p>Are you really going to waste 50 million dollars of the tax payers money on this????</p> <p>If so I am a contractor give me the job.</p>
Lynn	Wright	<p>[There was a comment on a talk show questioning whether or not a person who got hurt on the net could sue the bridge for the injury.] As I understand it, attempted suicide is a common law crime. How can one sue for being injured in the commission of a crime? If attempted suicide IS a crime, could the erection of the net be re-characterized as a crime prevention measure?</p>

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do.co.mo.mo_us

documentation and conservation
of buildings, sites and neighborhoods of the
modern movement

Northern California Chapter
PO Box 29226
San Francisco CA
Docomomo.noca@gmail.com

August 25, 2008

Physical Suicide Deterrent System Project
Golden Gate Bridge
Highway and Transportation District
PO Box 9000
San Francisco, CA 94129

To Whom It May Concern:

Docomomo is an international organization dedicated to the documentation and conservation of the architecture and engineering works of the modern movement. The Northern California chapter of Docomomo was established in 1996 as a non profit 501(c)3 organization, and its mission has been to promote education and awareness of the modern movement in the Bay Area.

The Golden Gate Bridge is one of the most iconic engineering structures of the Modern Movement, and has invaluable historic, cultural and architectural significance. Its significance is due in large part to the cohesive characters of its design and siting. One of its principal character defining features is the design of the existing railing system and the open feeling one experiences on the bridge itself, as either a pedestrian or when viewed from a vehicle. The approach to the bridge from the Marin side is one of the most breathtaking experiences anywhere in the world of a bridge passage – starting from the feeling of compression in the Waldo tunnel, the sighting of the bridge towers as one exits the tunnel, the rapid and curved descent to the bridge and the sudden expansive feeling of openness, with amazing views of the bridge and the bay that one experiences on the bridge itself.

The Northern California chapter of Docomomo strongly recommends that physical changes not be made to the bridge that impact its character defining features, and are not related to required seismic or transportation improvements. We believe that the funds used for creating a physical suicide barrier could be better spent on non-physical suicide prevention means, such as more mental health treatment programs and increased bridge patrols.

If the Bridge District were to move forward with a physical suicide barrier, we believe the only alternative that does not negatively impact the character of the bridge deck and the experience for most visitors to the bridge is Alternative 3, the net solution. If this solution were to be chosen significant attention should be paid to the design of the netting to minimize its visual impact. We do not believe International Orange would be the appropriate color of the netting, but that a darker color would have less impact.

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In summary, Docomomo Noca recommends that no physical suicide barrier be built. If the Bridge District were to proceed with a physical barrier, we recommend that a solution be selected, such as Alternative 3, which has minimal impact on the character of the railings and minimal visual impact for pedestrians and those in vehicles on the bridge deck.

Sincerely Yours,



Andrew Wolfram
President, Docomomo Noca

Citizens For a Safe Golden Gate Bridge



Director John P. Ehlen, P.E.
Director Frank Schweiger
Director Eric J. Schmidt

Robert M. Guernsey
Founder/Chairman of the Board

Director Alexandra F. Ehlen
Director Danna Kirkbride
Director Lucille Dandeleit

Monday, July 7, 2008

**Golden Gate Bridge
Highway & Transportation District
Mr. Denis J. Mulligan, District Engineer
Box 9000, Presidio Station
San Francisco, CA. 94129-0601**

RECEIVED
JUL 11 5 2008
GOLDEN GATE BRIDGE
ENGINEERING DEPARTMENT
each
8/11/08
CD

Subject: Suicide Deterrent Barrier System.

Dear Mr. Mulligan:

Back in February 24, 2005 you laid-out a "project plan" during a Building & Operation meeting for the suicide deterrent barrier system.

You called it the 106 process! You called for a various plan involving the State and or federal participation, as well as public involvement in raising the funds needed for this suicide deterrent barrier system. You also suggested that CEQA and NEPA reports by ordered. Enclosed a letter sent to you, requesting information on the CEQA and NEPA reports ordered, as well as the wind tunnel test of both systems. "Pedestrian/Bicycle Hand Rail, which you never sent to us.

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Where do we stand on the 106 process that you very in a classy manner back in February of 2005 for both the suicide deterrent system as well as the movable median traffic barrier as well as the wind tunnel test of both systems – with or with out the barriers? I would think by after defer operating costs, and off setting other projects that now this 106 process would be complete.

Please response to our request for the information at your earliest time.

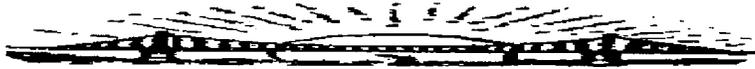
Respectfully submitted,

Robert M. Guernsey

Robert M. Guernsey
Founder/Chairman of the Board

CD
ED
W.M.D.

Citizens for a Safe Golden Gate Bridge



Robert M. Guernsey
Founder & Board Chairman

Director John P. Ehlen, PE
Director Frank Schweiger

Director Alexandra F. Ehlen
Director Danna Kirkbride

Thursday, March 17, 2005

Denis J. Mulligan, District Engineer
Box 9000 Presidio Station
San Francisco, CA. 94129

RE: Feasibility Study and Report, CEQA and NEPA reports for the Pedestrian/Bicycle Hand Rail

Dear Mr. Mulligan;

I was pleased to see you at the Building and Operating meeting of February 24, 2005. As always, it is a pleasure to listen to your informative reports of engineering safety issues as the 'Suicide and Movable Median Barriers.

If you would not mind sending me a copy of the feasibility study & report, CEQA and NEPA reports for the pedestrian/bicycle hand rail installed on the east and west sides of the span.

Thank you for your time and effort in making the Golden Gate Bridge the world's safest bridge.

Respectfully submitted,

Robert M. Guernsey



Creegan + D'Angelo

INFRASTRUCTURE
ENGINEERS

ENGINEERING YOUR SUCCESS

August 21, 2008

Physical Suicide Deterrent System Project
Golden Gate Bridge, Highway & Transportation District
P.O. Box 9000
San Francisco, CA 94129

Attn: Jeffery Lee, Project Manager

Subject: Golden Gate Bridge - Suicide Barrier

Dear Jeff,

The Golden Gate Bridge is a landmark bridge structure that is recognized around the world. The engineering and design of the bridge in the 1930's created a monument, a sculpture, a piece of art that demonstrates the vision and pinnacle achievement of bridge engineering in America. As I told Denis Mulligan, I think the bridge is the best design of a suspension bridge in the world, and it is a shame and crime to change it unless necessary to protect it. Any changes and additions to the bridge structure diminish the value and do not respect this icon of man's technical and aesthetic capability. I support the no-build alternative.

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I understand the serious and devastating impact of suicide on family and society. I believe that the solution to suicide is not building physical barriers. The solution for suicide prevention is mental health intervention by family and professionals. Why not build cars that will survive impacts?, put locks on all guns?, and make drug overdose impossible by dispensing one tablet at a time? – cars, guns, and drugs result in many more deaths than jumping from the Golden Gate Bridge.

Adding tall barriers to the bridge is another example of a minority issue, bridge suicides generating a "solution" that is a major impact on everybody. A comprehensive suicide prevention study should be performed that includes other non-physical barrier solutions, given that there is \$50 million dollars to combat the problem. There are better solutions, that help more people, for suicide prevention and mental health counseling.

Respectfully yours,
Creegan + D'Angelo Engineers

Reinhard Ludke, S.E.
Principal Structural Engineer

H-75



P.O. Box 9000, Presidio Station, San Francisco, CA 94129

www.ggbsuicidebarrier.org
(415) 351-3800

GOLDEN GATE BRIDGE PHYSICAL SUICIDE DETERRENT SYSTEM PROJECT COMMENT CARD

Thank you for your interest in the Golden Gate Bridge Physical Suicide Deterrent System Project Draft Environmental Impact Report/Environmental Assessment (EIR/EA). Your feedback is an important part of this process. All comments received will be part of the EIR/EA public record. (Personal contact information is optional)

Name: JANET R WILLIAMS Date: 22 JUL 08
Address: 211 SOUTH
SAUSALITO CA 94965
City State Zip
E-Mail: N.A. Affiliation: N.A.
PHONE: 415-352-2886

1. Please let us know if you have a first preference for an Alternative:

- No Build – Continue Non-Physical Suicide Deterrent Programs
- Alternative 1A – Add Vertical System to Outside Handrail
- Alternative 1B – Add Horizontal System to Outside Handrail
- Alternative 2A – Replace Outside Handrail with Vertical System
- Alternative 2B – Replace Outside Handrail with Horizontal System
- Alternative 3 – Add Net System that Extends Horizontally from Bridge

2. Please let us know if you have a second preference for an Alternative:

- No Build – Continue Non-Physical Suicide Deterrent Programs
- Alternative 1A – Add Vertical System to Outside Handrail
- Alternative 1B – Add Horizontal System to Outside Handrail
- Alternative 2A – Replace Outside Handrail with Vertical System
- Alternative 2B – Replace Outside Handrail with Horizontal System
- Alternative 3 – Add Net System that Extends Horizontally from Bridge

THIS 2ND CHOICE IS WAY BELOW 1ST CHOICE!

3. Please provide your comments on the Draft EIR/EA; comment on the alternatives (listed above) and/or resource area impact analyses (listed below).

Resource Areas: visual/aesthetic, cultural resources/historic preservation, land use, parks and recreation and biological resources

- ALTHOUGH IT DONE NIKELY, I AM STILL DISPLEASED WITH THE "HANDRAIL BARRIER" ADDED BETWEEN SIDEWALK AND ROAD SEVERAL YEARS AGO.

- I HAD A FRIEND JUMP FROM THE BRIDGE MANY YEARS AGO (1960S), SO I AM NOT UNAWARE OF HOW SUICIDE AFFECTS SURVIVORS.

- AT ANGOR WAT (CAMBODIA) IN 2001, I ASKED IF PEOPLE EVER FELL OR JUMPED. THE GUIDE SAID, "OH YES." I THOUGHT HOW LUCKY IT WAS THAT ANGOR WAT IS IN CAMBODIA- IF IT WERE IN THE U.S. IT WOULD BE RUINED WITH RAILINGS AND BEWARE SIGNS, IF ANYONE WAS ALLOWED ON IT AT ALL.

CONTINUE ON BACK

ALL COMMENTS MUST BE RECEIVED BY AUGUST 25, 2008.

Comments can also be e-mailed to suicidebarrier@goldengate.org, submitted on the comment page of the website: www.ggbsuicidebarrier.org/getinvolved.asp or mailed to Physical Suicide Deterrent System Project at Golden Gate Bridge Highway and Transportation District P.O. Box 9000, Presidio Station, San Francisco, CA 94129.

(COVER)

I AM MOST CONCERNED ABOUT THE VISUAL,
HISTORIC, AND BIRD IMPACT

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I HAVE CROSSED THE BRIDGE 5X A WEEK
FOR 40 YEARS AND AT LEAST 3X A WEEK
FOR 10 YEARS

THANK YOU FOR THIS EXCELLENT PRESENTA-
TION.

ALL COMMENTS RECEIVED THROUGH GGB WEB SITE COMMENT FORM (Alphabetical by last name)

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First	Last	Comment
		1) The needs of the many outweigh the needs of the few; if there is \$50 millions to spend on the bridge, then that money should go to on-going maintenance, patrols and toll reductions, not to building a suicide barrier.
		2) Historic structures have more meaning as originals. What makes the Eiffel Tower, the Pyramids, the Taj Mahal and the Golden Gate Bridge iconic structures is that they still stand as they were when they were created. This is the power of architecture and of history and this should be honored, not altered.
		3) The plans which call for plexiglass viewing areas are not well thought out: there is no way that these windows will remain clean in the salty air and car fumes. Hence visitors to the city will lose one of the most important features of the bridge: its incredible views.
Derek	Anderson	The money being proposed should be used in alternative treatment areas - to support mental health initiatives rather than placing a very small bandaid on a big problem. People will find a way to end their lives in some way - no matter what anyone does but we can help far more by offering mental health support services than by spending it on a physical barrier that only addresses a small portion of the population.
Mark	Anderson	From a cultural perspective I am troubled by the impact analysis that suggests the Build Alternatives would cause direct adverse effects to the Bridge, including the complete or partial removal of character-defining features. As a symbol of the city I believe the Bridge should remain untouched. All of the Build Alternatives include some kind of modification to the Bridge, therefore my preference is the No Build option.
Martin	Anderson	Similarly, all of the Build Alternatives have significant visual impacts which, in my opinion, are undesirable, especially given the iconic status of the bridge and its heavy tourist traffic.

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First	Last	Comment
Janet and Lewis	Baer	WE cannot protect everyone from everything, including them(our)selves
Janet and Lewis	Baer	The bridge is a masterpiece and must not be defaced.
		The suicide barrier impacts are well within the tolerable region and the benefits far outweigh any impacts.
		These minor modifications to the rail configuration are in keeping with the original design intent. I doubt if the original designers would have settled on this rail design if they had been able to foresee how many souls would be lost over the rail.
		This reconfiguration of the rail design corrects a regrettable design side effect that was unknown before construction.
Bruce	Bagnoli	This barrier is needed and will save many lives. The lives saved will benefit society, reduce impacts on family and friends. It will reduce emotional impacts to those of us using the bridge who see a jumper, and to bridge workers when suicides occur from the bridge.
		Often people who are saved from a suicide attempt or who survive an attempt are able to get help and rejoin our community. This barrier will reduce the impulsive suicides and give time for intervention.
		The minor visual impacts of 1b,2b, and 3 combined with the reasonable cost make this an important investment, an investment that makes an important statement about the values of our community.
Bruce	Bagnoli	The historic nature of the bridge should not be augmented by such a wasteful and potentially ineffective modification.
Drew	Bailey	Both the impressive view and the dramatic effect of standing atop such a monumental man-made structure will be affected by the proposed modifications to the bridge.
Drew	Bailey	

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Drew	Bailey	From a cultural resources perspective, it is the responsibility of the people of San Francisco to maintain in as close to its original form as possible, such an important historic and cultural symbol. The Golden Gate Bridge was a symbol of the people of San Francisco's ability to overcome the hardships of The Great Depression. It is representative of all the things that once made this country great, and any such frivolous change lessens its importance to future generations of Americans.
Drew	Bailey	Tourism. Remember that great view? The feeling of standing right at the edge of such a tremendous, and man-made precipice will be gone.
Drew	Bailey	"Lets go see the Golden Gate Bridge!" "Yay" "Now lets walk across the Golden Gate Bridge!" "Whatever - maybe I would have before the put up that lame barrier..."
Drew	Bailey	None that I can think of. Less food for the fishes maybe...
Drew	Bailey	Even in terms of human biology I think the barrier is a terrible idea. It is unlikely to prevent any serious suicide attempts, and it is very likely to infuriate the people of San Francisco to such a degree that a rash of rage induced aneurisms and heart attacks may result.
Drew	Bailey	I fail to see how Alternative 3 would provide much of a means of protection. Presumably, one so inclined could jump into the net and then jump over the edge of the net into the water. It seems unlikely that such a system would deter one seriously driven to commit suicide. That being said, it is the least aesthetically displeasing of the Alternatives. I personally love the unobstructed view given by the current railing setup, and feel that non-physical deterrence is the best option for the majority of people. I would be curious to know if erecting a suicide barrier would cause people to use an alternative means, such as the Bay Bridge, or if it's simply a matter of "convenience" that the bridge is nearby and a barrier would prevent the suicide attempt altogether.
James	Bailey	we need to spend money on people who want to live that are in need, or better spent on a divider for the bridge to prevent on coming accidents.
kevin	bailey	

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		<p>I believe that going with option 3 will satisfy both sides of this debate. Option 3 is the most aesthetically appealing of all the options. Provided it is built right, it has the possibility to be a safer alternative to the other four options, 1A, 1B, 2A, and 2B. If a person were to attempt a jump with option 3, they will at least experience somewhat, what it will be like to jump from the bridge. Hopefully enough of a hair raising experience to make them think twice about what they were doing. If an individual were to go with any of the other options, they would simply have to climb over if possible, the higher barrier would also be aesthetically unpleasing, tourism for the bridge would most likely decrease as well. If a vertical barrier is chosen, I recommend a clear Plexiglas barrier. The Plexiglas barrier would have supporting posts every 10 feet to secure it the the original hand railing. If one were to climb up on the hand railing, it would be hard for them to find anything to grip while trying to scale the Plexiglas barrier. The option would be for the person to destroy the barrier requiring tools that are not available. In the time it would take the person to find these tools, prevention services would already be on scene.</p> <p>The negative to employing a net type system are as follows. If one were to jump, assuming they are still convinced to do so after landing in the net, they could easily climb out and jump again. The option would be for the net to somehow keep the jumper from jumping again. Perhaps it will be extremely flexible and hard to get out of once occupied (i.e. tighter mesh, plastic coated cables, etc). Another problem will be with thrill seekers jumping into the nets for fun. This can unnecessarily tie up resources.</p> <p>I might also add, that by decreasing response time, increasing surveillance, by having more foot/bike patrols, dedicated individuals monitoring the bridge, and perhaps adding more emergency phones (linked to crisis management), one might decrease bridge related suicides by a small part.</p>
Jason	Ballesteros	Overall, by employing the previous mentioned measures, along with either a Plexiglas barrier, a net, or some combination of both, we can work to curb suicides with a tool that doesn't ruin the aesthetics of a historically significant structure, and works to provide the best prevention possible for a troubled individual.
charles	ballinger	Your priorities should lie on preventing head-on collisions on this unsafe bridge. We have limited resources these days and we should protect those who don't wish to die. This is an ill-advised, wasteful project at best.
Rosemary	Balmain	The Golden Gate Bridge has become too glamorous and therefore too dangerous not to have a suicide barrier. After all, the Eiffel Tower has one, and the Empire State Building.
brian	bane	The number one consideration should be to make the bridge safer, to save lives. People will commit suicide anyway, it is true, but the bridge is a magnet for suicides.

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		<p>I strongly feel that option 1b is the best option for the bridge. Here are my reasons:</p> <ol style="list-style-type: none"> 1) As a normal pedestrian, I would feel safer having the original handrail there. It feels more secure, and my fear of heights would be appeased slightly. 2) Keeping the original handrail keeps the bridge as historically unchanged as possible. The bridge remains the most similar to the original plans. 3) When looking through the horizontal bars, you can see an entire view of the skyline. From the distance of the bridge, the skyline is very long horizontally and the buildings do not seem as tall, and so at any height (based on how tall you are) you can look through the closest two bars and see everything, not impeded by the vertical bars. 4) While the horizontal bars are easier to climb up, the wing at the top of the bars provides a deterrent to climbing over. 5) As a somewhat strong young woman, I could probably jump and launch myself over the vertical option because it does not have the wing at the top. It would take a lot of effort, but if I were determined, I could do it. Imagine someone stronger or taller than I -- and many people are. 6) From a tourist standpoint, the plexiglass option provides the opportunity to take clear pictures. But if you don't like that, you can even use the horizontal bars to steady your camera as you place it between the bars to take a picture. 	120
Nora	Barr	While I chose two specific physical barrier alternatives, all are acceptable. They have negligible aesthetic impact and will save lives. The price is nominal in the context of lives it will save each and every year.	
Allen	Barr	Even as a person not at suicide risk, I will feel safer walking the bridge with barriers in place.	
Allen	Barr	There are 8,666 people in Tiburon (according to the 2000 census-it's actually more now.) On Wednesday, August 20, 2008, the Tiburon Town Council voted on a resolution supporting your efforts to find a solution for stopping the suicides off the Golden Gate Bridge. I hope you will count all 8,666 people as in favor of a suicide barrier or some other means to finally stop the deaths. I have listed my personal favorites here.	
Sarah	Barr	I am concerned as to how the net will provide adequate safety for the individual until emergency personnel can arrive at the scene? Or, will the net allow the individual yet another location in which to jump from? Additionally, how easily can emergency personnel access the person who has jumped to the net?	
Crystal	Barrett		

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Comment

Michelle	Benvenuto	This is a historic structure. Any addition to the beautiful simplicity of the design is not in keeping with the original vision of this bridge.
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Michelle	Benvenuto	My uncle jumped off the GGB and I STILL do not support this outrageous idea. Why are we spending money to address a problem that is not caused by the bridge? Why are we attempting to destroy this beautiful and historic structure because of an issue that is not her fault. People will continue to commit suicide and it has nothing to do with the bridge.
Michelle	Benvenuto	I am in favor of any of the 4 choices that support a physical barrier on the bridge. However, I am NOT in favor of a net system. I believe a net is not a strong enough deterrent, as people can still jump from the net, and can see the potential for problems with rescue efforts, pranks, etc.
Bettina Adam	Bepler Berger	Although I have not read the EIR/EA, I want to voice my general support for a suicide barrier for the bridge with the assumption that current suicide prevention programs will be continued as well. I trust the Board of Directors to choose the best design.
Christina	Berger	I am concerned about Alternative 3 as it was mentioned that birds may become caught up in the netting. For that reason I am strongly opposed to this option.
Christina	Berger	A recent article in the New York Times "The Urge to End it All" July 6, 2008, discusses impulsive suicide vs. premeditated suicide and the effectiveness of suicide barriers. It states, "Put simply, those methods that require forethought or exertion on the actors part (taking an overdose of pills, say, or cutting your wrists), and thus most strongly suggest premeditation, happen to be the methods with the least chance of success. Conversely, those methods that require the least effort or planning (shooting yourself, jumping from a precipice) happen to be the deadliest. The natural inference, then, is that the person who best fits the classic definition of being suicidal might actually be safer than one acting in the heat of the moment at least 40 times safer in the case of someone opting for an overdose of pills over shooting himself." I ask that this information be taken into consideration.

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Dr. Lanny	Berman	<p>From a public health perspective, lives will be saved by the construction of barriers that effectively thwart the use of the bridge from use by would be jumpers. There is considerable science supporting, and general consensus among scientists who have studied this issue, the fact that lives will be saved. Were I to promise that I could save 100% of those next 1300 jumpers from dying by jumping from this bridge and that 90% of these people would not otherwise go on to suicide, would that not be a compelling argument to do whatever is possible to make that happen? Those predictions can be supported by what we now know -- To do nothing is a proposal only supported by naive and callous disregard for human life.</p>
Shiva	Berman	<p>Substantial body of research over the last few decades has shown the following:</p> <p>GG bridge is the the most popular suicide magnet on the face of the planet.</p> <p>Those who chose to jump to their death do so in a moment of pure impulse (they do not have a plan B in place).</p> <p>Of the 29 who have survived the attempt only 1 has gone on to commit suicide later and many talk about how they were sorry they jumped an instant after having done so.</p> <p>A physical barrier is the only proven method to save lives 100% of the times.</p> <p>Shame on us for waiting so long to save countless lives and for choosing aesthetics over the lives of so many people.</p> <p>Shame on those in charge of the bridge who choose to ignore this, sitting other non effective methods already in use as an excuse, and cover up the number of lives lost each year in the hopes that if they don't talk about this, the problem will just go away!</p>
Brad	Berman, MD	<p>All available research suggests that a barrier will help reduce impulsive suicidal gestures, and that it will not in any way diminish the beauty of the bridge nor decrease it's tourist value.</p>
Tim	Bernard	<p>it seems irresponsible to me to aesthetically alter a historical cultural icon such as the GGB.</p>

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First	Last	Comment
Yve	Betar	A visual barrier on the bridge would ruin the aesthetic beauty and quality of the experience for the more than 30 million visitors. I do not believe that the "No Action" alternative in the DEIR has been examined properly, if people want to kill themselves they will find a way.
Yve	Betar	The visual impacts of all of the five Build Alternatives are not acceptable. There are absolutely no mitigations available for the BUILD ALTERNATIVES completely ruining the aesthetics and historic characteristics of the Bridge. close family member attempted to jump and was stopped by a bridge painter. he went home and hung himself in the storage shed in the back yard. he was found by his wife. if someone is set on suicide, building a barrier and the bridge will not stop them. i am against pulling a ugly barrier on a national treasure. thank you
david	bettini	This beautiful bridge, a gateway to a magnificent city, is becoming a symbol of despair, a magnet for hopelessness. Please erect a barrier. Please.
Suzanne	Bettman	Any barrier will interfere with the beauty of this landmark!
ML	Beuchert	Employ a couple of people to patrol the bridge day and night.
Birte	Beuck	Suicide is often an acute crisis that can be reversed with appropriate help. NOT having a rail is the moral equivalent of handing a loaded gun to someone in acute emotional distress. Your "yes" to a suicide barrier will save lives. Thank you!
Gigi	Bibeault	As someone whose dad committed suicide, and as a friend to 3 others who did it, it will make ZERO DIFFERENCE in the rate of suicide! It will just make the GGB not the chosen place. It will not save lives. It will suck up a ton of money, and assuage consciences, but not to any decent end.
d m	bieneman	bridge suicides are a TINY portion of all suicides. leave the bridge alone...you can't protect people from themselves
Steve	Bilan	This is to inquire whether or not you're still soliciting ideas for a barrier. If it's still possible to submit one, please let me know and I will create a draft design to send to you. I can be reached at steve_bilan@comcast.net

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Mark	Bluestein	Alternative 1B is preferred over 1A because it would have less visual impact both from the bridge and looking at the bridge. Vertical rods would punctuate the view while driving across the bridge and would be more visible when looking at the bridge from the view points at each end of the bridge. Vertical rods also look more "jail-like." Alternatives 1A and 1B are preferable to Alternatives 2A and 2B because they preserve the existing handrail which is part of the historic design of the structure. Alternative 3 would have the least visual impact, but would not be very effective at preventing suicide, the purpose of the project.
Alan	Blumenthal	I don't think the No Action alternative has been properly analyzed and considered.
Alan	Blumenthal	The entire study is flawed and the DEIR is flawed in that the NO BUILD alternative was not evaluated equally, or at all actually. The NO BUILD should be fully studied as a viable alternative that can meet the Board of Director's 11 criteria established for a means to impede suicides at the Bridge. The NO BUILD alternative already stops 70% to 80% of people, it makes sense that it must be further studied to develop an equal assessment to compare with the BUILD ALTERNATIVES. With the BUILD ALTERNATIVE costing up to \$50 million, a full study of possible improvements to the NO BUILD must be undertaken... What is the cost to improve the NO BUILD methods, for example? What about adding full-time staff at the entrance to the sidewalks that can have eye contact with people which would further aid in reducing suicides. The NO BUILD deserves to be studied to see what more can be done, for far less money, that will further impede people from committing suicide. Study the NO BUILD for improvements to it!
Alan	Blumenthal	The visual impacts of all of the five Build Alternatives are unacceptable.
Gary	Boatman	I am sorry that people choose to use the GG bridge as a jump off point. But in these hard times and with a huge lack of support I think these funds could be better spend designing a barrier to prevent head on collisions (of people who actually want to live). We cannot be all things to all people. This liberal left idea of a barrier is DCA and should be dropped. When will we learn that we have to allow people the freedom to make their own paths and choices???
Hawkins	Bob	leave it as is
Austin	Bodek	The ideas would aesthetically ruin the bridge.

