

Appendix C Comment Letters and Responses

This appendix contains the comments received during the public circulation and comment period from January 31, 2022, to March 1, 2022, retyped for readability, as well as the responses to those comments. The original comment is provided as an image of its original format, then the comment content is transcribed and followed by the California Department of Transportation (Caltrans) response. The following is a list of the persons, organizations, and public agencies that commented during the public review period. Pursuant to California Environmental Quality Act (CEQA) requirements, Caltrans complied with State Clearinghouse and San Diego County Clerk filing requirements for noticing of the Initial Study with Proposed Mitigated Negative Declaration.

Non-substantive comments, such as those regarding requests for copies of the draft environmental document or technical studies and/or comments not related to the draft environmental document or project are not presented or responded to in these responses to comments. Comments received are listed below:

California Governor's Office of Planning and Research: State Clearinghouse

ID	Commentor	Affiliation/Organization	Date Received
1	Meng Heu	Office of Planning and Research: State Clearinghouse	1/31/2022

Federal Agencies

ID	Commentor	Affiliation/Organization	Date Received
2	Carl T. Hausner	United States Coast Guard	2/15/2022
3	D.L. Clemons	Department of the Navy	3/1/2022
4	Robert Revo Smith Jr.	U.S Army Corps of Engineers	3/1/2022

State Agencies

ID	Commentor	Affiliation/Organization	Date Received
5	Simona Altman	California Department of Fish & Wildlife	2/22/2022
6	Shannon Fiala	California Coastal Commission	3/1/2022

Local Agencies

ID	Commentor	Affiliation/Organization	Date Received
7	Romeo De Los Reyes	San Diego Police Department	2/2/2022
8	Kelley Stanco	City of San Diego	3/1/2022
9	Richard Bailey	City of Coronado	3/1/2022

Organizations

ID	Commentor	Affiliation/Organization	Date Received
10	Wayne Strickland	San Diego-Coronado Bridge Suicide Prevention Group	2/2/2022
11	Wayne Strickland	San Diego-Coronado Bridge Suicide Prevention Group	2/7/2022
12	Charles Westfall	San Diego County Suicide Prevention Council	2/9/2022
13	Michele Madden	Survivors of Suicide Loss	2/16/2022
14	Kelly Klinefelter	Crown Castle	2/17/2022
15	Brett Hall	San Diego County Suicide Prevention Council	3/1/2022
16	Yeni Palomino	San Diego County Suicide Prevention Council	3/1/2022
17	Bruce Coons; Amie Hayes	Save Our Heritage Organisation	3/1/2022

Individuals

ID	Commentor	Affiliation/Organization	Date Received
18	Debbie Cushman	Not Applicable (N/A)	1/31/2022
19	Patricia Rauber	N/A	2/1/2022
20	Lara Savic	N/A	2/1/2022
21	Anna Carolina Carrasco	N/A	2/1/2022
22	Raquel Huerta	N/A	2/2/2022
23	Bonnie Conte	N/A	2/2/2022
24	PD	N/A	2/2/2022
25	Jennifer Lewis	N/A	2/2/2022
26	Ana Casteran-Winkler	N/A	2/2/2022
27	Bonnie Lewis	N/A	2/2/2022
28	Marla Worth	N/A	2/2/2022
29	Robin Fitzgerald	N/A	2/2/2022
30	Richard Shaughnessy	N/A	2/3/2022
31	Shabana Nessen	N/A	2/3/2022
32	Olivia & Chris Theep	N/A	2/3/2022
33	Annalisa Enrile	N/A	2/4/2022
34	Allyson Heyen	N/A	2/4/2022
35	Andrew Root	N/A	2/4/2022
36	Sharon Dormani	N/A	2/5/2022
37	Lori Fremo	N/A	2/5/2022
38	Kathleen Prout	N/A	2/5/2022
39	Joseph Lenahan	N/A	2/5/2022
40	Bill Hilliard	N/A	2/5/2022
41	Marcel Lavigne	N/A	2/5/2022
42	Anne Price	N/A	2/5/2022
43	Michael Bibaoui	N/A	2/5/2022
44	Kate Zlotnick-Hess	N/A	2/6/2022

ID	Commentor	Affiliation/Organization	Date Received
45	Steph Heames	N/A	2/6/2022
46	Subhash Desai	N/A	2/6/2022
47	Cari Gill	N/A	2/7/2022
48	Randy Maurer	N/A	2/8/2022
49	Stephanie Kaupp	N/A	2/8/2022
50	Randy Walker	N/A	2/8/2022
51	Roger Moore	N/A	2/8/2022
52	Selena Corona	N/A	2/8/2022
53	Cynthia Albert	N/A	2/8/2022
54	Cari McLaughlin	N/A	2/8/2022
55	Donald Thompson	N/A	2/8/2022
56	Melissa Casillas	N/A	2/8/2022
57	Luke Serna	N/A	2/8/2022
58	Lori Van Orden	N/A	2/9/2022
59	Ronald Ziemkowski	N/A	2/9/2022
60	Ronald Ziemkowski	N/A	2/9/2022
61	Jacquelyn Summers	N/A	2/9/2022
62	Amy Chu	N/A	2/10/2022
63	Vanessa Tatoy	N/A	2/10/2022
64	Gina Bernsen	N/A	2/13/2022
65	Stacy Birks	N/A	2/16/2022
66	Mari Rios-O'Brien	N/A	2/21/2022
67	Fern P Nelson	N/A	2/21/2022
68	Perryanne Ramos	N/A	2/22/2022
69	Alison Diaz	N/A	2/23/2022
70	Grant Richard Telfer	N/A	2/25/2022
71	Christina Bambino	N/A	2/27/2022
72	Christina Bambino	N/A	2/27/2022
73	Holly Davies	N/A	3/1/2022
74	Jackie DeLuca-Harbour	N/A	2/8/2022

COMMENT ID 1

Boyce, San@DOT

From: Meng Heu <Meng.Heu@OPR.CA.GOV>
Sent: Monday, January 31, 2022 9:55 AM
To: Boyce, San@DOT
Subject: SCH Number 2020060290

EXTERNAL EMAIL. Links/attachments may not be safe.

Your project is published and is available for review. Please note the review ‘start’ and ‘end’ period.

You can use the “navigation” and select “published document” to view your project and any attachments on CEQAnet.

Closing Letters: The State Clearinghouse (SCH) would like to inform you that at this time, our office has transitioned from providing close of review period acknowledgement on your CEQA environmental document. During the phase of not receiving notice on the close of review period, comments submitted by state agencies at the close of review period (and after) are available on CEQAnet.

Please visit: <https://ceqanet.opr.ca.gov/Search/Advanced>

- Type in the SCH# of your project
 - If filtering by “Lead Agency”
 - Select the correct project
 - Only State Agency comments will be available in the “attachments” section. Note: Refer to the bold and highlighted agencies.

Meng Heu

Office of Planning and Research (OPR)
State Clearing House

To view your submission, use the following link.

<https://cegasubmit.opr.ca.gov/Document/Index/262400/4>

1-1

COMMENT ID 1

Meng Heu; California Governor's Office of Planning and Research: State Clearinghouse

Comment 1-1

Your project is published and is available for review. Please note the review 'start' and 'end' period.

You can use the "navigation" and select "published document" to view your project and any attachments on CEQAnet.

Closing Letters: The State Clearinghouse (SCH) would like to inform you that at this time, our office has transitioned from providing close of review period acknowledgement on your CEQA environmental document. During the phase of not receiving notice on the close of review period, comments submitted by state agencies at the close of review period (and after) are available on CEQAnet.

Please visit: <https://ceqanet.opr.ca.gov/Search/Advanced>

- Type in the SCH# of your project
 - If filtering by "Lead Agency"
 - Select the correct project
 - Only State Agency comments will be available in the "attachments" section.
Note: Refer to the bold and highlighted agencies.

Response to Comment 1-1

Receipt of this email confirms Caltrans complied with the State Clearinghouse review requirements for draft environmental documents pursuant to CEQA. Following the instructions in the email, Caltrans has checked CEQAnet for letters received by the State Clearinghouse.

In addition, the direct link to the Initial Study/Mitigated Negative Declaration (IS/MND) is:

[SCH Number 2020060290 \(ca.gov\)](https://ceqanet.opr.ca.gov/Document/2020060290)

COMMENT ID 2

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eleventh Coast Guard District

Coast Guard Island, Bldg. 50-2
Alameda, CA 94501-5100
Staff Symbol: (dpw)
Phone: (510) 437-3514
Fax: (510) 437-5836
Email: Carl.T.Hausner@uscg.mil

16590
San Diego Bay (8.0)
February 15, 2022

California Department of Transportation, District 11
Attn: Matthew Voss, Senior Environmental Planner
4050 Taylor St, MS 242
San Diego, CA 92110

Dear Mr. Voss:

We have completed our review of Caltrans' Initial Study with Proposed Mitigated Negative Declaration, dated January 24, 2022, for the proposed Suicide Deterrent Project on the Coronado Bridge, mile 8.0, over San Diego Bay, between the cities of San Diego and Coronado, San Diego County, California.

We understand the preferred alternative is the build alternative which will involve a vertical net outside the existing bridge railing. The vertical net would be composed of an 8 to 10-foot-tall stainless-steel net affixed to top and bottom perimeter tension cables. The tension cables would be strung through and attached to fixed vertical posts approximately 20 or more feet apart. The vertical net would be offset 4 to 8 inches behind the existing bridge rail. The build alternative would also include partial or full below deck bay enclosures in spans four through 17 and 21 through 29.

The General Bridge Act of 1946 requires approval of the location and plans for bridges over navigable waters of the United States, prior to commencing construction. San Diego Bay, at the project site, is considered to be a navigable waterway of the United States for bridge administration purposes. The Coast Guard is the appropriate Federal agency to contact for bridge permitting issues.

An amendment to the original bridge permit, dated January 18, 1965, may be required for this project. This determination will be made once Caltrans provides the Coast Guard with final project design specifications. A copy of the original bridge permit will be available to Caltrans upon request.

We appreciate the opportunity to comment on the project in this early stage. I can be contacted by telephone at (510) 437-3516 to discuss this project.

Sincerely,

A handwritten signature in blue ink that reads "Carl T. Hausner".

Digitally signed by Carl Hausner
Date: 2022.02.15 14:55:05 -08'00'

CARL T. HAUSNER
Chief, Bridge Section
Eleventh Coast Guard District
By direction of the District Commander

Copy: U.S. Coast Guard Sector San Diego, Waterways Management
U.S. Army Corps of Engineers, Los Angeles District, Regulatory Division

2-1

COMMENT ID 2

Carl T. Hausner; Unites States Coast Guard

Comment 2-1

The General Bridge Act of 1946 requires approval of the location and plans for bridges over navigable waters of the United States, prior to commencing construction. San Diego Bay, at the project site, is considered to be a navigable waterway of the United States for bridge administration purposes. The Coast Guard is the appropriate Federal agency to contact for bridge permitting issues.

An amendment to the original bridge permit, dated January 18, 1965, may be required for this project. This determination will be made once Caltrans provides the Coast Guard with final project design specifications. A copy of the original bridge permit will be available to Caltrans upon request.

Response to Comment 2-1

Caltrans appreciates the verification that the Coast Guard is the appropriate federal agency for bridge permitting issues and will continue to coordinate with Coast Guard staff as necessary for appropriate permitting issue requirements. Caltrans intends to provide the Coast Guard with final plans when complete and will seek the amendment prior to construction, if required.

COMMENT ID 3

Boyce, San@DOT

From: Shepherd, Anna CIV USN NAVFAC SW SAN CA (USA)
<anna.shepherd4.civ@us.navy.mil>
Sent: Tuesday, March 1, 2022 3:51 PM
To: D11 CoronadoBridge ED@DOT
Cc: Sanchez, Caridad@DOT
Subject: Naval Base Coronado Comment Letter for the Coronado Bay Bridge Suicide Deterrent Project Initial Study and MND
Attachments: Coronado Bay Bridge Suicide Deterrent Project 01 Mar 2022 NBC Comment Letter.pdf

Mr. Voss,

Attached is Naval Base Coronado's comment letter for the subject project.

Best,

Anna Shepherd, AICP
Naval Base Coronado
Community Plans and Liaison Officer
619-545-4134
619-917-0623 cell

I may be reached most expediently by my cell phone number noted above.



DEPARTMENT OF THE NAVY

COMMANDING OFFICER
NAVAL BASE CORONADO
BOX 357033
SAN DIEGO, CA 92135-7033

IN REPLY REFER TO:

5300
Ser PWO/083
25 Feb 22

Mr. Matthew Voss, Senior Environmental Planner
California Department of Transportation (CALTRANS)
District 11
4050 Taylor Street
Mail Station 242
San Diego, CA 92110

Subj: CORONADO BAY BRIDGE SUICIDE DETERRENT PROJECT

Dear Mr. Voss,

Thank you for the opportunity to comment on the Initial Study with Proposed Mitigated Negative Declaration for the Coronado Bay Bridge Suicide Deterrent Project, which will install a vertical net to the existing bridge railing, as well as improvements and cameras to the bridge's transportation management system. We understand the project goals are to reduce suicide fatalities, to reduce bridge closures resulting from suicide attempts, and to improve the transportation management system to allow full camera-coverage of the bridge and its environs.

The bridge is a Strategic Highway Network connector for national defense purposes and is part of the National Highway System. Naval Base Coronado employs approximately 34,000 personnel, both active duty and civilian. Our personnel rely on the bridge for their daily commute to and from Naval Base Coronado. South of the bridge, Naval Base San Diego homeports over 55 surface ships and schedules over 70 vessels in the San Diego area. These vessels require passage under the bridge to meet our national defense mission. My staff have participated throughout this process, have reviewed the Initial Study, and have no comments on the Initial Study. The proposed project would support defense transportation requirements and would not impact Naval ship transit.

3-1

3-2

3-3

Thank you for your time and coordination with the Navy. We appreciate the important work CALTRANS does in support of the State of California and its military installations and support this important effort to reduce suicide fatalities. My subject matter expert for this issue is Ms. Anna Shepherd, Community Plans and Liaison Officer. She may be contacted via e-mail at anna.shepherd4.civ@us.navy.mil or at (619) 545-4134.

3-4

Sincerely,

D.L. CLEMONS

Copy to:

Rear Admiral Stephen Barnett, Commander, Navy Region Southwest
Mr. Dennis Keck, Executive Director, Navy Region Southwest
Captain Ted Carlson, Commanding Officer, Naval Base San Diego

COMMENT ID 3

D.L. Clemons; Department of the Navy

Comment 3-1

The bridge is a Strategic Highway Network connector for national defense purposes and is part of the National Highway System. Naval Base Coronado employs approximately 34,000 personnel, both active duty and civilian. Our personnel rely on the bridge for their daily commute to and from Naval Base Coronado. South of the bridge, Naval Base San Diego homeports over 55 surface ships and schedules over 70 vessels in the San Diego area.

Response to Comment 3-1

The commentor is correct that the San Diego-Coronado Bay Bridge (Bridge) is a Strategic Highway Network connector and a part of the National Highway System. Caltrans concurs that the Bridge is a critical transportation element for response capabilities related to national defense purposes and also provides an important connection between the cities of Coronado and San Diego and carries a large number of civilian and military commuters between these cities daily.

Comment 3-2

These vessels require passage under the bridge to meet our national defense mission.

Response to Comment 3-2

Section 2.1.17 of the Mitigated Negative Declaration (MND) describes the existing vertical clearance that will be maintained for continued access of large vessels to U.S. Navy facilities throughout San Diego Bay and to comply with navigable requirements of minimal vertical clearance between the water and bottom of the Bridge.

Comment 3-3

My staff have participated throughout this process, have reviewed the Initial Study, and have no comments on the Initial Study. The proposed project would support defense transportation requirements and would not impact Naval ship transit.

Response to Comment 3-3

Caltrans appreciates the participation of your staff through this process and the verification that the Department of the Navy does not have any comments on the draft IS/MND and that the project would support defense transportation requirements and would not impact Naval ship transit.

Comment 3-4

Thank you for your time and coordination with the Navy. We appreciate the important work CALTRANS does in support of the State of California and its military installations and support this important effort to reduce suicide fatalities. My subject matter expert for this issue is Ms. Anna Shepherd, Community Plans and Liaison Officer. She may be contacted via e-mail at anna.shepherd4.civ@us.navy.mil or at (619) 545-4134.

Response to Comment 3-4

Caltrans acknowledges the commentor's support of the suicide deterrent on the Bridge.

COMMENT ID 4

From: [Smith, Robert R Jr CIV USARMY CESPL \(USA\)](#)
To: [Voss, Matthew R@DOT](#)
Cc: [Nagy Jr, David@DOT](#); [Galvez-Abadia, Stefan@DOT](#); [Carl.T.Hausner@uscg.mil](#); [Ryan, Joseph A CIV CESPL CESPD \(USA\)](#); [Eileen Maher](#); [Seneca, Lisa A CIV USN NAVFAC SW SAN CA \(USA\)](#); [Basinet, Richard J CIV USN NAVFAC SW SAN CA \(USA\)](#)
Subject: RE: San Diego Coronado Bay Bridge Modification Project- Draft Environmental Document Review Period and Corps regulatory comments
Date: Tuesday, March 1, 2022 10:39:39 AM
Attachments: [Non-DoD Source San Diego Coronado Bay Bridge Suicide Deterrent Project- Draft Environmental Document Review Period .msg](#)

EXTERNAL EMAIL. Links/attachments may not be safe.

Thanks Matthew and David for the MND that the Corps received yesterday.

Thanks David for the telcon yesterday and upon my initial review of the draft Mitigated Negative Declaration (MND) and the project description that was done the Corps has the following comments:

1. The project would install a vertical net with posts along the edge of SR 75 or the Coronado Bridge Mile 8.0 which is on top of the side of the bridge which is a US Coast Bridge regulated under Section 9 of the River and Harbors Act. Also it appears that other items may be installed below the bridge after review of Figure 1-9 in the draft attached Mitigated Negative Determination (MND) and can Caltrans clarify what the enclosures construction is occurring under the bridge and along the side of the bridge or below the bridge at the bridge supports? Can you submit a copy of any conceptual/detailed plans/work plan for the project to the Corps and any documents available besides the MND. The Corps may have other related regulatory actions that may be impacted by the project with the Navy, the Port, and the shipyards. I have also sent this to our POC relative to any impacts to the Corps Federal Channel that the Corps maintains under our Section 408 program. 4-1
2. Note that the Corps does regulate work below/in/over navigable waters that could modify navigable waters of the U.S. per 33 CFR 322.2 (c) but it appears that the work would be under the jurisdiction of the USCG as SR 75 is a Coast Guard bridge and as far as I can tell there is no fill proposed in navigable waters of the US that would be regulated under the Clean Water Act. Per telcon yesterday David please let the Corps know if Caltrans is not going to or going to obtain a USCG permit minor modification or amendment under Section 9 of the Rivers and Harbors Act for the proposed work in the MND per the USCG letter we received from Carl Hausner. Also are impacts to vessel navigation considered and what are the impacts to vessel navigation during construction? We appreciate your coordination with the Navy and the Port and the shipyards adjacent to the project. 4-2
3. Also it would help us to review the project for impacts to navigation and has Caltrans received any comments besides the USCG letter we received or any comments from the Navy, the shipyards, or the Port of San Diego? Would Caltrans provide us any comments to the draft MND if available given that that Caltrans is the lead federal agency for Federal Highways. 4-3
4. Also note that the Corps has a Nationwide Nos. 15 Permit for USCG approved bridges which was recently re-issued on February 25, 2022 if relevant. 4-4
5. This Corps action has been assigned to me under Corps nos. 2022-00101-RRS. Call me if you have any questions. 4-5

Robert Revo Smith Jr., P.E., M. ASCE
Senior Project Manager, Regulatory Division U.S. Army Corps of Engineers
5900 La Place Ct. Suite 100
Carlsbad, CA 92008
Email: Robert.r.smith@usace.army.mil
☎ (760) 602-4831 Office or Cell (760) 277-5552

During the Coronavirus Health Emergency, Regulatory Program staff are teleworking. Please do not mail hard copy documents to any Regulatory staff or office. For further details on corresponding with us, please view our COVID-19 special public notice at:

https://www.spl.usace.army.mil/Portals/17/docs/publicnotices/COVID19%20Regulatory_SPN.pdf?ver=2020-03-19-134532-833

Assist us in better serving you!

Please complete our **brief customer service survey**, located at the following link:

<https://regulatory.ops.usace.army.mil/customer-service-survey/>

From: Voss, Matthew R@DOT <matthew.voss@dot.ca.gov>
Sent: Monday, February 28, 2022 4:08 PM
To: Smith, Robert R Jr CIV USARMY CESPL (USA) <Robert.R.Smith@usace.army.mil>
Cc: Nagy Jr, David@DOT <david.l.nagy@dot.ca.gov>; Galvez-Abadia, Stefan@DOT <stefan.galvez@dot.ca.gov>
Subject: [Non-DoD Source] San Diego Coronado Bay Bridge Suicide Deterrent Project- Draft Environmental Document Review Period

Good Afternoon Robert,

For your review and comment, I have attached the subject project Draft Environmental Document. The document was circulated on January 31st, 2022 and will close its comment period on March 1st, 2022. A link to the document is also available at:

<https://dot.ca.gov/caltrans-near-me/district-11/current-projects/coronadobridge>.

Please let me know if you have any comments and/or concerns regarding this review.

Thank you.

Matthew Voss
Branch Chief
Environmental Analysis Branch A

California Department of Transportation, District 11 – San Diego
(858) 289-1276 Cell
matthew.voss@dot.ca.gov

Due to the Covid - 19 Pandemic, I am currently teleworking and can be reached either by the email or cell listed above.

COMMENT ID 4

Robert Revo Smith Jr.; U.S. Army Corps of Engineers

Comment 4-1

Also it appears that other items may be installed below the bridge after review of Figure 1-9 in the draft attached Mitigated Negative Determination (MND) and can Caltrans clarify what the enclosures construction is occurring under the bridge and along the side of the bridge or below the bridge at the bridge supports?

Response to Comment 4-1

Enclosure of the substructure bays would be necessary for bridge maintenance with implementation of the project. Spans 4 through 15 along with Spans 23 through 27 would require enclosed outer bays. Spans 16, 17, 21, 22, 28, and 29 would require enclosed center and outer bays. Construction of the bay enclosures would occur via use of equipment extending over the side of the San Diego-Coronado Bay Bridge (Bridge) from the bridge deck and by temporary scaffolding installed under the bridge superstructure. Construction would not require work from the water.

Comment 4-2

The Corps may have other related regulatory actions that may be impacted by the project with the Navy, the Port, and the shipyards. I have also sent this to our POC relative to any impacts to the Corps Federal Channel that the Corps maintains under our Section 408 program.

Response to Comment 4-2

Caltrans has not currently identified additional permitting or regulatory actions required from the U.S. Army Corps of Engineers (Corps) because the project is not anticipated to impact or modify navigable waters. Caltrans will work with the Corps if regulatory actions are identified, as required.

Comment 4-3

Note that the Corps does regulate work below/in/over navigable waters that could modify navigable waters of the U.S. per 33 CFR 322.2 (c) but it appears that the work would be under the jurisdiction of the USCG as SR 75 is a Coast Guard bridge and as far as I can tell there is no fill proposed in navigable waters of the US that would be regulated under the Clean Water Act. Per telcon yesterday David please let the Corps know if Caltrans is not going to or going to obtain a USCG permit minor modification or amendment under Section 9 of the Rivers and Harbors Act for the proposed work in the MND per the USCG letter we received from Carl Hausner.

Response to Comment 4-3

The U.S. Coast Guard has notified Caltrans that they are the federal regulatory agency with jurisdiction over the project (see Comment Letter 2). Caltrans intends to provide the Coast Guard with final plans when complete and will seek an amendment to the original bridge permit prior to

construction, if required. It is correct that there would be no fill in navigable waters as part of the project.

Comment 4-4

Also are impacts to vessel navigation considered and what are the impacts to vessel navigation during construction? We appreciate your coordination with the Navy and the Port and the shipyards adjacent to the project.

Response to Comment 4-4

Vessel navigation was considered as part of the MND, particularly the large Naval vessels that require clearance under the bridge. Section 2.1.17 of the MND describes the existing vertical clearance that would be maintained for continued access of large vessels to U.S. Navy facilities throughout San Diego Bay and that complies with navigable requirements of minimal vertical clearance between the water and bottom of the Bridge. Impacts to vessel navigation would not occur, and construction of the project over the navigable channel would occur from the bridge deck.

Comment 4-5

Also it would help us to review the project for impacts to navigation and has Caltrans received any comments besides the USCG letter we received or any comments from the Navy, the shipyards, or the Port of San Diego? Would Caltrans provide us any comments to the draft MND if available given that that Caltrans is the lead federal agency for Federal Highways.

Response to Comment 4-5

Letters were received from the U.S. Coast Guard (Comment Letter 2) and the U.S. Navy (Comment Letter 3) during the public review period. All comment letters and their responses are available as part of the Final MND.

