

# San Francisco Bay Conservation and Development Commission

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November 21, 2018

## Application Summary

### Golden Gate Bridge Physical Suicide Deterrent System

(For Commission consideration on December 6, 2018)

**BCDC Permit Application Number:** M1996.019.03 (Material Amendment No. Three)

**Application Filed Complete:** November 7, 2018

**Deadline for Commission Action:** February 5, 2019

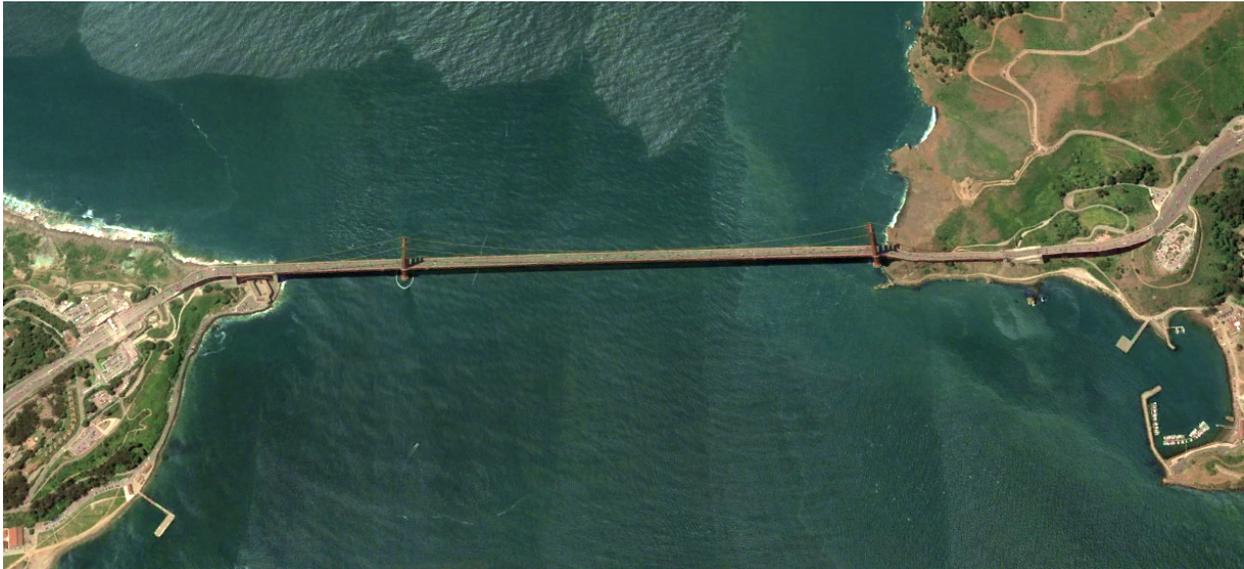
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#### Summary

**Applicant:** Golden Gate Bridge, Highway and Transportation District

**Location:** In the Bay and within the 100-foot shoreline band, at the Golden Gate Bridge, in the City and County of San Francisco and Marin County (Figure 1).

Figure 1. Aerial View of Project Site



**Proposed Project:**

Golden Gate Bridge, Highway and Transportation District (District) proposes to install a physical suicide deterrent system on the Golden Gate Bridge for the purpose of reducing suicide attempts and fatalities from individuals jumping from the sidewalk along the Bridge's east and west spans. In 2017, 278 people came to the bridge to harm themselves. Of those 278, 245 were stopped and taken off the bridge for a psychiatric hold at a local hospital, but 33 jumped from the bridge and died. The District believes the deterrent system would result in the Golden Gate Bridge no longer being a magnet for suicide attempts, as net systems such as the one proposed have been proven effective over the past two decades at more than a dozen bridges around the world.

The physical suicide deterrent system would consist of stainless steel netting running the approximately 1.7-mile length of the bridge, supported by steel cables and steel struts attached to the truss roughly 50 feet apart and approximately 20 feet below the level of the sidewalk, extending out horizontally approximately 20 feet from the face of the bridge (Figure 2).

**Figure 2. Photo Rendering of Proposed Physical Suicide Deterrent System.** View from South Tower looking north on the east side of the bridge. The structure would extend horizontally approximately 20 feet from the bridge and be covered with stainless steel netting incorporating a diamond grid pattern with openings between 4.5 and 6 inches. Additional photo renderings are provided in Exhibit C.