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Gary	Boswell	I am a long time user of the bridge. The special treat of walking across the bridge cannot be duplicated by moving it to the side. People who choose suicide as the only way out of their problems will still choose to end their life if the bridge is not available and their methods will be more messy and seen by more people.
charee	boulter	I like the concept of decreasing the appeal of jumping from the GGB and the options are visually attractive.
John	Bourne	The beautiful aesthetic design of the bridge should not be altered. The original engineers and designers would want future generations to enjoy the bridge as it is. Any alteration to the present design would seriously impact it's natural beauty in a detrimental way.
John	Bourne	Suicide is a result of mental illness or instability. Suicidal individuals will continue to take their own lives by using handguns, hanging themselves with a rope, ingesting lethal drugs or jumping off high buildings. The bridge directors should not be compelled to alter the bridge in any way because of the self destructive actions of a small group of unbalanced people. Maybe without this type of project, the board could also refrain from raising the bridge tolls every few years.
John	Bowen	The idea of spending so much money to prevent so few people from willfully doing themselves harm would be ridiculous at any time, but proposing to waste so much of the public's money in the current economic climate is beyond comprehension.
John	Bowles	The idea of spending so much money to prevent so few people from willfully doing themselves harm would be ridiculous at any time, but proposing to waste so much of the public's money in the current economic climate is beyond comprehension.
Jamie	Bowles	Do not change the bridge.
Malcolm	Bowles	I have grown up in San Francisco, and this would irrevocably mar the beautiful bridge I have grown to know and love. Compared to many other methods of suicide readily available to the public, I fail to see the extraordinary dangers of this method which merit special consideration - especially when this consideration would have far-reaching consequences beyond the suicidal individual.
Philip Bryan	Bowles Boyce	The Alternatives 1 and 2 make it seem like you're in prison, not on the bridge. Hideous. I can't believe this money could not be put to better use, including improving the anti-suicide patrols.
Bryan	Boyce	I think the visual impact would be very negative for all of the proposed alternatives.
		I think the planned alternatives are not consistent with the vision of the architect nor with the cultural value of the Bridge.

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Bryan	Boyce	I think the proposed alternatives would diminish the recreational value of the bridge, and not be consistent with the land use that is intended for the bridge.
Bryan	Boyce	Given the amount of paint and gasoline needed by bridge workers to maintain the current structure, why create a larger debt to sustainability? It's more of an indirect impact.
Bryan	Boyce	Adequate.
MJ	Boyd	I think the 'net' system is not practice as it set up a system for people to throw objects --garbage and then someone has to maintain it...
		The board members need to fulfill their public trust responsibilities and immediately proceed with an option which they believe will stop the suicides. This is not a responsibility to be relegated to a public popularity contest. The architects have given you several designs that look perfectly appropriate for this amazing structure. MAKE A DECISION NOW and get it done on a fast track before more lives are needlessly lost due to continued indecision and bureaucratic hurdles. These are easily preventable deaths.
Patrick	Boyd	I think vertical lines will complement the appearance more than horizontal lines.
Katherine	Boyers	The money could be better spent elsewhere. If someone is intent on suicide, they will find a way.
Barbara	Boyle	A suicide barrier on the Golden Gate Bridge MUST be built to protect and preserve human life -- the #1 responsibility of a humane, moral, compassionate, and socially conscious society. Options 1A and 2A have minimal impacts on aesthetics, cultural resources and recreation, which are truly insignificant when compared to the inestimable value of lives and communities that will be spared the tragic and terrible loss, suffering and devastation caused by easy access to lethal means of suicide. The SF Bay Area community has an undeniable responsibility NOW to follow through with building a suicide barrier, which will remove the adjectives "terrible" and "lethal" -- qualities that the visionary architects and builders never intended for the "beauty" that they created and that millions use and enjoy. To me, preventing suicides from the bridge, and the destruction of families and communities that follows, is truly enlightened historic preservation -- removing from the bridge what was never intended, yet what has become the darkest of shadows cast by it. We must strip "suicide magnet" from the description of the Golden Gate Bridge.
Joanie	Boyle	

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Kell	Brigan	Would birds nest more on Option #3 than they do on the bridge currently? If so, would this be a hardship for maintenance workers, or otherwise interfere with air flow or the effectiveness of the net?
Kell	Brigan	Congratulations on reaching this milestone! About Option #3: would it be possible for an especially fit person to climb to the edge of the net, and "complete" a suicide attempt? Also, isn't there a possibility that thrill-seekers (not suicidal, just dumb) might jump into the net just for kicks?
		(My second comment. Left some stuff out.)
		1) Re. #3 -- I wonder what impact the net might have on maintenance workers. Would they be safer, ultimately, or would having to move the net to get around add risk?
		2) Generally, please look at options for spreading the cost around. The Bridge is a State treasure, as well as San Francisco's, so it seems reasonable that the rest of us cough up something to help with expenses. Even though the State budget is probably unavailable, private donations could go a long way to help, should money be a concern. There are 35 some-odd million folks in California. Even if only 1 in 100 people feels strongly enough about this issue (show 'em Dr. Sieden's study, and they'll care), we should still be able to come up with some cash.
Kell	Brigan	I prefer 1A and 2A because the vertical lines of the barrier would echo in miniature the overall vertical lines of the suspensions cables. These seem to me to be the most visually elegant options. (I prefer 1A because it preserves the historic structure for future reference, and also allows the existing rail to be a "floor molding" for the new barrier. The contrast between the old and new features is more elegant and interesting than 2A.)
Kell	Brigan	I prefer option 1A because it would maintain the existing rail for historical reference. (I also think it's the best overall design.)
Kell	Brigan	The 6.5-inch span on the vertical or horizontal barrier bars should allow plenty of room for the photographers to get a shot "outside" the barrier.
Kell	Brigan	The visual impact of alternative 1A and 2A both fit into the design of the bridge the best.
Joanne	Briggs	It is vital to put a suicide barrier on the bridge as soon as possible. Too many lives are being lost at this bridge.
Joanne	Briggs	

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Victoria	Brubaker	<p>Suicide is a very sad and devastating experience for the affected families, friends and society at large. I have experienced it within my own family and can attest to the above. My opposition to the barrier system, however, has nothing to do with aesthetics, but with the money required to build such a system. If we are going to add additional cost burdens to commuters and local tax payers, the money should be spent on a movable barrier to protect drivers from head on collisions -- accidents where those involved have no plans to take their own lives or the lives of others. We already spend outrageous amounts of money in tolls, which continually rise each year, for a bridge that was supposed to be paid off years ago. With additional proposals for fare hikes to fix Doyle drive, I think it is fiscally irresponsible to spend tens of millions of dollars to prevent bridge suicides. Let's spend the 40-50 million dollars on preventing avoidable accidents, or fixing Doyle Drive first, and then if we have money left over, or taxpayers are still willing to pay more, then build the prevention system.</p>
Don allison	Brubeck bruce	<p>It is possible to conserve the historic features and aesthetic qualities of the bridge while adding a barrier to effectively reduce suicides. Such measures have a proven effect, and do not merely shift suicides to other locations.</p> <p>[I am involved as a community advisory committee member in a similar effort for the bridge with the next highest number of suicides in the US: Aurora Bridge, Seattle WA. With this comment I am speaking for myself, not for the committee or for WSDOT]</p>
PETER	BRUCE	<p>I am in favor of increasing police presence and cameras on the bridge.</p> <p>WHY KILL THE BEAUTY OF THE BRIDGE JUST BECAUSE SOME ONE WANT TO KILL THEN SELF.</p>
PETER	BRUCE	<p>WHY KILL THE BEAUTY OF THE BRIDGE JUST BECAUSE SOME ONE WANT TO KILL THEN SELF.</p> <p>AND MAKE THE TOLL GO UP !!!!!!!!</p>

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		<p>If people seriously want to commit suicide they will do it whether or not there is a barrier. they may do it someplace else but we the tax payers and general public should not be expected to pay up to 50 million dollars plus annual maintenance because 30 or so people a year choose the golden gate bridge to commit suicide.</p> <p>The golden gate bridge is both a national icon and large tourist attraction and altering could impact the number of tourists that come to see it. Which could then further raise the cost of a suicide barrier through lost tourism, bridge tolls, and sight seeing tours.</p> <p>Again if someone is truly serious about committing suicide they will do it.</p>
jodi	brust	
Louis	Bryan	All the alternatives negatively impact the aesthetics.
Louis	Bryan	The money proposed to be spent on the alternatives could be better used on virtually any other program.
Louis	Bryan	The main cause of deaths and injuries on the bridge is automobiles, not jumpers.
Ester	Bryant	Keeping with the historical engineering beauty of the Golden Gate Bridge and within financial reason barriers must be erected as a deterrent.
Ester	Bryant	We must structurally and legally do whatever it takes to stop suicide from the Golden Gate Bridge.
Maximilian	Buck	It is only human decency to value life before aesthetics. Suicide has widely tainted the symbol of the Golden Gate Bridge.

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Alan HENRY	Burns BURTON	Barrier proponents merely comprise a small group of noisy and relentless activists who are a tiny minority of the populace. Don't build anything and continue the present course. PLEASE LEAVE A BEAUTIFUL BRIDGE ALONE IF PEOPLE WANT TO COMMIT SUICIDE THEY WILL AND THEY MAY TAKE SOME INNOCENT PEOPLE WITH THEM.BY CAR-OR BY THE POLICE ETC.THIS WAY NO ONE BUT THEM GETS HURT.PUT THE FUNDS TOWARD DOLE DRIVE FIX. KEEPING THE WORLDS MOST B
		Sadly, ever since it was built, the Golden Gate Bridge has been a magnet for despairing people who have been driven to take their own lives. My own brother committed suicide four years ago, casting a sad shadow over me, my family, and our friends. The pain will be with us forever. I feel like I would do anything to get him back. Concurrently, I also have powerful feelings about the ongoing, everyday mental health and quality of life for those of us who are alive. The Golden Gate Bridge is a major contributor to that quality of life. The bridge has been an uplifting inspiration for the millions of people who have visited from afar, who have seen its stunning photos, or who experience it every day. There are very few human-made structures in the world that uplift us as much as this amazing span—one of the architectural wonders of the world. Beauty, humanity, and trust are all exquisitely expressed in its timeless and humane design. To fortify it with fencing and barriers only sends the message that we are living in a scary, mistrustful society, where individuals must be regulated, contained, and restrained. The bridge is a mighty symbol of freedom, splendor and the magnificence of human creativity. Please don't erode our communal sense of hope by fortifying it and adding it to an increasingly â€œmeanâ€ built environment. We need more symbols of liberty, joy, and optimism bolstering our spirits and encouraging us to love life.
Shirl	Buss	Thank you, Shirl Buss I do not think the net is a good idea because it will change the appearance of the bridge more than it needs to be changed. Making the existing railing taller or replacing it all together are both great options.
Danielle Mary	Butler Butler	Having the wingleet at the top is important, I think. A barrier will save lives. I have seen someone attempt to jump from a bridge and it was horrifying.
Mary	Butler	I don't believe it is appropriate to build a suicide barrier on the Golden Gate Bridge. The bridge is a classic historic structure that should not be altered. \$50,000,000 can be applied in 50,000,000 better ways. You can't stop people who want to kill themselves from committing suicide.
Sandy	Butler	

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EM	Byrne	The "transparent" panels will make the wind speed and direction more unpredictable, endangering the lives and health of bicyclists.
EM	Byrne	All of the Alternatives that include large "transparent" panels will make the wind speed and direction more unpredictable, endangering the lives of bicyclists.
EM	Byrne	The "transparent" panels will be a danger to birds. Money wasted on adding ineffective barriers to the bridge could be better spent on preserving biological resources in California.
EM	Byrne	The nets could entangle birds. Alternatives with "transparent" panels are dangerous to birds that will fly into them at high speeds.
EM	Byrne	All of the Alternatives will highlight the fact that mental-health care in America is execrable. Tourists from all over the world will wonder why so much money was spent to desecrate a national monument instead of paying for mental-health care for ill Am
EM	Byrne	The "transparent" panels will not be transparent at all, due to dirt, fog, and wear.
EM	Byrne	All Alternatives will waste money to desecrate an historic landmark, at the expense of other cultural resources that could make better use of the money.
EM	Byrne	All of the alternatives are a disgraceful waste of money that would be better spent on mental-health care for patients. Where is the part of the report that compares the lives that would be saved by using the money to fund mental-health care for suicidal or depressed patients instead of wasting it on the bridge? None of the Alternatives would make the bridge suicide proof. How many fatal bicycle accidents will be caused by the effect of "transparent" panels on winds rushing and swirling across the bridge? Biological Impacts of the "transparent" panels and nets on flying birds were not resolved.

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Patrick	Callahan	<p>Whether a suicide barrier is needed and desirable should not be the subject of serious debate. Clearly, an effective barrier will save lives and the savings to society in general, in terms of both financial and emotional costs are immeasurable. Alternative 2B offers the least obstruction of the views of and from the bridge. One's line of sight is but minimally interfered with using horizontal cables from deck to top and allows viewing from any height -from child's eye-view to the tallest person's eye-view.</p> <p>If a barrier is installed it will become a part of the "landscape" in almost no time and will cease to be considered a visual obstruction, while saving the lives of countless persons - because it is not only the jumper who's life is lost in a jump from the bridge - ask any friend or family member who has lost someone to suicide.</p>
James	Callanan	<p>I think that 1A is as beautiful as it stands right now but it will be socially responsible which makes it more beautiful.</p>
Colleen	Camp	<p>I like keeping the current handrail as it keeps the historic design. I feel it is imperative to have a barrier. I have nearly jumped off the bridge myself years ago (more than once) but luckily didn't. I think a barrier will definitely decrease suicides as shown by the numerous studies from other venues where barriers etc., have been installed. If the compelling object is removed, then the suicidal impulse may go away.</p>
arlene	campbell	<p>niya ,a jump the bridge and live campaign should be an alternative bungee jump the bridge and live, a professional company can be hired for people who want to jump and they will live to tell there adventure people would pay u ultra megabucks to jump and of course they will live through the journey, i am serious about this my kids dad has been on hi-rises all his life and my dad is a paratrooper he did 98 paratrooper jumps and was shot down, when a person is up hi on golden gate bridge it is the equivalent of a huge skyscraper so of course when u look down vertigo sets in ,the pull of gravity overpowers u, so u get this feeling of jumping ,flying soaring because of the gravitational pull u could also have those people who glide people could have hangglider tours off the bridge,bungee jumping is a good answer to solve the suicide problem and barrier problem. (instead of sadness they will have a thrill of a lifetime!)</p> <p>Also include an cement expiration date ,the government would give the bridge people lots of money to replace the cement on the bridge while it is standing,do preventative maintenance work, because it has an expiration date i think cement starts disintegrating into powder after a hundred years, there are rumors that architects use cement that disintegrates in twenty to thirty years so some of the hi-rises will be turning to powder after a certain amount of years. rolypoly77@yahoo.com,my name is arlene campbell of village voice tv, channel 29 access tv, wild garden film/video,please stop the barrier the bridge is just fine and u are doing a good job keeping it going,please look into providing bungee jumping the bridge and live project and jump on the expiration date on cement project so u can start replacing some of the cement in preventative maintenance projects and make sure u get good quality cement so it doesnt disintegrate and turn into powder the bridge more than likely doesnt even need cement preventative maintenance.thank u ,arlene campbell,1388 haight st#8,sf,ca 94117</p>

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Van	Carney	Fewer than 1250 people have committed suicide from the Golden Gate Bridge in the 71 years it has been open to the public. The very idea that the scenic view should forever be taken away and the hundreds of thousands of visitors each year should instead be
DARRYL	CARR	HAVING READ YOUR ARTICLE IN THE LAS VEGAS REVIEW JOURNAL ON 07-22-2008, I READ WITH GREAT INTEREST AS I USED TO LIVE IN SAN FRANCISCO MANY YEARS AGO. AN INEXPENSIVE, BUT WORKABLE SOLUTION, IS TO ERECT AN ELECTRIFIED BARRIER WHICH WOULD "ZAP" PEOPLE AND KEEP THEM AWAY FROM CLIMBING TO THEIR POINT OF JUMP. FARMERS USE THIS METHOD TO KEEP THEIR CATTLE IN ENCLOSED PASTURES. YOU HAVE TO CONSULT AN ELECTRICIAN AND USE THE PROPER VOLTS AND OHMS TO PREVENT DEATH BY ELECTROCUTION. FOR EXAMPLE, YOU WOULD USE 220 VOLTS AND NOT 110 VOLTS AS THE 110 WOULD NOT KNOCK YOU AWAY AS THE 220 WOULD, THEREBY ELECTROCUTING YOU.
Pamela	Carr	I don't believe it is the district's duty to dissuade jumper's. The view should ABSOLUTELY NOT be obstructed. If the district is to install any barrier it should be on top of the bridge between lanes to stop head-on accidents.
Pamela	Carr	If the district is ABSOLUTELY committed to constructing something to prevent suicide, the only thing I would condon is the net system.
		I had a cousin that committed suicide by jumping from the bridge. I believe this was before call boxes were placed upon the span. I support the horizontal net system as an alternative to a suicide barrier. I do not believe the barrier would deter most people from their goal, and I think the money would be better spent on safety issues around Doyle 'Dead Man's' Drive, and across the span for those of us that commute and want to cross into S.F. and Marin safely.
		I believe the proposed barrier is misguided, unattractive and financially infeasible.
Raquel	Carrillo	The GG Bridge is a historical icon. The beauty and design should not be altered or changed in anyway to accommodate a tiny minority. As sad as suicide is, surely we can come up with a better solution than altering the bridge.
diane	carroll	Have you considered closing off the bridge to all pedestrians? To all bicyclists? Why are you spending \$2M on a study that has no funding for change to begin with? The majority of the people in the Bay Area do not want the bridge altered. Are we still not a country ruled by the majority?
diane	carroll	

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<p>Monica</p>	<p>Cassani</p>	<p>I think most people can find other ways to die...there are not shortage of appropriate buildings in the area to jump from...</p> <p>The bridge is a beautiful historical piece of archetecture and art.</p> <p>I love it.</p> <p>By the way, I'm from SF and the Bay Area...I do not live there anymore...I don't know if my opinion carries weight or not...</p>
<p>Christina</p>	<p>Castaneda</p>	<p>The "No Build" 'Alternative' should be STRICKEN. This is NOT an alternative. We have a responsibility to make our buildings, structures, bridges, and roadways safe. Do we allow people to walk on highways? NO! Because it's not safe. This makes perfect sense. Furthermore, the current rail does not meet current building codes. This makes the bridge district liable for legal action from any family that has suffered a loss.</p> <p>Alternative 3 is interesting, but there are various concerns that make me think it is an inferior option.</p> <p>-There is not inclusion of an alarm or alert if someone were to jump into the net.</p> <p>-There is no consideration listed about how difficult it would be for a person to jump into the net and then climb to the edge and jump.</p> <p>These considerations make me wonder how effective the net could really be.</p>

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Sally	Cerreita, LMFT	As the Clinical Director of San Francisco Suicide Prevention I believe as a community we must protect individuals that are lost in hopelessness from the GGB's easy access. I have facilitated support groups for friends and family of someone that has suicided for fifteen years. Often when someone jumps from the bridge the family reports their loved one showed no warning signs. This validates for me that the bridge is an impulsive means for suicide. Take a good look at the studies!
Craig	Cervenka	Please add protection to the bridge to stop this national icon from its spotlight of suicides. It will not in any way change its overall appearance. Alternative 1A would visually be more interesting, adding on to what has been there historically. Also, they vertical bars do not have to be as close together as alternative 2A. Horizontal rails will only invite someone to climb. A Net alternative looks like a future maintenance nightmare.
Gloria	Cevallos	Since the loss of my only child on the bridge December 28, 2006, in honor of my son, I am devoting my life to preventing suicide and consoling the families and friends of suicide victims. Yet, in just one vote, each of you directors, has the opportunity to save at least 30-40 physical lives a year and the many emotional lives of those devastated by the loss. The evidence is clear and well documented that putting up a barrier will save lives. You have a civic, ethical, moral, and social obligation to open your mind to the evidence and vote to put up a barrier. For every 10 days you wait, another life is lost and another family is devastated. How can you afford to wait any longer?
Gloria	Cevallos	Minimal visual/aesthetic impact, elegant,easy to accept.
Mauricio	Cevallos	

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Mauricio	Cevallos	Impulse and ease are a deadly combination and the GGB Transportation Authority has an opportunity to help reduce the devastation to families and community by reducing the ease and allure of the current Bridge Rail structure.
Mark	Chaffee	I urge you to follow through and put an end to this bridge's horrific legacy as the number one suicide magnet. The people in the Bay area deserve better, and the bridge deserves better.
John	Champlin	It looks terrible, and destroys the enjoyment of the bridge for the majority of us, who see it as one more great reason to go on living.
John	Champlin	Tear the damn bridge down and go back to ferries if you want to deface it this way.
John	Champlin	It sucks.
		A physical barrier would scar the aesthetic beauty of the bridge and ruin views for pedestrians and car passengers. Would make suicide attempts harder but not impossible and would only shift people bent on committing suicide to another location or method. Thus benefit of a barrier would be minimal and does not justify expense and ruining views and aesthetics.
Ronald	Chan	DON'T BUILD A BARRIER!! The needs of the many outweigh the needs of the few or the one.
Ronald	Chan	spend \$ on programs to help prevent suicide attempts.
		I think after spending millions-you will find people will look for another place to commit suicide.
Chris	Chandler	Please, please, please. I just ask that you do something that makes it harder for people to jump off the bridge. Please do something. Anything.
Rob	Chandra	I believe there are ways to make an impact on depression and suicidal urges without defacing a national treasure.
Carol	Chapman	Leave this national treasure of a cultural icon as it is. Strengthen suicide prevention through other venues. That's my strongly held opinion and I'm stating it as often as possible.
Carol	Chapman	I don't think it's fair for tax payers to pay to keep people from intentionally hurting themselves.
Lya	Chapman	Just pick the best alternative. The important thing is to act to save lives.
Sam	Chapman	

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Susan	Chapman	We will get used to it. Other suicide landmarks have implemented barriers. How can we not implement one of these. The net sounds sort of scary to imagine people hanging there in the net. But any approach that saves lives is ok with me.
Susan	Chapman	There is no mental health system in SF that adequately prevents the impulsive suicide jumper. At present our mental health system is underfunded and many mentally ill lack access, insurance, and a source of care. Public health prevention generally never show cost effectiveness and is expensive in the number of lives saved. But that is true for all preventive services. How can we not do something to save even a relatively small number of lives when we know it will save their lives and there is no alternative that will ever be equally effective?
Jake	Chapnick	Specifically regarding the steel net idea, I had the idea of a net that was soft, more like a trapeze artist uses for safety. This metal thingomabob is going to cheese grate people when they hit it. I mean, it won't literally grate their body into pieces, but it is liable to break their arms, legs, backs, and necks. Then they could sue the city.
Jake	Chapnick	Also, if you put up a metal net, there will be plenty of jackasses who try to jump onto it or perform stunts for kicks. Please, this is really a dangerous idea, it is not a good solution for deterring suicide. It only escalates the publics' derangement from this ongoing battle.
Date	Chappell	With no build it will be as is.
Date	Chappell	Too damn expensive.
Otis	Charles	2B seems most harmonious with the natural beauty of the bay and surrounding hills. In fact it seems to be an improvement over the present handrail which block views.
Otis	Charles	Elimination of the possibility of suicide from the Golden Gate Bridge has been too long in resolution. We enhance the Golden Gate Bridge as a symbol of hope by rendering impotent its fatal attraction for those drawn to suicide.
Robert	Chase	The bridge is a cultural icon recognized around the world. Nothing should be done to the bridge.
Kelly	Chatwood	This is an important step to deterring individuals who are at risk for suicide. A commendable effort has been made here to keep the integrity of the existing structure and aesthetics. Job well done, I look forward to seeing the completed system.