Comment 4-6

Also note that the Corps has a Nationwide Nos. 15 Permit for USCG approved bridges which was recently reissued on February 25, 2022 if relevant.

Response to Comment 4-6

Caltrans notes the recently reissued Corps Nationwide Nos. 15 Permit.

Comment 4-7

This Corps action has been assigned to me under Corps nos. 2022-00101-RRS. Call me if you have any questions.

Response to Comment 4-7

Caltrans notes the Corps assigned number for this action and will be in contact as necessary.

COMMENT ID 5

From: [Altman, Simona@Wildlife](mailto:Altman.Simona@Wildlife)
To: [Voss, Matthew R@DOT](mailto:Voss.Matthew.R@DOT)
Cc: [Nagy Jr. David@DOT](mailto:Nagy.Jr.David@DOT); [Scatolini, Susan@DOT](mailto:Scatolini.Susan@DOT); [Turner, Jennifer@Wildlife](mailto:Turner.Jennifer@Wildlife); [Hailey, Cindy@Wildlife](mailto:Hailey.Cindy@Wildlife)
Subject: 2020060290 San Diego-Coronado Bay Bridge Suicide Deterrent Project (43063) Draft IS/MND
Date: Tuesday, February 22, 2022 11:45:38 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Matt,

CDFW does not have any comments on the San Diego-Coronado Bay Bridge Suicide Deterrent Project draft IS/MND (SCH # 2020060290; EA 43063). Thank you,

5-1

Simona Altman
Senior Environmental Scientist (Specialist)
California Department of Fish and Wildlife
South Coast – Region 5
3883 Ruffin Road
San Diego, CA 92123
Office: (858) 467-4283
Mobile: (805) 338-0474

COMMENT ID 5

Simona Altman; California Department of Fish and Wildlife

Comment 5-1

CDFW does not have any comments on the San Diego-Coronado Bay Bridge Suicide Deterrent Project draft IS/MND (SCH # 2020060290; EA 43063).

Response to Comment 5-1

Caltrans appreciates the confirmation that California Department of Fish and Wildlife does not have any comments on the draft IS/MND.

COMMENT ID 6

Boyce, San@DOT

From: Fiala, Shannon@Coastal <shannon.fiala@coastal.ca.gov>
Sent: Tuesday, March 1, 2022 10:26 AM
To: D11 CoronadoBridge ED@DOT
Subject: CCC staff comments on IS/MND
Attachments: CCC Comments Coronado Bridge Suicide Deterrent DED.pdf

EXTERNAL EMAIL. Links/attachments may not be safe.

Attached please find comments from Coastal Commission staff.

—

Shannon Fiala
Southern California Coastal Program Manager
Statewide Transportation Program
California Coastal Commission

STATE OF CALIFORNIA - NATURAL RESOURCES AGENCY

GAVIN NEWSOM, GOVERNOR

CALIFORNIA COASTAL COMMISSION

SAN DIEGO DISTRICT OFFICE
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4402
VOICE (619) 767-2370
FAX (619) 767-2384



March 1, 2022

Gustavo Dallarda
Caltrans District 11
4050 Taylor Street
San Diego, CA 92110

Re: Coastal Commission Staff Comments on the Coronado Suicide Deterrent Project
Draft Environmental Document

Dear Mr. Dallarda:

Thank you for the opportunity to review and comment on the Initial Study with Proposed Mitigated Negative Declaration for the San Diego – Coronado Bay Bridge Physical Suicide Deterrent Project (Project). The Project will require review and approval of a Coastal Development Permit by the Coastal Commission.

The CDP for the portion of this Project that is in the Coastal Commission's retained jurisdiction will be evaluated by the Coastal Commission for consistency with the Chapter Three policies of the Coastal Act. The CDPs for the portions of the Project in City of San Diego and/or the City of Coronado's Local Coastal Program jurisdictions will be evaluated by the cities for consistency with their respective LCPs, unless the cities request consolidation. Specifically, Coastal Act Section 30251 requires that the scenic and visual qualities of coastal areas are protected as a resource of public importance. As such, Coastal Commission staff request that any CDP application submitted for this Project robustly analyze alternatives to reduce visual impacts. Beyond visual resource concerns, impacts to sensitive species (e.g., avian and marine species) and water quality (during construction) should also be avoided or minimized to the greatest extent feasible, including potential for bird strike that could result from the proposed development.

6-1

6-2

6-3

6-4

Thank you again for the opportunity to review and comment on the proposed Project. We look forward to working with Caltrans staff on the subject Project and additional comments will be provided as the Project develops and more opportunities for collaboration arise. If you have any questions or require further clarification, please do not hesitate to contact me.

Sincerely,

Shannon Fiala
Southern California Transportation Program
Manager

COMMENT ID 6

Shannon Fiala; California Coastal Commission

Comment 6-1

The Project will require review and approval of a Coastal Development Permit by the Coastal Commission.

The CDP for the portion of this Project that is in the Coastal Commission's retained jurisdiction will be evaluated by the Coastal Commission for consistency with the Chapter Three policies of the Coastal Act.

Response to Comment 6-1

Caltrans acknowledges the approvals that will be required by the California Coastal Commission (CCC), including a Coastal Development Permit. Chapter 3 of the MND discusses the permitting authority of the CCC.

Comment 6-2

The CDPs for the portions of the Project in City of San Diego and/or the City of Coronado's Local Coastal Program jurisdictions will be evaluated by the cities for consistency with their respective LCPs, unless the cities request consolidation.

Response to Comment 6-2

Caltrans will continue coordinating with the CCC, City of San Diego, and City of Coronado for the approval of necessary Coastal Development Permits or the option of a consolidated permit as the project moves forward.

Comment 6-3

Specifically, Coastal Act Section 30251 requires that the scenic and visual qualities of coastal areas are protected as a resource of public importance. As such, Coastal Commission staff request that any CDP application submitted for this Project robustly analyze alternatives to reduce visual impacts.

Response to Comment 6-3

The visual impacts of the project and alternatives have been fully analyzed in the Visual Impact Assessment (January 2022) for the project, which is available for CCC review and use in considering compliance with the Coastal Act.

Comment 6-4

Beyond visual resource concerns, impacts to sensitive species (e.g., avian and marine species) and water quality (during construction) should also be avoided or minimized to the greatest extent feasible, including potential for bird strike that could result from the proposed development.

Response to Comment 6-4

Potential impacts to biological resources and water quality have been evaluated in the MND and associated technical reports (Natural Environment Study, November 2021). As concluded in the MND, less than significant impacts would occur to biological species, including both avian and marine species (Section 2.1.4, Biological Resources) and water quality (2.1.10, Hydrology and Water Quality). The potential for a vertical net to create a bird strike hazard was considered and found to be less than significant, as outlined in the MND.

COMMENT ID 7

Boyce, San@DOT

From: De Los Reyes, Romeo <rdelosreyes@pd.sandiego.gov>
Sent: Wednesday, February 2, 2022 7:09 AM
To: D11 CoronadoBridge ED@DOT
Subject: San Diego-Coronado Bay Bridge Suicide Deterrent Project

EXTERNAL EMAIL. Links/attachments may not be safe.

Mr. Voss,

I have been involved with the group discussions regarding building a suicide deterrent on the bridge for at least two years. To the point, I favor a fence with vertical bars which allows for the wind to blow through. I prefer the design which zigzags out, then in, making it difficult to scale. I believe the rendering is available through the project.

7-1

Respectfully,

Romeo De Los Reyes

Romeo De Los Reyes, Lieutenant
Economic Crimes Section / Investigations II
Emergency Negotiations Team Commanding Officer
(619) 446-1035
rdelosreyes@pd.sandiego.gov



COMMENT ID 7

Romeo De Los Reyes; San Diego Police Department

Comment 7-1

I have been involved with the group discussions regarding building a suicide deterrent on the bridge for at least two years. To the point, I favor a fence with vertical bars which allows for the wind to blow through. I prefer the design which zigzags out, then in, making it difficult to scale. I believe the rendering is available through the project.

Response to Comment 7-1

Caltrans appreciates the San Diego Police Department's involvement and experience throughout the project development process. While many design variations were developed and considered during the public scoping period in the Project Approval and Environmental Document (PA&ED) phase, the project has been refined to minimize impacts associated with the vertical deterrent variation. The process identified a range of deterrent options, which was refined to include in-depth study of those outlined in Section 1.7 of the MND. Six vertical deterrent variations were considered that utilized different fence materials such as cables, removable or hinged fence panels, and different support posts and rails. However, five of the vertical fence types did not meet the Secretary of the Interior's Standards for Rehabilitation and would have an adverse effect on historic resources, and thus were eliminated from further consideration, as discussed in Section 1.7. The vertical net option presented as the project in the MND was able to be refined to minimize potential environmental effects. The refinement of the vertical net was carefully vetted by Caltrans with input from stakeholders and based on multiple factors including efficacy of the deterrent, ability to maintain the San Diego-Coronado Bay Bridge (Bridge), aesthetic value, least amount of impact to the historic integrity of the Bridge, safety of emergency responders, structural integrity, and others.

COMMENT ID 8

Boyce, San@DOT

From: Ash-Reynolds, Tara <TAshReynolds@sandiego.gov>
Sent: Tuesday, March 1, 2022 11:55 AM
To: D11 CoronadoBridge ED@DOT
Cc: Pascual, Elena; Malone, Rebecca; Stanco, Kelley; Vonblum, Heidi; Granda, Adrian; Connelly, Paul; Gerboth, David
Subject: City of San Diego Comment Letter on the Notice of Intent to Adopt a Mitigated Negative Declaration for the San Diego-Coronado Bay Bridge Suicide Deterrent
Attachments: Final CoSD Comment Letter on the MND for San Diego-Coronado Bay Bridge Suicide Deterrent.signed.pdf

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Matthew,

Thank you for the opportunity to review the Notice of Intent to Adopt a Mitigated Negative Declaration for the San Diego-Coronado Bay Bridge Suicide Deterrent. Please see the attached City of San Diego comment letter.

Thank you,

Tara Ash-Reynolds
Environmental Planner
City of San Diego
Planning Department

T: (619) 533-6492

tashreynolds@sandiego.gov



February 23, 2022

Matthew Voss, Senior Environmental Planner
Caltrans District 11
4050 Taylor Street, MS 242 MV
San Diego, CA 92110

Subject: **City of San Diego Comments on the Notice of Intent to Adopt a Mitigated Negative Declaration for the San Diego–Coronado Bay Bridge Suicide Deterrent (SCH No. 2020060290)**

Dear Mr. Voss:

The City of San Diego (City) Planning Department has received the Draft Initial Study/Mitigated Negative Declaration (IS/MND) prepared by the California Department of Transportation (Caltrans) District 11 for the San Diego – Coronado Bay Bridge Suicide Deterrent project and has distributed it to applicable City departments for review. The City, as a Responsible Agency under CEQA, has reviewed the Draft IS/MND and appreciates this opportunity to provide comments to Caltrans. In response to this request for public comments, the City has the following comments on the Draft IS/MND for your consideration.

• • •

Fire–Rescue Department – Shift Commander, C Division – David Gerboth, Deputy Fire Chief – dgerboth@sandiego.gov, 619–884–9905

The Fire–Rescue Department is entirely supportive of a suicide deterrent on the Coronado Bay Bridge. We have and continue to respond to suicide and suicide attempts and support the effort to reduce these tragic events.

After a review of the proposals, the Fire–Rescue Department supports a vertical netting option. Vertical netting provides the safest deterrent method for both the public and first responders. We do not support the horizontal netting option as it would pose a significant risk to personnel during the extrication process.

Police Department – Centralized Investigations– Paul Connelly, Assistant Chief – pconnelly@pd.sandiego.gov, 619–531–1511

The San Diego Police Department is in strong support of a suicide deterrent on the Coronado Bay Bridge. We respond to multiple suicides and suicide attempts throughout the year on the bridge. Currently, the suicidal subjects have direct access over the rail of the bridge making it tragically easy to end their lives.

The Police Department has been involved in the planning and meetings regarding the deterrent systems that have been proposed and we strongly support a vertical deterrent. The

Page 2
Mr. Matthew Voss
February 23, 2022

8-7
Cont.

vertical deterrent will allow the Police Department more time and ability to utilize our trained police negotiators to talk the subjects out of jumping and ultimately get them the help they need.

The Police Department does not support a horizontal deterrent option as it creates additional risks to both public safety personnel and the person that would have to be extracted from this type of deterrent.

8-8

• • •

Thank you for the opportunity to provide comments on the Draft IS/MND. Please feel free to contact Rebecca Malone, AICP, Program Manager, directly via email at RMalone@sandiego.gov or by phone at 619-446-5371 if there are any questions regarding the contents of this letter or if Caltrans would like to meet with City staff to discuss these comments.

Sincerely,

Kelley Stanco

Kelley Stanco, Acting Deputy Director
Planning Department

RM/ta

cc: Reviewing Departments (via email)
Review and Comment online file

COMMENT ID 8

Kelley Stanco; City of San Diego

Comment 8-1

The City, as a Responsible Agency under CEQA, has reviewed the Draft IS/MND and appreciates this opportunity to provide comments to Caltrans.

Response to Comment 8-1

Caltrans recognizes the City of San Diego's role as Responsible Agency under CEQA.

Comment 8-2

The Fire-Rescue Department is entirely supportive of a suicide deterrent on the Coronado Bay Bridge. We have and continue to respond to suicide and suicide attempts and support the effort to reduce these tragic events.

Response to Comment 8-2

Caltrans acknowledges the City of San Diego Fire-Rescue Department's support of a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge) and the role of the Fire-Rescue Department in responding to suicide attempts on the Bridge.

Comment 8-3

After a review of the proposals, the Fire-Rescue Department supports a vertical netting option. Vertical netting provides the safest deterrent method for both the public and first responders.

Response to Comment 8-3

The comment states the City of San Diego Fire-Rescue Department's support of a vertical net alternative due to the safety it provides for both the public and first responders. After consideration of the environmental analysis provided in the MND, the Build Alternative has been selected as the preferred alternative. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

Comment 8-4

We do not support the horizontal netting option as it would pose a significant risk to personnel during the extrication process.

Response to Comment 8-4

Caltrans recognizes the City of San Diego Fire-Rescue Department's safety concerns of a horizontal net, and a discussion of those safety risks to first responder personnel is included in Section 1.7 of the MND.

Comment 8-5

The San Diego Police Department is in strong support of a suicide deterrent on the Coronado Bay Bridge.

Response to Comment 8-5

Caltrans acknowledges the City of San Diego Police Department's support of a suicide deterrent on the Bridge.

Comment 8-6

We respond to multiple suicides and suicide attempts throughout the year on the bridge. Currently, the suicidal subjects have direct access over the rail of the bridge making it tragically easy to end their lives.

Response to Comment 8-6

Caltrans acknowledges the role of the Police Department in responding to suicide attempts on the Bridge, and the description of current access to the bridge rail.

Comment 8-7

The Police Department has been involved in the planning and meetings regarding the deterrent systems that have been proposed and we strongly support a vertical deterrent. The vertical deterrent will allow the Police Department more time and ability to utilize our trained police negotiators to talk the subjects out of jumping and ultimately get them the help they need.

Response to Comment 8-7

Caltrans appreciates the City of San Diego Police Department's involvement in the project planning and design process and acknowledges the support of a vertical deterrent.

Comment 8-8

The Police Department does not support a horizontal deterrent option as it creates additional risks to both public safety personnel and the person that would have to be extracted from this type of deterrent.

Response to Comment 8-8

The comment states that a horizontal deterrent would pose additional risk to individuals involved in an extraction and is not supported by the City of San Diego Police Department. Caltrans recognizes the safety concerns of a horizontal net, and a discussion of safety risks to first responder personnel is included in Section 1.7 of the MND. After consideration of the environmental analysis provided in the MND, the Build Alternative has been selected as the preferred alternative. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 9

Boyce, San@DOT

From: CM Tina Friend <cm@coronado.ca.us>
Sent: Tuesday, March 1, 2022 8:15 AM
To: D11 CoronadoBridge ED@DOT
Cc: Bill Sandke; Casey Tanaka; Marvin Heinze; Mike Donovan; Richard Bailey; Tina Friend
Subject: San Diego - Coronado Bay Bridge Suicide Deterrent Project Draft Mitigated Negative Declaration
Attachments: 2022-02-28 San Diego Coronado Bay Bridge Suicide Deterrent Project Draft Mitigated Negative Declaration.pdf

EXTERNAL EMAIL. Links/attachments may not be safe.

Good Afternoon, Mr. Voss.

On behalf of the City of Coronado Mayor and Councilmembers, please find attached their comment letter on the San Diego - Coronado Bay Bridge Suicide Deterrent Project Draft Mitigated Negative Declaration. The original has been mailed via the USPS.

Michele Miller
Secretary to the City Manager



CITY OF CORONADO
City Manager's Office | www.coronado.ca.us
1825 Strand Way | Coronado, California 92118
Direct: (619) 522-7339 | Main: (619) 522-7335 | Fax: (619) 522.7846

Please note that email correspondence with the City of Coronado, along with attachments, may be subject to the California Public Records Act, and therefore may be subject to disclosure unless otherwise exempt.



CITY OF CORONADO

1825 STRAND WAY
CORONADO, CA 92118

OFFICE OF CITY MANAGER
(619) 522-7335
FAX (619) 522-7846

February 28, 2022

Caltrans District 11
Attn: Matthew Voss
4050 Taylor Street, MS 242 MV
San Diego, CA 92110
Sent via email: D11.CoronadoBridge.ED@dot.ca.gov

Subject: Comment letter on the San Diego – Coronado Bay Bridge Suicide Deterrent Project Draft Mitigated Negative Declaration

Dear Mr. Voss:

The City of Coronado (City) appreciates the opportunity to provide comments on the San Diego – Coronado Bay Bridge Suicide Deterrent Project Draft Mitigated Negative Declaration (MND). The San Diego – Coronado Bay Bridge (Bridge) is a critical component of the San Diego regional transportation network and is a part of the Strategic Highway Network (STRAHNET) that serves tens of thousands of daily civilian and military vehicle trips to/from Coronado. It is therefore of utmost importance to the City, its residents, and businesses, that the Bridge operate in a safe and efficient manner.

9-1

The City Council considered the Draft MND at its February 15, 2022 meeting and voted unanimously to send a letter in support of the proposed Suicide Deterrent Project. The City believes Caltrans has selected a practical and environmentally sensitive design that will reduce suicides and suicide attempts while simultaneously minimizing traffic disruptions and protecting the safety of first responders.

9-2

The City also found the environmental analysis in the Draft MND to be complete and supported by a thorough evaluation of potential environmental effects. The Draft MND included appropriate avoidance, minimization, and mitigation measures to reduce potential impacts and its findings were sound and adequately substantiated pursuant to the California Environmental Quality Act.

9-3

February 28, 2021

Page 2

The City appreciates the extensive public outreach and stakeholder coordination conducted by Caltrans staff. We enthusiastically support Caltrans' efforts to advance the project in an expeditious manner and we look forward to continuing to work with you to realize completion of this critical regional project.

9-4

Sincerely,



Richard Bailey
Mayor

RB/rg

cc: City Council
City Manager Tina Friend

COMMENT ID 9

Richard Bailey; City of Coronado

Comment 9-1

The San Diego - Coronado Bay Bridge (Bridge) is a critical component of the San Diego regional transportation network and is a part of the Strategic Highway Network (STRAHNET) that serves tens of thousands of daily civilian and military vehicle trips to/from Coronado. It is therefore of utmost importance to the City, its residents, and businesses, that the Bridge operate in a safe and efficient manner.

Response to Comment 9-1

Caltrans acknowledges the San Diego Coronado Bay Bridge's (Bridge) role as a component of the Strategic Highway Network and regional transportation network, as well as its importance in serving daily civilian and military motorists.

Comment 9-2

The City Council considered the Draft MND at its February 15, 2022, meeting and voted unanimously to send a letter in support of the proposed Suicide Deterrent Project. The City believes Caltrans has selected a practical and environmentally sensitive design that will reduce suicides and suicide attempts while simultaneously minimizing traffic disruptions and protecting the safety of first responders.

Response to Comment 9-2

Caltrans acknowledges the City of Coronado's support of the suicide deterrent on the Bridge.

Comment 9-3

The City also found the environmental analysis in the Draft MND to be complete and supported by a thorough evaluation of potential environmental effects. The Draft MND included appropriate avoidance, minimization, and mitigation measures to reduce potential impacts and its findings were sound and adequately substantiated pursuant to the California Environmental Quality Act.

Response to Comment 9-3

Caltrans acknowledges the City's finding that the MND is adequate per CEQA requirements.

Comment 9-4

The City appreciates the extensive public outreach and stakeholder coordination conducted by Caltrans staff. We enthusiastically support Caltrans' efforts to advance the project in an expeditious manner and we look forward to continuing to work with you to realize completion of this critical regional project.

Response to Comment 9-4

Caltrans appreciates the City of Coronado's involvement in the development of this project and will continue to involve stakeholders as the project moves forward. The purpose of the project is

to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 10

Boyce, San@DOT

From: Wayne Strickland <nadowayne@yahoo.com>
Sent: Wednesday, February 2, 2022 2:44 PM
To: D11 CoronadoBridge ED@DOT
Cc: Wayne Strickland; Nancy Strickland
Subject: Bridge suicide prevention project-please hurry and get it done ✓

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear CalTrans, please hurry and get the suicide prevention barrier done. There was another suicide off San Diego-Coronado Bridge this morning.

10-1

Thank you,
Wayne Strickland
Please see our Facebook group at:
San Diego-Coronado Bridge Suicide Prevention

COMMENT ID 10

Wayne Strickland; San Diego-Coronado Bridge Suicide Prevent Group

Comment 10-1

Dear CalTrans, please hurry and get the suicide prevention barrier done. There was another suicide off San Diego-Coronado Bridge this morning.

Response to Comment 10-1

The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the San Diego-Coronado Bay Bridge (Bridge) due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge. Caltrans acknowledges the commentor's support of the suicide deterrent on the Bridge.

COMMENT ID 11

Boyce, San@DOT

From: Wayne Strickland <reply-to+613c2bd57bc1@crm.wix.com>
Sent: Monday, February 7, 2022 5:11 PM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Wayne Strickland just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Wayne
Last Name: Strickland
Company or Agency : -
Address : -
Email: nadowayne@yahoo.com
Phone:

Type your comment here...: Please get the suicide prevention barrier done ASAP. Bridge closures and 400+ deaths must stop now! Please send me link for meeting. Thank you 🙏 Wayne Strickland, San Diego-Coronado Bridge Suicide Prevention group leader.

11-1

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



COMMENT ID 11

Wayne Strickland; San Diego-Coronado Bridge Suicide Prevent Group

Comment 11-1

Please get the suicide prevention barrier done ASAP. Bridge closures and 400+ deaths must stop now!

Response to Comment 11-1

The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the San Diego-Coronado Bay Bridge (Bridge) due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge. Caltrans acknowledges the commentor's support of the suicide deterrent on the Bridge.

COMMENT ID 12

Boyce, San@DOT

From: Charles Westfall <reply-to+c6c1c3ecc2c8@crm.wix.com>
Sent: Wednesday, February 9, 2022 11:44 AM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Charles Westfall just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Charles

Last Name: Westfall

Company or Agency : Sharp Mesa Vista Hospital / CoChair San Diego
County Suicide Prevention Council

Address :

Email: charles.westfall@sharp.com

Phone:

Type your comment here...: This is an important step in mitigating the devastating impact of suicide in the lives of our community members. The number of deaths occurring at the Coronado bridge far outnumbers any other location in the County and this project will have significant impact. I appreciate the use of technology as a component of surveillance. Please do what is right in making this change happen.

12-1

12-2

12-3

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



COMMENT ID 12

Charles Westfall; San Diego County Suicide Prevention Council

Comment 12-1

This is an important step in mitigating the devastating impact of suicide in the lives of our community members. The number of deaths occurring at the Coronado bridge far outnumbers any other location in the County and this project will have significant impact.

Response to Comment 12-1

Caltrans acknowledges the commentor's support of a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). The MND states that the Bridge is the second most highly used bridge for suicides in the United States and has the highest concentration of fatalities for a spot location on the state highway system in Caltrans' District 11.

Comment 12-2

I appreciate the use of technology as a component of surveillance.

Response to Comment 12-2

Caltrans acknowledges the commentor's support of the Transportation Management System components of the project. Upgrading and adding additional cameras would increase the ability to detect pedestrians or unusual activity on the Bridge.

Comment 12-3

Please do what is right in making this change happen.

Response to Comment 12-3

The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 13

Boyce, San@DOT

From: Michele Madden <reply-to+94425bd18874@crm.wix.com>
Sent: Wednesday, February 16, 2022 12:30 PM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Michele Madden just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Michele

Last Name: Madden

Company or Agency : Survivors of Suicide Loss

Address :

Email: michele@soslsd.org

Phone:

Type your comment here...: I WORK WITH FAMILIES WHO HAVE LOST LOVED ONES TO SUICIDE. MANY OF OUR FAMILIES HAVE LOST A LOVED ONE FROM THE BRIDGE. Actually the day of the meeting I had just received a phone call from someone who had lost a friend two days before from the bridge. I am in favor of the barrier being put up not only to save lives but to help save families from having to go through the devastating affects of a suicide loss.