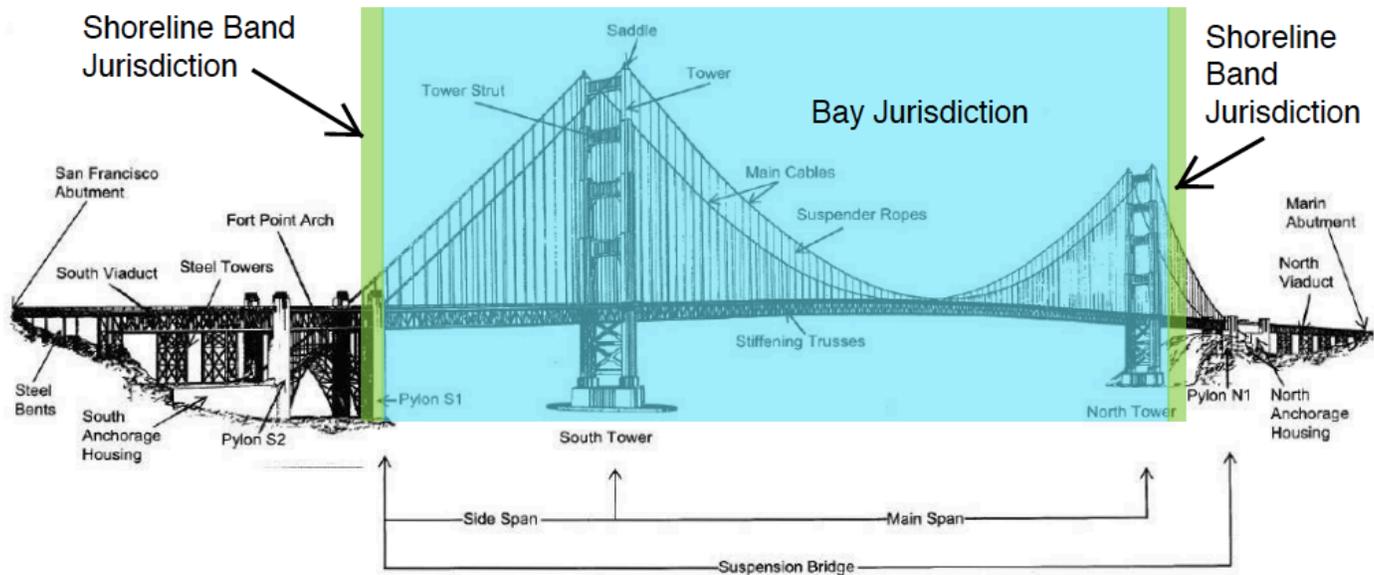
Along the bridge's concrete North Anchorage Housing, where netting is infeasible, a vertical barrier would be installed along approximately 300 feet on both sides of the bridge (Figure 3). The North Anchorage Housing is located outside the Commission's jurisdiction.

**Figure 3. Photo Rendering of Proposed Physical Suicide Deterrent System.** View from North Anchorage Housing, which is located above dry land in Marin County outside the Commission's jurisdiction. At this location, a vertical barrier would extend 8.5 feet from the top of the existing 3.5-foot-high concrete wall of the North Anchorage Housing for a total height of 12 feet. A vertical barrier is proposed only at this location to minimize the aesthetic impacts of the project, as the vertical barrier would be less visually intrusive than installing the net system across the solid surface of the housing wall. The vertical barrier would extend approximately 300 feet along the North Anchorage Housing, a length equal to approximately 3 percent of the 1.7-mile length of the Bridge.



Installation of the physical suicide deterrent system would require replacement of existing beams and rails that support a rolling maintenance scaffold that runs along the outside and underneath the suspension bridge deck truss to support ongoing maintenance. Finally, the project would involve temporary construction staging and security fencing along the bridge sidewalk, though pedestrian and bicycle access would be accommodated at all times during project construction.

**Figure 4. Structural Elements of the Golden Gate Bridge and Commission Jurisdiction.** The *approximate* extent of the Commission's Bay jurisdiction is shown in blue, and the *approximate* extent of the Commission's shoreline band jurisdiction is shown in green. The proposed physical suicide deterrent system would extend along the 1.7-mile length of the bridge, including outside of the Commission's jurisdiction. Exhibit F shows the Commission's jurisdiction in plan view.



### Issues

#### Raised:

The staff believes that the primary issues raised by the application are: (1) whether the proposed fill for the project is consistent with the McAteer-Petris Act and Bay Plan policies on allowable fill of the Bay; (2) whether the proposed project is consistent with applicable Bay Plan policies related to Appearance, Design and Scenic Views; and (3) whether the proposed project is consistent with applicable Bay Plan policies related to Public Access.