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		<p>In the short 28 years I have been on this earth, two people very close to me have jumped the bridge.</p> <p>The first was a close family friend, she was like an aunt to me. She survived the jumped only to be fished out to live on life support for an undoubtedly excruciating 48 hours.</p> <p>I only learned that her suicide attempt didn't kill her on impact when discussing the more recent suicide of my friend with my sister.</p> <p>I shudder to think of what happened after he jumped, knowing that he did so at the height of white shark feeding in that region of the bay.</p> <p>He jumped at night, a time when you have to be allowed in and are on video doing so- what is the purpose of this type of entrance? Who is making sure patrons of the bridge exit?</p> <p>The bridge ceased being a place of peace and beauty for myself (and others) long ago. It is not a place desire to visit nor do I take visitors to the bay area there.</p> <p>No one can change the past, but I would be very happy to know that in the future the bridge could garner only positive attributes and leave the negative ones in our memories.</p>
lisa	chavez	A suicide barrier would ruin the design aesthetics of the bridge and would be a waste of money. I strongly believe nothing should be done. It has already been a waste of money to commission the study in the first place.
Robert	Chee	The Secretary of the interior's Standards for modifying a National Historic Landmark structure would seem to point to Alternative 1A as the first preference, in that it makes the smallest change in the historic structure. Alternative 2A makes the next smallest change, in that it maintains the historic verticality of the barrier.

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		<p>The Secretary of the Interior's Standards for modifying a historic structure clearly permit modifications for the purpose of public safety. Thus, any of the alternatives that actually prevent suicides would seem to be acceptable, though some are more preferable.</p> <p>Given the information presented, Alternative 3 is not obviously likely to be as effective as any of the other alternatives. Could not a person jump first into the net, and then climb over the side?</p> <p>Finally, regardless of which alternative is chosen, it is important to build a barrier. The significant preponderance of scholarly studies of suicide indicate that some proportion of suicides are acting on a sudden impulse, and that removing the opportunity to act on the impulse may well prevent that person from committing suicide ever.</p> <p>A recent study by the Environmental Protection Agency established the current value of a human life at \$6.9 million (SF Chronicle, July 11). At that price on human life, it requires only a little arithmetic to determine that building a barrier would become cost-effective after deterring only a relatively small number of people from committing suicide.</p>
Robert	Cherry	<p>The vertical options are the closest to the current railing and therefore represent the least visual change. Further, the horizontal options strike me as potentially being able to be used as a ladder; and the net option, as noted in the Chronicle, would take hours to rescue people from, during which time (a) a big gathering would surely accumulate on the walkway above and (b) the person can climb out an jump. Plus, the net is ugly.</p>
Sarah	Cherry	<p>Only build the net system if it is not visible from the sidewalk on the bridge.</p>
Ed	Cherry	<p>I'm sorry people choose to kill themselves, but that doesn't mean we should ruin a world-renowned historical icon. Even if we do ruin the bridge, those folks will find some place else to kill themselves.</p>
Ed	Cherry	<p>What ever barrier is deemed most effective to preventing easy suicides and is most cost effective and quick to implement should be chosen.</p>
Jane	Chesson	<p>We need to stop deaths now.</p>
Jane	Chesson	

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Tristan	Christianson	As with any deterrent, if a person wants to badly enough they will find a way around it. This may serve in stopping or slowing some, but other more "eyes on" methods should be utilized and/or better utilized for the bridge and its security.
Tristan	Christianson	As I understand it this "barrier" is only for the east facing side, so this only solves half the issue and as noted if someone wants to badly enough they will find a way and no amount of money will be worth the expenditure if this proves out that someone can still get past it.
Maria Corey	Christman Christopher	I was a lifetime Californian until the USAF took me away and I retired in Texas with my husband. The Golden Gate is an emotional symbol, but "means restriction" is more important. Please, save lives.
Corey	Christopher	Construction of ANY barrier will negatively impair the aesthetics of the Bridge.
Corey	Christopher	The existing handrail should remain as it is a beautiful and historic part of the original structure.
Corey	Christopher	Visitors are currently able to look over the handrail down onto the water, this unique feature of the bridge should be maintained.
Corey	Christopher	none

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Paul christy	Clark clark	The entire study is flawed and the DEIR is flawed in that the NO BUILD alternative was not evaluated equally, or at all actually. The NO BUILD should be fully studied as a viable alternative that can meet the Board of Director's 11 criteria established for a means to impede suicides at the Bridge. The NO BUILD alternative all ready stops 70% to 80% of people, it makes sense that it must be furthered studied to develop an equal assessment to compare with the BUILD ALTERNATIVES. With the BUILD ALTERNATIVE costing up to \$50 million, a full study of possible improvements to the NO BUILD must be undertaken ...What is the cost to improve the NO BUILD methods, for example? What about adding full-time staff at the entrance to the sidewalks that can have eye contact with people which would further aid in reducing suicides. The NO BUILD deserves to be studied to see what more can be done, for far less money, that will further impede people from committing suicide. Study the NO BUILD for improvements to it!
mary	clark	Nothing should be done. This is ridiculous. What about personal responsibility. The govt should not have to protect everyone in this manner. an architectural icon such as this should not be altered. who knows what sort of impact it will on the structure and to say the least the looks. people come from all around the world to visit this beautiful bridge, that marries so well between the dramatic nature and the amazing architecture. this should remain in tact and a solution should be found that does not alter this.
mary	clark	this amount of money could be used in ways that would decrease the suicide rate but still keep the beauty in tact. it is the job of the committee to do so! i know someone who has committed suicide off of the golden gate bridge. if it had not been the bridge he would have done it another way...
Paul Philip	Clark Clark	The visual impacts of all of the five Build Alternatives are not acceptable. There are absolutely no mitigations available for the BUILD ALTERNATIVES completely ruining the aesthetics and historic characteristics of the Bridge. Good luck. I can't understand why this wouldn't be done. We have the resources and now we need to make this a priority. The bridge is too accessible to people at risk. It is our responsibility to fix this suicide platform in our back yard.
Ann James James	Clifford Clifford Clifford	Fix it now in the most effective and financially cost effective manner. We must prevent suicides!

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		<p>I visited San Francisco in Sep last year (07) from Melbourne, Australia and thought your city was fantastic!</p> <p>The one thing I was appalled at however was the amount of homeless people.</p> <p>Would you not be better off using the 50 odd million assisting your vast homeless population?</p> <p>Sadly at the end of the day there will always be people who wish to end their lives and they will do so one way or another.</p> <p>So my comment is why spend so much of your tax payers money on the bridge suicide program when there is other situations in your city which are so much more in dire need of support?</p>
Nicholas	Cole	Let people jump if they want to. They are going to die someday anyway. Suicide is just a choice.
Steve	Cole	Let people jump if they want to. They are going to die someday anyway. Suicide is just a choice.
Steve	Cole	Please put ANY kind of barrier -- aesthetics are secondary to saving lives!
T	Collier	no build for the aesthetic/historical value of the bridge. Alternative 3 seems the least visually intrusive if a system will be implemented.
Jamie Abram	Collins Conant	The bridge would be more aesthetically pleasing if there were something more substantial than small plastic tubes between me and traffic traveling in the opposite direction. The plastic tubes are an eyesore and a disgrace.

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Kaye	Cowen	I have not heard credible evidence that a barrier will prevent suicides. While it will likely decrease the number of suicides on the golden gate, is there any evidence that it will impact the overall rate of suicides in the area? If not, then alternative measures should be considered.
Chuck	Cox	Do not destroy the integrity of the historic bridge. If someone chooses suicide, it is their life and their choice to do so. The bridges beauty is for all to enjoy. E
		<p>Just because there is a barrier on the Golden Gate Bridge does not mean that suicides have been prevented-- only this one bridge as a conceptual means of doing so.</p> <p>Additionally, to constrict the view from, or the aesthetic view of, the world's most famous bridge for such an ambiguous result is not a price the world public should have to endure.</p> <p>If we want to use tax payer's money to save lives, give it to dying children, those whose lives may be saved with medical help their families cannot afford.</p> <p>E.D. San Francisco</p> <p>(Do not publish my name).</p>
E.D.		

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Penni	Cremen	I feel that a horizontal system would best allow for the visual/aesthetic values of the bridge while providing the safety needed. Vertical rails would not allow for the same visual/viewing aspects.
Julie	Criscenti Heck	I am in support of building and funding a suicide deterrent on the bridge. If it saves lives by making it less easy to commit suicide especially for impulsive teenagers than I think it is worth it even it impacts the aesthetics of the bridge.
Jessica	Crivello	For all the reasons listed above, we should leave the bridge as is.
Lorrie	Crivello	This is INSANE. \$2million already spent to study the suicide barrier. And, another \$40-50 million for the net. Please don't spend money on this. These dollars could be so much better spent. Another case of governmental agencies frittering away dollars without regard to the cost to the public.
Ian	Crockett	Any suicide barrier will deface this wonderful historic structure. People will find a way to committ suicide! If you do this to every bridge in the world, it will not deter anyone to find another way to end their life.
		There are cliffs,buildings, road abutments, etc.
		DO NOT ALTER THE BEAUTY OF THE GOLDEN GATE BRIDGE, PLEASE!!
		I was born in San Francisco in 1938 and raised there. I do not want to see this beautiful landmark scarred!
		Thank you
Bob	Crockford	

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William	Cuevas	Any alteration of the original intent of the architect(s) of such a cultural icon is blasphemous. The bridge is world-wide renowned. I believe that if public comment included the entire world there would be no debate, no question that the bridge should be LEFT ALONE AS IS!	146
William	Cuevas	Again, this is a global cultural icon. Raising the rails significantly alters the bridge as does the netting concept. Visitors from out of state or other countries would be appalled to see such ridiculousness of netting, raised rails, or filthy glass "viewing" stations.	147
William	Cuevas	I enjoy riding my bicycle across the bridge every weekend. Any "suicide barrier" would be an unfortunate reminder of suicide and of society constantly looking out for "my best interest". Ironically, I have a history of depression and have considered suicide. My weekly rides across the bridge bring me UNRIVALED HAPPINESS, something i look forward to every week. I ride the Caltrain to work during the week. I think jumping in front the train would be a quicker easier mode of suicide. Please!!	
William	Cuevas	I enjoy riding my bicycle across the bridge every weekend. Raising the handrails would obstruct my joyous views. The garbage strewn filthy netting or vandalized viewing glass would be a constant reminder of suicide and of society constantly looking out for "my best interest". Ironically, I have a history of depression and have considered suicide. My weekly rides across the bridge bring me UNRIVALED HAPPINESS, something i look forward to every week. I ride the Caltrain to work during the week. I think jumping in front the train would be a quicker easier mode of suicide. Please!!	
William	Cuevas	These alterations of the bridge would surely have a NEGATIVE IMPACT ON THE MENTAL HEALTH OF HUMANS trying to enjoy the most beautiful bridge in the world! A constant reminder of suicide would make experiencing the bridge a study in depression and one of the darkest sides of the human psyche and would probably lead to more suicides.	

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R	Cummings	<p>I only truly support the no-build alternative. Option 3 is the least offensive of the other options. The bridge is a cultural and historic symbol in the US and the impacts of erecting any of the options but the no-build far outweigh the benefits of plan that only lowers the suicide rate on the bridge.</p> <p>As someone who attempted suicide, but never considered using the bridge to do it, I do not like changing the bridge and people's ability to enjoy it because of what seemingly is a kneejerk reaction to a documentary film featuring suicides on the bridge, while ignoring other common methods of suicide (such as train tracks, which seem to be a regular target of those wishing to commit suicide).</p> <p>I would prefer money be used in other ways, including suicide prevention in the area, as well as increasing suicide patrols on the bridge, because the best way in my experience to stop a suicide is to have a person reach out to them, not to make them feel caged in any more than they already do.</p>
Kevin	Cunningham	Change is inevitable in life. In time, the new design would be as revered as the current one. Life should be our most precious resource. I cannot imagine a more traumatic and disturbing image than that of someone leaping from the Bridge.
Kita	Curry	Let's hire full time counselors to patrol the bridge. It's cheaper, provides employment, and saves the look of the bridge.
Jim	Curtis	The millions of dollars that would be devoted to building and implementing a barrier as a reactionary method of preempting suicide deaths is a gross misuse of funds. Instead, this money should be directed towards preventative measures, helping those in desperate need before their desperation climaxes in such a tragic fashion. Efforts to educate the public and aid troubled individuals would be much more effective in preventing suicides of all kinds, not just those who jump from the bridge. It would also prevent the possibility of those who are barred from jumping due a barrier using other means to end their lives.
Sarah	Curtis	

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<p>Peter Barbara</p>	<p>Curzon Cutshaw</p>	<p>There were hundreds of thousands of people who walked/ran/biked across the bridge last year who didn't jump off it. They will all be unfairly penalized by a physical barrier. Part of the treasure of the world's most beautiful bridge is its open aired freedom. All barriers proposed so far (net excluded) destroy the aesthetics of the bridge, and make it as inviting as a concentration camp. I believe that the millions that might be spent on a physical barrier are far better spent on round-the-clock patrols by trained suicide prevention personnel. The two dozen people who need help each year will never learn that it exists if all they see is a fence. But they will if there's someone to talk to.</p>
<p>Kim</p>	<p>Cyr</p>	<p>50 million dollars--are you crazy! No funds should be spent to deter suicide at the bridge at all!! Persons hoping to commit suicide will find a way if they are determined enough. If you waste money on this bridge project, suicide will increase in other venues-at the BART, in traffic accidents,drownings,at other bridges,etc, etc. -you really can't prevent any deaths at all, in the long run,by altering the bridge. Please stop wasting money on committees and drafts!</p>
<p>Kim</p>	<p>Cyr</p>	<p>The bridge is an historic landmark, whether or not it is labeled by lawmakers in DC. In our hearts it is more historic than the Presidio. It is one of the most beautiful sights in the man-made world. Therefore I cannot imagine removing the handrail, or adding more steel higher up so it looks like a bars in a prison.</p>
<p>Kim</p>	<p>Cyr</p>	<p>Removing handrail and replacing it. or heightening it: in so doing we forever destroy one of the most lovely things about the bridge, it's low handrail. I love this aspect of the bridge. I love to stand at it, and feel the sea beneath, the winds blowing in from the open ocean. I would say for me, these are deterrents to suicide--I feel empowered and want to live life to its fullest when I feel this power of nature on the Golden Gate Bridge. It gives me the sense I can accomplish anything. It makes me laugh and smile and I look around and see countless others uplifted as well. What a gift! I have an uncle who climbed it and hung a flag, and my grandfather was one of its builders. I have a photo of him at the top of it, fearless and smiling. Everything is so safe these days that it's boring and lifeless. How regretful if this wonderful low handrail, which gives us access to incredible energy and beauty, were to be taken from the millions of the people who find such beauty and grace while standing at it.</p>

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Kim	Cyr	I am sorry to say, but this study seems like a grand waste of taxpayers' money. I think money could be better spent on foot patrol of the bridge for that teeny tiny static who decides to jump. Or why not spend it on gun limits? According to Suicide.org "over 90 percent of people who die by suicide have a mental illness at the time of their death. And the most common mental illness is depression." Do we really want to construct an environment to cater to a very small minority of people with depression who decide to jump off a bridge? Do the millions of people who love the bridge have to give up a thing of great, historic beauty, to save the lives of 20 people a year?
Peggy	da Silva	I do not think there should be any more fencing that detracts from the enjoyment of people walking and bicycling on the bridge and being able to see the water, boats, skyline, etc.
Peggy	da Silva	Do not place any barrier that blocks views.
Peggy	da Silva	The view from the bridge for walkers and bicyclists is invaluable. Do not obstruct it.
Marie	Dachauer	I think it's a shame to alter the Golden Gate Bridge...it's a beautiful structure, known world-wide.
Marie	Dachauer	I think the net is best because it is the least noticeable. The other alternatives are unattractive. But if you had to, vertical would be better than horizontal, because someone would just climb up the horizontal rods.
Marie	Dachauer	It seems that a net is the least restrictive to the use and recreation offered by the bridge.
Diane	Dagan	Please don't spoil the bridge. Misfits drift out to the coasts and always have - then they hit the end. Let them jump into the water rather than onto people from high buildings. And let's not direct them to the Bay Bridge where a jumper could hold up traffic for hours. Thanks
gemma	daggatt	this needs to be done!
Nicole	Daigle	Statistics show that deterred jumpers do NOT move to another location. This will lower the number of suicides.
Nicole	Daigle	i dont like the transparent windows either, they will be broken, flown into, get dirty...just a bad idea
Nicole	Daigle	The other options, besides alternative 3 obstruct the view of the city, which could possibly make the bridge less popular and draw tourists away, which in our horrible economy, would be a really bad idea.

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Daniel	Daneshrad	I write merely to comment on my belief that any addition will also have the added benefit of more protection from accidental falls. I have ridden across the bridge on a bicycle, and felt very nervous during the ride as on my bike I was quite high relative to the handrail. Although I fortunately stayed safe enough to make it across, I do not feel comfortable riding across again because I felt the handrail was too low relative to my height on my bicycle.
James	Daniel	any such proposal would destroy the bridge's aesthetics. This is absolutely the dumbest idea you have ever considered. Never mind you don't have the money and are raising tolls. Better & cheaper idea is to offer a million dollars to anybody contemplating suicide if they will reconsider!!
Chad	Daniels	The bridge is an architectural masterpiece. Please do nothing. All other alternatives would run foul of its aesthetic integrity and historic importance.
Chad	Daniels	There are about 40 million better ways to spend the money.
Susan	Daniloff	I am seriously concerned about the impact on birds with any of the Build options. I am also dismayed about changes to the historical structure of the bridge. I feel that the current methods in place to deter suicide attempts should be continued.
Daniel	Daniloff	I am of the opinion that the bridge should remain as it is period. I am taken by the fact that the bridge is suffering from apparent deferred maintenance with rust eating through the towers as well as the main cable. I can only imagine the condition of those surfaces we cannot easily see. Perhaps it is time to dissolve the political organisation called The Golden Gate Bridge and Transportation District. The bridge has been under seige since "Transortation" was added to the districts tasks.....robbing peter to pay paul. The bus and ferry systems have never paid for themselves, but rather have taken monies from a formerly financially solid enterprise.

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Christian	Davidson	I think if people want to commit suicide then they should have that right, as stupid as they might be. Why take away the beauty of the GGB with suicide deterrent systems when people are just going to find ways around them anyway?
Laurie	Davidson	I am a former San Francisco resident, a lover of the bridge, so I understand the aesthetic and historical concerns. At the same time, if something can be done to save lives there, it should be done.
Leslie	Davidson	as much as I love the design of the GG bridge if a barrier saves even one life it is worth it.
Darren	Davis	Dear Board I strongly oppose the building of a barrier on one of the most globally recognized treasures of our country, The Golden Gate Bridge. While my heart goes out to the families of those who have taken their lives by jumping off the GGB, we must stop becoming a "Nanny State". These families are looking to place the responsibility of an individual who has attempted to commit/committed suicide on someone else other than the individual and the family themselves. We as people must stop acting as "babysitters" for individuals who are acting irrationally, and reaching out for help. Families always say "they just didn't know" or "had no idea". While this is tragic, it does not transfer the responsibility to the state. If these troubled individuals have decided to kill themselves, a barrier will only stop them from "jumping". They may decide instead to jump off a building, shoot themselves or park their SUV on a commuter train track. For some people who have the desire to commit such a desperate, final act in ones life is a spontaneous decision. However, getting to the GGB is not a "spontaneous" task. One must drive and/or walk out to jump. Therefore, they have thought about jumping. I feel the money that would be spent on the barrier would be better spent by funding suicide prevention programs, better medical treatment and education for those that seek help. Regards, Darren Davis Marin Resident Dially Golden Gate Transit Rider
Darren	Davis	I feel the money that would be spent on the barrier would be better spent by funding suicide prevention programs, better medical treatment and education for those that seek help.
Ellyn	Davis	I have a friend who jumped from the bridge following post-partum depression. Her young daughter is now being raised by her father. If there was a barrier, she would still be alive to watch her daughter grow up and provide the child with a mother.

