

March 24, 2005

GOLDEN GATE BRIDGE DISTRICT BOARD AMENDS PROCESS FOR CARRYING OUT SUICIDE DETERRENT STUDY

On Friday March 10, 2006, the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District (District) voted favorably to divide the two-year \$2 million Golden Gate Bridge Suicide Deterrent Preliminary Engineering and Environmental Design Study into two separate and distinct projects that would necessitate two separate contracts. By dividing the Study into two projects, the District can proceed with the project now using available funding with the understanding that the second project would follow when the remaining funds were identified.

On Friday, March 24, 2005, the Board decided to modify the March 10, 2006, action to allow for one consultant contract that would be carried out in two phases as funding allows. This change in approach will allow the District to move forward with the second phase of the project in a more timely manner once funds are available, as a second procurement process for a second contract will not be needed. Fund raising efforts are continuing including a March 23 fundraiser sponsored by Board member and San Francisco Supervisor Tom Ammiano. The two phases of the comprehensive Study will include:

Phase 1: Screening of Wind Excitation Associated with Generic Suicide Deterrent Design Concepts. Cost = \$625,000.

Phase 2: Full Preliminary Engineering/ Environmental and Historical Preservation studies including development of cost estimate for construction of project. Cost = \$1,375,000.

Phase 1 will take approximately 6 months to complete once contract is awarded and notice to proceed issued to the selected consultant. Approximately 4 months is needed to undertake procurement of consultant services. Phase 1 will include a review of suicide deterrent studies done previously by District and identify/review any studies that have been done for barriers on other long-span suspension bridges.

Phase 1 will identify generic design concepts for use in analyzing wind excitation impacts, through wind tunnel testing, on structure movement, stability, and integrity, assuming both presence of median barrier and no median barrier. Generic design concepts are expected to fall within the following three categories: 1) net under the bridge, 2) fence structure added to the existing railing, and 3) replacement of the existing railing with new structure. Phase 1 will include a report identifying generic design concepts to take through wind tunnel testing and a report identifying design concepts that prove to negatively impact wind excitation and concepts that should be studied further in the full engineering and environmental analysis process to be undertaken in Phase 2.

ADDITIONAL BACKGROUND

To fully fund the \$2 million two-phase Study, \$256,400 must be identified. Funding to date includes:

- MTC has committed \$1.6 million, which requires 20% in local match funds, or \$400,000 for these funds to flow to the District. The District can only be reimbursed for project costs where the first 20-cents of every dollar spent is paid first by local sources. Once the first 20-cents is paid by the District with local funds, the MTC funds are used to pay the remaining 80-cents of every dollar spent.

- Of the \$400,000 needed in local match funds, \$143,600 has been identified as follows:
 - (1) \$25,000 from the County of Marin; (2) \$100,000 from the City and County of San Francisco;
 - (3) \$18,600 from numerous donors through the Psychiatric Foundation of Northern California and others resented to the Board on March 10, 2006
- Using \$125,000 of the local match funds raised to date allows the District to access \$500,000 of the \$1.6 million in MTC funds, an amount insufficient to undertake the full \$2 million project.

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

As reported in Bay Area Reporter, March 16, 2006 - Bridge Barrier Benefit

San Francisco Supervisor Tom Ammiano will host a fundraiser next week to help complete funding for the feasibility studies for a suicide barrier on the Golden Gate Bridge. The Metropolitan Transportation Commission has pledged \$1.6 million for the environmental and engineering studies, but it requires that the remaining \$400,000 must come from other sources. Ammiano, a member of the bridge board and a leading proponent of the barrier, said that nearly \$130,000 has been raised to date, leaving a balance of \$275,000. (The Psychiatric Foundation of Northern California presented a check for \$18,500 to the bridge board last week....Next week's benefit takes place Thursday, March 23 from 5:30 to 7:30 p.m. at a private residence in San Francisco.

Recap of Suicide Deterrent System Criteria Adopted April 22, 2005

The Board approved adoption of new policy-level criteria for use in evaluating potential physical suicide deterrent systems, as outlined below:

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