## Project Description

### Project

#### Details:

The applicant, Golden Gate Bridge, Highway and Transportation District (District), describes the portion of the proposed project within the Commission's permitting jurisdiction as follows:

#### In the Bay:

1. **Physical Suicide Deterrent Barrier.** Install, use, and maintain in-kind approximately 212,000 square feet of stainless-steel netting running along a 5,300-foot-long section of the bridge's east and west sides, supported by steel cables and steel struts attached to the truss roughly 50 feet apart and approximately 20 feet below the level of the sidewalks, extending out horizontally approximately 20 feet from the face of the bridge.

2. **Maintenance Scaffold System.** Replace, use, and maintain in-kind the rolling maintenance scaffold system, including rails and trolley beams mounted along the side and bottom of the suspension bridge deck truss.
3. **Temporary Security Fencing.** During construction only, install, use and maintain in-kind temporary chain-link security fencing along approximately 1,064 feet of the bridge's sidewalks.
4. **Temporary Construction Storage.** During construction only, establish and use temporary storage areas and units on the east and west sidewalks while maintaining a minimum 6-foot-wide clear passage for bicyclists and pedestrians.

**Within the 100-foot Shoreline Band:**

1. **Physical Suicide Deterrent Barrier.** Install, use, and maintain in-kind approximately 8,000 square feet of stainless-steel netting along approximately 200 feet of the bridge's east and west sides, supported by steel cables and steel struts attached to the truss roughly 50 feet apart and approximately 20 feet below the level of the sidewalks, extending out horizontally approximately 20 feet from the face of the bridge.
2. **Maintenance Scaffold System.** Replace, use, and maintain in-kind the rolling maintenance scaffold system, including rails and trolley beams mounted along the side and bottom of the suspension bridge deck truss.
3. **Temporary Security Fencing.** During construction only, install, use and maintain in-kind temporary chain-link security fencing along approximately 336 feet of the bridge's sidewalks.

**In the Bay and Within the 100-foot Shoreline Band:**

1. **Temporary Work Access Platforms.** During construction only, install temporary work access platforms, including bottom access platforms, that are approximately 60-foot-long and 130-foot-wide and suspended from the suspension bridge bottom chord, and side access platforms that are approximately 16-foot-long and 7-foot-wide and attached to the suspension bridge top chord.

**Bay Fill:** The proposed physical suicide deterrent system would result in the placement of approximately 212,000 square feet of new fill cantilevered out over the Bay, approximately 220 feet above the surface of the water.

**Public Access:** A public sidewalk exists along the east and west sides of the Golden Gate Bridge. The project would involve construction-related activities that would have temporary impacts on the public's use of the sidewalks on the bridge's east and west spans. Access for pedestrians and bicyclists would be maintained in some form throughout construction. The proposed project would not result in any additional permanent public access improvements.

**Schedule**

**and Cost:** The District has commenced with preparation activities for construction, such as installation of temporary security fencing, and anticipates that installation of the physical suicide barrier system and removal and replacement of the existing rolling maintenance scaffold system would continue over 24 to 26 months. The estimated total project cost is approximately \$192 million.

### Staff Analysis

**Issues Raised:** The staff believes that the primary issues raised by the application are: (1) whether the proposed fill for the project is consistent with the McAteer-Petris Act and Bay Plan policies on allowable fill of the Bay; (2) whether the proposed project is consistent with applicable Bay Plan policies related to Appearance, Design and Scenic Views; and (3) whether the proposed project is consistent with applicable Bay Plan policies related to Public Access.

1. **Allowable Fill.** *The Commission should determine whether the proposed fill for the project is consistent with the McAteer-Petris Act and Bay Plan policies on allowable fill of the Bay:*
  - a. **Applicable Policies.** The placement of fill in the Bay may be authorized only when it meets the fill requirements identified in Section 66605 of the McAteer-Petris Act, which states, in part: the public benefits from fill must clearly exceed the public detriment from the loss of water areas, and fill should be limited to water-oriented uses or minor fill for improving public access or shoreline appearance; no alternative upland location exists for the uses proposed on fill; the fill should be the minimum amount necessary; the fill should minimize harmful effects to the Bay including the Bay's water volume, circulation, water quality, and fish and wildlife resources; the fill should be constructed in accordance with sound safety standards; and the fill should be authorized when the applicant has valid title to the affected property.