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John	Deckert	A majestic view and exhilarating experience of the Bay Area for EVERYONE will be destroyed because of the actions of a few troubled individuals. Will you also put a fence blocking the view to the Grand Canyon? Will you also cover the first 5 meters of Old Faithful?
John	Deckert	You've installed blinders on your eyes so now you can install a fence on the bridge.
Decline	Decline	None are acceptable. All would turn the currently enjoyable activity of crossing the bridge as a pedestrian into a prison like experience.
Decline	Decline	The proposed budget for this project should go to increased monitoring of the bridge. The fact that the bridge has become a popular spot for people to commit suicide shouldn't mean that the bridge needs to be gated in, preventing the currently enjoyable trip across the bridge from continuing into the future.
		Gentlemen: The public is not responsible for the death of individuals who choose to take their own lives - regardless of where or how they choose to do it. Second, the beauty and design of the Bridge should not be changed. All designs will have an affect on the Structural Integrity of the Bridge. Third, the need for a Traffic Barrier is of MUCH HIGHER importance than a suicide barrier - and the cost of a suicide barrier could be better put to use for more people/commuters who use the Bridge everyday to get to and from work. Raising the tolls, and EVEN considering a suicide barrier makes little business sense - this is an emotional outcry from a few .
margaret	deedy	Have more foot patrols.
Peggy	Deghi	If someone wants to kill them self they will do it somewhere else. You can't suicide protect everything or you might as well put everyone in jail.
Peggy	Deghi	The proposed designs would inflict too heavy a toll on a beautiful historic landmark.
R	DelaRosa	Please use the \$25-50 million proposed costs for enhanced foot patrols on the bridge and increased mental health services for suicidal people rather than creating an unsightly landmark in the Bay Area.
R	DelaRosa	This bridge is a symbol of our City. It is a beautiful tourist attraction, but it means more than just that. Suicide is terrible, yes, but a barrier is a band-aid fix that will end up costing us millions. People bent on suicide will find other ways.
Kitty	Delgado	Public funds should not be spent on this matter absent a showing that the cost over the life of the project is less than the cost for public safety to respond to a jumper.
alan	dellarlio	

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		NO. No no no and no.
Mitchell	Delving	<p>Destroying the visual and cultural aesthetic of one of the most recognizable landmarks in the world is a bad idea.</p> <p>1) The proposed barriers will not deter the people they are designed to save. People with no hope and who are determined to commit suicide will find some other, less visible way. The argument that these human cattle-rails will provide a deterrent is sheer folly.</p> <p>2) Not cost-effective. 50 million in undetermined funds is an extravagant allocation, and again, will not solve the problem.</p> <p>3) Uglifying the bridge and preventing average bridge-goers from taking in a world-class view will reduce the quality of many thousands, no hundreds of thousands, of lives than the very small numbers the barriers are designed for. The argument that any amount of money is justified by the saving of even one human life is again, sheer folly.</p> <p>4) Building a barrier is unpopular. Again and again, a very vocal minority is driving this initiative. The numbers show that the majority of people do not want a barrier. Period. Again, the ends do not justify the means.</p> <p>5) Building any of the proposed barriers is a waste of time and money. Should any funds actually become available for the worthy cause of suicide prevention, they would be much more effectively spent in stepping up a human presence, surveillance, crisis personnel, and psychological intervention and support services.</p> <p>This is not what the designers of the Golden Gate Bridge intended. This is not what the majority of the bridge-using public wants.</p>

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samantha	DePetro-Wysuph	i have heard people say building a barrier would not solve the underlying mental health status of suicidal people. This is true, but people who have never received mental health help might need to jump and be caught by a net or something in order for them to be 51/50-ed and receive the help they need. It would be good if a mental health professional could be on-site wandering around doing interventions. Many suicidal people don't realize that suicide is a permanent solution to a temporary problems. Prevention is key, but not everyone has equal access to healthcare that could prevent suicide. Even if one person is saved then it is worth it!
roan	derow	well, it is very funny to hear people in commission talking for ten years about a barrier to stop suicide from happening. ten years. how many died during that time : considering numbers which varies from 23 to 80 a year, we got like an average of 50 a year time ten wow 500 already jumped. how much was paid for those commission to talk about it? then we might see who is really responsible for doing nothing!!
Kay	Derrico	Keep as much of the esthetics as possible while saving lives
Kay	Derrico	from suicide.
Paul	Deuter	Suicide is preventable.
Paul	Deuter	The look of the bridge is classic and should not be changed.
Jennifer	Dever	No build would preserve the current look of the bridge.
Jennifer	Dever	Although the report clearly states these alternatives would not directly impact wildlife, the construction process would. It is not worth risking further damage to the sensitive coastal shrub/scrub region at the staging area.
Jennifer	Dever	The GG bridge is the most beautiful bridge in the country, if not the entire world. Therefore, any modification would be aesthetically unacceptable.
Jennifer	Dever	None of the 5 alternatives is without problems - each modifies either the look of the bridge (net barrier) or the view from the bridge (additional barriers/new barriers). They all negatively impact the visual and aesthetic value of the bridge.
Jennifer	Dever	The GG bridge is a cultural ICON. It is incredibly imperative to preserve its original design it in its entirety. Any modification will certainly impact the design and even a slight impact is unacceptable.
Jennifer	Dever	The staging areas would risk impacting several sensitive plant species, and most likely increase the persistence of invasives.
Jennifer	Dever	The EIR/EA draft was comprehensive and I feel adequately addresses potential problems, but does not speak to the urgency of the matter. This bridge is something that should NOT be modified. The impacts are too significant, and I am not sure that the report really spells this out.

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		Those set on killing themselves will find a way, if not the bridge then some other way. This is a waste of time and money.
Tony	Draga	We need to spend resources on those who want to live. The movable barrier to prevent head on auto accidents, is far more important. This has been talked about and studied for as long as I can remember. Let's cut the crap and get it done now! Let's save these lives!
Brian	Dragomanovich	There is no substitute for personal responsibility. Please do not alter the aesthetics of the one of a kind GG Bridge!
Chris	Draper	We must not alter the historical bridge. It is as it should be.
Chris	Draper	While it's a terrible shame that more than 1,300 people have taken their own lives, this bridge represents the whole Bay Area. We must live up to its history.
Rosa	Dreety	The Golden Gate Bridge is an historic structure and should not be altered in any way except for the placement of a barrier to avoid head-on crashes in the middle of the Bridge.
Rosa	Dreety	The Right to Die is our final right. No one has the right to take it from us. Although I do not believe in violent means of self-deliverance, I believe the Bridge is a non-violent means of ending one's life should one choose to do so.
		I disagree with putting a suicide barrier on the Golden Gate Bridge, because I do not think it will serve as a deterrent to suicide nor reduce the number of suicides each year. Suicidal individuals will quickly learn that the Golden Gate Bridge is no longer a location where suicide is possible, and it is not reasonable to assume that just because they cannot jump off the bridge, they will no longer be suicidal (especially in the long-term - when everyone is aware of the suicide barriers). Suicidal individuals will merely seek out another means of killing themselves. Other means, like intentionally overdosing on medications, for example, may fail and leave the individual brain damaged for life. If suicides are stopped on the Golden Gate Bridge, their numbers will merely go up elsewhere. Also, if elsewhere, they might not be able to receive adequate help (e.g. via help telephones, etc.). This would merely be a "feel-good" measure, that would not have its intended effects. Do not get me wrong, more help should be available to suicidal individuals, but this is just not the right way to do it.
Mark	Dreger	BUILD SOMETHING. IT IS A TRAVESTY THAT SO MANY PEOPLE NEEDLESSLY DIE.
Emily	Drennen	BUILD SOMETHING. IT IS A TRAVESTY THAT SO MANY PEOPLE NEEDLESSLY DIE.
Emily	Drennen	BUILD SOMETHING. IT IS A TRAVESTY THAT SO MANY PEOPLE NEEDLESSLY DIE.

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Tim	Dunn	the 10' fences are visually atrocious and destroy a unique and sublime aesthetic experience. it should be noted that although 20 persons on average commit suicide off the bridge a year, another 700 persons on average commit suicide in the greater metropolitan area. the fence will devastate a beloved icon but will not stop suicides.
		People who are going to commit suicide in such a grand manner plan it in advance. If the bridge is changed so that it is no longer an option these people will just change the location for their suicide. You may be able to stop them from committing suicide on the bridge but you will not be able to stop them from committing suicide all together. This is a waste of time & resources.
Kim	Dupuis	Alternatives 1A, 1B, 2A, & 2B are UNACCEPTABLE due to their significant negative impact on bridge aesthetics and potential impact on birds. I'm not totally convinced that Alternative 3 avoids those same problems, but it seems the least offensive of the four Build options.
Theresa	Duran	Take Golden Gate Bridge is too accessible for people contemplating suicide. We definately need a barrier.
Carol	Durazzo	
David	Durkee	This project will seriously damage the aesthetic value of one of the most recognizable landmarks in the world. Just as San Francisco is trying to bring the movie business back to town, that they have chased out with regulations and high costs. The barrier would have zero effect overall on suicide.
David	Durkee	There are no alternatives to this waste of taxpayer money. You can't save lives. "Saving lives" is a fallacy. Everyone dies. No exceptions. It's up to people to choose how to live, and if need be, when and how to die. That's sacred.
David	Durkee	I can't believe you guys spent \$2 Million of OUR bucks on this worthless study. And I'm dismayed that you setup a web page that clears all my comments when I click on the link to see said worthless study.
David	Durkee	I think I'm done. I can tell you that there are 30K plus deaths from Firearms in this country a year, and 55% of those are suicides. This barrier will have zero effect, except to line the pockets of corrupt politicians and contractors.
David	Durkee	Waste of money. I hope the corruption cash you stole was worth it.
		Thoughtful report. Extremely important to create a suicide barrier. I totally support that. Would be great if it did not impede one's line of sight from the bridge -- the net system seems the most reasonable.
Maty	Duryee	Please do something to prevent suicides from the bridge. The "No Build" alternative is unacceptable.
Carolyn Susan	Dyer Dynek	the bridge is a beautiful and historic architectural sculpture and is views are truly awesome, it would be criminal to change it.

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Susan	Eisen	With determination one can crawl out of the net and continue the jump, unless any number of bones are broken when hitting the net, i.e. a broken neck in a dive, broken legs in a feet first jump and/or broken spine. All other barriers would have to be greased to prevent climbing, or have a grid the size of chickenwire. Besides there are other bridges and cliffs all over the area. G.G. bridge is simply the most available site for suicide.	
Beverly	Elciewicz	I think the vertical system to the outside handrail appears to me the most effective because the height of the bridge would discourage people to climb onto the handrails to jump. This would also give witnesses time to call the authorities for assistance.	
Beverly jason	Elciewicz elepano	I am happy to see people recognize this issue as a serious one and are trying to implement strategies to help. The environmental analysis does not adequately address the historic nature of the bridge.	160
jason	elepano	Additionally, the impact of any changes need to study the impact to wind resistance. Engineering analysis on the changes to resonant frequencies of the structure	
jason	elepano	The Golden Gate Bridge is historic, and visual/aesthetic changes should not be made, except to improve/sustain the functionality of the bridge (e.g., retrofit for earthquakes, repairs, wear and tear, etc).	161
jason	elepano	The Golden Gate Bridge is historic, and visual/aesthetic changes should not be made, except to improve/sustain the functionality of the bridge (e.g., retrofit for earthquakes, repairs, wear and tear, etc).	162
jason	elepano	Money spent to change the bridge would be better spent on cultural resources such as mental health specialists.	
jason	elepano	Money spent to change the bridge would be better spent on cultural resources such as mental health specialists.	163
jason	elepano	Money spent to change the bridge would be better spent on public transportation and parks that benefit all, not just a few dozen a year that choose to end their lives.	
jason	elepano	Money spent to change the bridge would be better spent on public transportation and parks that benefit all, not just a few dozen a year that choose to end their lives.	
jason	elepano	Money spent to change the bridge would be better spent on public transportation that benefit all, including plant and animal species of California.	
jason	elepano	Money spent to change the bridge would be better spent on public transportation that benefit all, including plant and animal species of California.	

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Jane	Euler	The GG Bridge is known worldwide. Do not change the look in any way. Any changes could impact the structural design of the bridge, would require more maintenance dollars and ultimately would not be worth the extreme cost to build and maintain. There are phones in place for those who aren't sure they want to go over the railing. For those who want to, they would still find a way. Don't waste the money.
Leigh	Evans	We can certainly spend the funds on improving lives of people in the Bay Area. For the few who want to end their lives, nothing can be done to deter that if the will to die is strong enough. PLEASE! Do not waste money on this ineffective project.
Tom	Evans	It appears that the barriers added onto the existing railing (vertical or horizontal) do the best job of keeping the historic look of the bridge while providing this important safety feature.
Liz	Ewing	I believe that if a person is so distraught, he or she will find another way to end their life.
Dan	Ezekiel	Of course the high rails are unsightly compared to a 4-foot rail. But, I think the low rails were a major design error by the architects of 70-80 years ago, and it's our responsibility to correct this mistake. I disapprove of nets, due to the magnitude of efforts required to retrieve jumpers. I think if the bridge were designed and built today, it would have high rails and that's what I support.
Dan	Ezekiel	I am a mental health professional employed in the public sector. I understand the intense and irrational nature of ambivalent severely depressed individuals to make regrettable decisions in a crisis, or based upon a passing impulse. I know that a sizable portion of the jumpers acted impulsively. And, that's why a barrier is needed. In most cases, suicide is not a rational decision; therefore, our decision regarding building a barrier shouldn't be based upon supposedly rational suicidal individuals. Such analyses miss the mark completely.
Linnea	Faeth	Do not change the look of the bridge.
Linnea	Faeth	So what a few people jump!? Why do we have to save people from themselves?
Anders	Fairbanks	Vertical seems to blend in more with the existing structure of the bridge. I disagree with anyone who says it looks like prison bars - it just looks like a fence.
Anders	Fairbanks	This really should be done. I hope that the many, uniformed voices who claim "if they want to jump, let 'em do it, because they'll go somewhere else otherwise" do not drown out what experts and studies have posited.

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Porter	Felton	<p>The entire study is flawed and the DEIR is flawed in that the NO BUILD alternative was not evaluated equally, or at all actually. The NO BUILD should be fully studied as a viable alternative that can meet the Board of Director's 11 criteria established for a means to impede suicides at the Bridge. The NO BUILD alternative all ready stops 70% to 80% of people, it makes sense that it must be furthered studied to develop an equal assessment to compare with the BUILD ALTERNATIVES. With the BUILD ALTERNATIVE costing up to \$50 million, a full study of possible improvements to the NO BUILD must be undertaken ...What is the cost to improve the NO BUILD methods, for example? What about adding full-time staff at the entrance to the sidewalks that can have eye contact with people which would further aid in reducing suicides. The NO BUILD deserves to be studied to see what more can be done, for far less money, that will further impede people from committing suicide. Study the NO BUILD for improvements to it!</p>
paul	felton	<p>The visual impacts of all of the five Build Alternatives are not acceptable. There are absolutely no mitigations available for the BUILD ALTERNATIVES completely ruining the aesthetics and historic characteristics of the Bridge.</p>
Porter	Felton	<p>The visual impacts of all of the five Build Alternatives are not acceptable. There are absolutely no mitigations available for the BUILD ALTERNATIVES completely ruining the aesthetics and historic characteristics of the Bridge.</p>
Tony	Felton	<p>ALL the alternatives for suicide prevention strategies are foolish and unneeded. In a purely Darwinian concept, people who commit to, and proceed with their own suicides, are serving the human race in a way that takes them out of the breeding pool. While this sounds hard-hearted, particularly to the bereaved who are left behind with grief and a ton of unanswered questions, it is still the best for all the rest of us, as a group...</p> <p>At a time when the Bridge Authority is so hard pressed for funds that it is perpetually running in the red, an additional expenditure such as this is simply not justified. It is unfortunate that hundreds of thousands of dollars have already been spent on this effort in fact-finding endeavors, but that should not make this a self-fulfilling project.</p>

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Susan	Foley	Do not build this thing, any of it. It's ugly and wasteful of public money. Suicide prevention programs will do a lot more good.
Susan	Foley	Do not build this thing, any of it. It's ugly and wasteful of public money. Suicide prevention programs will do a lot more good.
bill	folia	no build
J.	Folla	The Golden Gate Bridge is an iconic, historical site known around the world and should be left in it's original form.
J.	Folla	To spend 40 to 50 million dollars in these fiscal hard times is ludicrous, but is outrageous at any time. I'm all for helping people who turn to suicide in desperate times, but you could probably help them more by using this kind of money more directly. Many would just go somewhere else to do the deed. Lets be responsible emotionally and fiscally. If we have that kind of money, let's put it to better use.
J.	Folla	With 50 million one could certainly have many years of foot patrol to prevent suicide. And then another 50 million when folks start jumping from the west side. How many injuries and death annually on the bridge, how many in the bay area? There is still no barrier between the two sides of the bridge.
J.	Folla	Do not change the bridge. Do not alter its appearance. It is an important landmark. Do not add extra weight to the bridge.
J.	Folla	I feel strongly about this. I feel badly for those who jump. I wish they had other ways of healing themselves, and I don't think the barrier will help them. Use the money to help them.
CB	Follett	Horizontal System may be easier to climb than Vertical System.
Sandy	Fong	No Build.
Shelton	Fong	No Build.
Shelton	Fong	No Build.

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		Wasting scant public resources on this foolish project removes more money from the budget (or puts us more in debt, as it were). Even if California could afford this, the money could be better used for public parks and recreation. Improvements which everyone can benefit from possibly will have an overall positive affect on people's mental health which may even lead to less suicidal people anyway.
Blu	Forman	None.
Blu	Forman	When the report comes out I will evaluate it.
Blu	Forman	none yet
Blu	Forman	When the report comes out I will evaluate it.
Blu	Forman	SAA
Judith	Forman	The visual impact will be minimal. But I don't really care how it looks. If it saves lives, that's much more important.
Judith	Forman	Alternative 1B seems to me to have the smallest impact on the appearance of the bridge.
Judith	Forman	Adding these safety features does not damage or alter the bridge's historical significance in any way, so I don't see a problem. San Francisco is a beautiful city. The Golden Gate is a beautiful bridge. By saving lives, the new safety features will make
Judith	Forman	Adding safety features to prevent suicides has no impact on the land or recreational use of the bridge, as far as I'm concerned. I've never heard of anyone jumping off the bridge for fun!
Judith	Forman	The only biological impact I see in this is the prevention of suicides.
Judith	Forman	The environmental analysis seems perfectly adequate to me.
Judith	Forman	It's about time!
Paul Jack	Forrest Forrester	Any kind of barrier would detract from the visual/aesthetic appearance of the bridge and the views of the city, and spoil it for the many many tourists who visit the bridge every year.
Paul Jack	Forrest Forrester	PLEASE!! do not spoil this beautiful bridge with such a ridiculous practically idiotic notion of deterring suicide.
Jack	Forrester	I could climb right over that new fence and kill myself. especially if i wanted to kill myself
Jack	Forrester	it is a hideous realization of moronic liberal notions. ruining our most treasured landmark.
Jack	Forrester	we want to have abortions and put up suicide barriers? what's wrong with you guys?
Jack	Forrester	an abomination of one of the seven wonders of the world.

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Judith	Fouchaux	All of the alternatives will detract from the beauty of the bridge and will not necessarily cut the number of suicides. There are other spots for suicides that will undoubtedly get more use. Why destroy the beauty of our bridge? Better to use the money to get at the source with better social resources for people in trouble.
Toni	Fourte	Visually, barriers be they on or below the bridge would be a ugly and a constant reminder of a negative situation (death). When people visit the bridge, it is a positive event. The barrier is contrary to the purpose for the visit. Putting a net below the bridge could make jumping off the Golden Gate Bridge a new extreme sport.
Toni	Fourte	We should not be burdened with the cost of prevention. If someone decides to jump, let them jump. The consequences should fit the situation.
Keith	Foy	Fencing make the bridge look like a prison. People can jump off of netting once they have jumped onto it from the bridge. Tax payer money can be better used to provide counseling to those in need. I prefer alternative 1A because: 1) It includes the handrail that is currently on the bridge, and maintains the historical aspects of the bridge, 2) It has a top to the barrier that curves inward, making it very difficult to get over, and 3) the horizontal bars allow a pedestrian to see the entire skyline of San Francisco in one view.
Antonia	Fraker	This is crucially important. Thank you for working on this.
Antonia	Fraker	Please do not destroy a world class landmark with ugly barriers!! Safety nets on buildings in Europe have been very successful without destroying the design integrity of the buildings.
S. C.	Frame	It is not possible nor necessary to baby-sit every person for any conceivable harm. The U.S. should be more like Europe where the populace is expected to TAKE RESPONSIBILITY FOR ONE'S OWN ACTION AND NOT BLAME ANYONE ELSE.
S. C.	Frame	

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liz	froneberger	<p>horizontal system can still be climbed, it would appear. If that is not correct, please let me know. The vertical system, it seems to me, would be transparent to those of us driving over the bridge in cars.....and people can still take unimpeded pictures (and take in the views) at either end of the bridge.....The negative environmental impact? Less food for the fish???</p> <p>Obviously I jest; but the ease of access is a painfully bare fact. And people, regardless of age, are not thinking clearly when they jump over the rail.....please listen to suicide experts, not armchair philosophers, when it comes to the science of suicidal behavior.</p>
liz	froneberger	<p>If we are to make a decision, it must be based on facts, not myths and common misconceptions. The one misconception that seems to be in the media regularly (and has NO factual base) is the idea that people will simply go somewhere else. PLEASE, can we work with whoever we need to work with on this one? The fact that many people believe it does not make it so. If people cite this reason as to why they are against it, frankly, the opinion should be discounted. It is counterproductive for either the media or the Bridge District to continue citing fantasy as the basis of rational argument. What they SHOULD be doing is taking note of the number of people who are using this as the basis of their argument, and doing some education.....not until people are EDUCATED will there be able to be a worthy debate.</p>
neil john	fruman frye	<p>The financial cost, a one-time event, must be pro-rated over X amount of years in order to figure out a more accurate "cost" projection with regard to lives saved. Furthermore, in order to get an accurate count of lives lost, I suggest we employ cameras -- I very much doubt that only 29 people a year jump from the bridge..... THAT would be hugely controversial, but only because it would more accurately capture FACTS. And the only rationale for NOT filming it, frankly, is that it is in "bad taste???" If it's happening, and we know it, we are obligated to make decisions about addressing the issue. If it's not happening, then no problem, right? No rational reason for NOT gaining film evidence and chronicling the real scope of the problem....</p>
		<p>Liz Froneberger, RN no net, add height preserve the appearance of this historic bridge. all of the proposed new railings are out-of-place in this setting. alternative 3 (net) is the least offensive of the "build something" proposals.</p>

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Rob	Garner	Completely removing the existing railing and installing a new system, Alternates 2B or 2A, will open up the field of view and create a modern, open sight of the water. A down side is that this may create a visual distraction to drivers, as the existing vi
Laurie	Garrett-Cobbina	I am concerned about the visual/aesthetic, however, I am more concerned with human life. Any barrier is often enough to deter a suicide attempt. I would support any alternative to the non-physical suicide deterrent in place now. If there is a robbery at a store, security cameras would be installed. A thief could still rob another store, but not making any move to prevent a reoccurrence seems absurd. If one is diagnosed with cancer, chemotherapy will often follow. The cancer may continue to spread, and other illnesses could still terminate their life, but refusing treatment seems counter productive. If over a thousand people have committed suicide by jumping off the Golden Gate Bridge, a barrier should be built. A person with a suicidal ideality could still end their life other ways, but opposing a barrier is asinine, ignorant, and senseless.
Monica	Garwood	Please spend the millions on schools, counseling and public safety. If we put up a barrier, then we must ban all other ways of committing suicide (sleeping pills, etc.). The bridge is the most photographed man-made structure in the world. A barrier would look awful.
Lorraine	Gast	I think all of the proposed barriers would save lives without any impact on bridge aesthetics.
Angela	Gates	Generally ugly and cumbersome. Especially the ones involving REMOVING the historic handrail. How could you? The fact that most options block the views from the Bridge and will impact the view of the Bridge when viewed elsewhere is sad.
Jason	Gates	The vertical bars in alternatives 2A and 1A are downright ugly - they look like jail bars. That's not a view ANYONE wants when they're on the bridge, whether they're planning to kill themselves or not. Alternative 3 is the least invasive and would least alter the look of the bridge.
Jason	Gates	I don't believe any barrier will be really effective in deterring suicide, even "impulsive suicides" especially on a location like the GG Bridge. If someone is determined, they're going to do it no matter what the barrier. People can and do find a way. Please, leave the Bridge alone.
Jason	Gates	

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		<p>Suicidal people will just use another method if there is a barrier on the GG bridge. Speaking from past experience, if one method fails... it is because they are calling out for help or they move on to another method that works. My cousin tried ODing on sleeping pills and moved on to taking his life with a gun. Family intervention, constant observation, etc could not stop a determined adult... neither could a barrier on the GG bridge.</p>
Cristina Jenny	Gonzalez Goodall	<p>The proposed designs do not obstruct the view and are actually attractive.</p> <p>Main questions about 2a and 2b are 1)durability? 2)tamper proof? Could some athletic person like Kevin Hines climb 2b and scale over, since horizontal system is theoretically more climbable?</p>
Erica T.	Goode, M.D.	<p>The bridge is historic and should be left as is. If someone is going to commit suicide they will do it with or without a barrier on the bridge. The only thing saved is the embarrassment (ie: publicity) of them jumping from the bridge, but they will still be dead. They won't decide against suicide just because they can't jump from GGB.</p>
Jim Bob	Goodman Gordon	<p>Only Alternative 3, the net system, is acceptable. The other alternatives seriously detract from the bridge's aesthetics.</p> <p>If a person wants to commit suicide, he or she can do so any other way. I appreciate the view of the bay while driving over the bridge which will be hindered if a barrier is erected.</p>
Sandra	Gordon	<p>I'd like a combination of 2B and Alternative 3 that would prevent suicides and also looks good aestetically and visually.</p>
Galina	Gorodetsky M.D.	<p>I believe that the GGB District should utilize the suicide prevention team better, including the \$5,000 bicycles you all bought for the team.</p>
Hans	Goto	<p>The barrier will greatly diminish one of the most beautiful landmarks in the world.</p>
Joshua	Graber	
Carolyn	Gracie	<p>I have practiced psychiatry in SF or Marin for 27 years. I think that a barrier would prevent some completed suicides, and that some people would not go to find another way to kill themselves. Experiences in other cities, such as Toronto, Ontario, Canada have born this out. It is time to disassociate suicide from the Golden Gate Bridge in our eyes, and those of the world.</p>

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Kathryn	Grant	I'm not from SF & used to live on the east coast, but one of the reasons I moved to the bay area is because I love the gorgeous Golden Gate Bridge &, then, San Francisco. I've always loved SF & cried when my vacation was over--that's when I decided to move cross-country & be where I want to be. The GGB should be left alone--completely!! If people are stupid enough & unstable enough to want to kill themselves---I say "let them!!". One less idiot in the world. I'm all for saving lives, like in an accident, fire, medical emergencies, disasters, etc., but if some idiot wants to take their life---well, if they find they can't jump off the most beautiful bridge in the world, they will find an alternative--whether it's another bridge, a building, a gun, pills, whatever. If they did manage to jump & didn't kill themselves & were paralyzed/vegetable---then they'd be a burden on their family or the state. Also, if they had planned on jumping from the GGB & found they couldn't, they might become a loose cannon & take them with them in another way. You don't know what people will do. The bridge doesn't need the extra weight from the steel netting & it certainly should not be changed aesthetically for any reason. There's something wrong with someone who wants to kill themselves--not matter what the reason-- & it's a sin. I may not be from this area, but I feel just as strongly about this as the locals.
Kathryn	Grant	Please let the most beautiful bridge in the world remain the most beautiful bridge in the world.
Christian	Granzow	Please keep the bridge as is with no barriers or nets.
Charlotte Blake	Grava Gray	If somebody wants to commit suicide, they will find a way to do it no matter what precautions everyone might take. It is ridiculous to destroy the aesthetics of our beautiful, historical, landmark to try to solve the horrible problem of suicide. Today the District announced a \$1 hike in tolls because of a deficit. This is presumably before spending \$25 million for a suicide barrier that the overwhelming majority of Golden Gate Bridge users do not want or need. If you can find the money for a barrier, intended to stop a few people from jumping, spend that money instead for the people using the Bridge as it is intended. Leave the bridge alone.
Blake	Gray	The Golden Gate Bridge is one of the most important visual icons in a city where tourism is one of the most important industries. None of these alternatives are as attractive as the bridge is without them.
Blake	Gray	Walking on the Golden Gate Bridge is a tremendous attraction for tourists, and tourism is one of San Francisco's most important industries. No barriers should be erected that would diminish the pleasure of walking across the bridge.
Blake	Gray	Suicide barriers are being forced upon a city whose residents do not want them. Putting barriers on the Golden Gate Bridge will not eliminate suicides; it will simply move them elsewhere. This is not a worthwhile reason to diminish by even 1 percent the attractiveness of one of the city's icons. Nobody flies from abroad to see the Bay Bridge.