13-1

13-2

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



COMMENT ID 13

Michele Madden; Survivors of Suicide Loss

Comment 13-1

I WORK WITH FAMILIES WHO HAVE LOST LOVED ONES TO SUICIDE. MANY OF OUR FAMILIES HAVE LOST A LOVED ONE FROM THE BRIDGE. Actually the day of the meeting I had just received a phone call from someone who had lost a friend two days before from the bridge.

Response to Comment 13-1

Caltrans extends its sympathy to those who have lost a loved one to suicide and appreciates the work you do for people impacted by these tragic losses.

Also, thank you for allowing Caltrans to reference Survivors of Suicide Loss San Diego as a resource to those who have shared their stories of loss during this public review period.

Comment 13-2

I am in favor of the barrier being put up not only to save lives but to help save families from having to go through the devastating affects of a suicide loss.

Response to Comment 13-2

Caltrans acknowledges the commentor's support of a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 14

Boyce, San@DOT

From: Klinefelter, Kelly <Kelly.Klinefelter@crowncastle.com>
Sent: Thursday, February 17, 2022 11:25 AM
To: D11 CoronadoBridge ED@DOT
Subject: RE: San Diego-Coronado Bay Bridge Suicide Deterrent Project - Draft Environmental Document and Public Review
Attachments: 0014596-San Diego-Coronado Bay Bridge Suicide Deterrent Project - Draft Environmental Document and Public Review.docx

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello San,

With doing our review, Crown Castle's fiber facilities/equipment ARE PRESENT within this project's work area. (Please see attachment)

If there are any questions or concerns, do follow up with us.

Sincerely,

Kelly Klinefelter
Utility Coordinator Fiber Records – 811 Services
T: 724-743-6085

CROWN CASTLE
1500 Corporate Dr, Canonsburg, PA 15317
CrownCastle.com

Fiber.Dig@crowncastle.com
T: 1-800-654-3110

From: Boyce, San@DOT <san.boyce@dot.ca.gov> **On Behalf Of** D11 CoronadoBridge ED@DOT
Sent: Tuesday, February 1, 2022 12:08 PM
To: D11 CoronadoBridge ED@DOT <D11.CoronadoBridge.ED@dot.ca.gov>
Subject: San Diego-Coronado Bay Bridge Suicide Deterrent Project - Draft Environmental Document and Public Review

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern:

The California Department of Transportation (Caltrans) has prepared an **Initial Study with a Proposed Mitigated Negative Declaration (IS/MND)** for the San Diego – Coronado Bay Bridge Physical Suicide Deterrent Project (Project).

As the California Environmental Quality Act (CEQA) lead agency for this project, Caltrans proposes to install a physical suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge) in San Diego County. The project also proposes to install minor improvements to the Transportation Management

System (TMS) elements at the Glorietta Toll Plaza, the Bridge, and the Interstate 5/State Route 75 Interchange.

The IS/MND includes project details such as project description, alternatives, location, and purpose and need as well as the existing environmental conditions, potential impacts, and proposed avoidance, minimization, and mitigation measures.

The IS/MND is available online on the project website at: <https://dot.ca.gov/caltrans-near-me/district-11/current-projects/coronadobridge>

Copies of the IS/MND are also available for review at the following locations:

- Logan Heights Branch Library, 567 S 28th St, San Diego, CA 92113.
- San Diego Central Library, 330 Park Blvd, San Diego, CA 92101.
- Coronado Public Library, 640 Orange Ave, Coronado, CA 92118.
- Caltrans District 11 District Office, 4050 Taylor Street, San Diego, CA 92110.

If you would like a hardcopy to be mailed to you, please contact San Boyce, Associate Environmental Planner, at san.boyce@dot.ca.gov (with the subject line: "Requesting Hardcopy of SDCBB Suicide Deterrent DED") or (619)930-6258.

Comments on the IS/MND will be accepted during the 30-day public commenting period from **January 31, 2022 to March 1, 2022**. Comments may be submitted via the following methods:

- **Mail:** Caltrans District 11, MS 242, MV, 4050 Taylor Street, San Diego, CA 92110
- **Fax:** (619) 688-4237
- **E-mail:** D11.CoronadoBridge.ED@dot.ca.gov
- **Online Comment Form:** Link available on the project website.

All substantive comments will be addressed in the Final Environmental Document.

A virtual live public meeting for the proposed project will be held online on **Thursday, February 10, 2022 from 6 PM to 8 PM** Pacific Standard Time. Meeting information will be available on the project website at: <https://dot.ca.gov/caltrans-near-me/district-11/current-projects/coronadobridge>. During the meeting, Caltrans staff will be available for discussion and questions.

Individuals who require special accommodation (such as American Sign Language, foreign language interpreters, and/or documentation in alternative formats) should contact the District 11 Public Information Office at (619) 688-6670. Telephone typewriter (TTY) users may contact the California Relay Service at (800) 735-2929 [TTY and Voice] or 711.

If you have any questions regarding the proposed project, the environmental document, and/or the environmental process, please contact Matthew Voss, Senior Environmental Planner, at (858)289-1276 or matthew.voss@dot.ca.gov.

Sincerely,

Caltrans District 11

This email may contain confidential or privileged material. Use or disclosure of it by anyone other than the recipient is unauthorized. If you are not an intended recipient, please delete this email.

COMMENT ID 14

Kelly Klinefelter; Crown Castle

Comment 14-1

With doing our review, Crown Castle's fiber facilities/equipment ARE PRESENT within this project's work area. (Please see attachment)

If there are any questions or concerns, do follow up with us.

Response to Comment 14-1

Caltrans appreciates the verification that Crown Castle's fiber facilities/equipment are present within the project's area. Prior to construction, Caltrans will coordinate with utilities and other applicable entities, as needed, to ensure no conflicts with underground facilities would occur.

COMMENT ID 15

Boyce, San@DOT

From: Brett Hall <reply-to+fe136d4543a4@crm.wix.com>
Sent: Tuesday, March 1, 2022 2:03 PM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Brett Hall just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Brett
Last Name: Hall
Company or Agency : San Diego County Suicide Prevention Council
Address : 5095 Murphy Canyon Road #105 San Diego, CA 92123
Email: bhall@sdchip.org
Phone: 8586097976

Type your comment here...: I strongly encourage Caltrans to give environmental approval to the San Diego-Coronado Bay Bridge Suicide Deterrent Project, specifically the build alternative of a vertical net fixture. Means reduction is an integral part of suicide prevention and studies have shown that when access to a lethal mean is a reduced, the overall suicide rate drops. Furthermore, one of the most effective strategies for means reduction are physical deterrents. It is imperative that we as a community prioritize this project and develop a barrier to prevent individuals who may be at risk for suicide from taking their own lives by way of the San Diego-Coronado Bay Bridge. Suicide is preventable and lives can be saved.

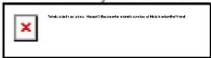
15-1

15-2

15-3

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COMMENT ID 15

Brett Hall; San Diego County Suicide Prevention Council

Comment 15-1

I strongly encourage Caltrans to give environmental approval to the San Diego-Coronado Bay Bridge Suicide Deterrent Project, specifically the build alternative of a vertical net fixture.

Response to Comment 15-1

Caltrans acknowledges the commentor's support of the suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge).

Comment 15-2

Means reduction is an integral part of suicide prevention and studies have shown that when access to a lethal mean is reduced, the overall suicide rate drops. Furthermore, one of the most effective strategies for means reduction are physical deterrents.

Response to Comment 15-2

As noted by the commentor, studies show that means safety through physical suicide deterrents has reduced suicide attempts at structures. Numerous international research studies have shown that reducing access to lethal means can reduce suicides overall (Means Matter 2022).

Comment 15-3

It is imperative that we as a community prioritize this project and develop a barrier to prevent individuals who may be at risk for suicide from taking their own lives by way of the San Diego-Coronado Bay Bridge. Suicide is preventable and lives can be saved.

Response to Comment 15-3

The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 16

Boyce, San@DOT

From: Yeni Palomino <reply-to+2ad5476e5d60@crm.wix.com>
Sent: Tuesday, March 1, 2022 12:32 PM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Yeni Palomino just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Yeni
Last Name: Palomino
Company or Agency : CHIP/SPC
Address : 5095 Murphy Canyon Rd Suite 105
Email: ypalomino@sdchip.org
Phone: 8586097969

Type your comment here...: The San Diego County Suicide Prevention Council and it's over 70+ active members representing various sectors and stakeholders all working towards suicide prevention and eliminating stigma in mental health are all in support of the build option. Caltrans and all related stakeholders have worked diligently to find a option that would work with all considerations taken into place and that will help save many lives from suicide in our County. We would like to see the barrier be realized and we support efforts to that end. Time is of the essence as we continue to loose to many people to suicide on the bridge. In addition, updated research still supports this being the best method to help reduce suicides and in addition for us locally it will help to decrease the amount of closures to the Bridge that disrupts in many unnecessary ways. Per the National Suicide Prevention Lifeline White Paper: Suicide Prevention Bridges: The National Suicide Prevention Lifeline Position. "Based on the current state of the research, physical barriers remain the most effective means of preventing suicides on bridges. Further, there is evidence that "method substitution" for barriers on bridges is less significant than its overall impact on suicide prevention at both the bridge site and in the surrounding communities. In consulting with bridge or transportation authorities, it is therefore suggested that the Lifeline and its network of crisis centers continue to recommend bridge barrier installation as the most effective bridge suicide prevention approach. In order to promote awareness of resources for help, it is further suggested that Lifeline and its network centers recommend that bridge or transportation authorities support the dissemination of public education materials, signage or other

16-1

16-2

16-3

16-4

16-5

16-6

information about hotlines or other local suicide prevention assistance, as appropriate. However, the latter recommendation is best seen as a supplement to a barrier, as it alone is unlikely to significantly reduce bridge suicides. Above all, it should be made clear to inquiring authorities: barriers are the most effective means of preventing suicides on bridges." Full paper <https://suicidepreventionlifeline.org/wp-content/uploads/2017/04/Suicide-Bridges-National-Suicide-Prevention-Lifeline-Position-2017-FINAL.pdf> As we understand that this process is lengthy and thorough we ask that you consider including additional project components such as functional cameras that alert fire & rescue to help prevent people from jumping from the bridge and in turns will help save lives while the barrier is completed, or perhaps other measures to prevent pedestrians jumping from the Bridge in the interim as the timeline is estimated to be completed by 2029-2030 unless funding is found sooner. We truly appreciate all the time, effort and attention to this very important manner and look forward to continuing these efforts until they come to fruition and completion. Thank you again for all you do!

16-6
Cont.

16-7

16-8

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COMMENT ID 16

Yeni Palomino; San Diego County Suicide Prevention Council

Comment 16-1

The San Diego County Suicide Prevention Council and its over 70+ active members representing various sectors and stakeholders all working towards suicide prevention and eliminating stigma in mental health are all in support of the build option.

Response to Comment 16-1

Caltrans acknowledges the San Diego County Suicide Prevention Council's support of the suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). Caltrans has involved the Council in early and continuing coordination to identify, address, and resolve project-related issues. Caltrans appreciates the Council's involvement in the development of this project and will continue to involve stakeholders as the project moves forward.

Comment 16-2

Caltrans and all related stakeholders have worked diligently to find a option that would work with all considerations taken into place and that will help save many lives from suicide in our County.

Response to Comment 16-2

The refinement of the vertical net was carefully vetted by Caltrans with input from stakeholders and based on multiple factors including efficacy of the deterrent, ability to maintain the Bridge, aesthetic value, least amount of impact to the historic integrity of the Bridge, safety of emergency responders, structural integrity, and others.

Comment 16-3

We would like to see the barrier be realized and we support efforts to that end. Time is of the essence as we continue to loose to many people to suicide on the bridge.

Response to Comment 16-3

The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

Comment 16-4

In addition, updated research still supports this being the best method to help reduce suicides

Response to Comment 16-4

The comment refers to research related to deterrents and related decreases in suicide rates. Means safety is an important part of a comprehensive approach to suicide prevention. Lethal means restriction—or reducing someone's access to the lethal methods by which to die by

suicide—is one of the best supported methods of reducing suicides. California’s Strategic Plan for Suicide Prevention highlights means safety as one of the key aims for 2020 to 2025 (MHSOAC 2020). The vertical net would be consistent with this key aim and satisfy the project purpose and need as identified in Section 1.2 of the MND.

Comment 16-5

and in addition for us locally it will help to decrease the amount of closures to the Bridge that disrupts in many unnecessary ways.

Response to Comment 16-5

The project is anticipated to reduce closures of the Bridge due to suicides and suicide attempts as outlined in the MND in Section 2.1.17, Transportation.

Comment 16-6

Per the National Suicide Prevention Lifeline White Paper: Suicide Prevention Bridges: The National Suicide Prevention Lifeline Position. "Based on the current state of the research, physical barriers remain the most effective means of preventing suicides on bridges. Further, there is evidence that “method substitution” for barriers on bridges is less significant than its overall impact on suicide prevention at both the bridge site and in the surrounding communities. In consulting with bridge or transportation authorities, it is therefore suggested that the Lifeline and its network of crisis centers continue to recommend bridge barrier installation as the most effective bridge suicide prevention approach. In order to promote awareness of resources for help, it is further suggested that Lifeline and its network centers recommend that bridge or transportation authorities support the dissemination of public education materials, signage or other information about hotlines or other local suicide prevention assistance, as appropriate. However, the latter recommendation is best seen as a supplement to a barrier, as it alone is unlikely to significantly reduce bridge suicides. Above all, it should be made clear to inquiring authorities: barriers are the most effective means of preventing suicides on bridges." Full paper <https://suicidepreventionlifeline.org/wp-content/uploads/2017/04/Suicide-Bridges-National-Suicide-Prevention-Lifeline-Position-2017-FINAL.pdf>

Response to Comment 16-6

Caltrans acknowledges the study referenced in the comment identifies physical barriers as the most effective means of deterring suicides on bridges. Numerous international research studies have shown that reducing access to lethal means can reduce suicides overall, in addition to the study referenced by the commentor (Means Matter 2022). The project may also include signage along the Bridge, as appropriate, to supplement the deterrent, as described in Section 1.5.1 of the MND.

Comment 16-7

As we understand that this process is lengthy and thorough we ask that you consider including additional project components such as functional cameras that alert fire & rescue to help prevent people from jumping from the bridge and in turns will help save lives while the barrier is completed, or perhaps other measures to prevent pedestrians jumping from the Bridge in the interim as the timeline is estimated to be completed by 2029-230 unless funding is found sooner.

Response to Comment 16-7

Installing new closed-circuit television cameras that would help the Caltrans Transportation Management Center and the California Highway Patrol identify traffic congestion and backups on the Bridge, monitor and respond to potential incidents on the Bridge, and provide more complete video coverage of the Bridge and surrounding areas, is proposed as part of the project, as described in Section 1.4. Installation of these elements in advance of the overall project is not feasible. Currently, cameras located on the Bridge that are controlled locally can be used to monitor some areas of the Bridge and metal spikes have been installed as an interim measure.

Comment 16-8

We truly appreciate all the time, effort and attention to this very important manner and look forward to continuing these efforts until they come to fruition and completion.

Response to Comment 16-8

The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 17

Boyce, San@DOT

From: AHayes SOHO <ahayes.sohosandiego@gmail.com>
Sent: Tuesday, March 1, 2022 11:09 AM
To: D11 CoronadoBridge ED@DOT; Voss, Matthew R@DOT
Cc: Bruce Coons; Marlena Krcelich; Wayne Donaldson
Subject: San Diego – Coronado Bay Bridge Physical Suicide Deterrent Project, SOHO comments
Attachments: SD-Coronado Bridge Suicide Deterrent project, IS_MND - SOHO comments.pdf

EXTERNAL EMAIL. Links/attachments may not be safe.

Mr. Voss,

Please see the attached comment letter regarding the San Diego – Coronado Bay Bridge Suicide Deterrent Project, Project Number 11-43063/1119000044 and SCH 2020060290.

Thank you,

Amie Hayes
Senior Historic Resources Specialist
Save Our Heritage Organisation (SOHO)
3525 Seventh Avenue
San Diego, CA 92103
Office: (619) 297-9327

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Save Our Heritage Organisation
Protecting San Diego's architectural and cultural heritage since 1969

Tuesday, March 1, 2021

Matthew Voss, Senior Environmental Planner
Caltrans District 11 Environmental
4050 Taylor Street, MS 242
San Diego, CA 92110

Re: San Diego-Coronado Bridge Suicide Deterrent Project, Initial Study with Proposed Mitigated Negative Declaration (Project Number: 11-43063/1119000044, SCH: 2020060290) – SOHO comments

Mr. Voss,

Save Our Heritage Organisation (SOHO) has reviewed the Initial Study and Mitigated Negative Declaration prepared by Caltrans for the San Diego-Coronado Bridge Suicide Deterrent Project. We understand the study determined that the proposed action will not have a significant effect on the environment. However, SOHO disagrees with this determination and instead finds that the San Diego-Coronado Bridge Suicide Deterrent Project will have a significant adverse effect on the environment due to the proposed solution for a vertical net with intermittent poles. This is a substantial visual impact of the view from the bridge due to the mesh netting and poles. SOHO finds that due to this impact, an Environmental Impact Report must be prepared.

17-1

17-2

Although a horizontal net (referred to as Alternative 3) was studied and eliminated due to various factors including emergency response, national security, maintenance and easements, SOHO finds this solution should be more thoroughly vetted before it is eliminated. As the suicide deterrent solution for the Golden Gate bridge in San Francisco, many of these same issues were brought to light and worked through successfully. For example, the maintenance evaluation should include an explanation of time and cost to understand the specific problems prompted by this solution. As indicated by the Golden Gate bridge, the horizontal netting appears to be a deterrent since there were only 21 attempts in 2021 and all survived. Also, Homeland Security identifies a horizontal net could be a new national security concern, but it is unclear how the net could be accessed from below. These questions and others still require examination before a horizontal net solution is eliminated.

17-3

SOHO finds the proposed action for a vertical net with intermittent poles requires an Environmental Impact Report (EIR) be prepared due to the adverse visual impact of the view from the bridge. Other alternatives including a horizontal net should be fully vetted and included with an EIR.

17-4

17-5

Thank you for the opportunity to comment,

Bruce Coons
Executive Director

Amie Hayes
Senior Historic Resources Specialist

COMMENT ID 17

Bruce Coons; Amie Hayes; Save Our Heritage Organisation

Comment 17-1

Save Our Heritage Organisation (SOHO) has reviewed the Initial Study and Mitigated Negative Declaration prepared by Caltrans for the San Diego-Coronado Bridge Suicide Deterrent Project. We understand the study determined that the proposed action will not have a significant effect on the environment. However, SOHO disagrees with this determination and instead finds that the San Diego-Coronado Bridge Suicide Deterrent Project will have a significant adverse effect on the environment due to the proposed solution for a vertical net with intermittent poles.

Response to Comment 17-1

The comment does not provide reasons or evidence of significant adverse effect on the environment nor does it outline faults in the analysis provided in the MND.

Comment 17-2

This is a substantial visual impact of the view from the bridge due to the mesh netting and poles. SOHO finds that due to this impact, an Environmental Impact Report must be prepared.

Response to Comment 17-2

The comment does not provide evidence to substantiate a significant visual impact that would necessitate the preparation of Environmental Impact Report (EIR). Based on the analysis completed as part of the Visual Impact Assessment (January 2022), the MND concluded that a less than significant visual impact would result from the project, as described in Section 2.1.1; thus, an EIR is not necessary per CEQA.

Comment 17-3

Although a horizontal net (referred to as Alternative 3) was studied and eliminated due to various factors including emergency response, national security, maintenance and easements, SOHO finds this solution should be more thoroughly vetted before it is eliminated. As the suicide deterrent solution for the Golden Gate bridge in San Francisco, many of these same issues were brought to light and worked through successfully. For example, the maintenance evaluation should include an explanation of time and cost to understand the specific problems prompted by this solution. As indicated by the Golden Gate bridge, the horizontal netting appears to be a deterrent since there were only 21 attempts in 2021 and all survived. Also, Homeland Security identifies a horizontal net could be a new national security concern, but it is unclear how the net could be accessed from below. These questions and others still require examination before a horizontal net solution is eliminated.

Response to Comment 17-3

Caltrans has performed due diligence and extensive analysis in the consideration of a horizontal net option. Due to a multitude of factors, including those listed in the comment and fully detailed in Section 1.7 of the MND, the horizontal net was eliminated from further consideration. During the Project Initiation Phase and the Project Development Phase, Caltrans researched and

analyzed whether a horizontal net system similar to the Safety Net being installed on the Golden Gate Bridge in San Francisco, California, could be installed on the San Diego-Coronado Bay Bridge as well as deterrent options implemented on bridges throughout the world. Due to the differences in bridge structure and design, it was determined that a horizontal net system was not appropriate for the San Diego-Coronado Bridge.

Caltrans completed extensive evaluation of the maintenance considerations of implementing a horizontal net deterrent. Various internal Caltrans functional groups and staff with hands-on experience of the San Diego-Coronado Bridge and the Golden Gate Bridge maintenance and operations were consulted and involved in the development process. Various methods were evaluated but solutions for the maintenance and operation concerns could not be identified. These include maintenance of pier legs and tower caps and bridge painting. Maintenance of the pier legs and tower caps is an ongoing activity due to exposure to the corrosive marine environment, including contact with salt water. Currently, an Under Bridge Inspection Truck (UBIT) is used for these maintenance activities. The UBIT's reach is 60 to 70 feet down the pier legs. Installation of a horizontal net would prevent a UBIT from accessing the pier legs. Without the UBIT as an option, future maintenance would most likely require regular construction and deconstruction of temporary pier leg scaffolding systems, which are typically secured by drilling into the concrete piers for secure connections. This drilling creates openings in the concrete surface allowing water to enter and has, in the past, resulted in further ongoing bridge maintenance requirements. If a horizontal net is installed, future maintenance of the pier legs and caps may require additional maintenance and operational costs of an extraordinary magnitude because a new system of temporary scaffolding may need to be designed and tested and would need to be repeatedly installed and uninstalled. Like pier leg and tower cap activities, bridge painting is another critical and ongoing maintenance operation that provides the steel structural sections protection from the corrosive marine environment. For painting operations, crane trucks are used to lower materials over the side of the bridge and then onto the maintenance platform. Because the horizontal net would directly obstruct the path of the crane load, it would not be possible to lower or lift materials to and from the maintenance platform. Currently, no alternative means or methods have been identified that would allow for future bridge painting operations if a horizontal net was installed. The inability to paint the steel structural sections would obviously cause permanent and irreparable harm to the Bridge. The Bridge Maintenance subsection under Horizontal Net in Section 1.7 of the MND has been expanded with more details.

Homeland Security concerns with a horizontal net involve the access such a net could provide for a person attempting to access the substructure of the San Diego-Coronado Bay Bridge. Only authorized personnel with security clearance are allowed within the bridge structure. Currently, opportunities for a person to climb from the bridge deck into the bridge superstructure are extremely limited. A horizontal net could cause an increased risk due to new access to the underside of the bridge structure via the net, the net support structures, and other components of a horizontal deterrent system. At certain locations, these new features would create more access connections between the top of the bridge deck to the bottom and inside of the bridge structure. With the new connections, a person on the bridge deck could more easily maneuver around the bridge girder walls to access the bottom and inside of the bridge structure. Because the Bridge is one continuous structure, a person inside the Bridge would have access to all parts of the Bridge and would have unrestricted ability to tamper with or damage the bridge structure. The National Homeland Security subsection under Horizontal Net in Section 1.7 of the MND has been expanded with more details.

Comment 17-4

SOHO finds the proposed action for a vertical net with intermittent poles requires an Environmental Impact Report (EIR) be prepared due to the adverse visual impact of the view from the bridge.

Response to Comment 17-4

The MND concluded that a less than significant visual impact would result from the project; thus, an EIR is not necessary per CEQA. The comment does not provide expert opinion or other substantive materials that would support the conclusion of adverse visual impact of the view from the Bridge and need to prepare an EIR. The conclusion in the MND that the project would result in a less than significant impact on the historical resource was based on thorough analysis of the bridge's character-defining features, including viewsheds from the San Diego-Coronado Bay Bridge. The vertical net option presented as the project in the MND also minimizes potential environmental effects and meets the Secretary of the Interior's Standards for Rehabilitation, and would therefore not have an adverse effect on historic resources and their character defining features including the viewshed. Due to the absence of substantial evidence supporting the potential that the visual impact of the view from the Bridge might be significant, the conclusion of the MND stands unchallenged.

Comment 17-5

Other alternatives including a horizontal net should be fully vetted and included with an EIR.

Response to Comment 17-5

Potential alternatives, including a horizontal net deterrent alternative, were considered and eliminated for various reasons as detailed in Section 1.7 of the MND. The comment does not propose other potential alternatives. Because there are no significant impacts from the project, an EIR is not required.

