

## **GOLDEN GATE BRIDGE SUICIDE DETERENT SYSTEM STUDY TO BE DISCUSSED AT BOARD MEETING ON MARCH 10, 2006**

The matter of the Suicide Deterrent System Study was not on the Golden Gate Bridge, Highway and Transportation District (District) Board of Directors (Board) agenda today February 24, 2006, so no vote was pending on this matter.

What did occur today, February 24, 2006, was that the *District Board's Bridge Barrier Projects Advisory Committee* met and has agreed, by consensus, to have staff move forward with phased approach to the \$2 million, 2-year Suicide Deterrent System Study, pending Board concurrence and approval on March 10, 2006, at their regularly schedule meeting at 10 am. In March 2005, the District's Board of Directors approved moving forward with the full \$2 million project as funds become available.

To date, \$125,000 has been identified in local match funds, which allows the District to access \$500,000 of the \$1.6 million granted by the Metropolitan Transportation Commission (MTC), allowing for a \$625,000 first phase project. To fully fund the \$2 million project, another \$275,000 in local match funds is required.

If the Board approves moving forward with a two-project approach on March 10, 2006, the first project of the Suicide Deterrent System Study would have a budget of \$625,000. If by March 10, 2006, the remaining \$275,000 in local match funds is identified, the full \$2 million project could move forward.

Following the March 10, 2005 meeting, the RFP (whether it be for a two-phase approach or for the entire study will be determined on March 10) will be available to interest parties at [www.goldengate.org/contracts](http://www.goldengate.org/contracts), the proposals received will be screened, a consultant will be selected, and a contract negotiated and awarded. This process will take approximately 4 months.

If a two-phased approach is taken, the focus of the \$625,000 first project will be to identify generic conceptual designs for testing to determine the generic design's impact on the Bridge's overall wind stability. The wind tunnel testing will analyze the impacts of having a barrier installed either with or without a median barrier in place. The first project is designed to identify conceptual barrier designs that would detrimentally impact the overall Bridge stability and also to identify those design concepts that would not impact the wind stability. Once a consultant is selected and a contract awarded, the first project will take about 6 months to complete.

The second project or phase of work, once the remaining funding is identified, will be a full environmental and historical preservation analysis project (including visual analysis, historical evaluations, and community outreach and input) resulting in preliminary

design of a preferred alternative and a reliable cost estimate for implementation of a project.

To fully fund the Study, \$275,000 is still required. Funding identified to date includes:

1. MTC has committed \$1.6 million, which requires 20% in local match funds, or \$400,000 for these funds to flow to the District. The District can only be reimbursed for project costs where the first 20-cents of every dollar spent is paid first by local sources. Once the first 20-cents is paid by the District locally, the MTC funds are used to pay the remaining 80-cents of every dollar spent.
2. Of the \$400,000 needed in local match funds, \$125,000 has been identified as follows: \$25,000 has been received from the County of Marin and \$100,000 is pledged by the City and County of San Francisco and expected to be received by the District in March.
3. The \$125,000 in local match funds 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.

### **ADDITIONAL BACKGROUND**

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

### **Recap of Suicide Deterrent System Criteria Adopted April 22, 2005**

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

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

### **Bridge Barrier Projects Advisory Committee**

An advisory committee of the Board, the Bridge Barrier Projects Advisory Committee (Advisory Committee), was established as the forum for the Board to continue discussions and identification of funding for further studies required for both the Movable Median Barrier and Suicide Deterrent System projects. The Advisory Committee will work with staff on the implementation of the Board's decision to move forward with studies for the two barrier projects.

The Brown Act [Government Code Section 54952(b)] allows for advisory committees, consisting of less than a quorum of the Board, to meet privately to consider special projects that are not under the normal jurisdiction of one of the Board's five standing committees (Building and Operating, Rules, Transportation, Finance, and Governmental Affairs). The advisory committee may not make policy decisions. Pertinent information arising out of the Advisory Committee meetings is reported in open session to the full Board or to one its Standing Committees listed above.

The Advisory Committee is comprised of Chair Barbara Pahre from Napa County, San Francisco representatives Supervisors Bevan Dufty and Tom Ammiano, Janet Reilly, Marin County representatives San Rafael Mayor Albert Boro and Supervisor Cynthia Murray, Del Norte representative Gerald Cochran, and Board President Maureen Middlebrook of Sonoma County.