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Gavin	Hayes	<p>This is a waste of money that will deface our most famous and applauded landmark. Where are the preservationists now? What is being proposed is a barrier that will just make it a LITTLE more difficult to jump. Raising the height of the barrier would just make the climb up a little more difficult. The net idea is also a waste. All they have to do is jump down to it and then jump off of there. it would still be fatal. Stop controlling lives and trying to determine ones destiny. This is laughable and oh so San Francisco. I couldn't expect anything less. Leave the bridge alone.</p>
Trevor	Hayman	<p>A visible barrier will destroy the historic look of the Golden Gate Bridge.</p> <p>According to the web site www.suicide.org in 2005 there was 32,439 suicides. 52.1% was from firearms 22.2% was from hanging, strangulation, suffocation 17.6% was from poisons and lastly 8.1% from all other methods such as jumping off bridges. What this data tells me is that most people do not jump off bridges to commit suicide and suicides will continue to happen even if a barrier is erected. Its sad to lose someone who has committed suicide no matter how they do this, however a barrier on the Golden Gate bridge will not stop suicides. A barrier on the Golden Gate Bridge will only change the location of the suicide and/or how a person commits suicide.</p> <p>I have been to other historical monuments and I look at pictures of how these places looked when they were first built and over time some of these places have deteriorated or have been changed and all that is left is the picture of how things were. While looking at these pictures I wish I was there to see the historic monument first hand but alas I cannot because it was changed. Please do not change the look of the bridge for myself, my children and my childrens children.</p> <p>Please spend the 40 million on up-keep of the of the Golden Gate Bridge.</p> <p>Thank you,</p>
Trevor	Hayman	<p>My concerns are primarily aesthetic and feel that an intensification of non-physical deterrence programs should be put in place and reviewed after at least a year before any physical changes to the iconic design of the bridge are even considered.</p>
jasper	haynes	<p>fence should match color of bridge, sturdy metal should be used that will not rust</p>
Grace	Hays	

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		<p>Everything I have seen and read over the last years has confirmed to me that any barrier would be a costly mistake. There are about 32,000 suicides a year in the US, and while that is a sad statistic (from a recent NY Times article)it speaks to the difficulty in eliminating the issue. Putting a focus on the bridge is the wrong place to address the problem.</p>
		<p>The dubious beneficial effect a barrier would bring to the issue of suicide would be more than offset by the enormous visual, historic, cultural and social loss a barrier would create. The powerful, positive experience of the openness that the bridge affords to millions upon millions of people would be destroyed. The visual, psychological and social loss to all of us would be inexcusable. The bridge - one of the wonders of the world - would be disfigured forever to make a symbolic but ineffective gesture.</p>
		<p>All of this already at enormous cost...money that could be better spent on counseling and intervention....what a waste.</p>
Jeffrey David	Heller Hellman	<p>This is a pathetic waste of money. Period. I think it is VERY important to do all that is possible to prevent suicide. We should not worry so much about the aesthetics - the bridge and the view will still be beautiful - but instead we should worry about the value of human life. When a person is in such dire straits and is presented with an opportunity to take their own life, they make take that opportunity - let's eliminate that opportunity! Suicidal thoughts are due to an illness that we should help treat. I lost my father to suicide when I was 5 years old and do not want any other child to grow up without a parent. My father reached out for help that day and no one was available. We should put preventative measures in place so that "help" is already there. Thank you!</p>
Pamela Eloice	Helman Helms	<p>spend the money to have additional foot patrols on the bridge</p>

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			This huge amount of money needs to go into mental health to prevent suicide and not directly at the bridge, but into education and awareness of depression and impulsivity. Guns at home are far more dangerous than this bridge.
Pam Chris	Hemphill Hendricks		1300 suicides over 70 years is a sad thing, but a hugely expensive barrier will not solve this problem. Any barrier will deface the landmark and will end up being no more than a waste of money. Those desperate enough to take their lives on the bridge will be redirected to some other means-- likely one that will harm or traumatize others. We don't need "this kind" of solution to a mental health issue.
Maureen	Henke		I don't think the golden gate bridge should get changed. There are a lot of visitors to the bridge each year that come for the views. A vertical system would take away from the views and the overall appearance of the bridge.
Maureen	Henke		If any change is to be made, the Net System seems to have the least amount of visual impact. It's a shame that anyone wants to change the look of the bridge.
Nicolle	Henneuse		This bridge is a beautiful, historical attraction for visitors around the world. Please do not mar the beautiful lines and architecture of the bridge for millions for the few that choose to take their life. It was their choice to end their lives and the cost for such a barrier could be better used for patrols on the bridge.
Nicolle	Henneuse		This bridge is a beautiful, historical attraction for visitors around the world. Please do not mar the beautiful lines and architecture of the bridge for millions for the few that choose to take their life. It was their choice to end their lives and the cost for such a barrier could be better used for patrols on the bridge.
Lisa	Henry		I believe the money is better spent working on people because if someone is going to commit suicide, they will do it eventually or not, regardless of a barrier. If one must be added (which I oppose), then the net is the least detracting from the beauty of the bridge as it should be. I don't want to visually see any difference.
patrick	henry		if we truly have tens of millions of dollars available to pay for this allegedly helpful barrier, lets spend that money on mental health programs that will benefit thousands of individual seeking help and treatment. not spend on saving the few people who choose the bridge to commit suicide.

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patrick	henry	is there ANY proof that those planning suicide won't simply find another method of ending their lives? in front of a bart train or worse? how much will that cost us all in drama and cash?
Shane	Hensinger	maybe we should eliminate all trains since someone can kill themselves that way?
Heather	Hernandez	this all makes ZERO sense. and embarrasses me that fellow liberals feel this is an appropriate expense of our limited taxpayer dollars. and that so much money has ALREADY been spent exploring this
Heather	Hernandez	NO BUILD - let's close this debate, please.
		The net keeps the view from the bridge but also stops the crazies from jumping. I'd prefer nothing be built but if we HAVE to build something the net is my first and only choice.
		The barrier proposals would destroy the beauty of a historic cultural resource that is an international treasure.
		If we really want to make a difference in people's lives, then the money would be better spent on non-physical suicide deterrent programs not only on the bridge, but in the Bay Area--for residents and tourists. Enhance the presence and availability of these resources in hotels and tourist areas. Do not destroy the beauty of this structure in a misguided attempt to assuage the grief of the few who have lost loved ones.
		I am against a vertical or horizontal deterrent barrier. If someone wants to commit suicide they will find another way to do it.
Magdalena	Hernandez	I think the barrier will ruin the visual and aesthetic beauty that is the national landmark that marks the bay area. That may sound unfeeling but the money spent would better be used for the moving lane barrier. We probably see more deaths on the bridge for oncoming traffic then jumpers.
Magdalena	Hernandez	Use some of the money to put in suicide phones to talk to live people.

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A	Hodges Hodges	I can't believe my hard earned money is contributing to this study and web site. You should be ashamed.
Aaron		The 1000 dollars a year I spend in tolls is contributing to maintenance of this site and a research study? You must be joking? No really, this is a joke right?
		The personal pain of loved ones of suicides is not a public issue. The bridge did not kill them, they killed themselves.
Hillary	Hodges	Mac Coffey has it right. No barrier.
Susan	Hoehler	You need to build the protection
Mark	Hoffman	Please do not build this barrier. Aesthetics aside, what is the point? Bad/sad events take place everyday. Can we really justify spending \$40-50 million to "possibly" save about 20 people a year. We would have to assume that one, the barrier will completely stop suicides from the bridge (not likely) and two, these people will not simply choose another location-likely for at least a percentage of them. If people started jumping from Half Dome would we put a fence around it? What about the Marin Headlands? If you factor in ruining one of the worlds most beautiful man-made structures, the whold idea is horrible. Judging by comments left on SF gate on-line, I would say an overwhelming majority of the local population would agree.
Bruce	Hoffmann	
		A barrier is necessary and the type is best up to engineers for bridge safety and historical impacts. Wind factors and long term maintenance should be considered.
Bill	Hole	A tall barrier is our responsibility. Too many people have given their lives by suicide. We must help to stop this illness.
Bill	Hole	

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Susan	Hurst	This may not prevent all people from climbing, but the height represents a significant obstacle. The designs are in keeping with aesthetics of the bridge.
		I am opposed to the barrier for two reasons: One - I believe it will only displace the suicides to another location, not eliminate them. If someone wants to commit suicide, they will do it in another manner and it will cost the taxpayers a lot of money just to transfer a suicide to another location. Two - I am opposed to altering the appearance of the Golden Gate Bridge, a historic structure, for aesthetic reasons. It is a huge tourist attraction and its attractiveness will be diminished which will have some effect on it's popularity which could adversely affect the income of tourist dollars to our region in addition to causing a visual bight.
Duffy ERIC	Hurwin HUSK	I'm sorry but I still don't understand the importance of a suicide deterrent system. Please do not alter the physical appearance of our stunning bridge.
ERIC	HUSK	We are all born with the right to life, liberty, and the pursuit of happiness. The right of life includes the dangers inherited therein and necessarily extends itself to the rights of self-termination. You are not doing anyone any favors with this project. Please abandon the suicide deterrent project!
ERIC	HUSK	This is a ridiculous sum of money that could clearly be used somewhere else. More community service programs and amenities would probably reduce the suicide rate of living in an overpriced City anyway.
ERIC	HUSK	I am a constituent. Please abandon the Golden Gate Bridge suicide deterrent project!!
melissa	huth	it's going to save lives and families, who cares what it looks like.
john	hutson	stop wasting money.
john	hutson	forget about it and take your family out to dinner.
amy	hutto	With all due respect for the man who jumped and survived and spearheaded the barrier campaign, this is not a good idea. There are other bridges right here in the Bay Area, not to mention razor blades, sleeping pills, heroin, hell, apple seeds for god's sake. Put the money into the under funded mental health sector. Treat the problem, not the symptom. This kind of ridiculous missing-the-mark- policy-making is the very kind of thing that could drive a person to jump. I spent several weeks pondering a jump at one point in my life, and I'll be darned if any barrier system would have stopped me. What an absurd waste.

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Gene	Jack	any change from what current design will result in an unmitigated negative impact
Gene	Jack	to install a suicide barrier would destroy one of the world's greatest historical landmarks 180
Joan	Jacks	I don't think a suicide barrier should be built. It would only save a portion of the lives as some would use other means if the bridge wasn't there. Tax payers or those who cross the bridge should not have to pay the huge sum to save a few lives of people who don't want to live, not to mention the undesirable change to the bridge itself. And even Federal money comes from the taxpayers.
DAve	Jackson	Aesthetic concerns on an historical site are of supreme concern. People will find a way to commit suicide. 181
DAve	Jackson	If the project has to go forward, please DO NOT add vertical or horizontal bars that would be visible. A net would probably be the least intrusive mechanism.
Joanne	Jackson	Waste of money, waste of time. You can't save everyone and can't save people from themselves.
Joanne	Jackson	High rail will look like jail and be very easy to get over, plus make it harder to stop a jumper in the process. Net will catch litter and junk and get trashed. When a jumper doesn't quite make it, huge potential for injuries and gigantic lawsuits. The maintenance issues, both expense and time, are unbelievably expensive.
Joanne	Jackson	Will suicide barriers be installed on all the other bridges? Such as Carquinez/Al Zampa? The new Benicia? How ridiculous. People must be responsible for themselves, not constantly saved by everyone else. Erecting a barrier implies it is the legal responsibility of government entities to stop suicides, thereby opening up huge potential for lawsuits. "The barrier didn't work, it should have been a different barrier, or the bridge should not exist."
joanne	jackson	This is just another ridiculous million dollar expense to save people from themselves. So you come up with a net, barrier, whatever. Then the people who really want to commit suicide will just go to the Bay Bridge, or perhaps one of the tall buildings in SF. Do we just keep putting out more money for more nets etc.. You can't save a serious suicidal person.
Pat	Jackson	Please do not alter the Bridge in any way. People who want to kill themselves will succeed, one way or the other. Also we can put the money to better use elsewhere. My sister committed suicide, so I am very familiar with this behavior.

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Robbyn	Jackson	Given the facts around the number of suicides from the Golden Gate Bridge, I don't think any organization can in good conscience consider the no build alternative. The Golden Gate Bridge is a known destination point for suicides. Suicide deterrent programs have not worked. The time has come to install a physical barrier.
Robbyn	Jackson	The Secretary of the Interior's Standards for Historic Preservation should not be used as a potential reason not to improve a structure when dealing with a health and safety issue (or any other important issue - disabled access, energy efficiency, codes). The Secretary's Standards were written to guide us when we need to modify a historic structure - not to keep us from doing what is right and necessary. I've spent 20+ years in the historic preservation field, so you can believe what I say.
Jerry	Jacob	Letting "Survivor Guilt" and an opportunistic documentary, drive an expenditure of at least \$50 million is grossly irresponsible and typical of yielding to the "Tyranny of the Minority". The squeaky wheel is again making a great deal of noise here and we've already wasted enough money oiling it. As a percentage of the Bay Area suicides, both identified and misnamed each year, those which occur from the bridge are insignificant. Amortized over 50 years, at a minimum, we're talking about spending some \$27,000 per potential suicide and that figure does not include the opportunity cost of the money! Insanity!
Jerry	Jacob	My most urgent concern is that a barrier be erected to prevent any one from being able to jump off the bridge. Knowing someone who has done just that, and who would have been prevented from taking his life had a barrier had been in place, makes me believe this barrier will literally be a life saver.
Margit	Jacob	I walked across the Golden Gate Bridge the day it opened in 1937 and do not think it should change at all.
Caro	Jacobs	If people are going to jump let them jump. What would be a good idea is to do something to prevent accidents, like lower the speed limit.
Caro	Jacobs	You cannot stop people from committing suicide. I personally knew three people who jumped from the Golden Gate Bridge. If they hadn't jumped from it they would have jumped from the Bay Bridge, some tower, some tall building, or committed suicide some other way. The proposed expenditure of \$50 million dollars and the defacing of the classic Golden Gate Bridge would be ridiculous.
Justin	Jacobs	The installation of the barriers being considered would, I believe, constitute a hazard to all traffic on the bridge as they would be affected by strong winds going through the Golden Gate.
Ruth	Jacobs	

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Tom	Jones	I can't believe the city of SF would even consider doing this. The average of 18.3 people a year have jumped off the bridge in the last 71 years. Use the money to support programs in the city, to support the schools, or public safety.
		Golden Gate Bridge is a world famous historical architecture that is functional and serves it's purpose well even after 81 years. It's beauty should not be compromised because of ill advised decision of some deranged individuals. Golden Gate bridge with this projection around it is ugly and will be a laughing stock for San Francisco and USA. We do not have enough money in the entire US budget to ensure misguided people from killing themselves. I feel sympathy for them I just know that it is impossible to save everyone from everything. It would also set a dangerous precedent since other well meaning people would want BART, MUNI buses, Trains and others to erect safety barriers to prevent suicides. At that rate we might as well just declare Bankruptcy right now.
Tom	Jones	
Helm	Jordt	No build, no alternatives, stop wasting our money and resources.
Helm	Jordt	No build, no alternatives, stop wasting our money and resources.
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colton		While I feel for those families left of suicide, one way or another the person will find a way. Why not use this money for people who are driving a very unsafe bridge and don't want to die. I witnessed one of the head on accidents, luckily no fatalities, and saw the impact first hand of a head on. I'm just wondering why the bridge is spending so much of our money on something that impacts a few who do not want to live; when it can be spending the money and time on something that can unexpectedly impact the folks who want to live. I hope this is not too harsh - but it is ones opinion. Colton
Nancy	kealing Keane	These are all absolutely hideous.
Nancy	Keane	These are unacceptable.
Nancy	Keane	I have no idea what this question means
Nancy	Keane	No idea what this question means
Nancy	Keane	No clue what this question is asking
Nancy	Keane	I do not believe that any barrier is going to be effective to reduce the total number of suicides (by all means) and it is really going to ruin our landmark bridge.
		I'm supporting Alternative 3 because it prevents the person's death and allows intervention to offer help in dealing with the person and his/her needs at this critical time.
		I have a personal interest in preventing suicides from the bridge, having witnessed a person going over the side and having a young adult relative also go over the side.
Sister Fran	Keamey	visual aesthetic, as well as the cost. If we are going to spend \$50 million, spend it to reduce the murder rate in bay area cities, which claims far more lives than GGB suicides. Or Drug Rehab to get homeless off the streets.
Thomas	Keamey	I strongly oppose anything that compromises the aesthetic integrity of one of the most cherished architectural/engineering landmarks in the world. We have an obligation to respect the design of the bridge and the unimpaired views that make the GG Bridge a cultural treasure. Suicide is tragic and deeply affects the family and friends left behind by the victims but I don't believe that "child-proofing" the bridge, with all its negative impact, will solve the personal problems that put them there in the first place.
Neil	Keating	

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		<p>We can all live with the net.</p> <p>A barrier is too radical as it takes too much away from the rest of us - for the few in society who want to use the bridge for suicide.</p> <p>A net is the only solution for the ENTIRE community.</p>
<p>Natalie</p>	<p>Kniess</p>	<p>The Golden Gate Bridge is a historic landmark. I do not agree with changing the appearance of the bridge. I looked at photos of the different barriers and the one that changes the bridge appearance the least is the Net system which is still going to show up in photos.</p> <p>If people want to commit suicide they will find a way to do it even if the bridge has a barrier. Something like 55% of people that kill themselves do it with a legal gun that is in their house. At least half of those people would not commit suicide if there was not a gun in their house. I think that is a bigger problem to address. There's always drug overdoses or fatal car crashes. You can not protect people from every way of committing suicide. Having people listen and talk to them seems like the best thing. I really think those different barriers are ugly and change the look of the bridge in a bad way.</p>
<p>Diana Karl</p>	<p>Knight Knight</p>	<p>You can not protect people from themselves, please do not deface the bridge trying.</p>
<p>Karl</p>	<p>Knight</p>	<p>See above.</p> <p>The money would be better spent on mental health services to prevent suicide and would even help those who do not use the bridge to kill themselves.</p>
<p>Kirby</p>	<p>Knight</p>	<p>The GG Bridge District is spending money like they had it. They are financially unstable/unresponsible and the money they have spent on the study to date is outrageous.</p>
<p>Diane</p>	<p>Knoll</p>	<p>If someone is in that dark place to commit such an act they will find some place to do it. We cannot cage the world! Stop the madness.</p>
<p>Diane</p>	<p>Knoll</p>	

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Robert Daniel	Knox Kocher	The Golden Gate Bridge is a visual/aesthetic treasure. All of the suggested barriers, in one way or another, would compromise its beauty. None of them would prevent all suicides off the bridge. The number of suicides that occur from the bridge is a very small percentage of the suicides in California, or even in the Bay Area. It is an inexcusable waste of public money to construct a suicide barrier on the bridge.	186
		a barrier would adversely effect our culture in that it would show that we do not value the grace and beauty of historic structures and will bend to the lowest denominator for the sake of political correctness and that we would spend money for a political symbol when the funds could be put to other use for much greater public good -	187
Daniel	Kocher	we should not waste money destroying the esthetic beauty and historic importance of the GG bridge - there is no study of any kind that justifies this barrier when looking at all of the suicides from other buildings and in other places in San Francisco - this entire subject is an unqualified waste of public money - suicide is not an issue to be delt with by barriers but rather by mental health services - it is also a fact that beigde suicide are a very smallportion to the total number of bay area suicides annually - thsi does nothing to address the cause of suicide but only molifies the political agenda of a certian activists groups who would choose to act destructively to our environment in furerance of their political/political correctness agenda -	188
Daniel	Kocher	under no circumstances whoudl any barrier be erected to in any way adversely impact any existing view	
Daniel	Kocher	the barrier woudl adversely impact tourism, and walking on and enjoying the bridge	
Daniel	Kocher	the EIR should clearly state that any barrier would destroy the historic nature of the bridge structure and have an unlimited adverse effect on the quality of our environment	
Daniel	Kocher	the adverse impacts noted in the EIR shouldl be sufficient to stop all further consideration of any barrier on the bridge and bring this matter to a complete and final close - no build is the correct answer now fully supported by the EIR	

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carl	kowall	use a invisible or visable lazer system that will shock but not kill a person when the beam is crossed. put the system on the out side of rhe present railing .close to the railing yet wide enough that some one cannot j8ump over it. a lot less costly and easy to maintain plus it can record frequency etc etc. . in other words solve the problem electronically...carl kowall 914 443 2894 sacto
Sarina	Kowall	I don't live in California, but I am a taxpayer. I also know several people who have successfully committed suicide. They find a way. While I feel for the families who have lost loved ones, I truly believe they are trying to place blame on something that is not to blame. Why waste taxpayers money, and ruin a national monument because people are too stupid to find a way to deal with their problems? Help is out there in many forms. If someone wants to kill themself I call it Darwinism.
Courtney	Krakie	if the \$50 million needed to complete the barrier were spent on mental health treatment and services for residents of the Bay Area I believe there were be far fewer people who see suicide as an option. We need to focus on the problem (mental health) and not the means (the Bridge).
Elizabeth	Krakov	It is way past time for this. I have lost two people in two years to suicide on this bridge. I cannot stand idly by and watch our wonderful bridge morph into a symbolic gallows. Please do the right thing.
roger	krakow	it doesnt affect the view to bad and i think it is very primitive that we dont have one... its very easy to jump or be thrown over it will save lives
Sandri	Kramer	I found all of the views of the bridge minimally impacted; it is very difficult to distinguish between the various designs. The views from the bridge are obviously impacted and I therefore appreciate the allowances made in the designs for unobstructed views at intervals. Historic preservation is important but never to the detriment of human beings. The designs show that careful consideration is made to preserve historic details.