Bay Plan policies focused on minimization of harmful effects to the Bay include those related to Fish, Other Aquatic Organisms and Wildlife. These policies state, in part, that "[t]he Commission should...[c]onsult with the California Department of Fish and [Wildlife] and the U.S. Fish and Wildlife Service or the National Marine Fisheries Service whenever a proposed project may adversely affect an endangered or threatened plant, fish, other aquatic organism or wildlife species...[and n]ot authorize projects that would result in the 'taking' of...species listed as endangered or threatened pursuant to the state or federal candidate for listing under the California Endangered Species Act, unless the project applicant has obtained the appropriate 'take' authorization...."
  - b. **Bay Fill Proposed.** The proposed physical suicide deterrent system would run the approximately 1.7-mile length of the bridge along both its east and west sides. The system would consist of horizontal marine-grade stainless steel netting, supported by horizontal steel struts or frames connected to the superstructure of the bridge. The stainless steel netting would be located approximately 20 feet below the bridge's sidewalks, and would extend horizontally approximately 20 feet out from the edge of the bridge superstructure. Only a portion of the structure is located within the Commission's San Francisco Bay jurisdiction, with the remaining located within the shoreline band or suspended above land outside of the Commission's permitting jurisdiction. In total, the project would result in approximately 212,000 square feet of new fill cantilevered approximately 220 feet over the Bay.

- c. **Need for Fill.** The Golden Gate Bridge has 4-foot-high handrails along its eastern and western sidewalks. There is no other physical barrier beyond the outside handrail preventing an individual from jumping once the handrail is scaled. Without a physical barrier to deter suicide attempts, the District employs non-physical deterrence measures. These include emergency counseling telephones, public safety patrols, intervention and rescue training for bridge security personnel, and surveillance cameras. According to the District, these non-physical measures have stopped approximately two-thirds of those individuals intending to commit suicide at the bridge. However, despite the implementation of various non-physical measures, approximately two dozen deaths per year occur as a result of individuals jumping from the bridge.

The District has determined that a physical suicide deterrent system on the bridge, while it has visual and aesthetic impacts, is necessary to reduce the number of injuries and deaths associated with individuals jumping from the bridge. Should individuals jump, they would be expected to survive the fall into the net and could be rescued. Use of such net installations for suicide prevention on other facilities has resulted in far fewer fatalities and suicide attempts.

- d. **Water-Oriented Use.** The McAteer-Petris Act identifies bridges as water-oriented uses for which some fill can be authorized. Installation of a physical suicide barrier system would result in additional Bay fill beyond the bridge's historic footprint, but the system represents a component of a bridge not unlike other fixtures, equipment or appurtenant structures found on the Golden Gate Bridge and other bridges authorized by the Commission.
- e. **No Alternative Upland Location and Minimum Amount of Fill.** There is no alternative location for a physical barrier to deter individuals from jumping from the bridge sidewalks. The District considered alternatives to the proposed net system that could have accomplished the same purpose while covering less area cantilevered out over the footprint of the historic bridge structure (Exhibit E). These alternatives involved raising the height of the handrail structure from 4 feet to 12 feet. Such alternatives were ultimately rejected because they had significant adverse visual impacts compared to the proposed net structure, which is located beneath the sidewalk where it does not obstruct vistas across the Bay from the roadway or sidewalk.
- f. **Effects to the Bay.** Because the physical suicide deterrent system would be located approximately 220 feet above the surface of the Bay, the adverse impacts to the Bay from potential shading associated with the structure would be insignificant. However, the project does have potential to adversely affect bird species, according to an Avian Impact Study prepared as part of the Final EIR/EA. The project would have the potential to adversely affect migrating and nesting birds, as migrating birds could collide with the net, particularly during inclement weather. While the horizontal netting's proximity to the bridge structure, as well as heavy car and truck traffic, and heavy bike and pedestrian traffic on the bridge's sidewalks, would reduce the likelihood of birds coming in contact with the horizontal netting, the possibility would exist. The study also found that birds could be lured to nest or perch in an inappropriate spot on or adjacent to the net where mortality risk is potentially high. Finally, construction activities could potentially disrupt active nests for Peregrine falcons, a state Endangered species, in the rare event that an active nest is present on the bridge at the time of construction.

The District proposes to incorporate a number of measures to address the potential adverse impacts to bird species. First, the District would incorporate measures to ensure the horizontal netting does not become an attractive nuisance to nesting birds. The District would ensure that no new stable, wide beams or wind sheltered areas would be created that may be attractive for nesting and that trash or other large objects would be removed from the net as needed to minimize the attraction for foraging and nesting material or substrates for nesting. The horizontal netting design also incorporates the largest mesh size possible to reduce the attraction and viability for nests. Second, the District proposes that regular observations of the horizontal netting would be made by trained 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. If the observations reveal that mortality levels are greater than 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), the District would coordinate with California Department of Fish and Wildlife (CDFW) and the Migratory Bird Division of the U.S. Fish and Wildlife Service (USFWS) to design and implement additional mitigation measures, including feasible changes to the horizontal netting, to reduce mortality. These changes would be implemented prior to the following breeding season and monitored during the breeding season. If the measures are again inadequate, the District would consult with CDFW and USFWS to develop a feasible alternative mitigation strategy. Finally, the District would conduct pre-construction surveys for nesting birds, establish any necessary exclusion zones, and take other protection measures as determined appropriate by a qualified biologist.