COMMENT ID 18

Boyce, San@DOT

From: Debbie Cushman <deborahcushman@yahoo.com>
Sent: Monday, January 31, 2022 10:44 AM
To: D11 CoronadoBridge ED@DOT
Subject: Visual

EXTERNAL EMAIL. Links/attachments may not be safe.

Why is there no architectural rendering on the website to reflect what physical deterrent is being proposed, so the community can see how it affects the aesthetic of the bridge? Please send me any renderings you have and the verbiage that describes the deterrent. Thank you

18-1

Sent from my iPhone

COMMENT ID 18

Debbie Cushman

Comment 18-1

Why is there no architectural rendering on the website to reflect what physical deterrent is being proposed, so the community can see how it affects the aesthetics of the bridge? Please send me any renderings you have and the verbiage that describes the deterrent.

Response to Comment 18-1

Multiple visual simulations of the project were included in the Draft Environmental Document provided on the Caltrans website during the public review period. The six visual simulations are representative of views from motorists on the San Diego-Coronado Bay Bridge (Bridge) as well as key vantage points of the Bridge from surrounding areas. The visual simulations are included in the MND as Figures 1-4 through 1-9. Additionally, Figures 2-1 through 2-5 show a comparison of the before and after simulations. Textual description of the project is detailed in Section 1.5.1 of the MND and through the visual assessment provided in Section 2.1.1, Aesthetics.

COMMENT ID 19

Boyce, San@DOT

From: Patricia Rauber <patrauber@gmail.com>
Sent: Tuesday, February 1, 2022 12:58 PM
To: D11 CoronadoBridge ED@DOT
Subject: Coronado Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

As a resident of Coronado, I pray that the bridge will have some sort of suicide barrier installed ASAP! This has been allowed to be a problem for way too many years and lost lives. Thank You.

Pat Rauber

19-1

COMMENT ID 19

Patricia Rauber

Comment 19-1

As a resident of Coronado, I pray that the bridge will have some sort of suicide barrier installed ASAP! This has been allowed to be a problem for way too many years and lost lives.

Response to Comment 19-1

Caltrans acknowledges the commentor's support of a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 20

Boyce, San@DOT

From: Lara Savic <larakerissavic@gmail.com>
Sent: Tuesday, February 1, 2022 4:29 PM
To: D11 CoronadoBridge ED@DOT
Subject: Support for suicide prevention on the Coronado Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

To whom it may concern,

My family and I have been Coronado residents since 2015. Both my husband and myself have personally witnessed jumpers (2 separate instances). Horrific and tragic, these events deeply affected us and have caused me PTSD and panic attacks when driving over the bridge.

Separately, an acquaintance of mine took his life by jumping off the bridge last September. He was an amazingly accomplished young man who had completed many marathons, had a great career and was happily married. A combination of insomnia and new medication likely caused this impulse in him to jump and it ended his life.

Suicide barriers are long overdue.

20-1

20-2

COMMENT ID 20

Lara Savic

Comment 20-1

My family and I have been Coronado residents since 2015. Both my husband and myself have personally witnessed jumpers (2 separate instances). Horrific and tragic, these events deeply affected us and have caused me PTSD and panic attacks when driving over the bridge.

Separately, an acquaintance of mine took his life by jumping off the bridge last September. He was an amazingly accomplished young man who had completed many marathons, had a great career and was happily married. A combination of insomnia and new medication likely caused this impulse in him to jump and it ended his life.

Response to Comment 20-1

Caltrans extends its sympathy for your loss of a loved one to suicide. Caltrans realizes that suicide affects not just one person but also those around them, including families, friends, and communities. The following contact information is provided for the survivors of suicide loss who would like to talk to someone or need support: visit Survivors of Suicide Loss San Diego online at <https://www.soslsd.org>; email michele@SOSLsd.org; or call 619-482-0297.

Comment 20-2

Suicide barriers are long overdue.

Response to Comment 20-2

Caltrans acknowledges the commentor's support of a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 21

Boyce, San@DOT

From: Ana Carolina Carrasco <anacarji@hotmail.com>
Sent: Tuesday, February 1, 2022 5:36 PM
To: D11 CoronadoBridge ED@DOT
Subject: bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

To whom it may concern, I beg that you consider setting up a plan to build the suicide barrier. The amount of people that we loose a month is just so sad, we use tax payer money for posters, flowers, flags, you name it... we need to protect those that are hopeless. It is such a sad situation in such a happy place... it breaks my heart. My family and I support the barrier 100%.

21-1

Ana Carrasco

COMMENT ID 21

Ana Carolina Carrasco

Comment 21-1

I beg that you consider setting up a plan to build the suicide barrier. The amount of people that we loose a month is just so sad, we use tax payer money for posters, flowers, flags, you name it... we need to protect those that are hopeless. It is such a sad situation in such a happy place... it breaks my heart. My family and I support the barrier 100%.

Response to Comment 21-1

Caltrans acknowledges the commentor's support of the suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 22

Boyce, San@DOT

From: Raquel Huerta <reply-to+ca9155ae9294@crm.wix.com>
Sent: Wednesday, February 2, 2022 11:19 AM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

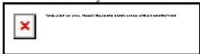
Raquel Huerta just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:
First Name: Raquel
Last Name: Huerta
Company or Agency : -
Address :
Email: raquel.huerta@rocketmail.com
Phone:
Type your comment here...: We've needed this for a long time now. As
someone who lost their father to suicide, I don't want anyone to ever
experience this type of loss.

22-1

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COMMENT ID 22

Raquel Huerta

Comment 22-1

We've needed this for a long time now. As someone who lost their father to suicide, I don't want anyone to ever experience this type of loss.

Response to Comment 22-1

Caltrans extends its sympathy for the loss of your father to suicide and the impact on your family. The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the San Diego-Coronado Bay Bridge (Bridge) due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge. The following contact information is provided for the survivors of suicide loss who would like to talk to someone or need support: visit Survivors of Suicide Loss San Diego online at <https://www.soslsd.org>; email michele@SOSLsd.org; or call 619-482-0297. Caltrans acknowledges the commentor's support of a suicide deterrent on the Bridge.

COMMENT ID 23

Boyce, San@DOT

From: Bonnie Conte <bonnieconte@gmail.com>
Sent: Wednesday, February 2, 2022 11:46 AM
To: D11 CoronadoBridge ED@DOT
Subject: Coronado Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

Born and raised in Coronado, although now living in Orange County but spend part of our time still in Coronado with family.

I am in support of the bridge project as it is proposed and feel additional delays will only result in additional unnecessary deaths. 23-1

There have already been too many and I personally know families who have been affected by losses to the bridge and it's heartbreaking. Studies show where deterrents have been installed there has been a drop in suicide rates and I truly believe some sort of barrier will greatly help 🙏🙏🙏 23-2
23-3

I'm very hopeful this project can move forward as soon as possible.

Thank you,
Bonnie Conte



Thank you,
Bonnie Conte
619-313-3819
<https://soldbybonnie.kw.com/>

COMMENT ID 23

Bonnie Conte

Comment 23-1

I am in support of the bridge project as it is proposed and feel additional delays will only result in additional unnecessary deaths.

Response to Comment 23-1

Caltrans acknowledges the commentor's support of the suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

Comment 23-2

There have already been too many and I personally know families who have been affected by losses to the bridge and it's heartbreaking.

Response to Comment 23-2

Caltrans extends its sympathy to those who have lost a loved one to suicide. Suicide affects not just one person but also those around them, including families, friends, and communities. The following contact information is provided for the survivors of suicide loss who would like to talk to someone or need support: visit Survivors of Suicide Loss San Diego online at <https://www.soslsd.org>; email michele@SOSLsd.org; or call 619-482-0297.

Comment 23-3

Studies show where deterrents have been installed there has been a drop in suicide rates and I truly believe some sort of barrier will greatly help

Response to Comment 23-3

Lethal means restriction—or reducing someone's access to the lethal methods by which to die by suicide—is one of the best supported methods of reducing suicides. Numerous international research studies have shown that reducing access to lethal means can reduce suicides overall, including the installation of physical suicide deterrents on bridge structures (Means Matter 2022). Additionally, California's Strategic Plan for Suicide Prevention highlights means safety as one of the key aims for 2020 to 2025 (MHSOAC 2020).

COMMENT ID 24

Boyce, San@DOT

From: P D <reply-to+743df512c43a@crm.wix.com>
Sent: Wednesday, February 2, 2022 2:28 PM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL: Links/attachments may not be safe.

P D just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: P
Last Name: D
Company or Agency : Citizen
Address : Coronado
Email: nothanks@nothanks.com
Phone: -

Type your comment here...: There are an endless supply of police vehicles parked at the Coronado side of the bridge - focused on "traffic" aka speeding ticket revenue generation or break taking. Why not instead put those city \$ resources toward "suicide watch" humans and station them on their feet on the top of the bridge. Surely the Navy would want to contribute \$ given how many of their own are the victims. If the Navy's budget is too overwhelmed with giant mega projects; implement a suicide prevention toll of \$1 on vehicles.

24-1

24-2

24-3

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



COMMENT ID 24

PD

Comment 24-1

There are an endless supply of police vehicles parked at the Coronado side of the bridge - focused on "traffic" aka speeding ticket revenue generation or break taking. Why not instead put those city \$ resources toward "suicide watch" humans and station them on their feet on the top of the bridge.

Response to Comment 24-1

Caltrans does not have jurisdiction over police activities or use of funding for specific activities. The placement of officers on the bridge deck would create safety hazards to those officers as the San Diego-Coronado Bay Bridge is not designed to safely accommodate pedestrian use next to vehicle lanes.

Comment 24-2

Surely the Navy would want to contribute \$ given how many of their own are the victims.

Response to Comment 24-2

Caltrans is pursuing funding for Design and Construction through various avenues. The project is among the state and local transportation priorities. Caltrans is also pursuing Federal Congressional Direct Spending and federal grant opportunities.

Comment 24-3

If the Navy's budget is too overwhelmed with giant mega projects; implement a suicide prevention toll of \$1 on vehicles.

Response to Comment 24-3

Caltrans does not have the authority to implement tolling. Tolling proposals need to demonstrate corridor performance improvements especially to those traveling by carpool, vanpool, and transit. The tolling plan should include support for the development and operation of high occupancy toll lanes or other toll facilities including exclusive or preferential lane facilities for public transit or freight. For these reasons, tolling is not probable with respect to this project. Caltrans is pursuing funding for Design and Construction through various avenues. The project is among the state and local transportation priorities. Caltrans is also pursuing Federal Congressional Direct Spending and federal grant opportunities.

COMMENT ID 25

Boyce, San@DOT

From: Jennifer Lewis <lewi573@usc.edu>
Sent: Wednesday, February 2, 2022 5:20 PM
To: D11 CoronadoBridge ED@DOT
Subject: Public comment

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear DOT,

The trauma that the countless suicides off the Coronado Bridge have caused our community is immeasurable. Please move forward with barriers as a form of public safety. Thank you.

25-1

Dr. Lewis

Announcing:

Organizing for Suicide Prevention: A Case Study at the Golden Gate Bridge

<https://titles.cognella.com/organizing-for-suicide-prevention-9781516538430>

Jennifer Lewis, Ph.D., LCSW
Clinical Associate Professor
University of Southern California
School of Social Work
669 W. 34th St.
Los Angeles, CA 90007

COMMENT ID 25

Jennifer Lewis

Comment 25-1

The trauma that the countless suicides off the Coronado Bridge have caused our community is immeasurable. Please move forward with barriers as a form of public safety.

Response to Comment 25-1

Caltrans extends its sympathy for those who have gone through these difficult experiences. Caltrans realizes that suicide affects entire communities and is a public health issue. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). Caltrans acknowledges the commentor's support of a suicide deterrent on the Bridge.

COMMENT ID 26

Boyce, San@DOT

From: Ana Casteran-Winkler <anacasteran@gmail.com>
Sent: Wednesday, February 2, 2022 5:39 PM
To: D11 CoronadoBridge ED@DOT
Subject: Barriers on the Coronado bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

To whom this may concern,

My name is Ana Casteran-Winkler, and I have been a Coronado resident for a year and a half. During my short time on the island I had the misfortune of witnessing a suicide at the bridge. It's a traumatic experience that has haunted and stayed with me ever since. Every time I cross that bridge I can't help but think about that poor (and young!) person who saw no other way out of their misery but to end it in the most harrowing of ways.

26-1

I urge the powers that be to please consider placing effective barriers on the bridge. Those bird spikes are a joke and everyone knows it.

26-2

Thank you,
Ana

COMMENT ID 26

Ana Casteran-Winkler

Comment 26-1

During my short time on the island I had the misfortune of witnessing a suicide at the bridge. It's a traumatic experience that has haunted and stayed with me ever since. Every time I cross that bridge I can't help but think about that poor (and young!) person who saw no other way out of their misery but to end it in the most harrowing of ways.

Response to Comment 26-1

Caltrans extends its sympathy to everyone who has been impacted by suicide. Suicide affects not just one person but also those around them, including families, friends, and communities. The following contact information is provided for the survivors of suicide loss who would like to talk to someone or need support: visit Survivors of Suicide Loss San Diego online at <https://www.soslsd.org>; email michele@SOSLsd.org; or call 619-482-0297.

Comment 26-2

I urge the powers that be to please consider placing effective barriers on the bridge. Those bird spikes are a joke and everyone knows it.

Response to Comment 26-2

Caltrans acknowledges the commentor's support of a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). The metal spikes currently on the Bridge were provided as an interim measure until a physical suicide deterrent could be installed.

COMMENT ID 27

Boyce, San@DOT

From: Bonnie Lewis <bonnie.painteddesert@gmail.com>
Sent: Wednesday, February 2, 2022 7:22 PM
To: D11 CoronadoBridge ED@DOT
Subject: coronado bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

as a resident of coronado I am hopeful that you will put barriers on the bridge for the safety of the public.
thank you
bonnie lewis

27-1

from bonnie's Iphone
602 826 2345
bonnie.painteddesert@gmail.com
[https://urldefense.com/v3/__http://www.BonnieRaeLewis.com__;!!LWi6xHDyrA!ryQPk1KAGGDbGjiKU0UdjLKvq5cjcydN7jRLPDROFOC7kL2Dt31UfRq9mEMLZbwp8mbPva9bx_gdw\\$](https://urldefense.com/v3/__http://www.BonnieRaeLewis.com__;!!LWi6xHDyrA!ryQPk1KAGGDbGjiKU0UdjLKvq5cjcydN7jRLPDROFOC7kL2Dt31UfRq9mEMLZbwp8mbPva9bx_gdw$)

COMMENT ID 27

Bonnie Lewis

Comment 27-1

as a resident of coronado I am hopeful that you will put barriers on the bridge for the safety of the public.

Response to Comment 27-1

Caltrans acknowledges the commentor's support of a suicide deterrent on the San Diego-Coronado Bay Bridge.

COMMENT ID 28

Boyce, San@DOT

From: Marla Worth <marlaworth123@gmail.com>
Sent: Wednesday, February 2, 2022 8:12 PM
To: D11 CoronadoBridge ED@DOT
Subject: Bridge project

EXTERNAL EMAIL. Links/attachments may not be safe.

I am in favor of something being done to help stop the suicides on the bridge. Countless lives lost. Please do something!! | 28-1
Marla Worth

COMMENT ID 28

Marla Worth

Comment 28-1

I am in favor of something being done to help stop the suicides on the bridge. Countless lives lost. Please do something

Response to Comment 28-1

Caltrans acknowledges the commentor's support of a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 29

Boyce, San@DOT

From: Robin Fitzgerald <robinsnestfarms@icloud.com>
Sent: Wednesday, February 2, 2022 8:38 PM
To: D11 CoronadoBridge ED@DOT
Subject: Coronado Bridge barrier

EXTERNAL EMAIL. Links/attachments may not be safe.

Please come up with a solution! My uncle entered his life on that bridge and growing up in Coronado I witnessed two people jumping. As a teenager I will never forget the look on the woman's face before she went over she just got out of her car and looked around for a second and right over!

29-1

I have seen empty cars on the bridge and always hope and pray that someone had car trouble but then only to get the word later that it was another jumper! Other beautiful bridges have deterrence. Please let's get to the bottom of something that will be helpful.

29-2

Thank you,

Robin Fitzgerald

Sent from my iPhone

COMMENT ID 29

Robin Fitzgerald

Comment 29-1

Please come up with a solution! My uncle entered his life on that bridge and growing up in Coronado I witnessed two people jumping. As a teenager I will never forget the look on the woman's face before she went over she just got out of her car and looked around for a second and right over!

I have seen empty cars on the bridge and always hope and pray that someone had car trouble but then only to get the word later that it was another jumper!

Response to Comment 29-1

Caltrans extends its sympathy for the loss of your uncle to suicide. Caltrans appreciates you sharing your uncle's story and memory. Suicide can have devastating impacts on family and friends and the goal of the vertical net is to reduce and deter further tragedies. Reaching out for support after suicide loss can be beneficial and the following contact information is provided for the survivors of suicide loss who would like to talk to someone or need support: visit Survivors of Suicide Loss San Diego online at <https://www.soslsd.org>; email michele@SOSLsd.org; or call 619-482-0297.

Comment 29-2

Other beautiful bridges have deterrence. Please let's get to the bottom of something that will be helpful.

Response to Comment 29-2

The MND assessed the visual impact of the project, and concluded that the project would not substantially damage scenic resources (Section 2.1.1). The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the San Diego-Coronado Bay Bridge (Bridge) due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 30

Boyce, San@DOT

From: Richard Shaughnessy <rick@coronadopacific.com>
Sent: Thursday, February 3, 2022 9:40 AM
To: D11 CoronadoBridge ED@DOT
Subject: Suicide prevention

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear California Department of Transportation,

The San Diego-Coronado Bay Bridge should represent the linking of Southern California communities in friendship and collaboration. Instead, it stands as a symbol despair.

Suicides from jumping off this span are preventable. It is an affront to dignity that we do not do everything in our power to stop them.

Just yesterday morning, a CalTrans truck came to a dead stop just ahead of me on the bridge behind an abandoned car in the westbound lane. I veered around the two vehicles as a bridge worker rushed from the truck to peer over the side from which the car's driver had just plummeted. I felt hollowed out, empty from the experience. Again.

30-1

After 24 years of living on Coronado, I haven't gotten used to this horrible feeling. Please fix this.

30-2

Sincerely,

Richard Shaughnessy
Coronado, California
m 619.508.8278

COMMENT ID 30

Richard Shaughnessy

Comment 30-1

Suicides from jumping off this span are preventable. It is an affront to dignity that we do not do everything in our power to stop them.

Just yesterday morning, a CalTrans truck came to a dead stop just ahead of me on the bridge behind an abandoned car in the westbound lane. I veered around the two vehicles as a bridge worker rushed from the truck to peer over the side from which the car's driver had just plummeted. I felt hollowed out, empty from the experience. Again.

Response to Comment 30-1

Caltrans extends its sympathy to you in dealing with these tragic experiences. Caltrans realizes that suicide affects not just one person but also families, friends, and communities, as well as first responders and Caltrans' personnel on the San Diego-Coronado Bay Bridge (Bridge). The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and installing a vertical net as a suicide deterrent on the Bridge. The following contact information is provided for the survivors of suicide loss who would like to talk to someone or need support: visit Survivors of Suicide Loss San Diego online at <https://www.soslsd.org>; email michele@SOSLsd.org; or call 619-482-0297.

Comment 30-2

After 24 years of living on Coronado, I haven't gotten used to this horrible feeling. Please fix this.

Response to Comment 30-2

Caltrans acknowledges the commentor's support of a suicide deterrent on the Bridge. The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 31

Boyce, San@DOT

From: Shabana nessen Nessen <reply-to+7a47cdde7143@crm.wix.com>
Sent: Thursday, February 3, 2022 8:14 PM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Shabana nessen Nessen just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

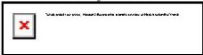
First Name: Shabana nessen
Last Name: Nessen
Company or Agency : -
Address : Coronado
Email: snessen050@gmail.com
Phone:

Type your comment here...: I think, on the bridge it should have walking path for public,so more people will make suicidal ideation people uncomfortable, local people will help if any event happening like this, and it will help local police department to soon as possible. Thank you

31-1

If you think this submission is spam, [report it as spam](#).

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COMMENT ID 31

Shabana Nessen

Comment 31-1

I think, on the bridge it should have walking path for public, so more people will make suicidal ideation people uncomfortable, local people will help if any event happening like this, and it will help local police department to soon as possible.

Response to Comment 31-1

The San Diego-Coronado Bay Bridge (Bridge) is not designed to a width to accommodate pedestrian walkways next to the lanes of traffic. The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Widening of the Bridge to accommodate pedestrian walkways would conflict with the project's purpose.

COMMENT ID 32

2/3/2022

To Whom It May Concern,

There's not a day I drive over the San Diego Bay bridge thinking of the many lives lost here. We personally saw it to many times, when a sad person walked up the bridge, stood on the ledge and it's not a pretty sight. My heart aches for them. My kids don't need to see it! We need a barrier! The birdspikes aren't enough! We need something now! Please do something to save these lives! Please make deterrents happen as soon as possible.

32-1

32-2

Thank you!

Olivia + Chris
Theep

COMMENT ID 32

Olivia & Chris Theep

Comment 32-1

There's not a day I drive over the San Diego Bay bridge thinking of the many lives lost here. We personally saw it to many times, when a sad person walked up to the bridge, stood on the ledge and it's not a pretty sight. My heart aches for them. My kids don't need to see it!

Response to Comment 32-1

Caltrans realizes that suicide affects not just one person but also those around them, including families, friends, and communities. Caltrans extends its sympathies to many lives impacted by suicide and hope that those currently struggling will find the support they need. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). The following contact information is provided for the survivors of suicide loss who would like to talk to someone or need support: visit Survivors of Suicide Loss San Diego online at <https://www.soslsd.org>; email michele@SOSLsd.org; or call 619-482-0297.

Comment 32-2

We need a barrier! The birdspikes aren't enough! We need something now! Please do something to save these lives! Please make deterrents happen as soon as possible.

Response to Comment 32-2

Caltrans acknowledges the commentor's support of the suicide deterrent on the Bridge. The metal spikes currently on the Bridge were provided as an interim measure until a physical suicide deterrent could be installed. The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 33

Boyce, San@DOT

From: Annalisa Enrile <annalisaenrile@icloud.com>
Sent: Friday, February 4, 2022 9:05 AM
To: D11 CoronadoBridge ED@DOT
Subject: Bridge barriers

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello-

I am writing to support the use of barriers on the Coronado Bridge for public safety.

33-1

Thank you-
Annalisa

Annalisa Enrile, Ph.D.
Clinical Professor
USC Suzanne Dworak-Peck School of
Social Work
619.316.0920 (mobile)

COMMENT ID 33

Annalisa Enrile

Comment 33-1

I am writing to support the use of barriers on the Coronado Bridge for public safety.

Response to Comment 33-1

Caltrans acknowledges the commentor's support of the suicide deterrent on the San Diego-Coronado Bay Bridge.

COMMENT ID 34

Boyce, San@DOT

From: Allyson Heyen <allysonhicks@hotmail.com>
Sent: Friday, February 4, 2022 7:21 PM
To: D11 CoronadoBridge ED@DOT
Subject: Coronado Bay Bridge safety

EXTERNAL EMAIL. Links/attachments may not be safe.

To Whom It May Concern,

As a resident of Coronado, California, I am writing to vehemently express my support for safety nets or similar safety protocols to be put in place on the Coronado Bay Bridge. The bridge is the sight of countless suicide attempts and successful suicides; this is not only damaging to countless families and loved ones, but to concerned citizens and innocent bystanders as well. Installing safety nets on the bridge is a natural and logical step to help prevent further loss of life on the bridge. Please hear our requests and move forward on this project.

34-1

Sincerely,

Allyson Heyen
Coronado, CA

Sent from my iPhone

COMMENT ID 34

Allyson Heyen

Comment 34-1

As a resident of Coronado, California, I am writing to vehemently express my support for safety nets or similar safety protocols to be put in place on the Coronado Bay Bridge. The bridge is the sight of countless suicide attempts and successful suicides; this is not only damaging to countless families and loved ones, but to concerned citizens and innocent bystanders as well. Installing safety nets on the bridge is a natural and logical step to help prevent further loss of life on the bridge. Please hear our requests and move forward on this project.

Response to Comment 34-1

Caltrans realizes that suicide affects not just one person but also those around them, including families, friends, and communities. The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the San Diego-Coronado Bay Bridge (Bridge) due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge. Caltrans acknowledges the commentor's support of a suicide deterrent on the Bridge.

COMMENT ID 35

Boyce, San@DOT

From: Andrew Root <reply-to+29aaa3e6e527@crm.wix.com>
Sent: Friday, February 4, 2022 9:54 PM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Andrew Root just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

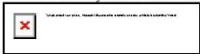
First Name: Andrew
Last Name: Root
Company or Agency : -
Address :
Email: andrew.b.root@gmail.com
Phone:

Type your comment here...: This is one of the most beautiful bridges, the views from the top are absolutely stunning, adding a fence would totally ruin the view. It is absolutely not incumbent upon our officials to solve this problem. Let's not waste money and ruin the view for everyone by putting up these ugly barriers.