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Bob	Ladd	It will make the bridge safer for everyone.
Bob	Ladd	I think more birds may run into some of the alternative structures, as a result of the increased height of the guards.
Bob	Ladd	Thank you for doing this. We need the suicide barrier.
		I'm a 68yo recovering denial alcoholic. I've been working on my unresolved issues most of my life. You're dealing with only the symptoms of helping "jumpers". What they need is tough love guidance which will help them to choose not to jump. Please point them to where they can find it at no cost via signs or banners that tell them about The Foundation Of Human Understanding (www.fhu.com). They are helping me to cope with lifes daily slings and arrows. There's a scene in a movie: "Pay it forward" about a lady wanting to jump. A great positive scene. Thanks 4 letting me pay it forward.
Carl	Ladd	I think that this proposal is absolutely naive and atrocious. To think that a "suicide barrier" with deter or prevent anyone from making this enormous choice is incredibly naive. That such bias was printed in the marin LJ sickens me. My family was the victim of two suicides last year.cousins very close to myself, I completely feel for the victims of these tragic events, but to place the blame on the bridge itself and the lack of safety devices is ridiculous. That the parents of these young people try to place the blame on the bridge is out of control. The issue needs to be addressed, not singling out one way that suicide is committed. These young people, and anyone else for that matter, will find a way to carry this out if they feel strongly enough. Which proves the point the issue needs to be addressed, not one bridge, and one little fence built on it. If adults and rational thinking truly believe that one fence on the golden gate is to blame for this, I am deeply saddened and distressed.
Griffin	LaFlamme	There are scientific studies showing that of the people who are stopped from committing suicide, 94% go on to live out their natural lives. Any effort that helps save lives is worth it.
chad	lafontaine	The ability to walk across the bridge - to enjoy an unrestricted view affect the aesthetics, cultural, recreational, tourist value of the bridge - all of which are detracted by any vertical system - note the current prison-style fencing in place - not pretty, not welcoming, not inspiring. I cross the bridge most days either by car, bus or on foot.
Carolyn	Lagerlof	Suicide is a sad fact - but not one suicide has been caused by the bridge. Compared to the millions who have walked across, the suicide % is very small. What prevents a suicide is good support from family, friends, medical professionals - not a fence, not a wall. A question - in the same time span (50+ years) how many suicides have been reported in the state??
Carolyn	Lagerlof	

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Sandra	Leggett	Spending this money is ridiculous. First you don't have it. Second, if a person wants to commit suicide they will find another way to do it if they can't jump off the bridge so no suicides would actually be prevented - the bridge would just look awful. The families of suicide victims pushing for this should have recognized their family member had problems and got them help to prevent suicide. It is not the city's fault that they neglected to do this and now want to blame the city because of their guilt. This money would be better spent helping those people who want to live by providing food and shelter.
Christine	LeGrand	Any proposed structural change to the bridge for suicide prevention will be a waste of time and money. Please don't do it.
David	Lehrer	I feel strongly that adding a vertical element to the bridge would detract from the historic design, and would detract from the enjoyment of the many recreational users of the bridge. The change would be very expensive at time when resources are extremely limited, and may only have the effect of forcing suicide attempts to other locations or methods. The traffic lane dividers that have been proposed would be a more valuable addition to the bridge's safety features
Ken	Lehto	Having bars, vertical or horizontal, greatly diminishes views.
Ken	Lehto	Alternative 2A has the best chance to stop a suicide attempt. With the others it's possible to climb up over the top for a determined suicide attempt regardless of the winglet. These provide footholds of sorts. Using nets? Waste of time for a determined s
Gabriel	Leis	Let's instead spend the money on a barrier that protects those who really don't want to die, a MEDIAN barrier.
		Unless barriers are intended to protect innocent bystanders below, than NO ADDITIONAL BARRIERS should be built.
James	Lemaire	It is NOT the function of the GGB Transportation District to protect individuals FROM THEMSELVES.

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Eugene	Lee	The view would not be unobstructed significantly in Alt. 3 because no wires would be directly in front of you, at face level. A vertical system is much better than horizontal system. The lines running down from the main cable are vertical, that symmetry should be maintained. Horizontal line make the bridge look like a prison cell with jail fencing.
Eugene	Lee	No building will be impacted, so cultural resources impact would be limited
Eugene	Lee	Unless there is money to pay for the suicide barrier, the point is moot as to which system to eventually use. The cheapest and least expensive thing to do is NO BUILD.
Ginny	Lee	It is unconscionable for the GG Bridge authority to put aesthetics ahead of saving lives. It is wholly irresponsible.
Ginny	Lee	What about the 2 year old toddler who fell between the aperture between the sidewalk and the bridge road.
Jane	Lee	Has anyone addressed this problem?
Mike	Lee	Waste of Taxpayers Money! Leave it alone. If someone wants to commit suicide, they will.
Warren	Lee	How can you stop people from committing suicide? If you build a form of net or fence deterrent system any suicidal person could just simply jump climb over it. It would decrease tourism - if the fence were built, not only would the beauty be distorted. Who wants to look over the rails and through a fence to see the beautiful city? Its like going to a construction site and trying to peer through the fence to see whats going on. Not only that, tourist would now be fully aware of the suicides that occur on the bridge annually that number around maybe 12. Currently tourists who walk across the bridge the idea of suicide doesnt even cross their minds, they probably believe its some small myth, but if the deterrent was there, it would only be that much more evident.
Dorothy	Lefkovits	Since it has been found necessary to create a barrier for preventing suicide, I think my choices above (2B, 1B) will alter the looks of the Golden Gate Bridge less than the others will.
Sandra	Leggett	Any of the alternatives would ruin the beauty of the bridge.

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		<p>In today's Marin Independent Journal, an article features a Tiburon couple whose daughter jumped from the Golden Gate Bridge in January 2008. Presumably jumped and died her body hasn't been found. She could be off enjoying a new life somewhere.</p> <p>Did this young woman's parents let her drive? Yes, they did; she drove to the bridge the day she jumped, the article says. Her parents should be advocating changing the laws allowing teenagers to drive. Their daughter was at much, much, much higher risk of dying from an automobile accident than from a bridge jump.</p> <p>I suspect the parents would respond, "What does it matter that she was at higher risk from driving? The fact is, she jumped, she died, we lost our beloved daughter." But no one is proposing that anyone forced her to jump; no, she jumped because she wanted to. It doesn't matter that she may have been of disturbed mind when she jumped. Many of us drive while we're of disturbed mind; maybe that's part of the reason there are so many traffic accidents. What will the Tiburon couple do about that?</p> <p>This couple's response is due to complete and total self-absorption and selfishness. Their daughter was going to die someday: dying is a fact of life. Do they want what's best for their daughter, who wanted to die, or what's best for themselves, to have a trophy daughter?</p> <p>I strongly object to a barrier being added to the Golden Gate Bridge. Either leave these suicidal people alone, or offer them something that could really help: fully funded and universally available mental health services.</p>
Cathy John	Lynch Lynch	<p>This is an important and historic structure - beautifully conceived - and it would be a crime to alter it in any way.</p>
Christopher Christopher	Lyons Lyons	<p>It is a personal decision</p> <p>NO BUILD!!!!!!!!!!!!</p>
K	Lyons	<p>If someone wants to commit suicide they will find a way to do it: it's a waste of money and resources to pay for any of these things.</p>
James	Lyttle	<p>Do NOT add anything to the Golden Gate Bridge to inhibit suicides. People bent on suicide will just go elsewhere. Better to try to inhibit suicides on CalTrain tracks, because it is so gruesome for bystanders!</p>
ilene Stacy	m Ma	<p>I would like to see the money go to a barrier in the middle of the bridge to protect those that do not intend on dying on the Golden Gate Bridge in a vehicle accident. I personally think that a suicide barrier is not the answer to suicide.</p> <p>I don't think visual/aesthetic should be considered a priority over the lives of individuals. If that was the case, then other places such as the Empire State Building and the Brooklyn Bridge would not have the measures they have in place to prevent people from jumping. The view is still just as nice with rails set up to prevent people from jumping.</p>

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Stacy	Ma	Add vertical system to outside handrail. I think a vertical system would be better than a horizontal because it would be harder to climb up a vertical system.
Stacy	Ma	although individuals would not get a clear view/picture of the bay area, they would still get to enjoy the view. Just as it is with any other landmarks with fences, people will still visit it and take pictures, etc.
		A net system is a bad option for several reasons: 1) a net isn't nearly as effective as a barrier (someone can still jump from the net to their death); 2) retrieving someone from a net presents additional hazards for police officers engaged in rescue efforts; and 3) a net could attract people who jump as part of a fraternity initiation rite or other stupid endeavor.
Anne	Mabee	Something must be done! Yes, it may make the bridge look different, but look at what's important here! Scenic beauty? It's man made. It's about time we make it less attractive for the mentally ill!
Anne	Mabee	Seems that for mitigation, in addition to the filer and the displays at the visitor centers, there should be a dedicated website that documents the history of the barrier efforts and how the issue has unfolded over the years.
Penny	Mabie	I chose the net first because it addresses a prevention method while at the same time keeps the integrity of the visual experience that all the millions of people have been experiencing and therefore can continue to experience. I chose the horizontal addition to what is already there because I imagine as anyone would be driving or walking by they would not have a visual and/or sensory experience of bars like in a jail. The horizontal allows people of all different heights to have their space to see the view and drivers would not see a rippling effect that I imagine would be very visually disconcerting.
Susan	Mac Veigh	From what I have read about this barrier thus far, I believe one should be there and that should not be a decision based just on what the public says. Even though I believe all of us should have the freedom of the beautiful view, I believe it really is best to create a deterrent and that decision should just be made and done the best with it in terms of money and such.
Susan	Mac Veigh	The GG bridge is famed world-wide and saving lives should be done in a manner that does not detract from the experience for the thousands, perhaps millions, of other visitors. Please combine safety with minimal impact to views from the bridge, and to any birds, insects or other non-human bridge users. Thank you.
Chris jim	MacIntosh macleod	Any barrier is absolutely wrong, and should not be put in place. The bridge is a historic structure and belongs to the citizens of the State of California as it currently stand. Its aesthetics should not be ruined by any sort of addition.

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jim	macleod	Any specific barrier will only prevent a despondent / suicidal person from committing suicide at the bridge. It will not prevent suicide. The desire to build a barricade serves only to pacify / clear the consciousness of bridge officials and others that don't want such an act occurring at their location.
jim	macleod	Any barrier will diminish the character of this historic landmark.
jim	macleod	The bridge is a hugely photographed and visited site. Any sort of barrier will deter from its current beauty.
jim	macleod	Many people visit, walk, ride, run, drive, view, etc. the bridge each and every day. Their enjoyment of the bridge would be compromised by a barrier.
		I do not believe that any suicide barrier should be added to the bridge. If other major bridges allowed pedestrian traffic, they too would attract suicides. Much as I enjoy walking the span, I would rather have it closed to foot traffic than disgrace it in such a fashion. As a social worker, I cannot comment on whether someone will, or will not, continue to pursue suicide. It is irrelevant, if you have so much money, put up the median barrier to protect those of us who wish to live.
Gail	MacMillan	Stop wasting money and apply any resources to a median barrier.
Gail	MacMillan	This bridge is a scenic resource not only to the Bay Area Community but a larger world community.
Lori	MacNab	Do not diminish the Bridge's scenic character by hanging any barriers.
		Anything that thwarts an impulsive suicide attempt is priceless. How can a city be called civilized when it has the world's leading magnet for suicides in its midst & does nothing about it? If one human life is saved by this barrier, it would be worth it. It's time to get beyond aesthetics & focus on what counts--saving lives.
Julia	MacNeil	I would want the birds to be protected during construction and afterwards. I understand that the glass used would be glareproof - this would be very important for people with glaucoma. I ALSO WOULD like the best view possible, along with the suicide prevention construction. I would want the horizontal system to be one no one could use to climb up.
Doris	Madden	I think the winglet is VERY important. The signs for the suicide prevention phones should be very evident at all entrances to the bridge. I agree with all 11 criteria for the physical suicide detergent system criteria. Thanks for this afternoon to answer questions of native San Franciscans. :o)
Doris	Madden	You cannot force people to not kill themselves....if people want to die, they will find a way. Why should the general population suffer and pay for a barrier?
scott	madison	

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<p>Julie Melissa</p>	<p>McLisky McMahon</p>	<p>I am curious as to what the barrier would look like. People in Marin say that it will take away from the view. In all this information, they really don't "show" what it's supposed to even "look" like.</p> <p>And they showed the "median zipper", I'm not understanding that.</p> <p>Could you please post the proposed barrier on your site?</p>
<p>Catherine</p>	<p>McMichael</p>	<p>As a San Francisco native, I would hate to see the bridge change. If it's not broken, don't fix it. However, if someone told me a barrier would save all those who suffer from depression or mental illness or would prevent all future suicides, then I would be all for it. This is not possible. I think the aesthetics are a non-issue because no one is addressing the real problem of suicide, which is depression, not the bridge. How about we spend \$25-\$50 million to treat people suffering from depression and mental illness rather than treating a symptom. This isn't about aesthetics it's about treating the actual problem. Suicide is the 11th leading cause of death and firearms, suffocation, and poison are by far the most common methods of suicide, not jumping from the GG bridge. (http://www.nlm.nih.gov/health/publications/suicide-in-the-us-statistics-and-prevention.shtml). The loss of a loved one is tragic, but barriers do not treat the true problem. The \$2million already spent could've been used to treat people with depression or to educate the general population on how to spot the signs of depression and what to do.</p>
<p>Catherine</p>	<p>McMichael</p>	<p>The Golden Gate Bridge is iconic and part of our historical heritage. It should not be marred with a physical obstruction that may or may not deter suicides. No evidence has been presented that can prove such action would reduce suicides. Suicidal people intent on ending their lives will usually find a way to do it, regardless of convenience or method.</p> <p>Instead of permanently marring the beauty of a national treasure, why not invest the money into counseling, better surveillance, and more frequent patrols?</p>
<p>Donna</p>	<p>McMorrow</p>	<p>If a barrier is built on the GG Bridge, what is to stop potential jumpers from jumping off the Oakland Bridge, or the San Rafael Bridge? I am someone who suffers from depression and has attempted suicide. I believe people should be allowed to commit suicide if that is what they want to do.</p>

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Kathy	McMorrow	Although I understand the motivations of families who lost a loved one to suicide from the bridge, I don't think you should alter the design of this world-beloved landmark. Spend the money on suicide patrols on the bridge if need be but leave the beauty of the bridge alone.
Dana	McMullen	This is essential to save many lives!
Thomas	McNamee	All the barriers proposed would threaten birds passing through the Golden Gate, several species of which are threatened or endangered under state and/or federal laws.
Thomas	McNamee	The Golden Gate Bridge is one of the world's great works of art. All of the barriers proposed would be, in effect, acts of vandalism.
Thomas	McNamee	Alternative 3--the nets--would be the least intrusive of the anti-suicide devices, but even it would seriously degrade the aesthetic qualities of the bridge.
Thomas	McNamee	The experience of walking or bicycling across the Golden Gate Bridge is a unique way of knowing the city and the bay. The city's and indeed the whole Bay Area's cultural heritage would be drastically degraded by any of the proposed barriers.
Thomas	McNamee	Alternative 3--nets--would be the least degrading to the bridge's cultural value, but it would nevertheless function as a constant reminder of depression and suicide to the hundreds of thousands of bridge users who know the bridge as a representation of triumph and ingenuity.
Thomas	McNamee	The experience of walking or bicycling across the bridge is one of the great recreation opportunities in the Bay Area, and especially meaningful to our visitors from all over the world. Best of all, it's free. Any of the barriers proposed would significantly degrade that experience.
Thomas	McNamee	Alternative 3 would intrude less on the recreation experience than the barriers, but it would still serve as a macabre image in what till now has been a picture of joy.
Thomas	McNamee	Alternative 3 would be least damaging to birds but would still increase bird mortality.
Thomas	McNamee	The quality of the barrier designs is very poor.
Thomas	McNamee	An increase in anti-suicide intervention by trained personnel could significantly reduce attempted suicides at a fraction of the cost of even the least expensive barrier.

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Jim	McNeal	<p>We shouldn't build any suicide deterrent barrier on this Golden Gate Bridge because it will adversely affect the view that we currently have overlooking the Bay. To add barriers will greatly affect the view in the most adverse way. 23 suicide deaths in 2005 is not that significant to make such a drastic change; hundreds of thousands (perhaps more) people currently enjoy the view from the bridge each year. To make this change will surely affect that.</p>
Jim	McNeal	<p>Building a suicide prevention barrier is infringing on the personal freedoms of those people who genuinely want to end their lives. People are suicidal for a reason, and if they find no joy in life and would like to end theirs quietly and peacefully, then they should be allowed to do so. According to your website, 23 people jumped off the bridge in 2005. Far more people have died from other preventable ways that were far more painful or violent. The \$40-50 million dollar budget for the proposed suicide deterrent barrier should be better spent on other social programs to help clinical depression and the like, or other programs that will improve the way of life for people who live in the Bay Area.</p>
marylee	mcneal	<p>I believe the important thing first is to do all we can to prevent suicides on the bridge, and secondly, to do it in a way that is most aesthetically pleasing. To me, this is alternative 2b.</p>
Lisa	McNeil	<p>Need for a barrier outweighs the above resource areas.</p>
Geoff	McNew	<p>Why not install a diving board for jumpers and charge a fee? Charge additional fees for options such as filming/DVD of the jump. Use the funds raised from the diving board to pay for a moveable lane barrier to protect commuters driving across the bridge.</p>
Brett	McPherson	<p>Visually and in a historical context I am against the barrier in all alternatives.</p> <p>I understand the "draw" of the bridge for potential suicides, but strongly feel people will and do commit suicide in many other ways. Funding prevention programs and looking at other potential means of suicide is where I would rather see our Federal money spent. My father committed suicide with a hand gun when I was two and it just makes me think guns are a much bigger threat than the bridge and much more lethal when making a split second decision to commit suicide. I really do feel for any family who's lost a loved one to suicide.</p>
Brett	McPherson	

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Ronald Willi	Mick Mickelson	I feel that \$40 to \$50 million can be better spent. Anyone of the options that include increasing the height is going to drastically decrease the aesthetics of the GG bridge. The clear viewing stations will soon become scratched and graffitied making them useless. Even if they were not damaged, it would not compare to an unimpeded view.
David	Middleton	Do NOT waste the money
David	Middleton	Do NOT waste the money
Holly	Middleton	I am not wedded to one style. I would favor the least visually intrusive solution that is an effective suicide barrier (as proven in other similar sites). For whatever psychological reasons, the most highly motivated, active people in any public debate are always the opponents. I don't believe the 75% "anti" rate I read in today's paper is a representative cross-section. Mark me down as a PRO-BARRIER voter. I love the bridge passionately, but human lives outweigh aesthetics for me.
Holly	Middleton	I think the \$50 Million would be much better spent if it was given to mental health facilities and services that help the mentally ill and suicidal.
Maureen	Middleton	Any barrier will decrease the number of suicides. As Vice President of Nami San Francisco I can tell you that we know personally the tragedies that can be prevented.
Dale	Milfay	I am no engineer but I can't believe the added weight and wind resistance of the alternatives presented will not adversely affect the bridge in the future. Continue to emphasize prevention as opposed to doing something that could damage a national treasure.
Ray	Miller	just close the bridge to foot traffic
Beth	Miller	why ruin the views for everyone for the benefit of just a few people?
brandon	miller	we don't have the money to spend to begin with, and I'd rather see those dollars go to getting people mental help and off the streets instead of trying to physically prevent someone from committing suicide. surely they'll just go to a different bridge, building, find a gun, etc.
brandon	miller	Please do something. I've known several people that have committed suicide by way of guns. It was the quick and easy way out. A suicide barrier on the bridge will take away the 'easy' factor. I've long felt that if my friends had to work at committing suicide, they may be alive today.
Daniel	Miller	The addition of a suicide barrier will have no discernable effect on any of the visual, cultural, land use, biological et al resources related to the bridge.
Eugene	Miller	

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Melanie	Morgan	I do not believe that the Draft EIR/EA has captured the real value of the No Build alternative. In the midst of the public pressure to address bridge suicides, the visual and aesthetic importance of the bridge world-wide has been minimized or lost. The impact of the Golden Gate Bridge, like the Statue of Liberty, goes beyond measurements, sight lines, materials. I urge the District to look for other deterrents to bridge suicide - deterrents that do not so dramatically alter the Bridge's aesthetic perfection.
Melanie robert	Morgan morgan	The visual impacts of all of the five Build Alternatives are not acceptable. There are absolutely no mitigations available for the BUILD ALTERNATIVES completely ruining the aesthetics and historic characteristics of the Bridge. I first saw this bridge in 1963 and was awed by it. Living in San Francisco, Marin and Sonoma County since and it's always a pleasure to travel it or to take visitors to it. None of the suggestions will meet any reasonable goal to retain the beauty of this wonder.
robert	morgan	No build seems the right solution. 1A is second worst looking 1B is prison look 2A is ugly 2B is prison plus ugly C is less unsightly, but still ugly and apparently all these methods may make people choose a different site or worse. Jump into traffic!
robert	morgan	I have reviewed the section (18 p) of this and the problem remains no matter which approach, but less than C.
robert	morgan	Sad that people jump off the GG Bridge, but they'll go elsewhere or figure or take the sidewalk into the roadway if the destination is the issue. A certain number of people in any city will attempt suicide and to modify a work of engineering to prevent this after the fact is folly. I'm surprised that the district spent \$2,000,000. to acquire this information.
robert	morgan	The apparent need for room to apply this and the cost to do so may be limited by prefabrication and installation during off peak periods. No doubt this change will impact many visitors the impact being unknown or difficult to pin down until it happens.
robert	morgan	Alternative No Build is the most effective means to retain the character of the structure and grant all citizens and visitors a benefit they expect.
robert	morgan	All the methods will require expensive maintenance and use of steel for this project increases the carbon footprint initially and over time, plus adds ongoing costs which trickle up to the users.

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			If cost was not prohibitive, best solution would be to completely close the existing pedestrian walk and build a new walkway underneath the existing one...existing trusswork on underside of bridge would mask suicide barrier system, therefore adverse effect on bridge aesthetics would be minimal.
Robert	Minat		
Bruce	Mirken		All of these represent a desecration of a unique and historical structure. None are acceptable.
Bruce	Mirken		The assumption behind all of these alternatives is that physical prevention of suicides is such an imperative that they justify desecration of a cultural and architectural treasure. In fact, free people have a right to decide what to do with their own bodies, including acts that we might consider reckless, foolish, or tragic. Not all suicides are irrational, but this attack on the Golden Gate Bridge is indeed irrational.
			202
			Any of Alternatives 1 and 2 would result in the bridge looking a like a prison which would greatly negatively impact the experience of visitors and residents. I consider any of these to be completely unacceptable. Although I would prefer no changes, if a additional barrier is required, I believe that Alternative 3 (the net system) to have the least impact on the experience of users and viewers of the bridge and is vastly superior to any of the other choices.
Ethan	Mirsky		
Adrian	Mirvish		There is nothing aesthetically pleasing about a view that invites disturbed adolescents to kill themselves. We have safety measures for much less serious risks. Even the original designers were concerned about suicide risk.
Adrian	Mirvish		We have a moral obligation to do something about this risk.