Based on the inclusion of these measures, no “take” of endangered species would occur according to the Revised Natural Environment Study. Therefore, no permits are required under the California Endangered Species Act. Additionally, the project would have “no effect” pursuant to Section 7 of the Federal Endangered Species Act.

- g. **Sound Safety Standards.** The District has confirmed that it has designed the proposed suicide deterrent net system in conformance with sound safety standards for highway bridge construction and allowable stress on the bridge, including the standards established by: AASHTO LRFD Bridge Design Specifications, 4th Edition and the California Amendments, preface dated September 2010 (LRFD); Deutsches Institut fur Normung (German Institute for Standardization): Section 18800, Part 1, dated November 1990 (DIN); 1996 Standard Specifications for Highway Bridges, 16th Edition Adopted by AASHTO with 1997, 1998, 1999, 2000 Interims (WSD); and AISC Manual of Steel Construction Allowable Stress Design (ASD), 9th Edition.
- h. **Valid Title.** Within the Bay, the Golden Gate Bridge is located on land owned by the State of California. The District’s enabling legislation (Cal. Streets and Highways Code Section 27260) provides that “[t]he board may construct works across any stream, strait, bay, water course, street, avenue, highway, railway, canal, ditch, or flume which the route of the works may intersect or cross. The works may also be constructed along any street, avenue, or highway,

if they are constructed so as to afford security for life and property. The board shall restore the crossings and intersections as nearly as possible to their former state or in a manner not to have impaired unnecessarily their usefulness.”

2. **Appearance, Design and Scenic Views.** *The Commission should determine whether the proposed project is consistent with applicable Bay Plan policies related to Appearance, Design, and Scenic Views:*

- a. **Applicable Policies.** Bay Plan Map No. 4 identifies the portion of the project site within the Commission’s 100-foot shoreline band as a “Waterfront Park, Beach” Priority Use Area. Bay Plan policies on Recreation state, in part, that viewpoints should be emphasized within waterfront parks, and that “[t]he Commission may permit the placement of public utilities and services, such as underground sewer lines and power cables, in recreational facilities provided they would be unobtrusive, would not permanently disrupt use of the site for recreation, and would not detract from the visual character of the site.” Map No. 4 further identifies State Highways 1 and 101, and the bridge, as a “Scenic Drive.” Bay Plan policies on Public Access state, in relevant part, that “[r]oads near the edge of the water should be designed as scenic parkways...[on which] roadway and right-of-way design should maintain and enhance visual access for the traveler...and provide for safe, separated, and improved physical access to and along the shore.” The introductory chapter to the Bay Plan states: “Views [of the Bay] from...public roads should be protected and scenic roads...should be built in accordance with the policies on Appearance, Design, and Scenic Views.”

Bay Plan policies on Appearance, Design, and Scenic Views state, in part: “All bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay. Maximum efforts should be made to provide, enhance, or preserve views of the Bay and shoreline, especially from public areas, from the Bay itself, and from the opposite shore.” “Structures and facilities that do not take advantage of or visually complement the Bay should be located and designed so as not to impact visually on the Bay and shoreline.” “Views of the Bay from vista points and from roads should be maintained by appropriate arrangements and heights of all developments...between the view areas and the water. In this regard, particular attention should be given to all waterfront locations, areas below vista points, and areas along roads that provide good views of the Bay for travelers, particularly areas below roads coming over ridges and providing a ‘first view’ of the Bay....”

The Appearance, Design, and Scenic Views policies provide specific guidance on bridges and roadways, stating in part: “New or remodeled bridges across the Bay should be designed to permit maximum viewing of the Bay and its surroundings by both motorist and pedestrians. Guard rails and bridge supports should be designed with views in mind.” “Access routes to Bay crossings should be designed so as to orient the traveler to the Bay (as in the main approaches to the Golden Gate Bridge)...Guardrails, fences, landscaping, and other structures related to such routes should be designed and located so as to maintain and to take advantage of Bay views.”