35-1

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COMMENT ID 35

Andrew Root

Comment 35-1

This is one of the most beautiful bridges, the views from the top are absolutely stunning, adding a fence would totally ruin the view. It is absolutely not incumbent upon our officials to solve this problem. Let's not waste money and ruin the view for everyone by putting up these ugly barriers.

Response to Comment 35-1

The MND assessed the visual impact of the project, which would have a netting with a minimum transparency of 85 percent, as discussed in Section 1.5.1. The document concluded that the project would not substantially damage scenic resources and the impact would be less than significant (Section 2.1.1).

COMMENT ID 36

Boyce, San@DOT

From: Sharon Dormani <reply-to+48cb07aab9ac@crm.wix.com>
Sent: Saturday, February 5, 2022 7:27 AM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Sharon Dormani just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Sharon
Last Name: Dormani
Company or Agency : -
Address :
Email: sd_mom@yahoo.com
Phone:

Type your comment here...: It is an unnecessary and extraordinary cost to outfit a bet on the Coronado bridge to stop people from using it to jump to their death. Please use public funds to fill pot holes, retrofit bridges, expand highways rather than prevent 400 suicides in total since built. That's ridiculous!!

36-1

If you think this submission is spam, [report it as spam](#).

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COMMENT ID 36

Sharon Dormani

Comment 36-1

It is an unnecessary and extraordinary cost to outfit a bet on the Coronado bridge to stop people from using it to jump to their death. Please use public funds to fill pot holes, retrofit bridges, expand highways rather than prevent 400 suicides in total since built. That's ridiculous!!

Response to Comment 36-1

The San Diego-Coronado Bay Bridge is the second most highly used bridge for suicides in the United States and has the highest concentration of fatalities for a spot location on the state highway system in Caltrans' District 11. Lethal means restriction—or reducing someone's access to the lethal methods by which to die by suicide—is one of the best supported methods of reducing suicides. Numerous international research studies have shown that reducing access to lethal means can reduce suicides overall (Means Matter 2022). Additionally, California's Strategic Plan for Suicide Prevention highlights means safety as one of the key aims for 2020 to 2025 (MHSOAC 2020). The vertical net would be consistent with this key aim and satisfy the project purpose and need as identified in Section 1.2 of the MND.

COMMENT ID 37

Boyce, San@DOT

From: Lori Fremo <Liora144@outlook.com>
Sent: Saturday, February 5, 2022 8:24 AM
To: D11 CoronadoBridge ED@DOT
Subject: Don't ruin the bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

My neighbor and dear friend jumped off the Coronado Bridge in 2016. Heartbreaking for me. | 37-1
But don't punish the rest of us. They will find a way somewhere else Stop and leave the bridge alone It be will not deter | 37-2
suicides

COMMENT ID 37

Lori Fremo

Comment 37-1

My neighbor and dear friend jumped off the Coronado Bridge in 2016. Heartbreaking for me.

Response to Comment 37-1

Caltrans extends its sympathy for the loss of your friend to suicide. Through efforts to install a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge), the goal is to reduce and deter further tragedies. The following contact information is provided for the survivors of suicide loss who would like to talk to someone or need support: visit Survivors of Suicide Loss San Diego online at <https://www.soslsd.org>; email michelle@SOSLsd.org; or call 619-482-0297.

Comment 37-2

But don't punish the rest of us. They will find a way somewhere else Stop and leave the bridge alone It be will not deter suicides

Response to Comment 37-2

Means safety is an important part of a comprehensive approach to suicide prevention. Numerous international research studies have shown that reducing access to lethal means can reduce suicides overall. Studies show “over 90 percent of people who were interrupted in a suicide attempt will not go on to die by suicide at another location or by other methods” (MH SOAC 2020). Lethal means restriction—or reducing someone’s access to the lethal methods by which to die by suicide—is one of the best supported methods of reducing suicides (Means Matter 2022). Additionally, California’s Strategic Plan for Suicide Prevention highlights means safety as one of the key aims for 2020 to 2025 (MH SOAC 2020). The project would be consistent with this key aim and satisfy the project purpose and need as defined in Section 1.2 of the MND. Caltrans acknowledges the commentor’s opposition to a suicide deterrent on the Bridge.

COMMENT ID 38

Boyce, San@DOT

From: Kathleen Prout <reply-to+24056fd1c76a@crm.wix.com>
Sent: Saturday, February 5, 2022 9:50 AM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Kathleen Prout just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Kathleen
Last Name: Prout
Company or Agency : -
Address :
Email: kmprou@aol.com
Phone:

Type your comment here...: I am in favor of the vertical bridge barrier for suicide prevention on the Coronado Bridge. There are too many suicide attempts and successes. I have been a resident of Coronado for over 26 years. Suicides are terrible and just too easy to accomplish on this beautiful bridge. When someone tries to commit suicide it results in major traffic back ups and disruption to residents and commuters who need to access the bridge. It is also very difficult for ambulances to get over the bridge quickly in an emergency due to the backed up traffic and no room to pass through. Please do this soon. Prevent suicides and also protect our community. Sincerely Kathleen Prout

| 38-1

| 38-2

| 38-3

| 38-4

| 38-5

If you think this submission is spam, [report it as spam](#).

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COMMENT ID 38

Kathleen Prout

Comment 38-1

I am in favor of the vertical bridge barrier for suicide prevention on the Coronado Bridge.

Response to Comment 38-1

Caltrans acknowledges the commentor's support of the suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge).

Comment 38-2

There are too many suicide attempts and successes. I have been a resident of Coronado for over 26 years. Suicides are terrible and just too easy to accomplish on this beautiful bridge.

Response to Comment 38-2

The MND acknowledges that the Bridge is the second most highly used bridge for suicides in the United States. The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

Comment 38-3

When someone tries to commit suicide it results in major traffic back ups and disruption to residents and commuters who need to access the bridge.

Response to Comment 38-3

The MND acknowledges that many suicide attempts result in a complete closure of the Bridge, sometimes for hours, requiring those traveling to or from Coronado Island, Naval Air Station North Island, and the Naval Amphibious Base, to reroute by way of the Silver Strand, a 23-mile detour that can add 30 to 60 minutes of travel time. The project is anticipated to reduce closures of the Bridge due to suicides and suicides attempts.

Comment 38-4

It is also very difficult for ambulances to get over the bridge quickly in an emergency due to the backed up traffic and no room to pass through.

Response to Comment 38-4

Caltrans concurs that emergency services could be delayed in trying to cross the Bridge when there is closure of the Bridge or traffic becomes congested. The project is anticipated to reduce closures of the Bridge due to suicides and suicides attempts.

Comment 38-5

Please do this soon. Prevent suicides and also protect our community.

Response to Comment 38-5

The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 39

Boyce, San@DOT

From: Joseph Lenahan <reply-to+3bb20d5a64db@crm.wix.com>
Sent: Saturday, February 5, 2022 10:33 AM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Joseph Lenahan just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

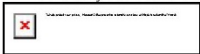
First Name: Joseph
Last Name: Lenahan
Company or Agency : -
Address :
Email: wellitusedtobe@gmail.com
Phone:

Type your comment here...: Please put this on the front burner of projects to do asap. Coronado has been a well established magnet for suicide and actual effective prevention measures has been long needed.

39-1

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COMMENT ID 39

Joseph Lenahan

Comment 39-1

Please put this on the front burner of projects to do asap. Coronado has been a well established magnet for suicide and actual effective prevention measures has been long needed.

Response to Comment 39-1

Caltrans acknowledges the commentor's support of the suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 40

Boyce, San@DOT

From: Bill Hilliard <reply-to+d10ffb2e6bd4@crm.wix.com>
Sent: Saturday, February 5, 2022 1:24 PM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Bill Hilliard just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

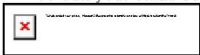
First Name: Bill
Last Name: Hilliard
Company or Agency : -
Address :
Email: billhsd@gmail.com
Phone:

Type your comment here...: I strongly oppose the use of tax dollars for a barrier that will divert funds from more urgent needs such as fixing our roads, and ruin iconic views from the Coronado bridge. Suicidal people will find a way with or without a barrier on the Coronado bridge.

40-1
40-2
40-3

If you think this submission is spam, [report it as spam](#).

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COMMENT ID 40

Bill Hilliard

Comment 40-1

I strongly oppose the use of tax dollars for a barrier that will divert funds from more urgent needs such as fixing our roads

Response to Comment 40-1

Caltrans acknowledges the commentor's opposition to the use of tax dollars for a suicide deterrent on the San Diego-Coronado Bay Bridge.

Comment 40-2

and ruin iconic views from the Coronado bridge.

Response to Comment 40-2

The vertical net would have a netting with a minimum transparency of 85 percent, as discussed in Section 1.5.1 of the MND. The document assessed the visual impact of the project, concluding that the project would not substantially damage scenic resources and the impact would be less than significant (Section 2.1.1).

Comment 40-3

Suicidal people will find a way with or without a barrier on the Coronado bridge.

Response to Comment 40-3

Lethal means restriction—or reducing someone's access to the lethal methods by which to die by suicide—is one of the best supported methods of reducing suicides. Numerous international research studies have shown that reducing access to lethal means, including the installation of physical deterrents on bridge structures, can reduce suicides overall (Means Matter 2022). Studies show “over 90 percent of people who were interrupted in a suicide attempt will not go on to die by suicide at another location or by other methods.” As such, the placement of time between thoughts of suicide and a person's ability to obtain lethal means for an attempt represents a practical, lifesaving approach to prevent suicide (MHSAAC 2020). Additionally, California's Strategic Plan for Suicide Prevention highlights means safety as one of the key aims for 2020 to 2025 (MHSAAC 2020). The project would be consistent with California's Strategic Plan for Suicide Prevention and would satisfy the project purpose and need as defined in Section 1.2 of the MND.

COMMENT ID 41

Boyce, San@DOT

From: Marcel Lavigne <reply-to+ed5f0b55ab0a@crm.wix.com>
Sent: Saturday, February 5, 2022 7:02 PM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Marcel Lavigne just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:
First Name: Marcel
Last Name: Lavigne
Company or Agency : -
Address :
Email: marcelavigne14.ml@gmail.com
Phone:
Type your comment here...: If this goes though it needs to be top priority
if 2/2 and 2/5 shows anything

41-1

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



COMMENT ID 41

Marcel Lavigne

Comment 41-1

If this goes through it needs to be top priority if 2/2 and 2/5 shows anything

Response to Comment 41-1

The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the San Diego-Coronado Bay Bridge (Bridge) due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 42

Boyce, San@DOT

From: Anne Price <reply-to+e2511d803112@crm.wix.com>
Sent: Saturday, February 5, 2022 7:21 PM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Anne Price just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Anne
Last Name: Price
Company or Agency : Resident
Address :
Email: aprice13@gmail.com
Phone:

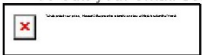
Type your comment here...: I support any measure that can help deter the loss of life on the Coronado Bridge. The city has digital read out signage to slow down or turn down the noise but nothing that addresses the most detrimental problem of suicides. Thank you, Anne Price

42-1

42-2

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



COMMENT ID 42

Anne Price

Comment 42-1

I support any measure that can help deter the loss of life on the Coronado Bridge.

Response to Comment 42-1

Caltrans acknowledges the commentor's support of a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge).

Comment 42-2

The city has digital read out signage to slow down or turn down the noise but nothing that addresses the most detrimental problem of suicides.

Response to Comment 42-2

Currently, a few suicide deterrence signs are present on the Bridge. Signage may also be replaced or new signage installed as needed. It is undetermined at this time if the existing suicide deterrence signs will be replaced or changed.

COMMENT ID 43

Boyce, San@DOT

From: Michael Bibaoui <reply-to+ccf2d2b5d0db@crm.wix.com>
Sent: Saturday, February 5, 2022 11:53 PM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Michael Bibaoui just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Michael

Last Name: Bibaoui

Company or Agency : -

Address :

Email: m_rfhat@hotmail.com

Phone: -

Type your comment here...: Definitely will block the beautiful view of the
water driving up the bridge. Not ok please do not do it

43-1

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COMMENT ID 43

Michael Bibaoui

Comment 43-1

Definitely will block the beautiful view of the water driving up the bridge. Not ok please do not do it

Response to Comment 43-1

The vertical net would have a netting with a minimum transparency of 85 percent, as discussed in Section 1.5.1 of the MND. Motion distortion of views was also considered by the project team when evaluating the vertical net alternative. Based on visual simulations and material specifications, the vertical net allows for the user to maintain spatial awareness of the character-defining viewshed at any speed, including from being still at 0 miles per hour (mph) to moving at 50 mph. The MND assessed the visual impact of the project, concluding that the project would not substantially damage scenic resources and the impact would be less than significant (Section 2.1.1). Caltrans acknowledges the commentor's opposition to a suicide deterrent on the San Diego-Coronado Bay Bridge.

COMMENT ID 44

Boyce, San@DOT

From: Kate Zlotnick-Hess <reply-to+3ddeabf00af9@crm.wix.com>
Sent: Sunday, February 6, 2022 7:17 AM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Kate Zlotnick-Hess just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Kate
Last Name: Zlotnick-Hess
Company or Agency : -
Address :
Email: kzhtherapy@yahoo.com
Phone:

Type your comment here...: I wholeheartedly support implementing safety deterrents on the Coronado Bridge. A suicidal crisis occurs in a short time frame. A deterrent absolutely has the ability to make the difference between life and death. Research shows that the majority of people with a failed suicide attempt do not attempt a second time. Deterrents are necessary!

44-1

44-2

44-3

44-4

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COMMENT ID 44

Kate Zlotnick-Hess

Comment 44-1

I wholeheartedly support implementing safety deterrents on the Coronado Bridge.

Response to Comment 44-1

Caltrans acknowledges the commentor's support of a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge).

Comment 44-2

A suicidal crisis occurs in a short time frame. A deterrent absolutely has the ability to make the difference between life and death.

Response to Comment 44-2

The suicide deterrent would aid in prolonging the time available for emergency personnel to respond to individuals in distress and facilitate intervention. Numerous international research studies have shown that reducing access to lethal means, including the installation of physical deterrents on bridge structures, can reduce suicides overall (Means Matter 2022). Creating time between the person and the means is an example of restricting access to lethal means.

Comment 44-3

Research shows that the majority of people with a failed suicide attempt do not attempt a second time.

Response to Comment 44-3

Studies show “over 90 percent of people who were interrupted in a suicide attempt will not go on to die by suicide at another location or by other methods” (MHSA 2020). Lethal means restriction—or reducing someone's access to the lethal methods by which to die by suicide—is one of the best supported methods of reducing suicides. Numerous international research studies have shown that reducing access to lethal means, including the installation of physical deterrents on bridge structures, can reduce suicides overall (Means Matter 2022).

Comment 44-4

Deterrents are necessary!

Response to Comment 44-4

Caltrans acknowledges the commentor's support of a suicide deterrent on the Bridge. The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 45

Boyce, San@DOT

From: Steph Heames <heames@icloud.com>
Sent: Sunday, February 6, 2022 9:30 AM
To: D11 CoronadoBridge ED@DOT
Subject: Coronado bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

I am in favor of barriers on the bridge. I personally have had to call 911 multiple times for a person about to jump or someone who already has. It's an awful situation.

Thank you,
Steph Heames

Sent from my iPhone

| 45-1

| 45-2

COMMENT ID 45

Steph Heames

Comment 45-1

I am in favor of barriers on the bridge.

Response to Comment 45-1

Caltrans acknowledges the commentor's support of a suicide deterrent on the San Diego-Coronado Bay Bridge.

Comment 45-2

I personally have had to call 911 multiple times for a person about to jump or someone who already has. It's an awful situation.

Response to Comment 45-2

Caltrans extends its sympathy for those who have gone through these difficult experiences. Suicide affects not just one person but also those around them, including families, friends, and communities. The following contact information is provided for the survivors of suicide loss who would like to talk to someone or need support: visit Survivors of Suicide Loss San Diego online at <https://www.soslsd.org>; email michele@SOSLsd.org; or call 619-482-0297.

COMMENT ID 46

Boyce, San@DOT

From: Subhash Desai <reply-to+f4f027bf8f15@crm.wix.com>
Sent: Sunday, February 6, 2022 9:57 AM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Subhash Desai just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

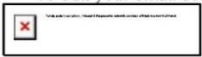
First Name: Subhash
Last Name: Desai
Company or Agency : -
Address :
Email: subhashdesai51@yahoo.com
Phone: -

Type your comment here...: I support the effort to reduce suicide attempts on the bridge. I recommend that the design of the restraints/nets be opened up for competitive bidding globally so that creative people globally can come up with a beautiful design that befits San Diego and Coronado. Please do not make it an eyesore that will depress more people and defeat the cause

46-1
46-2
46-3

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COMMENT ID 46

Subhash Desai

Comment 46-1

I support the effort to reduce suicide attempts on the bridge.

Response to Comment 46-1

Caltrans acknowledges the commentor's support of a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge).

Comment 46-2

I recommend that the design of the restraints/nets be opened up for competitive bidding globally so that creative people globally can come up with a beautiful design that befits San Diego and Coronado.

Response to Comment 46-2

Due to the complexity of the Bridge and project, Caltrans will be designing the vertical net in-house, pending funding, in the Design Phase. Caltrans will design an effective deterrent that is also as aesthetically pleasing and non-invasive as feasible. However, many considerations must go into the design in addition to aesthetics, such as efficacy of the deterrent, the ability for Caltrans to maintain the Bridge, minimizing impact to the historic integrity of the Bridge, safety of emergency responders, structural integrity, and others. Bidding for construction is open to any companies that have a license in California. Any international companies that qualify can apply to construct.

Comment 46-3

Please do not make it an eyesore that will depress more people and defeat the cause

Response to Comment 46-3

The vertical net would have a netting with a minimum transparency of 85 percent, as discussed in Section 1.5.1 of the MND. The document assessed the visual impact of the project, concluding that the project would not substantially damage scenic resources and the impact would be less than significant (Section 2.1.1).

COMMENT ID 47

Boyce, San@DOT

From: Cari Gill <cari.a.gill@hotmail.com>
Sent: Monday, February 7, 2022 11:59 AM
To: D11 CoronadoBridge ED@DOT
Subject: Coronado Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

I am a Coronado resident. I writing to
to confirm that I am in favor of the barriers on the bridge for public safety!!
Please move forward with this plan!
Regard,
Cari Gill
714 E Ave
Coronado, CA 92118
Sent from my iPhone

47-1

COMMENT ID 47

Cari Gill

Comment 47-1

I writing to to confirm that I am in favor of the barriers on the bridge for public safety!! Please move forward with this plan!

Response to Comment 47-1

Caltrans acknowledges the commentor's support of the suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 48

Boyce, San@DOT

From: Randy MAURER <reply-to+ecce4d3db83c@crm.wix.com>
Sent: Tuesday, February 8, 2022 8:14 AM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Randy MAURER just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

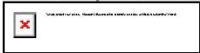
First Name: Randy
Last Name: MAURER
Company or Agency : -
Address :
Email: randymaurer1@mac.com
Phone: -

Type your comment here...: the proposed barrier is ugly. It looks like something i would do with materials from Home Depot. It looks too easy to climb and flip over the top. It makes the bridge look like a prison. A better alternative would be either plastic panels or nets on the side of the bridge to catch anyone who goes over.

48-1
48-2
48-3

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COMMENT ID 48

Randy Maurer

Comment 48-1

the proposed barrier is ugly. It looks like something i would do with materials from Home Depot.

Response to Comment 48-1

The comment expresses the commentor's dislike of the aesthetics of the project. The MND assessed the visual impact of the project, concluding that the project would not substantially damage scenic resources and the impact would be less than significant (Section 2.1.1). Caltrans acknowledges the commentor's opposition to the vertical net alternative.

Comment 48-2

It looks too easy to climb and flip over the top. It makes the bridge look like a prison.

Response to Comment 48-2

The project purpose is to deter suicide attempts, and the deterrent will be designed with materials to meet that purpose, including design features that limit the ability of people to climb the net.

Comment 48-3

A better alternative would be either plastic panels or nets on the side of the bridge to catch anyone who goes over.

Response to Comment 48-3

Transparent panel barriers were eliminated from further consideration as discussed in Section 1.7 of the MND. A horizontal net alternative was also considered as described in Section 1.7 of the MND. That alternative was eliminated for various reasons, including emergency responder safety, emergency response training responsibilities, potential increased traffic delays, the potential for injury to someone landing in the net, national security concerns, and ability to perform necessary bridge maintenance.

COMMENT ID 49

Boyce, San@DOT

From: Stephanie Kaupp <reply-to+347ce802a2e0@crm.wix.com>
Sent: Tuesday, February 8, 2022 8:19 AM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Stephanie Kaupp just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Stephanie
Last Name: Kaupp
Company or Agency : -
Address :
Email: skaupp1@san.rr.com
Phone:

Type your comment here...: Caltrans has taken too long to get the suicide deterrent project completed. This project needs to move to the top of your list. Further, funding for the project can be obtained by moving funds from other Caltrans projects, or from other agencies or organizations. Instead of wasting money on fireworks over the bay, or lighting the bridge, monies should be used for suicide prevention. Hire more people or consultants and move this project into the fast lane now.

49-1

49-2

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COMMENT ID 49

Stephanie Kaupp

Comment 49-1

Caltrans has taken too long to get the suicide deterrent project completed. This project needs to move to the top of your list. Further, funding for the project can be obtained by moving funds from other Caltrans projects, or from other agencies or organizations. Instead of wasting money on fireworks over the bay, or lighting the bridge, monies should be used for suicide prevention.

Response to Comment 49-1

Caltrans acknowledges the commentor's support of a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge. Caltrans is pursuing funding for Design and Construction through various avenues. The project is among the state and local transportation priorities. We are also pursuing Federal Congressional Direct Spending and federal grant opportunities. Projects including potential lighting of the Bridge and/or fireworks over the bay are privately funded or funded by other agencies. Use of those funds is not in the control of Caltrans.

Comment 49-2

Hire more people or consultants and move this project into the fast lane now.

Response to Comment 49-2

Caltrans' staff and consultants are fully engaged and will continue conducting the necessary studies and assessments for the project and will work through the required procedures for project approval and implementation in the most timely manner as is practicable. The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 50

Boyce, San@DOT

From: Randy Walker <reply-to+0d5b786489b3@crm.wix.com>
Sent: Tuesday, February 8, 2022 8:53 AM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Randy Walker just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

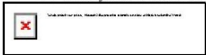
First Name: Randy
Last Name: Walker
Company or Agency : -
Address :
Email: randy@crusherservices.com
Phone:

Type your comment here...: I support the no-build alternative. While I don't want anyone to die for any reason, this project has already wasted too much money. The proposed solution will not work long term due to the ease of cutting the stainless steel wire mesh. The cost of future maintenance will be a major bleed on tax dollars.

50-1
50-2
50-3
50-4

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COMMENT ID 50

Randy Walker

Comment 50-1

I support the no-build alternative.

Response to Comment 50-1

Caltrans acknowledges the commentor's support for the no-build alternative.

Comment 50-2

While I don't want anyone to die for any reason, this project has already wasted too much money.

Response to Comment 50-2

Caltrans has spent the funds necessary to conduct the appropriate engineering studies as well as other necessary environmental studies to properly analyze the project as required by CEQA.

Comment 50-3

The proposed solution will not work long term due to the ease of cutting the stainless steel wire mesh.

Response to Comment 50-3

The project purpose is to deter suicide attempts, and the deterrent will be designed with materials and specifications to meet that purpose. Appropriate wire gauge and net opening size will be set with deterrent efficacy in mind.

Comment 50-4

The cost of future maintenance will be a major bleed on tax dollars.

Response to Comment 50-4

Maintenance of the vertical net as proposed by the project would be incorporated into the overall maintenance program associated with the existing bridge structure. Consideration was given to potential increased maintenance requirements when developing the concept of the vertical net. Coordination with bridge maintenance staff was conducted to develop solutions to minimize maintenance impacts and cost.

COMMENT ID 51

Boyce, San@DOT

From: Roger Moore <reply-to+9fbcc4cab55b@crm.wix.com>
Sent: Tuesday, February 8, 2022 11:24 AM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Roger Moore just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Roger
Last Name: Moore
Company or Agency : -
Address :
Email: rog007@gmail.com
Phone:

Type your comment here...: Please do not put up a barrier. You are destroying a view and a majestic bridge for the many because of a few people with deep mental issues. But in tandem with not putting up a barrier, police need to be given a time deadline/ guideline to how long a single jumper can block traffic for thousands of people. We have known people who have lost thousands of dollars in lost airline tickets due to a jumper blocking traffic and by the time they were routed around the strand, they could not reach the airport in time. I grew up in san diego (even used the ferry in the 60s as a child) and have lived in Coronado for 6 years and defacing the bridge to prevent a mentally ill person from taking there life is a case of a few dominating the needs of the many. You are not solving the suicide, but merely pushing them to another venue.