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John	Negley	This is a waste of money. The GG bridge is going broke and your looking to spend millions to make it so people commit suicide in another location. Your not dealing with the problem your just moving it to another location.
david	neighbor	the vertical system would be the most effective and invisible as it would blend with the vertical cables of the suspension bridge. If you integrate the design to mimic the current handrail that exists i think that it would be okay to add to or replace the existing handrail but if the new design does not resemble the original architecture of the bridge then i do not think that removing any of the original structure is acceptable as i see this bridge as a historical landmark and it should be left intact.
		the horizontal proposal would just act as a ladder and the netting system would just be a hinderance and anyone determined to commit suicide and they would just jump from the netting. maybe we can put counselors on the bridge 24/7
david	neighbor	I picked Vertical system because I have seen a tower in Europe with verticle posts on top. It is aesthetically pleasing and doesn't interfere with sight seeing.
Ian	Neitzke	The bridge is perfect the way it is. Anything more is less.
Brian	Nelson	if a barrier prevents one human being from jumping, it will be worth it. For God's sake, for humanity's sake, construct a barrier.
Catherine	Nelson	The most important thing is to have some barrier!
Dawn	Nelson	

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Stephen	Noetzel	If you want to save lives, spend equivalent \$\$\$ on Aids prevention or even mosquito bed-netting in Africa.
Sheila	Noii	The Golden Gate Bridge would be visually unpleasing with any of the alternatives.
Sheila betsy	Noii nolan	The cost of the projects is too great for something that doesn't even have funding. Funding should be created for suicide prevention programs and perhaps gate watchers.
Ana	Noles, PsyD	Take a look at the Sydney (Au) bridge, it too is iconic and it's very difficult if not impossible to jump off of it ...
Andy	Noll	FUND MENTAL HEALTH ADEQUATELY. I do not think the protection of a few should impact the majority. The net system should be the only system and I prefer nothing at all.
Andy	Noll	My visual needs should not be impacted by this barrier system.
Andy	Noll	The 50 Million should be spent on other resources to help the people who would travel to the bridge to commit suicide. If you close the bridge to suicide they will find other ways to commit suicide. Death by train, other Bay area bridges, suicide by police and drugs. They will not just stop, they will find other resources.
Andy	Noll	This is a waste of money and I will fight this expense whole heartedly. The Golden Gate Bridge is already spending too much money and wants another fare increase. The GGB district should be dissolved and put into the Caltrans bridge system. It is time for changes and the dissolving of the GGB district need to happen now.
Kirk	Norenberg	The Golden Gate Bridge is a California icon. Any significant change to its appearance would be disappointing. This would break its symbolic permanence and its connection to its history. The Build Alternatives would have an unacceptable impact on the Bridge users. Their sense of awe and wonder would be diminished, especially those who would remember the Bridge's former glory.
Kirk	Norenberg	The No-Build Alternative is the only option that is visually and aesthetically acceptable.
Kirk	Norenberg	We should not do anything to the Bridge that would jeopardize its recognition as an historical landmark.
Gil	Norman	The view to the multi millions a year out weights the possible value of a few
Gil	Norman	Don't 'Blow' the money... You cant save everybody from everything

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ellena	ochoa	The suicide barrier would degrade the visual and cultural resource that is the Golden Gate Bridge. There is no getting around that short of an invisible barrier. There are much better ways of preventing suicides in the Bay Area than erecting a barrier of great cost at one in a million potential suicide sites.	205
ellena	ochoa	This is a bandaïd to a larger problem that would benefit from the \$50 million being spent on the barrier. With \$50 million, you could not only add additional bridge security such as increased patrols, video monitoring, etc, but the money could be allocated toward better suicide prevention treatment and awareness programs. This is a lot of money to throw at one of a million ways a person can kill themselves, which would also ruin a beloved landmark.	
Denise Jerry	Ockey O'Connell	Given that the most common method in the U.S. for committing suicide is by firearm (greater than 50%) and only 7% are from falls, I think that this is a HUGE waste of money. If someone wants to commit suicide, they are going to find a way to be successful. Spending \$50 million (likely to be more) on a suicide barrier is not going to make a big impact on the number of people prevented from doing this. California (in 2004) was 42nd in the nation in suicides, which is far below the national average and the average per 100,00 people.	
		Minimize aesthetic changes and maximize prevention.	
		People will continue to kill themselves, with our without a barrier. The issue isn't the bridge, it's people with problems.	
		Let the bridge be the beautiful piece of architecture it is and let those who want to kill themselves blame something else for their thoughts of demise.	
Stacy Stacy	O'Connell O'Connell	Don't put up any kind of barrier.	
		Barriers do not address the problem. Spend the money on education and help programs.	
tom Alan	o'connell O'Connor	This historic structure should remain unaltered and as its designers intended.	206
		What about a different more human approach.; Why don't we fund a crisis intervention center right next to the bridge in the Presidio. Make it a walk in and have counsellors who could patrol the bridge. It would cost a lot less than 40 million dollars and it would probably save more lives than a barrier.	
Cecile	O'Connor	this is so STUPID. why we would spend money on people who want to DIE, when we could use the money on people who want to LIVE. i'm a born and raised citizen of san francisco who is adamantly opposed to this.	
tim	o'connor		

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		<p>1. Visual - 2B improves views from the bridge when driving across the bridge. I have always wanted an improved view from cars. Any suspected negative impact to views is offset by the invaluable benefit of human lives saved.</p> <p>2. Cultural - The original design of the bridge is flawed and this must be rectified as any construction that caused the loss of life would be. It is the ethically correct thing to do. This bridge is internationally recognized and will remain so.</p> <p>3. Land use and recreational - All impacts would be temporary and minor. The result would be lives saved for generations to come.</p> <p>4. Biological - Changes to the bridge would not have any impact of significance to the future of bird life (or other habitats) and would have a positive impact on the future of yet to be born human life.</p>
Mary	Ojakian	<p>Which one could be built most quickly? Is there much difference in timeframe? If so, I'd go with the quickest. The bridge is still beautiful, as are the views, no matter which option. Option 3 seems to have the least visual impact. If just as effective, I'd go with that one; if less effective as a deterrent, I'd go with one of the others.</p>
edward	oklan	<p>I don't really care which of the options are constructed, as long as one of them is put in place as soon as possible to reduce the likelihood of any more fatalities.</p>
edward	oklan	<p>Other than ugly fences, there will be no deterring people determined to end their lives. The City of SF needs to increase it outreach and services for people to find alternatives to better their lives/talk to someone versus feeling there are no accessible alternatives. THE NET ALTERNATIVE WOULD ONLY PROLONG THE AGONY FOR VICTIM AND OBSERVERS... VICTIMS WILL FALL TO THE NET THEN SCRAMBLE TO TOSS THEMSELVES OVER ANYWAY. OBSERVERS WILL BECOME TRAMATIZED AND VICTIMS WILL NOT TURN BACK. This is no solution at all</p>
Andrea	O'Leary	<p>Explore further alternatives for people, including volunteers, to walk the span and keep open a vigilant eye and sympathetic ear.</p>
Andrea	O'Leary	

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Susan Benjamin	Oshiro Ostapuk	<p>The GGB is an historical, recreational and cultural monument. It is viewed and photographed by thousands of people from every angle every day. Driving over it never ceases to be a beautiful experience. Spending 40million dollars on this project will not prevent suicides. There are many ways of doing that. Installing cameras, personnel, etc. is probably a better alternative because it might identify and ultimately save the lives of some people who need help.</p> <p>That amount of money could be used in so many more ways to benefit the community. I think it would be a big waste of money to build a barrier.</p>
Susan	O'Sullivan	<p>Resources should be spent on general suicide prevention, not to specifically prevent the few of overall total suicides that happen on the bridge.</p> <p>Will improve visual/aesthetics because it will show the world that San Francisco cares about people.</p>
nancy	oswald	<p>People will continue to commit suicide with or without a barrier.</p>
nancy	oswald	<p>I would rather see the money spent on police on bikes on the bridge (as now) and/or more programs to help the mentally ill.</p>
C	Overberger	<p>if ANY barrier is to be built, I would prefer just the "safety net" under the bridge.</p>
C	Overberger	<p>The ongoing cost of each alternative isnt clear; nor are the statistics which follow those who attempt suicide to their next effort.</p> <p>Loss of ones loved ones is unquestionably horrible. Yet a barrier on this bridge will not stop those in crisis from finding a new magnet for their death. Americans always believe we can solve hurt with money; we cannot. Let us use 40B\$ toward some life affirming positive social end.</p>
David	Owen	<p>I am very concerned about the impact of any vertical barrier that would be visible from the roadway. The impact on the nature of the historic resource would be comprehensive and unnecessary.</p> <p>The net option would still create a visual impact to the most notable and important San Francisco cultural resource, however, it would be much preferable to the other more visible options.</p>

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Jeffrey	Pelo	None of the options improve the bridge's design or character. In fact all of the options look ridiculous.
Jeffrey	Pelo	If someone can't commit suicide on this bridge, they will do it somewhere else, like the bay bridge or the cliff house. Putting all of these resources and efforts behind this project is a waste of time. Putting the \$25 million toward more important social programs would be a lot wiser and way more beneficial.
Jeffrey	Pelo	Part of the wonder, fascination and drama of this bridge is being able to look over and see the water and boats below. Unrestricted views of our natural treasure which is the San Francisco Bay and Pacific Ocean is a quality of life issue. I've been enjoying the views for over 30 years and I hope my children can as well.
Judy	Penn	Leave it alone. The Golden Gate Bridge is one of the most beautiful bridges in the world, located in the most beautiful locations anywhere, people travel from around the world just to see it, photograph it and walk across it. I'm more interested in preserving a historic monument in it's original form. If any changes are to be made they should only be made by making sure it is well maintained and will stand up to any earthquake or terrorist attack.
Judy	Penn	The money would be better spent supporting the Mental Health Systems in Marin County and San Francisco. If someone is going to kill themselves by jumping and they no longer have access to the GG Bridge they will start jumping from any of the other bridges in the Bay area or any tall building to which they have access.
Stacie	Pennington	I do not think that extending anything horizontally with benefit much, there are still ways or jumping with that... Do NOT spend/waste taxpayer \$\$\$\$\$ on this. Keep the bridge just the way it stands today. People will do what they will, and this plan to stop them is misguided at the least. Find a new mission, people.
Paul	Perencevic	

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Ellen	Peterson	<p>I think we should definitely have a barrier to prevent suicide. I will leave my opinion, on which barrier is best, to those who are spending more time on that decision. But I am definitely FOR THE BARRIER, whichever is best.</p> <p>Thanks so much for asking for opinions. I am not sure if many people know they should be voting here! I didn't know till Sunday's article (8/24/08). Maybe you need to publicize the vote. Does the vote actually make the decision as to whether you would construct one or not? or look at public opinion.</p> <p>Thanks so much,</p> <p>Ellen Peterson</p> <p>eftpeterson@comcast.net</p>	211
Erica	Petrofsky	<p>The money used to go through the whole process of approving and constructing the suicide deterrent structure would be so much better used in ways that help prevent people from WANTING to commit suicide. If they find they can't jump off the bridge, people who are serious about suicide will find some other way. The bridge is historic and is perfect the way it is. Please don't mess it up with some ill-conceived useless piece of junk that makes someone feel that they are helping people not kill themselves. Also, all the metal that is used is really bad for the environment. Before you start thinking about buying more metal, include the social and environmental effects of mining in other countries in your environmental report. Thanks for paying attention to what the public actually wants.</p>	211
Peter	Phaal	<p>All the barrier designs alter the appearance of the bridge. The clean lines of the Art Deco structure would be spoiled by a barrier. The barrier designs that alter the view from the bridge (1A, 1B,2A,2B) would ruin the dramatic views from the bridge that never fail to impress.</p>	212
Dominica	Phetteplace	<p>Spend the money on mental health programs. Don't ruin the aesthetics of the bridge. No barrier!</p>	
Nicole	Phillips	<p>I've heard that nearly 50 potential suicide victims are spotted each year by police patrols and observant citizens or visitors, and they are prevented from jumping. If there was no possible way to complete the act on the bridge, then these potential jumpers would never be discovered and helped. Surely, more of these 50 potential jumpers would be successful elsewhere, where they may go undetected. Statistically, I believe that this makes perfect sense.</p>	
Ashley	Phillips	<p>I am not in favor of any change to the Bridge that would alter its appearance and historical value. It is a global icon of the ingenuity of mankind.</p>	213

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Francine	Reich	As a mental health professional I've seen too many impulsive suicides off of the bridge. I don't really care that much what kind of barrier is built as long as something is done to prevent the needless deaths.
Leah	Reich	The Golden Gate Bridge is an historic landmark that reflects the beauty, culture and environmental purity of San Francisco worldwide. No matter how depressed I may feel on any given day, the sight of this bridge and its simple beauty lift my spirit and give me hope every single time I see it. I strongly oppose any alterations to it. I empathize with those who have lost loved ones. If someone is committed to suicide, they will find another way. Marring the GGB, and the beauty of our Bay is not the answer. Please do not build any appendages to our bridge, which is one of the man-made wonders of the world. Thank you.
Victoria	Reichenberg	I'm in favor of a suicide barrier being added to the bridge. Thanks.
Holly	Reid	With 1200 suicides over 70 years, the average is approximately 17-18 suicides a year. I am wondering, if \$50,000,000 were spent in mental health programs, would the effective rate of suicide prevention be greater than the deaths from Golden Gate Bridge suicides. I believe we should address the source of the problem, instead of moving the outcome to another venue.
Daniel	Reidenberg	Saving lives is far more important that aesthetics or any other excuse offered to not build the barrier.
Russell	Reiff, MD	I don't like the horizontal systems--it looks like they could be climbed up like a ladder.
Russell	Reiff, MD	There is no question that a new barrier should be built.
Barbara	Reising	The alternatives are too expensive. Prohibit walking on East side of bridge Mon - Fri and allow walking on Sat - Sun when a lot of people are using the bridge. This would be a compromise.
Barbara	Reising	Are there any statistics on what day of the week people jump from the bridge?
Jody	Reiss, LCSW	My understanding is that the original design for the bridge called for a higher railing, so the original intent was for a design that would be just as stunning with more safety. I believe it is imperative that we put all of our resources into saving lives, and this is one important way to do it. Other mental health measures are necessary, but they can't take the place of discouraging impulsive, desperate attempts.
Jody	Reiss, LCSW	I am a social worker in private practice. I have lost a client, a colleague, and a colleague's 17-year-old son to the Bridge. In the past 6 months, two of my clients attempted suicide from the Bridge and, thankfully, were taken to SF General instead. One of those clients tried calling from an emergency phone, only to find it not working. She kept walking and used the next phone, but we almost lost her.

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Robyn	Riedstra	do your best to not detract from the beauty of the bridge. do not deform the bridge or it's original structure. It is a landmark and the original walkway and handrails SHOULD NOT BE ALTERED.
Jennifer	Rienks	Too many suicides are a result of a potentially passing impulse. Unfortunately, the bridge has become associated with suicide and too many see it as a quick way out. Much more needs to be done to prevent suicides on the span, and these deaths can't be prevented by human efforts on the bridge, then we must put a physical barrier in place.
Ben	Riggs	This is a waste of resources that will only divert suicides to other available methods that potentially would likely be more harmful to others.
Catharine	Riggs	The moral imperative to build a suicide barrier outweighs any political, cultural, aesthetic, financial, or environmental concern. The proposed barriers do not detract significantly from the beauty or use of the bridge, but would diminish one very sinister meaning of the bridge.
Henry	Riggs	Most unfortunate to add well intentioned but questionable "barriers" to this historic structure
Henry	Riggs	Unfortunately, the proposed barriers will not "catch people and let them rethink" - people who want to do this will find another location or method. Regrettably, the most popular alternative is to step in front of CalTrain which has more than 50 miles of accessible track and no realistic way to seal it from deliberate acts (there are other similar train and truck options). Please consider the train conductor about how he feels when his train takes out a human being before you put your heart behind the bridge barriers.
frank	riley	any barrier will significantly reduce the experience of walking or biking across the pedestrian portion of the bridge. Being able lean over the railing and look straight down to the water is quite thrilling and pure. taking that away or otherwise diminishing the GG bridge experience would be a sin. I notice in your logo you have faded out the lower portion of the span. well thats what you,d be doing if you couldnt lean over.
frank	riley	on the net alternative... if you put a net down there in such a way that the only way to access it would be to jump from far enough up that you might get injured just doing that then that would be a deterrent. because then you would be suffering before you jumped to the water and jumpers dont want that, they seem to want one clean jump, not get beat up on the way to doing it. Or heck just get a flying robot to catch people. I think they have them in China already.
Julie	Ring	I think this will be great, something needs to be done to prevent suicides off the bridge. I've lost someone this way, and maybe his life could have been saved if there was a barrier. I chose the alternatives I preferred, but I would be fine if the others were chosen, EXCEPT for the no build one.

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Phyllis	Rokes	My husband and I, our friends and our family are ABSOLUTELY, COMPLETELY AGAINST ALL OF YOUR PLANS!!! Most of us were born in San Francisco and still live in the Bay Area. If people are going to commit suicide, they will find a way. DO NOT DESTROY THE BEAUTY OF THIS LANDMARK THAT IS KNOWN AND LOVED THROUGHOUT THE WORLD. Before any of you do something like this, PLEASE put the issue on the ballot in a general election. You'll find out how much support or lack thereof that you have.
Greg	Roldan	I am a lifelong Bay Area resident and have grown to love what the GG Bridge brings to the state. The current appearance, with no additions is preferable to me. A net would really serve no purpose. If a person was intent on jumping, he would just move from the net and continue his fall.
Greg	Roldan	If a person was intent on committing suicide, he would find other ways to get around any type of barrier or find another method. If the district was serious about suicide prevention they would ban all pedestrians. They could use that extra space to add an additional traffic lane. Not an option.
Aaron	Roller	The bridge is beautiful and historic. The percentage of people that commit suicide off the GG Bridge compared to total bay area suicides is not that high and not worth the money. The cost is too high and the aesthetics are too invasive.
Aaron	Roller	It is fundamentally wrong to think that we can stop people from killing themselves by making it more difficult. The people can be saved, but it will be through counseling and helping those that seek help.
Lauren	Roller	I feel that the greatest impact of the change would be visual/aesthetic, but that impact could be minimized by using the net alternative (which disrupts the view from the bridge least) or by using a horizontal system (which minimizes the look of obstructions to viewing). The cultural impact is also a consideration, but I believe that the preservation of lives is more important than the preservation of a historical landmark in its original state.
Lauren	Roller	I'm so glad that this project is going forward. Projects like this in other areas of the country have had a significant impact on the number of jumping deaths. It's important to consider the aesthetic and cultural effects of these projects, but even more important to consider how many lives they could save.
Alyssia	Rollins	<u>My Friend Henry Lew committed suicide on this bridge. I would like to know that families and friends of future loved ones who commit suicide will never have to look at the bridge as i and many others do now. It is a representation of beauty yet I see it as a sign of death. If this net saves at least one life. Don't you think it would be worth it??</u>

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Christian	Salak	This issue has considerations that need to be considered prior to EIR/EA. Let me address those here. An expensive suicide barrier MAY ON OCCASION impair or prevent an individual from succeeding acting on the impulse to end his or her life by jumping from the bridge. The question is whether there is a public obligation, legal or moral, to intervene. There is no specific legal obligation to my knowledge. It is not part of the social contract. I do not believe that there is a moral obligation to build a barrier, or that the decision to not build a barrier violates any moral law. I do not accept the premise that there is a self-evident obligation for taxpayers to carry the burden of the cost of the barrier design, planning, construction, and maintenance. That is a point to be argued. So far I have not heard a convincing argument. There is also a practical issue, which is how is the effectiveness of a suicide barrier to be measured? How can it be possible to claim that an event was prevented when the event did not occur? It is possible to identify a suicide only after the fact, and not before. To think otherwise is to think in terms of the operative concept in the film/short story "Minority Report". In quantitative terms, a barrier may result in a statistical change in the number of suicides per year. However, it will not be possible to claim that it prevented the suicide of any particular individual. In my opinion, environmental issues arise only after the initial considerations have been resolved.
Debra	Salan, MSW, PhD	I think that either of the alternatives I voted for would be visually aesthetic.
Debra	Salan, MSW, PhD	The ethical imperative to save lives outweighs any recreational considerations. If a person can be deterred from jumping off the bridge at the actual time of crisis, it is much more likely that longer term types of prevention would be effective (such as longer term treatment, therapy, medication etc...).
Maida	Salcido	Any barriers will take away from the visual and aesthetic appeal of a very historic & infamous landmark. Leave it alone! It would be like erecting barbed wire around the statute of liberty and saying this will prevent terrorists from attacking New York again. Its a ridiculous idea.
Maida	Salcido	This is AMERICA, land of the free... If people wish to end their lives, let them! Who are we to tell anyone they shouldn't? Its none of our business. That's why we have suicide hotlines and counselors and other free resources that people can use. Why deform a landmark that will surpass all of our lifetimes for the sake of "preventing a suicide". If they are really intent to do it they will, barrier or not!

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<p>steven Lee</p>	<p>schreibman Schruben</p>	<p>I am a practicing psychotherapist of 30 years. I think a barrier is not a compassionate way of dealing with a suicidal person. I suggest the creation of a Compassionate squad of paid workers and volunteers to walk the span during access hours. Perhaps 2-4 people spread out across the span with access to cell phone and video cam with visible dress offering help and being trained to look out for depressed people. This could be a project of the suicide prevention program. It could be funded by the expected cost of the barrier or by volunteers, friends, family and concerned citizens who want to help. This would be a lot more healing method than dangling a suicidal person in a net. thank you for your consideration</p>
<p>Ellen</p>	<p>Schuette</p>	<p>Please put in a prevention system as soon as possible. Thank you. I think the money to be spent on this project should go to other projects. It's too much money to help so few people. Spend more on schools or low-cost psychological counseling. IF someone wants to kill themselves and the Golden Gate Bridge has a barrier, won't they find another spot to jump from? The funds should be used to benefit more people.</p>
<p>Joan Faye</p>	<p>Schulenberg Schulte</p>	<p>People will find other ways to commit suicide so I don't understand how a barrier will help. Certainly we have other more important uses for the money. Plus a suicide barrier would destroy the aesthetic beauty of the bridge which I imagine does impact tourism. The bridge design should not be changed. It's a cultural icon and a historic landmark. The designs restrict the viewing pleasure of thousands of people who want to enjoy the beauty of the bridge and surrounding environment. Please don't ruin it for all</p>
<p>Faye</p>	<p>Schulte</p>	<p>The bridge design should not be changed. It's a cultural icon and a historic landmark. The designs restrict the viewing pleasure of thousands of people who want to enjoy the beauty of the bridge and surrounding environment. Please don't ruin it for all</p>

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Sally	Scott	<p>Suicides are a mental health issue. Though regrettable, this is a social, cultural issue. In my view, installing a mobile center divider on the GG Bridge should be given priority in order to be saving lives.</p> <p>People who really want to commit suicide will find a way no matter what is done to try to prevent. Given our current economic situation within the state, I think we have to make choices about where we can spend our limited resources. I think our resources could be better used to try to provide education and health care which might help people's mental health before they reach the point when they will want to jump off a bridge.</p>
Susan	Scott	One of my friends jumped from the bridge.
Jane	Scribner	If there's a chance the romance of the bridge draws people to commit suicide there, its our moral obligation to prevent it.
Julie	Sea	Suicide is a tragedy. However, we can't assuage our guilt for every evil that exists in the World. Let's put our \$\$\$ where they matter. early on prevention. All the \$50 million barrier will do is give us a reason not to focus on the real issues of suicide.
Gregory	Seal	An additional feature of the Net System should be one that makes it very hard to escape or even one that closes up to trap the jumper until the rescue team arrives.
Mark	Sealander	
Alec	Seastrand	<p>The Golden Gate Bridge is one of the great aesthetic landmarks of north america. setting up a barrier (let's call it a fence), only degrades it's visual attraction and makes a statement toward our callousness of the environment. very little is done in this country to improve our global appeal and our attitudes towards historical preservation. Why would we consider an act that only bolsters and exemplifies the negative aspects of our culture? the least we can do, is respect the bridges original design and think of better ways to solve more local dilemmas. we shouldn't make the bridge, and every one of millions of onlookers, suffer because there is a greater social issue at hand. the bridge is not a scapegoat, and should not be treated as such.</p>
		<p>the bridge was built in the haze of the great depression in 1937. there was not a single construction related death in the years of it's creation. is it so much to ask that we find better ways of deterring death than creating a 7 foot barrier that is reminiscent of a prison? is it our government's obligation to protect us from ourselves, or is it our responsibility to acknowledge one another and examine our own actions?</p> <p>thank you for your time,</p> <p>Alec Seastrand</p>
Jeffrey	Seastrom	Let me make it quite clear: I STRONGLY OPPOSE ANY BARRIER. THIS IS A HUGE WASTE OF MONEY!!
Jeffrey	Seastrom	End this project and disband.