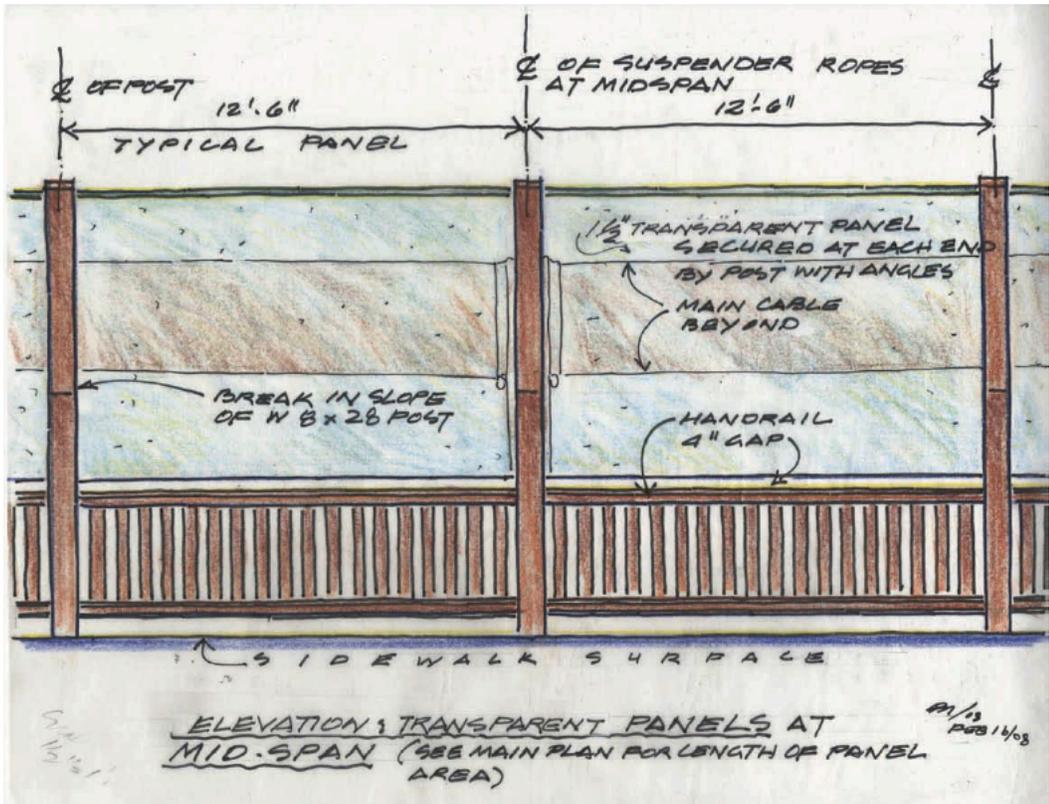
- b. **Proposed Design.** The project would involve construction of a horizontal net approximately 20 feet below the sidewalk and approximately 5 feet above the bottom chord of the exterior main truss of the bridge (Exhibit C). The structure would extend horizontally approximately 20 feet from the bridge and be covered with stainless steel netting incorporating a diamond grid pattern with openings between 4.5 and 6 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 steel struts that support the horizontal net would be painted International Orange to match the existing bridge structure. The cables and the net itself would be unpainted and uncoated stainless steel to minimize visual intrusion for users looking down through the net to the Bay water below. The design was developed in consultation with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and other stakeholders.

- c. **Alternatives Considered.** The District considered many alternative concepts for physical barriers that would achieve the project's purpose and need. These included options which were eliminated because of feasibility and performance factors, as well as for obvious negative safety, visual or aesthetic impact, such as chain link, barbed wire, or an enclosure system for the sidewalk. The principal alternatives to the horizontal net system included glass systems and rods, bars or cables which could replace or extend the existing handrails on the edge of the bridge sidewalks (Figure 5). Such alternatives were found to substantially impair the views from the bridge. The net proposed is visible from certain points on the bridge, but the District found that it would be far superior from a visual and aesthetic standpoint compared to the alternatives.

**Figure 5. Alternative Physical Barriers Considered and Rejected.** The following visual simulations and plans show a number of alternatives studied and rejected in part on the greater adverse visual and aesthetic impacts resulting from replacing or raising the sidewalk handrail compared to the proposed net system.





- d. **Views of the Bridge.** The District states that views toward the bridge would not be significantly altered by the proposed project. The net structure would be visible from certain vantage points, but the major visual components of the bridge—the towers, suspender ropes, and main cables—would remain the dominant feature of the bridge viewed in the landscape. The steel horizontal support system for the net system would be painted International Orange to match the color of the existing bridge, and the net itself would be unpainted and uncoated stainless steel to reduce the visual intrusion of the net.
- e. **Views from the Bridge.** The proposed net structure would be located approximately 20 feet below the elevation of the bridge roadway and sidewalk. It would not obstruct views across the Bay for individuals in a vehicle on the road or for bicyclists or pedestrians on the sidewalks when looking straight ahead.