51-1

51-2

51-3

51-4

51-5

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COMMENT ID 51

Roger Moore

Comment 51-1

Please do not put up a barrier. You are destroying a view and a majestic bridge for the many because of a few people with deep mental issues.

Response to Comment 51-1

Caltrans acknowledges the commentor's opposition to the suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). The vertical net would have a netting with a minimum transparency of 85 percent, as discussed in Section 1.5.1 of the MND. The document assessed the visual impact of the project, concluding that the project would not substantially damage scenic resources and the impact would be less than significant (Section 2.1.1).

Comment 51-2

But in tandem with not putting up a barrier, police need to be given a time deadline/ guideline to how long a single jumper can block traffic for thousands of people.

Response to Comment 51-2

Caltrans does not have the authority to dictate or impose a timeframe to emergency personnel responding to a suicide attempt situation.

Comment 51-3

We have known people who have lost thousands of dollars in lost airline tickets due to a jumper blocking traffic and by the time they were routed around the strand, they could not reach the airport in time.

Response to Comment 51-3

The MND acknowledges that many suicide attempts result in a complete closure of the Bridge, sometimes for hours, requiring those traveling to or from Coronado Island, Naval Air Station North Island, and the Naval Amphibious Base, to reroute by way of the Silver Strand, a 23-mile detour that can add 30 to 60 minutes of travel time. A part of the project's purpose is to reduce closures of the bridge due to suicides and suicide attempts.

Comment 51-4

defacing the bridge to prevent a mentally ill person from taking there life is a case of a few dominating the needs of the many.

Response to Comment 51-4

As noted in above, the MND found a less than significant impact related to the visual change that would result from the project.

Comment 51-5

You are not solving the suicide, but merely pushing them to another venue.

Response to Comment 51-5

Means safety is an important part of a comprehensive approach to suicide prevention. Lethal means restriction—or reducing someone’s access to the lethal methods by which to die by suicide—is one of the best supported methods of reducing suicides. Numerous international research studies have shown that reducing access to lethal means can reduce suicides overall (Means Matter 2022). Studies show “over 90 percent of people who were interrupted in a suicide attempt will not go on to die by suicide at another location or by other methods” (MHSOAC 2020). Additionally, California’s Strategic Plan for Suicide Prevention highlights means safety as one of the key aims for 2020 to 2025 (MHSOAC 2020). The project would be consistent with this key aim and satisfy the project purpose and need as defined in Section 1.2 of the MND.

COMMENT ID 52

Boyce, San@DOT

From: selena corona <selenitacorona@hotmail.com>
Sent: Tuesday, February 8, 2022 12:16 PM
To: D11 CoronadoBridge ED@DOT
Subject: Comments about the bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Thanks

It seems perfect to me 🙌

52-1

Upon entering the island 🌴

Also consider painting the entrance wall to the bridge (with a phosphorescent color and a lit line) the one on the left side where it separates the senses you know which one 😊 drivers who come for the first time do not realize that three lanes is reduced to two "very dangerous".

There have been thousands of accidents

52-2

In my opinion, the announcement of the lane reduction should be much earlier... and big. Let it be seen 😊

What do you think?

Enviado desde mi iPhone

COMMENT ID 52

Selena Corona

Comment 52-1

It seems perfect to me

Response to Comment 52-1

Caltrans acknowledges the commentor's support of the suicide deterrent on the San Diego-Coronado Bay Bridge.

Comment 52-2

Also consider painting the entrance wall to the bridge (with a phosphorescent color and a lit line) the one on the left side where it separates the senses you know which one drivers who come for the first time do not realize that three lanes is reduced to two "very dangerous".

There have been thousands of accidents

In my opinion, the announcement of the lane reduction should be much earlier... and big. Let it be seen

What do you think?

Response to Comment 52-2

The type of work proposed by the commentor is outside the scope of the project.-Your comment has been provided to the Caltrans Traffic Operations Division.

COMMENT ID 53

Boyce, San@DOT

From: Cynthia Albert <reply-to+3e5dad6e76d5@crm.wix.com>
Sent: Tuesday, February 8, 2022 1:29 PM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Cynthia Albert just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Cynthia
Last Name: Albert
Company or Agency : -
Address :
Email: cvalbert8@gmail.com
Phone:

Type your comment here...: This will be a great addition to the Bridge.
Would it be possible to align the vertical poles holding the "fence" with
the light poles? If not, could they be placed so that the light poles are
aligned with the fence poles and the next pole for the fence in between
the light poles? Thank you

53-1

53-2

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COMMENT ID 53

Cynthia Albert

Comment 53-1

This will be a great addition to the Bridge.

Response to Comment 53-1

Caltrans acknowledges the commentor's support of the suicide deterrent on the San Diego-Coronado Bay Bridge.

Comment 53-2

Would it be possible to align the vertical poles holding the "fence" with the light poles? If not, could they be placed so that the light poles are aligned with the fence poles and the next pole for the fence in between the light poles?

Response to Comment 53-2

The support structures for the vertical net as proposed by the project will be designed and engineered to provide the necessary structural integrity to properly secure the deterrent while also allowing for appropriate maintenance operations.

COMMENT ID 54

Boyce, San@DOT

From: Cari McLaughlin <reply-to+c76ab7c69b05@crm.wix.com>
Sent: Tuesday, February 8, 2022 2:18 PM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Cari McLaughlin just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Cari
Last Name: McLaughlin
Company or Agency : -
Address : -
Email: carim3672@gmail.com
Phone:

Type your comment here...: I lost my brother to the bridge in 2014. We have been advocating ever since for barriers up there. There have been over 100 more suicides & countless attempts since my brother & that is just unacceptable. The barriers need to be a priority!! Stop making excuses & make changes now!!

54-1

54-2

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COMMENT ID 54

Cari McLaughlin

Comment 54-1

I lost my brother to the bridge in 2014. We have been advocating ever since for barriers up there. There have been over 100 more suicides & countless attempts since my brother & that is just unacceptable.

Response to Comment 54-1

Caltrans extends its sympathy for the loss of your brother to suicide. Caltrans understands the value of means safety and that reducing access to lethal means can save lives. The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the San Diego-Coronado Bay Bridge (Bridge) due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge. The following contact information is provided for the survivors of suicide loss who would like to talk to someone or need support: visit Survivors of Suicide Loss San Diego online at <https://www.soslsd.org>; email michelle@SOSLsd.org; or call 619-482-0297.

Comment 54-2

The barriers need to be a priority!! Stop making excuses & make changes now!!

Response to Comment 54-2

Caltrans acknowledges the commentor's support of a suicide deterrent on the Bridge. The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 55

Boyce, San@DOT

From: Donald Thompson <don.thompson1954@yahoo.com>
Sent: Tuesday, February 8, 2022 6:39 PM
To: D11 CoronadoBridge ED@DOT
Subject: Coronado Bridge Guards

EXTERNAL EMAIL. Links/attachments may not be safe.

To whom it may concern;(I sent this email to the local news reporter from KUSI SAN DIEGO.)Mr Plante, Thank you for your report about Cal trans in the process (however slow) to install guard fencing against suicides.... I'm the father of 5 grown children , 10 grandchildren....My second to youngest son who was married with 2 kids back in Oct. 21, 2014, after an argument with his wife and drunk, jumped in his car a drove to the Coronado bridge @ 10pm and jumped off the 19th Support area. We didn't know a thing until his wife called us looking for him @ police stations, Hospitals etc. Not that my son was a troublemaker actually he was the opposite... Kind and gentle and give you the shirt off his back from anybody which we suspect was part of his problem, wanting to please everybody working two jobs to survive to take care of his family but in financial straits and physically exhausted from working, so we suspect it all came to ahead that night... If some sort of guard was mounted on the bridge it may have given him the right incentive to stop and think what he is doing and see about getting help, which was what you spoke about so eloquently... Again thank you for sharing and we all pray that these guards for the bridge will get up soon... Don Thompson Lakeside, Ca.
(Hopefully these thoughts will not fall on deaf ears and some construction will occur sooner than later, thank you for your time Sent from my iPhone

55-1

55-2

COMMENT ID 55

Donald Thompson

Comment 55-1

Thank you for your report about Caltrans in the process (however slow) to install guard fencing against suicides.... I'm the father of 5 grown children, 10 grandchildren....My second to youngest son who was married with 2 kids back in Oct. 21, 2014, after an argument with his wife and drunk, jumped in his car and drove to the Coronado bridge @ 10pm and jumped off the 19th Support area. We didn't know a thing until his wife called us looking for him @ police stations, Hospitals etc. Not that my son was a troublemaker actually he was the opposite... Kind and gentle and give you the shirt off his back from anybody which we suspect was part of his problem, wanting to please everybody working two jobs to survive to take care of his family but in financial straits and physically exhausted from working, so we suspect it all came to a head that night... If some sort of guard was mounted on the bridge it may have given him the right incentive to stop and think what he is doing and see about getting help, which was what you spoke about so eloquently

Response to Comment 55-1

Caltrans extends its deepest sympathy for the loss of your son to suicide. Caltrans understands the value of means safety and that reducing access to lethal means can save lives. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). Caltrans realizes that suicide affects not just one person but also those around them, including families, friends, and communities. The following contact information is provided for the survivors of suicide loss who would like to talk to someone or need support: visit Survivors of Suicide Loss San Diego online at <https://www.soslsd.org>; email michelle@SOSLsd.org; or call 619-482-0297.

Comment 55-2

we all pray that these guards for the bridge will get up soon... Don Thompson Lakeside, Ca. (Hopefully these thoughts will not fall on deaf ears and some construction will occur sooner than later

Response to Comment 55-2

Caltrans acknowledges the commentor's support of the suicide deterrent on the Bridge. All comments received are considered as part of the decision-making process. The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 56

Boyce, San@DOT

From: Melissa Casillas <reply-to+bad9403c37b1@crm.wix.com>
Sent: Tuesday, February 8, 2022 11:24 PM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

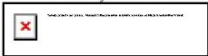
Melissa Casillas just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:
First Name: Melissa
Last Name: Casillas
Company or Agency : -
Address : -
Email: melicasillas@cox.net
Phone:
Type your comment here...: Please save lives! We lost a loved one
close to family

56-1

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COMMENT ID 56

Melissa Casillas

Comment 56-1

Please save lives! We lost a loved one close to family

Response to Comment 56-1

Caltrans extends its sympathy to you and your family for your loss of a loved one to suicide. Caltrans realizes that suicide affects not just one person but also those around them, including families, friends, and communities. The following contact information is provided for the survivors of suicide loss who would like to talk to someone or need support: visit Survivors of Suicide Loss San Diego online at <https://www.soslsd.org>; email michelle@SOSLsd.org; or call 619-482-0297.

COMMENT ID 57

----- Forwarded Message -----

From: Luke Serna <l_o_serna@yahoo.com>

To: matthew.voss@dot.ca.gov <matthew.voss@dot.ca.gov>

Sent: Tuesday, February 8, 2022, 09:27:49 AM PST

Subject: IS/MND SD-Coronado Bridge Suicide Deterrent Project

Good morning Matthew,

I'm interested in this project being a Coronado resident as well as a previous employee in the Environmental Division for District 11. Are there any real world examples of the type of fence/netting that was chosen for the project that I could look at? I don't think you can get an idea of how the fencing will change views without looking at it in person. It is going to have an impact on the views as a driver crossing the bridge, but how much is hard to tell based on the pictures that were provided in the environmental document. I'd also like to see simulations of the alternatives that were eliminated. It is very difficult to understand what the alternatives would look like with solely a written description.

57-1

57-2

A horizontal net would be a good compromise of eliminating the impact to views as well as meeting the needs to protect those attempting to jump. Can you help me understand why this alternative would be a hardship for public safety as long as a proper recovery plan is in place? In my review of the document, poor reasons are provided for public safety to reject the horizontal netting alternative other than to make the job of public safety easier. I think the inability to fall to the water level would likely be a strong deterrent to jumping in the first place.

57-3

57-4

57-5

In review my questions...

1. Can you provide real world examples of the type of fence/netting that was chosen for the project that I could look at?
2. Can you provide simulations of the fence types that were eliminated from consideration and/or real world examples.
3. Can you please elaborate on why the use of a horizontal net is a hardship to public safety? A recovery plan could provide the necessary protocols for public safety. In addition, the net would likely be a strong deterrent to jumping
4. Can you please provide the visual impact assessment?
5. I'm unclear on how the finding of no adverse effect was made when there are significant alterations to the bridge being proposed. Can you clarify this as well as provide the supporting documentation as to how the determination was made?

57-6

57-7

57-8

57-9

57-10

Thank you for your time,
Luke Serna
Coronado Resident

COMMENT ID 57

Luke Serna

Comment 57-1

Are there any real world examples of the type of fence/netting that was chosen for the project that I could look at? I don't think you can get an idea of how the fencing will change views without looking at it in person. It is going to have an impact on the views as a driver crossing the bridge, but how much is hard to tell based on the pictures that were provided in the environmental document.

Response to Comment 57-1

While examples of vertical nets using a similar netting exist, they may not meet the needs and design parameters of this project. Details such as gauge and opening size will be determined in the Design Phase.

A visual simulation was created of views to the vertical net, the Bay, and further setting from a moving vehicle, traversing the San Diego-Coronado Bay Bridge (Bridge) in both directions. While moving, the driver maintains the spatial awareness of the Bay and further setting. The transparency of the netting allows for the width of the viewshed to remain. The bridge traveler will perceive a graduated level of transparency based on perspective while moving across the Bridge. Nearby views through the netting will appear more transparent than long distance views of the netting and posts. The only change within the viewshed will be the minimum 20-foot spaced poles, the top and bottom tension cables, and the netting. See Figure 1-8 for a rendering of the vertical net.

The proposed vertical net would incorporate a series of project features and parameters, including a minimum netting transparency of 85 percent, as discussed in Section 1.5.1 of the MND. Multiple visual simulations of the project are provided in the MND and take into account the various design features. The six visual simulations are representative of views both from motorist on the Bridge as well as key vantage points of the Bridge from surrounding areas. The visual analysis is summarized in the MND and fully detailed in the Visual Impact Assessment (January 2022). The document assessed the visual impact of the project, concluding that the project would not substantially damage scenic resources and the impact would be less than significant (Section 2.1.1).

Comment 57-2

I'd also like to see simulations of the alternatives that were eliminated. It is very difficult to understand what the alternatives would look like with solely a written description.

Response to Comment 57-2

Caltrans provided the visual simulations of eliminated alternatives to the commentor as requested. A previously held Caltrans scoping meeting presented simulations of the reasonable range of alternatives studied throughout the early stages of the project. The direct link to the meeting is:

https://www.youtube.com/watch?v=LfnTSMW_rVU&feature=youtu.be&ab_channel=CaltransDi strict11

Comment 57-3

A horizontal net would be a good compromise of eliminating the impact to views as well as meeting the needs to protect those attempting to jump.

Response to Comment 57-3

Caltrans acknowledges the effectiveness of a horizontal net as a suicide deterrent and fully considered a horizontal net option. Caltrans performed due diligence and extensive analysis in the consideration of a horizontal net option. Due to a multitude of factors, as fully detailed in Section 1.7 of the MND, the horizontal net was eliminated from further consideration.

Comment 57-4

Can you help me understand why this alternative would be a hardship for public safety as long as a proper recovery plan is in place? In my review of the document, poor reasons are provided for public safety to reject the horizontal netting alternative other than to make the job of public safety easier.

Response to Comment 57-4

While Emergency Response and public safety were not the only consideration in the elimination of the horizontal net, as explained in Section 1.7 of the MND, the main public safety concern specific to a horizontal net is the increased risk to the first responders that must answer emergency calls to incidents and potentially have to rescue and retrieve individuals in a horizontal net. Caltrans held multiple meetings with representatives from first responder agencies that respond to suicide attempts on the Bridge to explain the potential deterrent alternatives and understand the concerns of emergency personnel who would be involved in a suicide attempt incident. The input and safety of first responders was a primary consideration in the horizontal net option. Currently, there is no recovery plan for individuals who are combative or uncooperative. Although fire rescue personnel have the proper training and equipment to conduct rescue operations from an extended net, they are not trained in dealing with individuals that are or may become combative or uncooperative. Conversely, law enforcement agencies are trained to handle combative and uncooperative individuals but do not have the training to conduct this type of rescue operation from a horizontal net. It is not guaranteed that an individual jumping into this net would result in injuries significant enough to incapacitate or compel that individual to be cooperative for the entire duration of the rescue and retrieval operation.

As stated in the City of San Diego Comment Letter 8, both the San Diego Police Department and Fire-Rescue Department “do not support a horizontal netting option as it would pose a significant risk to personnel during the extrication process” and that “it creates additional risks to both public safety personnel and the person that would have to be extracted from this type of deterrent.”

Comment 57-5

I think the inability to fall to the water level would likely be a strong deterrent to jumping in the first place.

Response to Comment 57-5

Caltrans acknowledges that a horizontal net could be an effective suicide deterrent and has performed due diligence and extensive analysis in the consideration of a horizontal net alternative. The reasons for elimination of a horizontal net for this project are outlined in Section 1.7 of the MND.

Comment 57-6

Can you provide real world examples of the type of fence/netting that was chosen for the project that I could look at?

Response to Comment 57-6

Please see response to comment 57-1 above.

Comment 57-7

Can you provide simulations of the fence types that were eliminated from consideration and/or real world examples.

Response to Comment 57-7

Please see response to comment 57-2 above.

Comment 57-8

Can you please elaborate on why the use of a horizontal net is a hardship to public safety? A recovery plan could provide the necessary protocols for public safety. In addition, the net would likely be a strong deterrent to jumping

Response to Comment 57-8

Please see response to comment 57-3 above.

Comment 57-9

Can you please provide the visual impact assessment?

Response to Comment 57-9

Caltrans provided a copy of the Visual Impact Assessment to the commentor as requested.

Comment 57-10

I'm unclear on how the finding of no adverse effect was made when there are significant alterations to the bridge being proposed. Can you clarify this as well as provide the supporting documentation as to how the determination was made?

Response to Comment 57-10

It is correct that the project would require alterations to the Bridge. However, a key consideration of the project was the minimization of impacts or substantial alterations to the Bridge, specifically the historic and cultural characteristics of the Bridge. Caltrans prepared a First Supplemental Historic Property Survey Report (HPSR) (2020), Historical Resources Evaluation Report (2020), Second Supplemental HPSR (2021), and a Finding of No Adverse Effect with Standard Conditions (2021) to analyze potential cultural resource impacts from the project. As outlined in the MND, the project was evaluated for consistency with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings and the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. The detailed analysis prepared by historic preservation professionals who meet the Secretary of the Interior's professional qualifications standards concluded that the project, using appropriate design and materials that minimize visual effects of the deterrent on character-defining features (e.g., emphasizing transparency of the deterrent by using mesh netting), would be consistent with each of the Secretary of the Interior's Standards for Rehabilitation and would be considered to have a less than a significant impact on the historical resource, pursuant to CEQA Section 15064.5(c)(3). This analysis is included in Section 2.1.5 of the MND.

COMMENT ID 58

Boyce, San@DOT

From: Lori Van Orden <reply-to+ca2866820c7f@crm.wix.com>
Sent: Wednesday, February 9, 2022 8:54 AM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Lori Van Orden just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Lori
Last Name: Van Orden
Company or Agency : -
Address :
Email: lvnorden202@gmail.com
Phone:

Type your comment here...: To whom it may concern, As a volunteer with the San Diego County Suicide Prevention Council and Chair of their Means Reduction Committee, I fully support the Coronado Bridge Suicide Deterrent Project. Means reduction can be critically important in saving a person's life and your actions will have a positive impact for years to come. Thank you, Lori Van Orden

58-1

58-2

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COMMENT ID 58

Lori Van Orden

Comment 58-1

As a volunteer with the San Diego County Suicide Prevention Council and Chair of their Means Reduction Committee, I fully support the Coronado Bridge Suicide Deterrent Project.

Response to Comment 58-1

Caltrans acknowledges the commentor's support of a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge).

Comment 58-2

Means reduction can be critically important in saving a person's life and your actions will have a positive impact for years to come.

Response to Comment 58-2

Means reduction through installation of a physical suicide deterrent has been identified in studies to reduce suicide attempts from structures. Numerous international research studies have shown that reducing access to lethal means can reduce suicides overall (Means Matter 2022). The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 59

Boyce, San@DOT

From: ronald ziemkowski <reply-to+29a90a9a74c9@crm.wix.com>
Sent: Wednesday, February 9, 2022 6:54 PM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

ronald ziemkowski just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: ronald
Last Name: ziemkowski
Company or Agency : -
Address :
Email: mail2rjz@yahoo.com
Phone:

Type your comment here...: I would like to state that I am vehemently opposed to this project. For I believe it to be a waste of money. But more importantly a travesty to one of the best things about San Diego and Coronado. The million dollar view millions and millions of people get enjoy to enjoy will be ruined. I saw the rendering and maybe it's somewhat transparent but ANY fence will ruin the iconic view. The iconic unobstructed view is a landmark of San Diego. If I believed for one minute that putting up a fence or barrier of any type would actually deter or stop a person from committing suicide I would be for it. But it seems crazy to me and others that I have discussed this with that this would stop someone from committing suicide. It may stop them from doing it on the bridge but that is all. I have had two people related to me commit suicide. They both used firearms. If you put a fence up it will only change the place or the way they'd commit suicide. The other point is, are you also going to put up fences on every freeway overpass? How bout barriers on every balcony, every rooftop, every seaside bluff, every cliff near a hiking trail, etc etc. You see, you can not keep people in bubble wrap. Life is not forever, If someone really wants' to take their own life, a fence is not going to stop them.

59-1

59-2

59-3

59-4

59-5

If you think this submission is spam, [report it as spam](#).

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COMMENT ID 59

Ronald Ziemkowski

Comment 59-1

I would like to state that I am vehemently opposed to this project. For I believe it to be a waste of money. But more importantly a travesty to one of the best things about San Diego and Coronado.

Response to Comment 59-1

Caltrans acknowledges the commentor's opposition to the project.

Comment 59-2

The million dollar view millions and millions of people get enjoy to enjoy will be ruined. I saw the rendering and maybe it's somewhat transparent but ANY fence will ruin the iconic view. The iconic unobstructed view is a landmark of San Diego.

Response to Comment 59-2

The vertical net would have a netting with a minimum transparency of 85 percent, as discussed in Section 1.5.1 of the MND. The document assessed the visual impact of the project, concluding that the project would not substantially damage scenic resources and the impact would be less than significant under CEQA (Section 2.1.1).

Comment 59-3

If I believed for one minute that putting up a fence or barrier of any type would actually deter or stop a person from committing suicide I would be for it. But it seems crazy to me and others that I have discussed this with that this would stop someone from committing suicide. It may stop them from doing it on the bridge but that is all. I have had two people related to me commit suicide. They both used firearms. If you put a fence up it will only change the place or the way they'd commit suicide.

Response to Comment 59-3

Numerous international research studies have shown that reducing access to lethal means can reduce suicides overall. Lethal means restriction—or reducing someone's access to the lethal methods by which to die by suicide—is one of the best supported methods of reducing suicides (Means Matter 2022). Studies show “over 90 percent of people who were interrupted in a suicide attempt will not go on to die by suicide at another location or by other methods” (MHSAAC 2020). Additionally, California's Strategic Plan highlights means safety as one of the key aims for 2020 to 2025 (MHSAAC 2020). The San Diego-Coronado Bay Bridge (Bridge) is the second most highly used bridge for suicides in the United States and has the highest concentration of fatalities for a spot location on the state highway system in Caltrans' District 11. The project would be consistent with the key aim of implementing means safety measures and would satisfy the project purpose and need as defined in Section 1.2 of the MND.

Comment 59-4

The other point is, are you also going to put up fences on every freeway overpass? How bout barriers on every balcony, every rooftop, every seaside bluff, every cliff near a hiking trail, etc etc.

Response to Comment 59-4

Caltrans cannot provide suicide deterrents at all locations; however, the Bridge is the second most highly used bridge for suicides in the United States and has the highest concentration of fatalities for a spot location on the state highway system in Caltrans' District 11. In addition, California's Strategic Plan for Suicide Prevention highlights means safety, which includes the installation of physical deterrents on bridge structures, as one of the key aims for 2020 to 2025 (MHSOAC 2020). The project would be consistent with California's Strategic Plan for Suicide Prevention and would satisfy the project purpose and need as defined in Section 1.2 of the MND.

Comment 59-5

You see, you can not keep people in bubble wrap. Life is not forever, If someone really wants' to take their own life, a fence is not going to stop them.

Response to Comment 59-5

Studies show “over 90 percent of people who were interrupted in a suicide attempt will not go on to die by suicide at another location or by other methods” (MHSOAC 2020). Additionally, numerous international research studies have shown that reducing access to lethal means, including the installation of physical deterrents on bridge structures, can reduce suicides overall (Means Matter 2022).