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Sally	Simpson	<p>I am in favor of the barrier that is deemed most effective. I personally know of two Marin teenagers who have jumped and that two is too many. I believe some form of barrier will help get those in need to rethink their possible choice to jump.</p> <p>The entire study is flawed and the DEIR is flawed in that the NO BUILD alternative was not evaluated equally, or at all actually. The NO BUILD should be fully studied as a viable alternative that can meet the Board of Director's 11 criteria established for a means to impede suicides at the Bridge. The NO BUILD alternative all ready stops 70% to 80% of people, it makes sense that it must be furthered studied to develop an equal assessment to compare with the BUILD ALTERNATIVES. With the BUILD ALTERNATIVE costing up to \$50 million, a full study of possible improvements to the NO BUILD must be undertaken. ... What is the cost to improve the NO BUILD methods, for example? What about adding full-time staff at the entrance to the sidewalks that can have eye contact with people which would further aid in reducing suicides. The NO BUILD deserves to be studied to see what more can be done, for far less money, that will further impede people from committing suicide. Study the NO BUILD for improvements to it!</p>
Virginia	Simpson-Magruder	<p>The visual impacts of all of the five Build Alternatives are not acceptable. There are absolutely no mitigations available for the BUILD ALTERNATIVES completely ruining the aesthetics and historic characteristics of the Bridge.</p>
Virginia	Simpson-Magruder	<p>I'm sure this has been said before, those who wish to commit suicide will find a way. Just because a barrier is added to the bridge does not mean people will no longer commit suicide.</p>
Matthew	Sims	<p>You're bending over backwards for a few rather than listening to the many who are against this.</p>
nigel	sims	<p>A netting for a couple of reasons: The individual will know there is no way they will succeed, and the visual aspect wont be an issue.</p>
Alistair	Sinclair	<p>Defacing a national landmark and cultural icon for what is at best a minor benefit to the overall picture of mental health in the Bay Area would be a disaster for which future generations would not forgive us.</p>

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	<p>One of the most common arguments in favor of a barrier, that "even if it saves just one life, we have a duty to do whatever it takes" is totally disingenuous. Throughout life we weigh the costs and benefits associated with such decisions, in the public health arena as well as everywhere else. (If not, then we would have to spend every available dollar on health care, since each dollar would certainly help to save a life.) Deciding NOT to build a barrier is a perfectly reasonable outcome, based on such arguments as that the dollars could be more effectively spent on other aspects of mental health, and that the damage done to the Golden Gate Bridge is not justified by the at best minor impact on overall suicide prevention in the Bay Area.</p>	
<p>Alistair Amy Kiernan</p>	<p>Sinclair Sinclair</p> <p>I do think this expensive measure is going to prevent suicides. People who want to kill themselves will find another way. I think the money should go toward a center median that can be moved to help prevent head-on crashes that take place on the bridge.</p>	
<p>Amy Kiernan</p>	<p>Sinclair</p> <p>Nets below would not look bad and would probably deter people from jumping.</p>	
<p>Amy Kiernan</p>	<p>Sinclair</p> <p>I think the giant barriers ruin the historic look of the bridge and bring too much attention to suicides. People will still kill themselves...</p>	<p>225</p>
<p>Amy Kiernan</p>	<p>Sinclair</p> <p>Net looks better and would not have a bad visual impact as high railings.</p>	
<p>Diana</p>	<p>Sinclair</p> <p>It's NOT the public's responsibility, financial OR moral, to try to stop suicides off the bridge. It is also not the bridge district's legal liability to attempt to stop someone from trying to kill themselves using the bridge as their weapon of choice. It is the individual, and his family and friends, who should be fully legally and morally responsible. There are 'way too many other more important things the bridge district should be spending its revenues on, like a second deck (to separate the inbound and outbound lanes of traffic) or a permanent barrier between the opposing traffic flows. The only arguments against suicide are religious, and the US Constitution mandates a clear separation between church and state. If the Catholics and the other Christians have a problem with bridge suicides, let THEM fund the entire project!</p>	
<p>Diana</p>	<p>Sinclair</p> <p>No build - no diminution of the visual aspects of the bridge.</p>	
<p>Diana</p>	<p>Sinclair</p> <p>No change to the bridge = no impact(s) to cultural resources.</p>	
<p>Diana</p>	<p>Sinclair</p> <p>No change to the bridge = no impact(s) to cultural resources.</p>	<p>226</p>

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Fatima	Stanger	Spending \$40-\$50 million to prevent people from taking their life only to find another way of doing it seems like a poor way of spending a great deal of money. And who exactly will be paying for this? Whatever happened to coming up with a solution for a barrier on the bridge to prevent head on collisions?! I think that is where our money will be better spent and lives saved.
Heather Abe	Stangroom Star	Ultimately, and I know it is unfortunate, I believe that a persons life is far more important than the beautiful view. So whatever needs to happen should happen. But I think the net below the bridge would be the best option if there is one chosen. It is an equal agreement which protects people and keeps the beautiful view.
Abe	Star	Do not mess with this beautiful national landmark.
Lisa	Star	Please let those who want to kill themselves just do so. There is just no acceptable justification for any visual blockage to the Golden Gate Bridge.
Bill Bill	Stark Stark	The Golden Gate Bridge is an awe-inspiring site and arguably one of the most beautiful and timeless man-made structures on planet earth. Yes, people can jump from this bridge and take their lives, but there are thousands of other ways they'll find to do the same even if a barrier is put up. Please don't forego the joy and happiness this structure brings to people just to delay the inevitable fates of a few.
Chris Chad	Stasse Steady	Thank you for having an open forum and survey. The build should not take place because it would be obstructing a world famous bridge and sight. Not only would it be a complete waste of the people's resources, but LET'S FACE IT: if peoepole have decided to commit suicide, a bridge "barrier" will not do ANYTHING to stop them. Let's PLEASE not entirely succumb to PC America. Thanks you.
Chad	Steady	Please use this immense amount of money to improve mental health services, provide easier access to mental health medication, or soemthing more pro-active.
PRESTON	STEDMAN	No option is particularly pleasing.
PRESTON	STEDMAN	Larger "screens" could effect seabirds as they would fly into them.
PRESTON	STEDMAN	All alternatives would compromise the historic nature of " the Gate "
PRESTON	STEDMAN	what does this mean , anyway ? All " cultures " marvel at this wonder , so what DO YOU MEAN ?
PRESTON	STEDMAN	see above ...
PRESTON	STEDMAN	no comment
PRESTON	STEDMAN	no comment

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Mike	Stills	This is STUPID. As a 2nd generation San Franciscan, I feel very strongly about preserving historic parts of the city, particularly the Golden Gate Bridge. All of the built options above will significantly degrade the aesthetics of the Bridge. It is not clear to me that will actually lower the suicide rate. I would rather not trade the historical and aesthetic appeal of the bridge for an uncertain benefit to a few disturbed folks.	228
Jonathan	Stock	I object to any modification at all. The beauty of our historic bridge cannot be compromised. We should not be forced to peer through bars to be able to enjoy the views from this national treasure.	229
lynn	stocker	Anybody who has been touched by the suicide of someone jumping off the GG Bridge will say, build a barrier. Anybody who has not, ie the majority, will say it's too ugly, expensive, etc. Please prevent these people from having to experience the suicide of a loved one and changing their minds.	
Alexandra	Stokes	Alternatives 1A through 2B are acceptable. A net is not sufficient. Do we want to save people's lives or do we want to worry about aesthetics. It's a pretty embarrassing discussion frankly.	
Deb	Stone	Maybe close the walk way as they do parks. No access before sunrise or after sunset?	
tasha	storm	I do not think that it is the bridge's fault people choose to end their life. I think that everyone is drawn to its beauty in the current state it is in. I do not think we should change it at all. If someone is going to end their life and doing it from the bridge brings them some glint of joy or peace....	
tasha	storm	Adding the vertical deterrent would solve the problem of the current handrail being easily climbed/jumped over without adding the on-going need maintenance and expense for a "retrieval crew" to collect those who choose to jump from the proposed netting system. The goal here is to deter, not 100 percent prevent, and I think it's prudent not to incur a further on-going expense beyond the initial installation.	
Thomas	Stout	like the 75% majority say,, let em jump. Wasting 50 million is sheer insanity. The clown directors at work again..spend money uselessly and raise tolls	
David	Stovel	Daily commuter. Physical barrier will simply push the problem downstream to another location. At the exhorbitant penalty of creating a continual visual reminder of the ignoble platform that a tiny minority choose to use the bridge for.	
Tom	Strand		

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W	T	<p>Why should the taxpayer be burdened with building any barrier. The cost of the build and the upkeep will go on forever. I am not responsible for the people with problems who think this is an answer for them. I feel for the families left behind but in no way should the taxpayer have to prevent this from happening. We are all responsible for our own actions.</p>
Janice Janice	Tagart Tagart	<p>All design alternatives are very acceptable. Please build a barrier.</p>
Jessica Jessica	Tai Tai	<p>All five designs are acceptable. Regardless of aesthetic disadvantages, a suicide barrier is necessary. The statistics are there and it is nonsensical to state that a barrier would not help or is not needed. There are suicide prevention resources already available. Suicidal people often will not use these sources unless forced. The rails could do just this. I think option 1A is the best because it keeps with the bridge's design, is aesthetically cohesive with the view (transparent panels allow for photo ops for tourists, etc.) It also keeps the historical existing handrails.</p>

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fred	tam	the bridge and the location is beautiful. it is why it is chosen, i guess one should make it ugly and horrific to get rid of the romance to prevent suicides no?
Carolyn	Tambwekar	anyways, the claimed science supporting such barriers is rather dodgy and selective. most jumps are off buildings, and this is simply going to move people to other options, and this is an incredibly misguided waste of money.
		Any of 1 or 2. 3 allows an individual to get over the railing.
		In 1975, we were recent migrants to California. My mother and I took a bus bound for Sausalito. Crossing the bridge, we passed an empty car surrounded by police, etc. I realized it was a suicide jumper and my first reaction to my mother was how low the railings were and they should be higher. The man sitting in front on us said that would spoil "the most beautiful view in the world".
		The bridge is a manmade structure. Human life precious. I would not like to have the knowledge that I had knowingly not done all that could be done to make it next to impossible for a depressed person to act on a self-destructive impulse. Follow your hearts and conscience.
Carolyn	Tambwekar	I think that these people (who jumped) have depression or subclinical depression. Jump off GGB is just one of the many methods to kill themselves. If the barrier is in place, they will find other ways to commit suicide. It is more important to treat their depression than to put a barrier on GGB which will not stop them from suicide. It will only deprive the enjoyment for millions of people worldwide. Not to mention the cost of building such barrier.
Z	Tang	The visual impacts of all of the five Build Alternatives are not acceptable.A There are absolutely no mitigationsA available for the BUILD ALTERNATIVES completely ruining the aesthetics and historic characteristics of the Bridge.
Bren	Taylor	

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Robin	Unruh	<p>DON'T SPEND THE MONEY!!!!</p> <p>LET THEM JUMP!!!!</p> <p>REDUCE THE TOLLS BY THE \$50 MILLION AMOUNT!!!!</p> <p>REDUCE THE TOLLS BY THE \$50 MILLION AMOUNT!!!!</p> <p>REDUCE THE TOLLS BY THE \$50 MILLION AMOUNT!!!!</p>	<p>They're oppressive. It's like being in a jail or a zoo. One of the great things about the GG Bridge is how open it still is in a world where everything is fenced off and off limits. The idea of glass panels is nice, but they're going to become a magnet for graffiti like they do everywhere in the city, and, without constant replacing, add to the "jail" feeling to the barrier. Enclosing the bridge with a safety cage will destroy the attraction of the bridge for people from all over the world, as well as for those of us who enjoy using the bridge on a daily bases.</p>
Julia	Uota	<p>The visual aesthetic of the bridge would be damaged by any system involving the handrail.</p>	<p>My brother committed suicide by jumping off the Golden Gate Bridge 11 years ago. The Bridge did not kill my brother, my brother killed himself. If there was a barrier, he would have climbed over it, turned around and jumped into traffic, or found some other location to commit suicide (like leaping in front of Amtrak). The Golden Gate Bridge is an invaluable asset to the tourist commerce of San Francisco and Marin, and I would hate to see the actions of the few destroy such a wonderful historic land mark. There are thousands of commuters, bicyclists, and tourists who use the bridge every day without incident, and thousands of businesses who depend on the attraction of bridge to earn a living. Please don't let my brother's actions punish the rest of us who are still alive.</p>
Christian Ann Leslie	Utzman Uzdavinis	<p>The net system (3) seems like it also may have a negative impact on birds. I'm curious to know if 1A, 1B, 2A, 2B have more maintenance & cleaning needs than the current system. Based on the observation that it seems that 1A, 1B & 2B have more surface area than the current railing I would think they would require more work, paint & chemicals. Of any of the systems 2A seems to have the least amount of surface area and therefore would require the least amount of work, paint & chemicals to maintain.</p>	

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Ann Leslie	Uzdavinis	The beauty of the bridge and the views from it an of it should be preserved. The barrier that has been installed between the sidewalk and roadway already detract from the views and design. My preference is leave the bridge as it is and not build any system.
Ann Leslie	Uzdavinis	If the consensus of the board and public is to build a system, 2A which replaces the handrail with a vertical system is has the least impact on the view and aesthetics of the bridge. Options 1B & 2B make the bridge feel like a prison, option 1A has too much visual clutter, option 3 looks like a maintenance operation.
Ann Leslie	Uzdavinis	The cost associated with building any of the options is undesirable in my estimation and is another reason why I feel that we should not build any system.
Ann Leslie	Uzdavinis	If the decision is made to move forward and money is to be expended on any system then we need to take the significance of the bridge into consideration and chose the options which is least distracting and most aesthetically appealing and maintains the cultural significance of the bridge. This option would be 2A.
Ann Leslie	Uzdavinis	While I can appreciated the desire for increased public safety, I think that this is erring too far in protectionism given the litigious nature of our society today. Any of the build option detract from the views from the bridge and impact the land use & recreation on and around the bridge.
Ann Leslie	Uzdavinis	No build is my chose due to the fact that it wouldn't change the land use and recreation on and around the bridge. If the decision is made to build a system than option 2A has the least impact on land use and recreation on and around the bridge.
Ann Leslie	Uzdavinis	I'm concerned about any cleaning & maintenance needed for any of the alternatives that would have a greater impact than the current railing. The net system (3) seems like it also may have a negative impact on birds.
T	Valentine	Cultural resource comment - Spend 1/50th the money on a suicide prevention kiosk on either side of the bridge if you must. If someone's daughter doesn't want the help she doesn't want the help. The entire society doesn't have to ruin all the beautiful inspirational places because these people are interpreting that inspirational impulse for suicide. Someone else needed the view to get through school or take a chance on love. You just aren't talking about them. It isn't about the bridge and suicide. It is about inspiration of the human spirit given by a high godlike place. You'd have to destroy all the beautiful high places in the country and fence in every cliff and viewpoint. What about the rest of us? What about the rest of humanity?

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Ron	Valentino	I understand the need to protect lives but the bridge is an icon and I think its best to retain as much as the original design as possible. Part of the beauty of walking across the bridge is seeing the amazing vistas. Blocking views with a barrier would really impact that experience.
Ron	Valentino	I think the net is the best option. It would not destroy the views.
Julie	Valenzuela	its better to add vertical system to outside handrail.
Diane	Vallon	Please do this so that the temptation is gone
gervaise	valpey	I believe a barrier would be a hindrance.
Christine	Van Dyke	Public resources should not be spent on this if anything a median should be added to the bridge to provide safety to people who are often involuntary victims - suicide will continue regardless of the bridge.
Randall	Van Nostrand	The visual impacts of all 5 Build Alternatives are not acceptable. There are no mitigations available for the Building Alternatives. It will completely run the aesthetics and historic characteristics of the bridge
Randall	Van Nostrand	the study is flawed and the DEIR is flawed in the the No Build alternative was not evaluated equally. The No Build should be fully studied as a viable alternative that can meet the Board of Directors 11 criteria. The No Build already stops 70%-80% of the people. The No Build deserves to be studied to see what can be done for less money.
Frank	Van Orden	As a psychiatrist, I feel a suicide barrier is mandatory.
Melani	Van Petten	It's about time we grew up and did something about his horrendous problem. Tourists will always find a way to take pictures; the views will always be great. But it only takes a minute of irrational thinking to end a life--any sort of barrier will give people time to think.
Tim	Van Raam	Stop Death by Suicide on the Bridge!
May	van Scherrenburg	Seattle did it at the Space Needle and it works. New York did it at the Empire State Building and it works. The folks who do not want it need to get educated on this issue. I do not want to ruin the wonderful view either but ir WILL Stop Suicide from the bridge. It is the most famous attractive nuisance for Suicide in the world.
		A missing piece of information is cost. I like alternative 3 the best as it doesn't impinge on the aesthetics of the current handrail height, yet provides a physical barrier to suicide. But is it (substantially) more expensive than option 1A? That would impact my vote.

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May Erik	van Scherrenburg Vance	A suicide barrier of SOME sort is critical; other historical/tourist sites in the United States (such as the empire state building) have had such barriers in place for quite some time, the GGB is overdue. There is no option that does not affect the aesthetic of the bridge. This is one of the most beautiful monuments in our nation and it is shameful that it might be impeded because of a few people.
Erik	Vance	The most breathtaking part of the bridge experience is the ability to look out and then look down off the bridge. Certainly a fence either beyond the handrail or at the handrail ruin that feeling of freedom.
Erik	Vance	A historical monument is not above modification for safety's sake. But you had better have a VERY good reason to it. And the more important the monument, the better the reason. This one is not even close.
Erik	Vance	This entire process seems driven by the families of the dead. And while my heart goes out to those people, do we really want them deciding policy? It's only natural to reach out and try to make the senseless death of a loved one mean something. But this i
		All of the alternatives change the appearance of the bridge for the worse and lessen its attractiveness to the millions of walkers, hikers, bikers, and drivers who use the bridge.
Lisa Lisa	Vandenberg Vandenberg	Each is completely hideous.
		If people are going to kill themselves they will find a way. There is no need to ruin a beautiful bridge in a vain attempt to stop them. The bridge is used without incident by millions of people each year. Decisions should be made based on the best interests of all and not on the purported needs of a few. The barriers are unnecessary and will interfere with public enjoyment of the bridge. (please move this to the correct category if it is not a "cultural" comment.)
Lisa	Vandenberg	The barriers will all negatively impact the public use and enjoyment of the walkways on the bridge
Lisa Alex	Vandenberg Vanderburgh	As a backpacker in the Marin Headlands for the last 20 years, I feel that the great beauty of the area will be in no way diminished by any of the options and they will help prevent needless tragedy.
Bernard	Vandermolen	A suicide barrier will cost millions and not prevent a single suicide. Proponents of this plan fail to realize that humans are extremely clever and can find a way around anything. Building this barrier is simply a way to make us feel better about ourselves.

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Michael	Weiss	Please don't let public policy and the future of this national landmark be dictated, hijacked, or even informed by suicidal people, their advocates, or their psychologists whose job it is to try and prevent the suicide.
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Michael	Weiss	Please don't let public policy and the future of this national landmark be dictated, hijacked, or even informed by suicidal people, their advocates, or their psychologists whose job it is to try and prevent the suicide.
		A barrier needs to be built as soon as possible. Other monuments have them in place: Eiffel Tower, Empire State Bldg., and they are very effective. It's an easy out and far too tempting for a vulnerable person, particularly hormonal and emotional teens.
melissa	welles	The choices for barrier design are all good. just pick one.
Lynn	Wellman	I am actually scared of the net alternative. People could still get hurt, and it doesn't really deter crazy people who want to jump. So what if the net catches them? What if they jumped head first and broke their neck? That's not only unsafe, but kind of gross.
Jane	Wellman	Don't change original rails - part of the historical bridge.

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Laura	Winfrey	Alt 1B seems most effective relative to purpose of retrofit. With curled top it becomes virtually impossible to scale. Net alternative seems porrest option- why not jump off/out of net? The frequent numbers of suicides from the bridge detracts from the beauty and inspiration relative to the bridge. The fix will not change the look of the bridge relative to the whole structure!
Amber	Wipfler	They look terrible. They destroy the beauty of the bridge. All that matters to me is the prevention of even one impulsive suicide.
CB	Wiser MD	-Celeste Wiser, M.D. Child and Adult Psychiatry UC Davis Medical Center Sacramento, CA (but resident of Napa)
Joseph	Wisniewski	Let other organizations than the transit authority work to reduce suicides. The bridge is not the source of suicidal thoughts and mental illness. Less than 3% of the suicides in the Bay Area are off the Golden Gate Bridge. We need to stop teaching hopelessness in our homes and schools to our young. Teachers are teaching kids that manmade Global warming is going to kill everybody which 35,000 of the top scientist in the world say is not true. Our teachers encourage our teens to focus on history, arts and basket weaving which they will never make a living doing. We need to teach kids math, science, business, finance and skilled trades. Kids are being programmed with negative stories or global warming and taught that they will never achieve what their parents have. Instead of giving them the tools to achieve more than this generation and their grandparent's generation ever dreamed of. Bridges don't put the hopelessness in the minds of people who are mentally ill enough to kill themselves, our schools and liberal media causes kids to feel the only solution is killing themselves.
Joseph	Wisniewski	They are all ugly.
Ray	Wisniewski	Option 3 (Net) is least visible, but still not needed.
Ray	Wisniewski	All options destroy the historic integrity of the bridge.
Ray	Wisniewski	Don't do anything.
Ray	Wisniewski	

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ALL COMMENTS RECEIVED THROUGH GGB WEB SITE COMMENT FORM (Alphabetical by last name)

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First	Last	Comment
Paul	Yasinitsky	A suicidal individual will, either, find a different way, or circumvent the barrier, jump to the netting and crawl over to their death, jump near land, that would be much more messy, or just go to a different bridge or high place. Leave the aesthetics of the bridge alone.
Yehiel	Yisrael	My friends, family and I feel strongly that we must add adequate physical restraints to help prevent suicides from our beloved Golden Gate Bridge. We should have made these safety improvements many years ago, in light of the obvious need. We must retain the classic Art Deco style, naturally. More cameras should also help to warn police of the indication to intervene to save lives. Thanks for acting on this project ASAP.
Setsuko	Yoshimura	The bridge should be left as it is.
Randall	Young	May want to include some historical information about the bridge and restore some of the military sites around on bridge property.
Derek	Young	I think the addition of a barrier that is taller than all people would ruin the beautiful views for the thousands of tourists that visit that wonderful site every year to save approximately 20 people who actually want to kill themselves there each year. This is a bad tradeoff.
Marguerite Ann	Young	I believe if you truly have a interest in suicide prevention, the moneys used for research on GG Bridge, etc, should not be spent on a barrier but spent toward research on Mental Health Issues and toward MENTAL HEALTH CARE!
Meredith	Young	As tragic as the GG suicides are , preventing here at great cost , financial & aesthetic - would just drive the despondent suicide to other structures or bridges over traffic vs water. It is impossible to 'suicide-proof' a city .

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Comment

Tracy	Zeltser	It will impact the breeze and air quality on the walkway - which actually really sucks. Think of the sound quality too, it's already very difficult to talk to the person right next to you - but with the sound bouncing off these barriers, you won't be able to hear a thing!
Tracy	Zeltser	I think there are better things to do with the considerable amount of energy and time put into this project. People who want to jump off the bridge, will only find a picturesque cliff or another bridge somewhere to jump from. This is not going to deter this kind of behaviour in general, only (and only maybe) from the GGB.
Tracy	Zeltser	The specific barriers in question (clear glass or plexiglass I assume) will have to be rigorously maintained in order to keep them clear enough to see through every day. Because of the sea, these big clear panels will be an impossible maintenance task... what kind of price point is going to go onto that?
Tracy	Zeltser	Interesting that SF will go to such lengths to avoid the bad PR that suicide off the GGB brings. Is the PR really that bad? How often does it really happen? Does it cost the city money when someone does make a jump? Who is at risk here, legally?
Tracy	Zeltser	see general comments.
Tracy	Zeltser	I think the world will laugh at a city that goes to such lengths for a few people that they can't help, and ruin a national landmark because of it.
Tracy	Zeltser	Biological Resources??? Are the birds going to be affected?
Tracy	Zeltser	Mightn't the birds bang into these barriers - do a study!
Tracy	Zeltser	I'm so sorry - I jumped in and made my comments without reading the environmental analysis - this is an unbiased opinion, I hope it is helpful in some way.
David	Zemke	Don't ruin the visual appeal of this major international landmark to "help protect people from themselves". No barriers, please!
David	Zemke	Don't let a few people's pain and misdirected desire to prevent suicides from the bridge to aesthetically ruin this landmark for thousands of people. If you spent \$50 million on suicide prevention programs think of all the other people that you "could" save that "don't" jump off the bridge. This is a huge misappropriation of our time and money. Isn't California in the middle of a budgetary crisis right now?
Jane	Zhang	Adding vertical or horizontal systems to the bridge is damaging to the historical landmark and the great view of the city.

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