The net would have an impact on the currently unobstructed views of the Bay for pedestrians looking straight down over the handrail at the edge of the bridge sidewalks. In the field of vision of the individual looking down toward the water from the edge of the handrail would be the horizontal steel struts and cables supporting them, and a stainless steel net. The horizontal supports would be spaced about 50 feet apart, and would extend out approximately 20 feet from the exterior main truss of the bridge. The District states that the netting would be 90 percent transparent and would be unpainted and uncoated to reduce its visual presence. Because it would be unpainted and uncoated, the net is not anticipated to create significant daytime glare.

- f. **Construction Fencing.** The project would involve temporary use of chain-link security fencing during construction only to facilitate installation of the physical suicide deterrent system. The fencing would be installed along the railings at the edge of the bridge's sidewalks, and only along sections of the bridge where the fence would not impact the stability of the bridge due to wind loading. While visually transparent, chain-link security fencing would diminish the unobstructed views out over the Bay that are available from the roadway and sidewalk.
3. **Public Access.** *The Commission should determine whether the proposed project is consistent with applicable Bay Plan policies related to Public Access:*
- a. **Applicable Policies.** Section 66602 of the McAteer-Petris Act states, in part, that "...existing public access to the shoreline and waters of the...[Bay] is inadequate and that maximum feasible public access, consistent with a proposed project, should be provided." Bay Plan policies on Public Access state, in part: "A proposed fill project should increase public access to the Bay to the maximum extent feasible...[and that] maximum feasible access to and along the waterfront and on any permitted fills should be provided in and through every new development in the Bay or on the shoreline." "Whenever public access to the Bay is provided as a condition of development, on fill or on the shoreline, the access should be permanently guaranteed." "Public access improvements provided as a condition of any approval should be consistent with the project and the physical environment, including protection of Bay natural resources, such as aquatic life, wildlife and plant communities, and provide for the public's safety and convenience. The improvements should be designed and built to encourage diverse Bay-related activities and movement to and along the shoreline,

should permit barrier free access for persons with disabilities to the maximum feasible extent, should include an ongoing maintenance program, and should be identified with appropriate signs.”

Bay Plan policies on Transportation state, in part: “Transportation projects on...bridges over the Bay...should include pedestrian and bicycle paths that will either be part of the Bay Trail or connect the Bay Trail with other regional and community trails. Transportation projects should be designed to maintain and enhance visual and physical access to the Bay and along the Bay shoreline.”

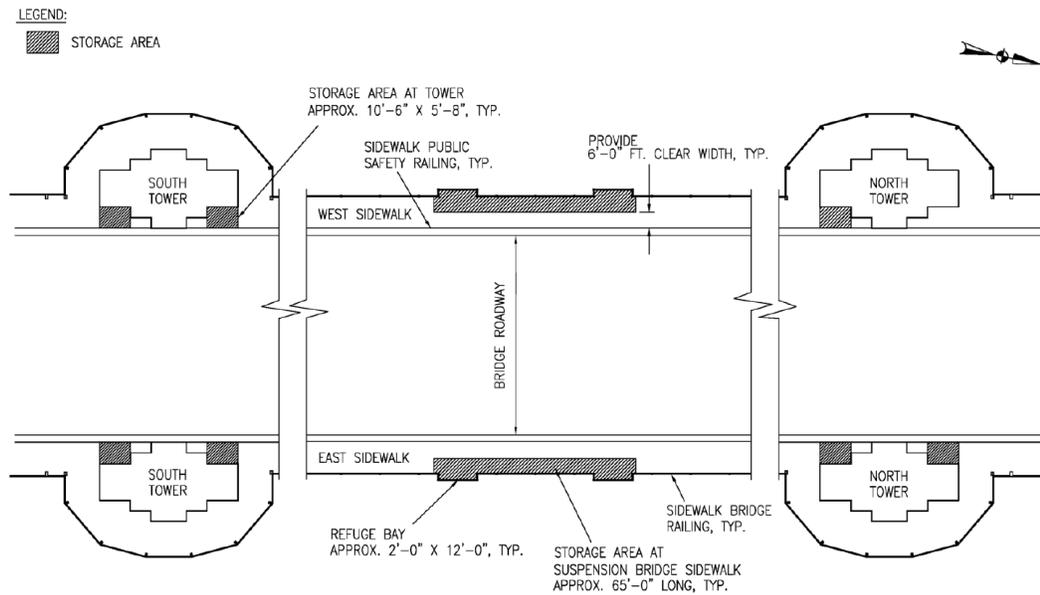
- b. **Existing Access.** The Golden Gate Bridge has sidewalks of approximately 10 feet along both sides of the roadway. The sidewalk is used by pedestrians and bicyclists as part of the San Francisco Bay Trail, and by District personnel to secure, operate, and maintain the bridge. Public access to the west sidewalk is generally restricted to bicyclists, except during the night, when it is closed, and between 5:30 am and 3:30 pm weekdays, when it is used by District maintenance crews. The east sidewalk is generally open at all hours, though at night (9 pm to 5:30 am on weekdays, and 9 pm to 5 am on weekends) access is restricted to bicyclists only (Figure 6).