COMMENT ID 60

Boyce, San@DOT

From: The RJman <mail2rjz@yahoo.com>
Sent: Wednesday, February 9, 2022 6:57 PM
To: D11 CoronadoBridge ED@DOT
Cc: Ronald Ziemkowski
Subject: Coronado Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

I would like to state that I am vehemently opposed to this project. For I believe it to be a waste of money. But more importantly a travesty to one of the best things about San Diego and Coronado. The million dollar view millions and millions of people get enjoy to enjoy will be ruined. I saw the rendering and maybe it's somewhat transparent but ANY fence will ruin the iconic view. The iconic unobstructed view is a landmark of San Diego.

If I believed for one minute that putting up a fence or barrier of any type would actually deter or stop a person from committing suicide I would be for it. But it seems crazy to me and others that I have discussed this with that this would stop someone from committing suicide. It may stop them from doing it on the bridge but that is all.

I have had two people related to me commit suicide. They both used firearms. If you put a fence up it will only change the place or the way they'd commit suicide.

The other point is, are you also going to put up fences on every freeway overpass? How about barriers on every balcony, every rooftop, every seaside bluff, every cliff near a hiking trail, etc etc.

You see, you can not keep people in bubble wrap. Life is not forever, If someone really wants' to take their own life, a fence is not going to stop them.

thank you RJ

60-1

60-2

60-3

60-4

60-5

COMMENT ID 60

Ronald Ziemkowski

Comment 60-1

I would like to state that I am vehemently opposed to this project. For I believe it to be a waste of money. But more importantly a travesty to one of the best things about San Diego and Coronado.

Response to Comment 60-1

Caltrans acknowledges the commentor's opposition to the project.

Comment 60-2

The million dollar view millions and millions of people get enjoy to enjoy will be ruined. I saw the rendering and maybe it's somewhat transparent but ANY fence will ruin the iconic view. The iconic unobstructed view is a landmark of San Diego.

Response to Comment 60-2

The vertical net would have a netting with a minimum transparency of 85 percent, as discussed in Section 1.5.1 of the MND. The document assessed the visual impact of the project, concluding that the project would not substantially damage scenic resources and the impact would be less than significant under CEQA (Section 2.1.1).

Comment 60-3

If I believed for one minute that putting up a fence or barrier of any type would actually deter or stop a person from committing suicide I would be for it. But it seems crazy to me and others that I have discussed this with that this would stop someone from committing suicide. It may stop them from doing it on the bridge but that is all. I have had two people related to me commit suicide. They both used firearms. If you put a fence up it will only change the place or the way they'd commit suicide.

Response to Comment 60-3

Numerous international research studies have shown that reducing access to lethal means can reduce suicides overall. Lethal means restriction—or reducing someone's access to the lethal methods by which to die by suicide—is one of the best supported methods of reducing suicides (Means Matter 2022). Studies show “over 90 percent of people who were interrupted in a suicide attempt will not go on to die by suicide at another location or by other methods” (MHSAAC 2020). Additionally, California's Strategic Plan highlights means safety as one of the key aims for 2020 to 2025 (MHSAAC 2020). The San Diego-Coronado Bay Bridge (Bridge) is the second most highly used bridge for suicides in the United States and has the highest concentration of fatalities for a spot location on the state highway system in Caltrans' District 11. The project would be consistent with the key aim of implementing means safety measures and would satisfy the project purpose and need as defined in Section 1.2 of the MND.

Comment 60-4

The other point is, are you also going to put up fences on every freeway overpass? How bout barriers on every balcony, every rooftop, every seaside bluff, every cliff near a hiking trail, etc etc.

Response to Comment 60-4

Caltrans cannot provide suicide deterrents at all locations; however, the Bridge is the second most highly used bridge for suicides in the United States and has the highest concentration of fatalities for a spot location on the state highway system in Caltrans' District 11. In addition, California's Strategic Plan for Suicide Prevention highlights means safety, which includes the installation of physical deterrents on bridge structures, as one of the key aims for 2020 to 2025 (MHSOAC 2020). The project would be consistent with California's Strategic Plan for Suicide Prevention and would satisfy the project purpose and need as defined in Section 1.2 of the MND.

Comment 60-5

You see, you can not keep people in bubble wrap. Life is not forever, If someone really wants' to take their own life, a fence is not going to stop them.

Response to Comment 60-5

Studies show “over 90 percent of people who were interrupted in a suicide attempt will not go on to die by suicide at another location or by other methods” (MHSOAC 2020). Additionally, numerous international research studies have shown that reducing access to lethal means, including the installation of physical deterrents on bridge structures, can reduce suicides overall (Means Matter 2022).

COMMENT ID 61

Boyce, San@DOT

From: Jacquelyn Summers <reply-to+d73a0624ee09@crm.wix.com>
Sent: Wednesday, February 9, 2022 8:54 PM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Jacquelyn Summers just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Jacquelyn

Last Name: Summers

Company or Agency : Jacquelyn Summers, Ph.D., M.P.H.

Address :

Email: j.summers@runbox.com

Phone:

Type your comment here...: As a Behavioral Health specialist who has dedicated my career to the mental fitness and safety of military and civilian families, I am in strong favor of a Suicide Deterrent System that will prevent any further loss of exceptional life on the Coronado Bridge. While working as a military contractor, an active duty patient did call me from the bridge. With the help of our Special Force Team members and my colleagues in Psychiatry at NMCS D, the patient survived and the suicidal presentation has now fully remitted. However, the bridge indeed poses significant risk for any child, teen, or adult who may be on the bridge while having suicidal thoughts and plans to end their life. Suicide Deterrent Systems on other bridges have shown strong evidence of preventing loss of life. In fact, a Harvard School of Public Health review showed that "Nine out of ten people who attempt suicide and survive will not go on to die by suicide at a later date." Like the Golden Gate Bridge, the Coronado Bridge has iconic views of the Bay, Pacific Ocean, the Emerald City, San Diego, and Mexico. The aesthetics not only draw tourism, but also serve as important stress reduction for the general population. Suicide netting that is constructed below the bridge to catch: jumpers would (1) preserve the health benefit of the unobstructed view for all, while (2) saving lives. Thank you for your consideration. Respectfully submitted, Jacquelyn Summers, Ph.D.

61-1

61-2

61-3

61-4

61-5

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COMMENT ID 61

Jacquelyn Summers

Comment 61-1

I am in strong favor of a Suicide Deterrent System that will prevent any further loss of exceptional life on the Coronado Bridge.

Response to Comment 61-1

Caltrans acknowledges the commentor's support of a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge).

Comment 61-2

While working as a military contractor, an active duty patient did call me from the bridge. With the help of our Special Force Team members and my colleagues in Psychiatry at NMCSO, the patient survived and the suicidal presentation has now fully remitted. However, the bridge indeed poses significant risk for any child, teen, or adult who may be on the bridge while having suicidal thoughts and plans to end their life.

Response to Comment 61-2

Caltrans extends its sympathy for those who have gone through these difficult experiences. The MND acknowledges that the Bridge is the second most highly used bridge for suicides in the United States and has the highest concentration of fatalities for a spot location on the state highway system in Caltrans' District 11.

Comment 61-3

Suicide Deterrent Systems on other bridges have shown strong evidence of preventing loss of life. In fact, a Harvard School of Public Health review showed that "Nine out of ten people who attempt suicide and survive will not go on to die by suicide at a later date."

Response to Comment 61-3

Caltrans acknowledges lethal means restriction—or reducing someone's access to the lethal methods by which to die by suicide—is one of the best supported methods of reducing suicides. As noted in the same Harvard School of Public Health resource referenced by the commentor, numerous international research studies have shown that reducing access to lethal means can reduce suicides overall (Means Matter 2022). More specifically, studies show "over 90 percent of people who were interrupted in a suicide attempt will not go on to die by suicide at another location or by other methods" (MHSOAC 2020).

Comment 61-4

Like the Golden Gate Bridge, the Coronado Bridge has iconic views of the Bay, Pacific Ocean, the Emerald City, San Diego, and Mexico. The aesthetics not only draw tourism, but also serve as important stress reduction for the general population.

Response to Comment 61-4

The project is within SR-75, an officially designated State Scenic Highway, as discussed in the MND. Caltrans acknowledges the expansive view of the San Diego County coast and Pacific Ocean as the primary scenic resource associated with SR-75.

Comment 61-5

Suicide netting that is constructed below the bridge to catch jumpers would (1) preserve the health benefit of the unobstructed view for all, while (2) saving lives.

Response to Comment 61-5

A horizontal net on the sides or below the bridge was considered as an alternative, as described in Section 1.7 of the MND, and was eliminated for reasons including emergency responder safety, emergency response training responsibilities, potential increased traffic delays, potential for injury to someone landing in the net, national security concerns, and ability to perform necessary bridge maintenance.

COMMENT ID 62

Boyce, San@DOT

From: Amy Chu <reply-to+93e3c9dbf081@crm.wix.com>
Sent: Thursday, February 10, 2022 12:08 AM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Amy Chu just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Amy
Last Name: Chu
Company or Agency : -
Address :
Email: mingsum2141@gmail.com
Phone: -

Type your comment here...: One of my friends committed suicide off our bridge. It was a very dark day for me. I agree we need a barrier for our bridge. But I think we need to make the barrier be part of the bridge and not an obvious afterthought. The proposed net barrier is not that pleasing to the eye.

| 62-1
| 62-2
| 62-3

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COMMENT ID 62

Amy Chu

Comment 62-1

One of my friends committed suicide off our bridge. It was a very dark day for me.

Response to Comment 62-1

Caltrans extends its deepest sympathy for the loss of your friend to suicide. Caltrans realizes that suicide affects not just one person but also those around them, including families, friends, and communities. The following contact information is provided for the survivors of suicide loss who would like to talk to someone or need support: visit Survivors of Suicide Loss San Diego online at <https://www.soslsd.org>; email michelle@SOSLsd.org; or call 619-482-0297.

Comment 62-2

I agree we need a barrier for our bridge.

Response to Comment 62-2

Caltrans acknowledges the commentor's support of a suicide deterrent on the San Diego-Coronado Bay Bridge.

Comment 62-3

But I think we need to make the barrier be part of the bridge and not an obvious afterthought. The proposed net barrier is not that pleasing to the eye.

Response to Comment 62-3

The comment expresses the commentor's dislike of the aesthetics of the project. The suicide deterrent must be designed and engineered to work on the existing bridge structure. The MND assessed the visual impact of the project, concluding that it would not substantially damage scenic resources and the impact would be less than significant (Section 2.1.1).

COMMENT ID 63

Boyce, San@DOT

From: Vanessa Tatoy <vanessaness06@gmail.com>
Sent: Thursday, February 10, 2022 11:04 PM
To: D11 CoronadoBridge ED@DOT
Subject: Coronado Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Good evening,

My name is Vanessa Tatoy . I am a San Diego native and a medical professional.

I lost my father on December 29th, 2021. My father jumped to his death from the Coronado Bay Bridge around 9:30am that morning.

63-1

My father was an incredible man. He was funny, strong , and creative. My father was a U.S. veteran. He loved his country. He is missed by many. My heart breaks everyday because he is gone.

I plead with you to do whatever is in your power to build a gate/barrier onto the Coronado Bay Bridge. Our community has lost over 400 beautiful people to suicide from this bridge, that could have been otherwise prevented .

63-2

If there is anything that I can do to be instrumental in bringing this barrier into reality, please let me know.

A family should not be without their loved one. Our family should not be without our father. He was special like all of the other 400 who have jumped.

63-3

Thank you very much for your time. I hope that this speaks to you and relays the urgency in which this needs to be done.

Sincerely,

Vanessa Tatoy

COMMENT ID 63

Vanessa Tatoy

Comment 63-1

I lost my father on December 29th, 2021. My father jumped to his death from the Coronado Bay Bridge around 9:30am that morning.

My father was an incredible man. He was funny, strong, and creative. My father was a U.S. veteran. He loved his country. He is missed by many. My heart breaks everyday because he is gone.

Response to Comment 63-1

Caltrans extends its sympathy for the loss of your father to suicide and appreciates you sharing his story. Caltrans realizes that suicide affects not just one person but also those around them, including families, friends, and communities. The following contact information is provided for the survivors of suicide loss who would like to talk to someone or need support: visit Survivors of Suicide Loss San Diego online at <https://www.soslsd.org>; email michelle@SOSLsd.org; or call 619-482-0297.

Comment 63-2

I plead with you to do whatever is in your power to build a gate/barrier onto the Coronado Bay Bridge. Our community has lost over 400 beautiful people to suicide from this bridge, that could have been otherwise prevented.

If there is anything that I can do to be instrumental in bringing this barrier into reality, please let me know.

Response to Comment 63-2

Caltrans acknowledges the commentor's support of a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

Comment 63-3

A family should not be without their loved one. Our family should not be without our father. He was special like all of the other 400 who have jumped.

Thank you very much for your time. I hope that this speaks to you and relays the urgency in which this needs to be done.

Response to Comment 63-3

Caltrans extends its deepest sympathy to your family. The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge. Additionally, all comments received are considered as part of the decision-making process.

COMMENT ID 64

Boyce, San@DOT

From: Gina Bernsen <reply-to+7af928349f17@crm.wix.com>
Sent: Sunday, February 13, 2022 12:17 PM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Gina Bernsen just submitted your form: Comment Card
on [Coronado Bridge](#)

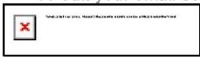
Message Details:

First Name: Gina
Last Name: Bernsen
Company or Agency : -
Address :
Email: gbernsen@gmail.com
Phone:
Type your comment here...: We needed the deterrent years ago. Quit dragging this out and get something on the Coronado bridge so no one can jump. NOW!

64-1

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COMMENT ID 64

Gina Bernsen

Comment 64-1

We needed the deterrent years ago. Quit dragging this out and get something on the Coronado bridge so no one can jump. NOW!

Response to Comment 64-1

Caltrans acknowledges the commentor's support of a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 65

Boyce, San@DOT

From: Stacy Birks <reply-to+17f68108e6b7@crm.wix.com>
Sent: Wednesday, February 16, 2022 12:04 PM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Stacy Birks just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

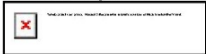
First Name: Stacy
Last Name: Birks
Company or Agency : The Salvation Army Kroc Center
Address :
Email: stacy.birks@usw.salvationarmy.org
Phone:
Type your comment here...: Please fund the deterrent on the Coronado Bridge. It is an important item to to fund. We cannot lose anymore people!

65-1

65-2

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COMMENT ID 65

Stacy Birks

Comment 65-1

Please fund the deterrent on the Coronado Bridge. It is an important item to to fund.

Response to Comment 65-1

Caltrans acknowledges the commentor's support of the suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). Caltrans is pursuing funding for Design and Construction through various avenues. The project is among the state and local transportation priorities. Caltrans is also pursuing Federal Congressional Direct Spending and federal grant opportunities.

Comment 65-2

We cannot lose anymore people!

Response to Comment 65-2

The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 66

Boyce, San@DOT

From: Mari Rios-O'Brien <mriosobrien@sandiego.edu>
Sent: Monday, February 21, 2022 4:17 PM
To: D11 CoronadoBridge ED@DOT
Subject: Suicide deterrent project

EXTERNAL EMAIL. Links/attachments may not be safe.

SADLY, MENTAL HEALTH IS OFTEN SWEPT UNDER THE RUG!!!

This project is absolutely 100000000% NEEDED to help deter and prevent suicide!!!

66-1

The statistics prove it is NEEDED!!

66-2

thank you for your prompt attention

Sent from my iPhone

COMMENT ID 66

Mari Rios-O'Brien

Comment 66-1

This project is absolutely 100000000% NEEDED to help deter and prevent suicide!!!

Response to Comment 66-1

Caltrans acknowledges the commentor's support of a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

Comment 66-2

The statistics prove it is NEEDED!!

Response to Comment 66-2

The commentor refers to statistics related to the need for a deterrent. Caltrans acknowledges the commentor's support of the suicide deterrent on the Bridge.

COMMENT ID 67

Boyce, San@DOT

From: FERN P. . NELSON, M.D. <reply-to+c14d5123cc07@crm.wix.com>
Sent: Monday, February 21, 2022 5:50 PM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

FERN P. . NELSON, M.D. just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: FERN P. .
Last Name: NELSON, M.D.
Company or Agency : RESIDENT, CORONADO
Address :
Email: fernnelson123@hotmail.com
Phone:

Type your comment here...: I am totally opposed to using a net/fence/anything that obstructs the view from the bridge. Any suicide barrier should be underneath the bridge to "catch" or "gather" a people once they have jumped so the they may haven time for second thoughts. What is to keep a determined "jumper" from scaling whatever barrier you place there and jumping anyway? 72,000 cars daily go across the bridge enjoyng the view. A minuscule fraction are, sadly, mentally impaired at the time of contemplating a jump. Placing a barrier UNDER the bridge, perhaps parallel to the base of the bridge will serve the purpose without hindering the gorgeous view that locals and travelers have come to look forward to and love. In this day and age, engineers can figure out the answer to ANY engineering quest. I am a physician and I am extremely sympathetic to the needs of the mentally impaired. I am also a citizen who knows that there is a better solution than an unsightly structure that impedes views. Additionally, has this been co-ordinated with the bridge lighting project? The two should be considered as whole. Why have beautiful lights on the bridge which is now an eyesore to look at??? FERN P. NELSON. M.D.

67-1

67-2

67-3

67-4

67-5

67-6

67-7

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



COMMENT ID 67

Fern P Nelson

Comment 67-1

I am totally opposed to using a net/fence/anything that obstructs the view from the bridge.

Response to Comment 67-1

Caltrans acknowledges the commentor's opposition to a vertical net on the San Diego-Coronado Bay Bridge (Bridge) that obstructs the view from the Bridge. The vertical net would have a netting with a minimum transparency of 85 percent, as discussed in Section 1.5.1 of the MND. The document assessed the visual impact of the project, concluding that the project would not substantially damage scenic resources and the impact would be less than significant (Section 2.1.1).

Comment 67-2

Any suicide barrier should be underneath the bridge to "catch" or "gather" a people once they have jumped so the they may haven time for second thoughts.

Response to Comment 67-2

A horizontal net on the side of the bridge was considered as an alternative as described in Section 1.7 of the MND and was eliminated for reasons including emergency responder safety, emergency response training responsibilities, potential increased traffic delays, the potential for injury to someone landing in the net, national security concerns, and ability to perform necessary bridge maintenance.

Comment 67-3

What is to keep a determined "jumper" from scaling whatever barrier you place there and jumping anyway?

Response to Comment 67-3

The project purpose is to deter suicide attempts, and the deterrent will be designed with materials to meet that purpose, including design features that limit the ability of people to climb the net. The parameters for the vertical net, such as wire gauge, net opening size, and angle of the fence, would minimize environmental impacts while deterring suicide attempts from the structure.

Comment 67-4

72,000 cars daily go across the bridge enjoying the view. A minuscule fraction are, sadly, mentally impaired at the time of contemplating a jump. Placing a barrier UNDER the bridge, perhaps parallel to the base of the bridge will serve the purpose without hindering the gorgeous view that locals and travelers have come to look forward to and love.

Response to Comment 67-4

It is true that the Bridge is a highly traveled transportation facility on a daily basis. It is also the second most highly used bridge for suicides in the United States and has the highest concentration of fatalities for a spot location on the state highway system in Caltrans' District 11. The vertical net would have a netting with a minimum transparency of 85 percent, as discussed in Section 1.5.1 of the MND. The document assessed the visual impact of the project, concluding that the project would not substantially damage scenic resources and the impact would be less than significant (Section 2.1.1). A horizontal net on the side of the Bridge was considered as an alternative and reasons for eliminating a horizontal net from consideration are described in Section 1.7 of the MND.

Comment 67-5

In this day and age, engineers can figure out the answer to ANY engineering quest.

Response to Comment 67-5

Caltrans is working to design an effective deterrent that is as aesthetically pleasing and non-invasive as feasible. Many considerations must go into the design in addition to the aesthetic value, such as efficacy of the deterrent, the ability for Caltrans to maintain the Bridge, least amount of impact to the historic integrity of the Bridge, safety of emergency responders, structural integrity, and others.

Comment 67-6

I am also a citizen who knows that there is a better solution than an unsightly structure that impedes views.

Response to Comment 67-6

The vertical net would have a netting with a minimum transparency of 85 percent, as discussed in Section 1.5.1 of the MND. The document assessed the visual impact of the project, concluding that the project would not substantially damage scenic resources and the impact would be less than significant (Section 2.1.1). A range of design variations were developed and considered during the public scoping period in PA&ED phase, and the project has been refined to minimize impacts associated with the vertical net variation. Other fence types considered would have had an adverse effect on the historic characteristics and integrity of the Bridge and, therefore, have been eliminated from further consideration. The refinement of the vertical net was carefully vetted by Caltrans with input from stakeholders and based on multiple factors including deterrent efficacy, ability to maintain the Bridge, aesthetics, least amount of impact to the historic integrity of the Bridge, safety of emergency responders, structural integrity, and others.

Comment 67-7

Additionally, has this been co-ordinated with the bridge lighting project? The two should be considered as whole. Why have beautiful lights on the bridge which is now an eyesore to look at???

Response to Comment 67-7

The Port of San Diego is the lead agency for the lighting project. Caltrans' involvement is limited to issuing encroachment permits for any testing or future installation. At this time, the Port's schedule for their lighting project is independent from this project's schedule.

COMMENT ID 68

Boyce, San@DOT

From: Perryanne Ramos <reply-to+7a86bbfc41c7@crm.wix.com>
Sent: Tuesday, February 22, 2022 9:05 PM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Perryanne Ramos just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Perryanne

Last Name: Ramos

Company or Agency : -

Address :

Email: anneramosw@gmail.com

Phone:

Type your comment here...: On Feb. 2, 2022, a few weeks ago, my niece Christine, jumped from the Coronado Bay Bridge to her death. Had there been a barrier preventing her fall it would have saved her life. She is one of about 400 who have died on that bridge, and I ask how many more have to die before something is done. How many people still have to realize that this bridge is not a beautiful view but that it is a source of death. The view over the edge is a view of 400 deaths. Please end the needless death and place a barrier around the Coronado Bay Bridge.

68-1

68-2

68-3

68-4

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COMMENT ID 68

Perryanne Ramos

Comment 68-1 On Feb. 2, 2022, a few weeks ago, my niece Christine, jumped from the Coronado Bay Bridge to her death.

Response to Comment 68-1

Caltrans extends its sympathy for the loss of your niece to suicide. Caltrans realizes that suicide affects not just one person but also those around them, including families, friends, and communities. The following contact information is provided for the survivors of suicide loss who would like to talk to someone or need support: visit Survivors of Suicide Loss San Diego online at <https://www.soslsd.org>; email michelle@SOSLsd.org; or call 619-482-0297.

Comment 68-2

Had there been a barrier preventing her fall it would have saved her life.

Response to Comment 68-2

Lethal means restriction—or reducing someone’s access to the lethal methods by which to die by suicide—is one of the best supported methods of reducing suicides, and includes the use of physical suicide deterrents on structures, including bridges. Numerous international research studies have shown that reducing access to lethal means can reduce suicides overall (Means Matter 2022).

Comment 68-3

She is one of about 400 who have died on that bridge, and I ask how many more have to die before something is done. How many people still have to realize that this bridge is not a beautiful view but that it is a source of death. The view over the edge is a view of 400 deaths.

Response to Comment 68-3

The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the San Diego-Coronado Bay Bridge (Bridge) due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

Comment 68-4

Please end the needless death and place a barrier around the Coronado Bay Bridge.

Response to Comment 68-4

As noted above, now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge. Caltrans acknowledges the commentor’s support of a suicide deterrent on the Bridge.

COMMENT ID 69

Boyce, San@DOT

From: Alison Diaz <reply-to+62147d66110e@crm.wix.com>
Sent: Wednesday, February 23, 2022 7:01 AM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Alison Diaz just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Alison
Last Name: Diaz
Company or Agency : N/a
Address : 92117
Email: alisondiazlcsw@gmail.com
Phone: -
Type your comment here...: Of course we should do this to save lives.
Anyone who is not in support of this, is against saving vulnerable lives.
This is an obvious choice. Save lives.

69-1

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



COMMENT ID 69

Alison Diaz

Comment 69-1

Of course we should do this to save lives. Anyone who is not in support of this, is against saving vulnerable lives. This is an obvious choice. Save lives.

Response to Comment 69-1

Caltrans acknowledges the commentor's support of a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 70

Grant Richard Telfer
1508 Parkview Place
Coronado, California 92118

February 25, 2022

Matthew Voss, Senior Environmental Planner
Caltrans District 11
4050 Taylor Street
MS 242
San Diego, CA 92110

San Diego-Coronado Bridge Suicide Deterrent

Dear Mr Voss:

This is in response to your invitation for public comment on the subject project. Unless otherwise cited, all references are to the Initial Study, dated January 2022.

1. My first comment is a request for clarification. In the second paragraph of page 11, the following text appears:

Currently, a driver going in the westbound direction can see the tops of vehicles over the existing outside bridge rail along the curve of the bridge.

70-1

I am at a loss to understand that sentence. All vehicles on the bridge are between the existing outside bridge rails, and are easily seen. The picture on page 11 illustrates that fact.