**Figure 6. Public Access Schedule.** The sidewalk is open to the public on this schedule.

Day of week	Time	East Sidewalk	West Sidewalk
Monday through Friday, except holidays	5:30 am – 3:30 pm	Open to bicyclists, pedestrians	Open to District maintenance crews only
	3:30 pm to 9:00 pm	Open to pedestrians	Open to bicyclists only
	9:00 pm to 5:30 am	Open to bicyclists only	Closed
Saturdays, Sundays and Holidays	5:00 am to 9:00 pm	Open to pedestrians	Open to bicyclists only
	9:00 pm to 5:00 am	Open to bicyclists only	Closed

- c. **Construction-Related Impacts to Public Access.** The District proposes to maintain the same general level of public access during construction as currently exists. That is, public access would be available at all times during construction on either the east or west sidewalk, and during late night hours would continue to be limited to bicyclists only. Construction storage areas would be established along certain areas of the sidewalks, but at all times a minimum 6-foot clearance would be maintained for use by pedestrians and/or bicyclists (Figure 7). If the contractor establishes storage areas on the east sidewalk, then pedestrians and bicyclists would be separated, with bicyclists moved to the west sidewalk between the hours of 5:30 am and 9 pm. If the contractor does not utilize the east sidewalk for storage or uses the east sidewalk for construction operations between the hours of 5:30 am and 9 pm, then the current public access noted above would be provided. When the contractor is working on the east sidewalk between the hours of 9 pm and 5 am, bicyclists would be routed to the west sidewalk.

**Figure 7. General depiction of proposed temporary storage areas on the suspension bridge sidewalks.** A minimum 6-foot clear width would be maintained for pedestrians and bicyclists.



- d. **No Permanent Public Access Improvements Proposed.** The District does not propose to install any new public access improvements as part of the proposed project. The bridge currently provides public sidewalks on both sides of the bridge that are heavily used by pedestrians and bicyclists. The proposed project places no additional burden on the existing public sidewalks, insofar as the deterrent system occupies no space on the public sidewalks and the project would not attract additional visitors or users of the sidewalks.
4. **Public Trust.** The 212,000 square feet of fill is for a water-oriented use as defined by Section 66605 of the McAteer-Petris Act. Water-oriented uses are consistent with the public trust.
  5. **Environmental Review.** The District and the California Department of Transportation (Caltrans), with the latter serving as delegate for the Federal Highway Administration, prepared a combined Environmental Impact Report and Environmental Assessment and Section 4(f) Evaluation with Finding of No Significant Impact for compliance with the requirements of both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) for the Golden Gate Bridge Physical Suicide Deterrent System Project. Caltrans adopted the project's Final Environmental Impact Report/Environmental Assessment and issued a Finding of No Significant Impact (FONSI) on January 19, 2010. On February 12, 2010, the District, CEQA lead agency, certified the Final Environmental Impact Report and adopted findings of fact, a Mitigation Monitoring and Reporting Program, and a statement of overriding considerations in approving the project.
  6. **Relevant Portions of the McAteer-Petris Act**
    1. Section 66602
    2. Section 66605
    3. Section 66632

**7. Relevant Portions of the San Francisco Bay Plan**

1. *San Francisco Bay Plan* Map No. 4
2. *San Francisco Bay Plan* Policies on Fish, Other Aquatic Organisms and Wildlife
3. *San Francisco Bay Plan* Policies on Safety of Fills
4. *San Francisco Bay Plan* Policies on Transportation
5. *San Francisco Bay Plan* Policies on Recreation
6. *San Francisco Bay Plan* Policies on Public Access
7. *San Francisco Bay Plan* Policies on Appearance, Design and Scenic Views
8. *San Francisco Bay Plan* Policies on Fills in Accord with the Bay Plan
9. *San Francisco Bay Plan* Policies on Public Trust

**Exhibits**

- A. Project Location and Vicinity Maps
- B. Main Bridge Elements
- C. Photo Renderings of Proposed Physical Suicide Deterrent System (Net)
- D. Photo Rendering of Proposed Vertical Barrier at North Anchorage Housing (outside BCDC jurisdiction)
- E. Alternatives Considered (Guardrail Extensions and Replacements)
- F. Extent of Commission Jurisdiction