2. I do not agree with the assertion, on page 6 and elsewhere, that, with the project,

• A minimum net transparency of 85 percent would be achieved.

It is conceded that such is probably true from the view of a person standing still and viewing through the netting. It is not true from the view of a driver or passenger in a car moving at the speeds of 50 mph or less on the bridge. The phenomenon of motion distortion, akin to 'rolling shutter' is experienced. It is analogous to viewing through an airplane propellor. If the propellor is not moving, the view is 100 percent minus the total square footage of the propellor blades as a percentage of the viewing area. Once the propellor is turning, the eye is unable to compensate for the moving blades, and the view is drastically reduced, in some cases to almost nothing. In order for your study to assert any view percentage, this distortion factor must be analyzed from the perceived view of a moving vehicle. I request this be accomplished for the final report.

70-2

I would add that the netting you appear to prefer has diagonal elements. This even further distorts the view from a moving eye. Contrast your netting with the similar barrier fence panels on the Aurora Bridge, in Seattle, in which the thin straight elements do not include added diagonal distortion.

70-3

Matthew Voss

2

February 25, 2022

3. The argument, beginning at page 21, for excluding the Horizontal Net is flawed in many respects. The current construction of exactly such system for the Golden Gate Bridge is nearing completion. The supportive arguments for that system refute the principal reasons which the project managers here use to exclude the horizontal netting.

70-4

See: <https://www.goldengate.org/district/district-projects/suicide-deterrent-net/>

Of note is the discussion concerning the reasons for eliminating a horizontal net from consideration. The Emergency Response discussion belies the fact that the Golden Gate Emergency Response faces the exact same considerations. One glaring difference is that the Golden Gate, as with virtually every other 'suicide magnet', is not closed when a potential jumper is in position. During the early years, the San Diego-Coronado Bay Bridge was also not closed during such situations. I personally drove the bridge eastbound one time, still during the years when cones were used to define the reversible lane. The 'jumper' was at the north side of the top of the bridge. His vehicle was nearby in the same lane. The First Responders had put cones to keep the westbound two lanes to work in, and the reversible lane was also coned off. Westbound traffic and eastbound traffic each had a single lane, separated by cones, with traffic control also at the east end to insure eastbound traffic went properly off the bridge. The bridge traffic was obviously delayed, but still moving. With the introduction of the Movable Median Barrier System ('Zipper'), there is no *traffic* reason why the bridge should be closed.

70-5

The second bullet paragraph on page 22 also ignores precedent. As seen at

<https://www.goldengate.org/district/district-projects/suicide-deterrent-net/how-the-net-works/>

A 'jumper' impacts a virtually solid surface netting and will break bones. This is designed. The individual is thus incapable of further movement and can be retrieved via the system used for bridge maintenance. In the case of the San Diego-Coronado Bay Bridge, the existing superstructure is more amenable to design of an effective horizontal net. The design would have the net separated from the maintenance superstructure, but with ladders, etc, that could be extended from the superstructure to the netting, to retrieve the person.

70-6

The first bullet paragraph on page 23 fails to understand the thinking employed by the engineers who designed the Golden Gate deterrent system. An individual could jump from the bridge, but would impact the net. Negotiators, if necessary, would access the injured individual via the maintenance superstructure. The basic comments in the second bullet paragraph are understood, but, again, these factors were known to Golden Gate and intentionally designed into the deterrent system there.

70-7

My question is why Caltrans San Diego considers the decisions of the Golden Gate Bridge Highway and Transportation District to be so lacking of substance as to be disregarded. As is well known, the Golden Gate Bridge has withstood more suicides and attempts than any other site in the world, and the District has been dealing with the problem since 1937. They would appear to be the experts.

70-8

Matthew Voss

3

February 25, 2022

4. Effectiveness. There is no discussion of suicide mentality as related to deterrent. In this the report is woefully lacking. The important consideration is *Planning*. Whether or not the intended suicide is impulsive, reactionary, or planned is a critical consideration in deterrence. At page 59, third paragraph, third sentence, Caltrans discloses the 'netting' to be

70-9

'maximum 2-mm stainless-steel wire size (similar to the diameter of chicken wire)'

In the first place, chicken wire thickness ranges from .7 mm to 1.6 mm. Even at 2 mm, it is hardly a serious deterrent. A person with minimal planning will simply bring along a simple wire cutter, or even heavy scissors, and can quickly cut an opening in 'chicken wire' sufficient to accomplish his/her purpose.

70-10

5. The argument titled National Homeland Security at page 23 is specious. This bridge is no more vital than any other one carrying scores of thousands of vehicles and trucks daily. The military traffic crossing the bridge is military and civilian personnel commuting to and from work. The nexus of a suicide deterrent and a terrorist is unrealistic. During my demolition training in the 1960's, our test problem regarding the new bridge was not how to climb into the superstructure. It was to design the proper cutting charge and calculate the amount of demolition needed to bring down a bridge pier leg. That is reality.

70-11

6. Maintenance (pg 24). If anything, the maintenance of the Golden Gate Bridge is a greater challenge than the Coronado bridge. Despite this, the Golden Gate Bridge District is completing installation of a horizontal netting system. Their decision was made after half century of years, and millions of dollars of study.

70-12

7. Easements (pg 25). This paragraph is unsupported by any data. In the first place, the project report fails to identify a single suicide taking place over the eastern part of the bridge over the industrial area. If such has never occurred, then why need money be spent to prevent an occurrence? In addition, there is no legal citation as to why part of a bridge structure requires a separate easement. Lastly, if such were an actual problem, then alternative means, such as vertical panels, could be used at those points before the view areas of the bridge, which are over the water.

70-13

70-14

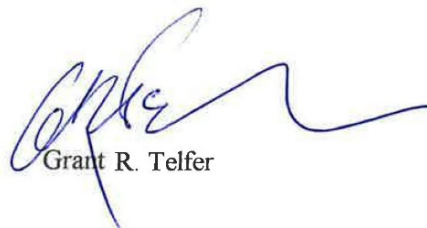
70-15

8. CEQA- Visual/Aesthetics (page 99) Again, I challenge the assertions that the visual impact of the vertical netting would be minimal. As noted above, the 'minimum 85 percent transparency' conclusion is invalid as to perception from moving traffic. Absent an appropriate study, this assertion cannot be maintained.

70-16

Please advise me of any response to the above. I can be reached at (619) 435-1797 or hooyah55@yahoo.com.

Thank you for your consideration of this.



Grant R. Telfer

COMMENT ID 70

Grant Richard Telfer

Comment 70-1

My first comment is a request for clarification. In the second paragraph of page 11, the following text appears:

Currently, a driver going in the westbound direction can see the tops of vehicles over the existing outside bridge rail along the curve of the bridge.

I am at a loss to understand that sentence. All vehicles on the bridge are between the existing outside bridge rails, and are easily seen. The picture on page 11 illustrates that fact.

Response to Comment 70-1

The sentence referenced in the comment does not refer to vehicles in the immediate vicinity of a viewer or straight in front of a vehicle. Rather, because of the horizontal curvature of the San Diego-Coronado Bay Bridge (Bridge), drivers traveling southbound towards the City of Coronado can see distant vehicles ahead while looking over the existing bridge railing at certain locations. With the installation of the vertical net, this existing line of sight would be affected.

Comment 70-2

I do not agree with the assertion, on page 6 and elsewhere, that, with the project,

A minimum net transparency of 85 percent would be achieved.

It is conceded that such is probably true from the view of a person standing still and viewing through the netting. It is not true from the view of a driver or passenger in a car moving at the speeds of 50 mph or less on the bridge. The phenomenon of motion distortion, akin to 'rolling shutter' is experienced. It is analogous to viewing through an airplane propellor. If the propellor is not moving, the view is 100 percent minus the total square footage of the propellor blades as a percentage of the viewing area. Once the propellor is turning, the eye is unable to compensate for the moving blades, and the view is drastically reduced, in some cases to almost nothing. In order for your study to assert any view percentage, this distortion factor must be analyzed from the perceived view of a moving vehicle. I request this be accomplished for the final report.

Response to Comment 70-2

The minimum net transparency of 85 percent referenced in the document refers to the transparency of the netting itself, per the manufacturer specifications, as a component of the vertical net system. Motion distortion of views was also considered by the project team when evaluating this alternative. Based on visual simulations and material specifications, the build alternative allows for the user to maintain spatial awareness of the character-defining viewshed at any speed including from being still at 0 mph to moving at 50 mph. Further visual analysis can be found in Section 2.1.1 of the MND.

Comment 70-3

I would add that the netting you appear to prefer has diagonal elements. This even further distorts the view from a moving eye. Contrast your netting with the similar barrier fence panels on the Aurora Bridge, in Seattle, in which the thin straight elements do not include added diagonal distortion.

Response to Comment 70-3

While Caltrans is not intimately familiar with the Aurora Bridge (officially known as the George Washington Memorial Bridge) in Seattle, Washington, it appears that the fencing installed on that bridge is similar to Alternative 1 Design Variation 3: Sliding Vertical Cable Fence. Alternative 1 Design Variation 3 was considered but eliminated from further consideration because it would cause a Direct Adverse Effect to character-defining features of the San Diego-Coronado Bay Bridge. Additional information about Alternative 1 Design Variation 3 can be found in Section 1.7 of the MND.

Comment 70-4

The argument, beginning at page 21, for excluding the Horizontal Net is flawed in many respects. The current construction of exactly such system for the Golden Gate Bridge is nearing completion. The supportive arguments for that system refute the principal reasons which the project managers here use to exclude the horizontal netting.

See: <https://www.goldengate.org/district/district-projects/suicide-deterrent-net/>.

Response to Comment 70-4

During the Project Initiation Phase and the Project Development Phase, Caltrans researched and analyzed whether a horizontal net system similar to the Safety Net being installed on the Golden Gate Bridge in San Francisco, California, could be installed on the San Diego- Coronado Bay Bridge. Due to the differences in bridge structure and design, it was determined that a horizontal net system similar to that being implemented in the Golden Gate Bridge was not appropriate for the San Diego-Coronado Bay Bridge. A horizontal net on the San Diego-Coronado Bay Bridge would result in conflicts relating to national homeland security, deterrent maintenance, bridge maintenance, and easements. Local first responders also voiced their concerns about the horizontal net and were not supportive of this alternative. While the Golden Gate Bridge Highway and Transportation District were able to find solutions to conflicts relating to the installation of a horizontal net on the Golden Gate Bridge, these solutions do not apply to the San Diego-Coronado Bay Bridge. Also, some of the reasons why the horizontal net was selected to be the preferred alternative for the Golden Gate Bridge do not apply to the San Diego-Coronado Bay Bridge. Per the January 2010 Golden Gate Bridge Physical Suicide Deterrent System Project Final Environmental Impact Report and Environmental Assessment, and Section 4(f) Evaluation with Finding of No Significant Impact, reasons for why the horizontal net was selected as the preferred alternative included “fewer impacts to historic features of the (*Golden Gate*) Bridge” and “easier maintenance and operation of the (*Golden Gate*) Bridge” (Caltrans and GGBHTD 2010). This is not the case if a horizontal net system was installed on the San Diego-Coronado Bay Bridge.

Comment 70-5

Of note is the discussion concerning the reasons for eliminating a horizontal net from consideration. The Emergency Response discussion belies the fact that the Golden Gate Emergency Response faces the exact same considerations. One glaring difference is that the Golden Gate, as with virtually every other 'suicide magnet', is not closed when a potential jumper is in position. During the early years, the San Diego-Coronado Bay Bridge was also not closed during such situations. I personally drove the bridge eastbound one time, still during the years when cones were used to define the reversible lane. The 'jumper' was at the north side of the top of the bridge. His vehicle was nearby in the same lane. The First Responders had put cones to keep the westbound two lanes to work in, and the reversible lane was also coned off. Westbound traffic and eastbound traffic each had a single lane, separated by cones, with traffic control also at the east end to insure eastbound traffic went properly off the bridge. The bridge traffic was obviously delayed, but still moving. With the introduction of the Movable Median Barrier System ('Zipper'), there is no traffic reason why the bridge should be closed.

Response to Comment 70-5

While both the Golden Gate Bridge and the San Diego-Coronado Bay Bridge may have similar considerations for emergency response and rescue, they are not the same. One main reason is that every city has a different set of emergency responder agencies and each have different protocols for response, rescue, and retrieval operations. For the San Diego-Coronado Bay Bridge, local emergency responders include the California Highway Patrol, Coronado Police Department, San Diego Police Department, Coronado Fire Department, San Diego Fire Department, and Port of San Diego Harbor Police. Caltrans has met with local emergency responders several times to discuss the horizontal net alternative, and all the above-referenced agencies agree that, during a rescue and retrieval operation, the San Diego-Coronado Bay Bridge would need to be closed to traffic for the safety of the individual, the traveling public, and the first responders at the scene. Also, a full closure is required so emergency responders can access the site from both directions of the San Diego-Coronado Bay Bridge. A complete closure of the San Diego-Coronado Bay Bridge also prevents interference from other drivers during the negotiation or rescue operation and ensures personnel safety from distracted drivers who may collide with first responders, equipment, or other vehicles. While the emergency responders for the Golden Gate Bridge may deem that bridge closures are not necessary for the rescue and retrieval of a person from a horizontal net on their bridge, that is not the case for the San Diego-Coronado Bay Bridge. The Golden Gate Bridge has a separated walkway on either side of that bridge that provides access to the railing for first responders and other personnel without being in live traffic, where the San Diego-Coronado Bay Bridge does not have a walkway or even a shoulder and any access to the railing would be from a live traffic lane. Regardless of past emergency response operations on the San Diego-Coronado Bay Bridge, the current standard operating procedure for suicide attempts on the San Diego-Coronado Bay Bridge is complete closure of the San Diego-Coronado Bay Bridge for the reasons listed above. The movable median barrier system does not affect standard or future operations for suicide attempts or deaths on the San Diego-Coronado Bay Bridge; however, the project is intended to decrease the frequency and duration of bridge closures due to these events.

Comment 70-6

The second bullet paragraph on page 22 also ignores precedent. As seen at: <https://www.goldengate.org/district/district-projects/suicide-deterrent-net/how-the-net-works/>

A 'jumper' impacts a virtually solid surface netting and will break bones. This is designed. The individual is thus incapable of further movement and can be retrieved via the system used for bridge maintenance. In the case of the San Diego-Coronado Bay Bridge, the existing superstructure is more amenable to design of an effective horizontal net. The design would have the net separated from the maintenance superstructure, but with ladders, etc, that could be extended from the superstructure to the netting, to retrieve the person.

Response to Comment 70-6

As noted in comment 70-5 above, precedent for how emergency responders were able to respond to a suicide incident on one particular bridge is not necessarily applicable to the San Diego-Coronado Bay Bridge. The main reason is that every city has a different set of emergency responder agencies and each have different protocols for response, rescue, and retrieval operations. For the San Diego-Coronado Bay Bridge, although fire rescue personnel have the proper training and equipment (including ladders) to conduct rescue operations from an extended net, they are not trained in dealing with individuals that are or may become combative or uncooperative. Conversely, law enforcement agencies are trained to handle combative and uncooperative individuals but do not have the training to conduct this type of rescue operation from a horizontal net. Even if a horizontal net similar to the Golden Gate Bridge Safety Net was installed on the San Diego-Coronado Bay Bridge, it is not guaranteed that an individual jumping into this net would result in injuries significant enough to incapacitate or compel that individual to be cooperative for the entire duration of the rescue and retrieval operation. While the emergency responders for the Golden Gate Bridge may have found a solution for combative or uncooperative individuals caught in a horizontal net, that is not the case for the San Diego-Coronado Bay Bridge.

Comment 70-7

The first bullet paragraph on page 23 fails to understand the thinking employed by the engineers who designed the Golden Gate deterrent system. An individual could jump from the bridge, but would impact the net. Negotiators, if necessary, would access the injured individual via the maintenance superstructure. The basic comments in the second bullet paragraph are understood, but, again, these factors were known to Golden Gate and intentionally designed into the deterrent system there.

Response to Comment 70-7

During the Project Initiation Phase and the Project Development Phase, Caltrans researched and analyzed whether a horizontal net system similar to the Safety Net being installed on the Golden Gate Bridge in San Francisco, California, could be installed on the San Diego-Coronado Bay Bridge. Due to the differences in bridge structure and design, it was determined that a horizontal net system was not appropriate for the San Diego-Coronado Bay Bridge. While the commentor's statement about negotiators is applicable to the Golden Gate Bridge, it does not necessarily apply to the San Diego-Coronado Bay Bridge. The San Diego-Coronado Bay Bridge does not have shoulders or a separate sidewalk and bike lane for emergency responders to utilize for negotiations and rescue operations. Also, all superstructure elements used for maintenance (including the traveler system and pier caps) are located underneath the San Diego-Coronado Bay Bridge. Thus, due to the bridge structure and design of the San Diego-Coronado Bay Bridge, negotiation with, rescuing, and retrieving individuals from a horizontal net

would continue to require closure of the San Diego-Coronado Bay Bridge to traffic in both directions.

Comment 70-8

My question is why Caltrans San Diego considers the decisions of the Golden Gate Bridge Highway and Transportation District to be so lacking of substance as to be disregarded. As is well known, the Golden Gate Bridge has withstood more suicides and attempts than any other site in the world, and the District has been dealing with the problem since 1937. They would appear to be the experts.

Response to Comment 70-8

Thank you for your comment, please see responses 70-4, 70-5, 70-6, and 70-7 above.

Comment 70-9

Effectiveness. There is no discussion of suicide mentality as related to deterrent. In this the report is woefully lacking. The important consideration is *Planning*. Whether or not the intended suicide is impulsive, reactionary, or planned is a critical consideration in deterrence.

Response to Comment 70-9

Lethal means restriction—or reducing someone’s access to the lethal methods by which to die by suicide—is one of the best supported methods of reducing suicides. Numerous international research studies have shown that reducing access to lethal means can reduce suicides overall (Means Matter 2022). Additionally, California’s Strategic Plan for Suicide Prevention highlights means safety as one of the key aims for 2020 to 2025. (MHSOAC 2020). The project would provide lethal means restriction along the Bridge, consistent with these studies and plans.

Comment 70-10:

At page 59, third paragraph, third sentence, Caltrans discloses the 'netting' to be

'maximum 2-mm stainless-steel wire size (similar to the diameter of chicken wire)'

In the first place, chicken wire thickness ranges from .7 mm to 1.6 mm. Even at 2 mm, it is hardly a serious deterrent. A person with minimal planning will simply bring along a simple wire cutter, or even heavy scissors, and can quickly cut an opening in 'chicken wire' sufficient to accomplish his/her purpose.

Response to Comment 70-10:

The project purpose is to deter suicide attempts, and the deterrent will be designed with materials and specifications to meet that purpose. Appropriate wire gauge and net opening size will be set with deterrent efficacy in mind.

Comment 70-11

The argument titled National Homeland Security at page 23 is specious. This bridge is no more vital than any other one carrying scores of thousands of vehicles and trucks daily. The military traffic crossing the bridge is military and civilian personnel commuting to and from work. The

nexus of a suicide deterrent and a terrorist is unrealistic. During my demolition training in the 1960's, our test problem regarding the new bridge was not how to climb into the superstructure. It was to design the proper cutting charge and calculate the amount of demolition needed to bring down a bridge pier leg. That is reality.

Response to Comment 70-11

The Bridge is vital for military traffic to and from Coronado and any threats to the bridge structure itself are unacceptable from a national security standpoint. SR-75 has been designated as part of the National Highway System, consisting of a network of roadways important to the U.S. economy, defense, and mobility, by the Federal Highway Administration (FHWA). SR-75 is also part of the Strategic Highway Network (STRAHNET), as designated by the FHWA, which provides routes for defense access, continuity, and emergency capabilities for movement of personnel and equipment both in peace and war times. Only authorized personnel with security clearance are allowed within the bridge structure. Since the Bridge is one continuous structure, a person inside the Bridge would have access to all parts of the Bridge and would have unrestricted ability to tamper with or damage the bridge structure. Threats to the pier legs are also a legitimate national security concern, but work to protect or enhance the pier legs is outside the scope of this project.

Comment 70-12

Maintenance (pg 24). If anything, the maintenance of the Golden Gate Bridge is a greater challenge than the Coronado bridge. Despite this, the Golden Gate Bridge District is completing installation of a horizontal netting system. Their decision was made after half century of years, and millions of dollars of study.

Response to Comment 70-12

As noted in comments above, information, including future maintenance, from the Golden Gate Bridge was considered and applied as applicable; however, a direct comparison is not relevant due to the highly different designs of each bridge that require unique engineering solutions. Caltrans engineers worked to develop a feasible horizontal net option, but it was eliminated from further consideration for the reasons outlined in Section 1.7 of the MND.

Comment 70-13

Easements (pg 25). This paragraph is unsupported by any data. In the first place, the project report fails to identify a single suicide taking place over the eastern part of the bridge over the industrial area. If such has never occurred, then why need money be spent to prevent an occurrence?

Response to Comment 70-13

Based on data collected by San Diego County's Department of the Medical Examiner, suicides have occurred along the entirety of the Bridge within the limits of the suicide deterrent over both land and water.

Comment 70-14

In addition, there is no legal citation as to why part of a bridge structure requires a separate easement.

Response to Comment 70-14

The Bridge is located above and adjacent to land owned by others, including a series of private landowners. The easement section for the horizontal net alternative that was eliminated from further discussion has been expanded with more details in Section 1.7 of the MND.

Comment 70-15

Lastly, if such were an actual problem, then alternative means, such as vertical panels, could be used at those points before the view areas of the bridge, which are over the water.

Response to Comment 70-15

While the new required easements are not the only consideration in determining the feasibility of a horizontal net on the Bridge, the limits of the affected westernmost easements on the City of San Diego side of the bridge extend past the land areas and into San Diego Bay. To avoid new easements, the horizontal net would have to end approximately 700 feet over the water from the edge of land on the City of San Diego side.

Comment 70-16

CEQA- Visual/Aesthetics (page 99) Again, I challenge the assertions that the visual impact of the vertical netting would be minimal. As noted above, the 'minimum 85 percent transparency' conclusion is invalid as to perception from moving traffic. Absent an appropriate study, this assertion cannot be maintained.

Response to Comment 70-16

The minimum net transparency of 85 percent referenced in the document refers to the transparency of the netting itself, per the manufacturer specifications, as a component of the vertical net system. Motion distortion of views was also considered by the project team when evaluating this alternative. Based on visual simulations and material specifications, the build alternative allows for the user to maintain spatial awareness of the character-defining viewshed at any speed including from being still at 0 mph to moving at 50 mph. The MND assessed the visual impact of the project, concluding that the project would not substantially affect scenic resources and the impact would be less than significant (Section 2.1.1). Further visual analysis can be found in Section 2.1.1.

COMMENT ID 71

Boyce, San@DOT

From: Christina Bambino <reply-to+ade6b94625eb@crm.wix.com>
Sent: Sunday, February 27, 2022 3:38 AM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Christina Bambino just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Christina

Last Name: Bambino

Company or Agency : San Diego Native Community Member

Address :

Email: ccgbambino@gmail.com

Phone:

Type your comment here...: Should the project scope include more creative ways to help our community prevent suicide, *rather than simply deterring it from the bridge (at the cost of \$140 mil)?* Should the project scope address root causes of stressors & suicide, during the (several years) time, before project completion, with intermediate community improvements? Should the (\$140 million) project partner with the long-standing community initiatives to improve mental health opportunities? Fitness trails and walking/bike paths, "All the WAY to the Bay"? Trees / Fungi: Soil remediation? Chicano Park Arts/ Murals? Should the environmental report include noise pollution, identifying (and comparing) a baseline standard of noise-stressors impacting communities surrounding the bridge? Does noise pollution disproportionately differ between communities on either side of the bridge? Should noise-pollution-mitigation options be included in the environmental report, or project scope? If noise-pollution is a root cause of stress & threats to mental health, should the project scope include a cost comparison, of noise-pollution-mitigation options alongside other construction plans? Is this project, an opportunity to invent walking & bike paths for communities and tourists, not only deterring suicide, but also improving opportunities for active lifestyles healing mental health? Thank you for your time. Be well. Enjoy today, Christina Castaneda Gonzalez Bambino <https://ccgbambino.wixsite.com/bambino-arts>

71-1

71-2

71-3

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

COMMENT ID 71

Christina Bambino

Comment 71-1

Should the project scope include more creative ways to help our community prevent suicide, *rather than simply deterring it from the bridge (at the cost of \$140 mil)?* Should the project scope address root causes of stressors & suicide, during the (several years) time, before project completion, with intermediate community improvements? Should the (\$140 million) project partner with the long-standing community initiatives to improve mental health opportunities? Fitness trails and walking/bike paths, “All the WAY to the Bay”? Trees / Fungi: Soil remediation? Chicano Park Arts/ Murals?

Response to Comment 71-1

Caltrans acknowledges that community-based suicide prevention requires a broad public health approach. Generally, actions occurring outside of the transportation system are not within the regulatory authority of Caltrans and are therefore not within the project scope. Means safety is an important part of a comprehensive approach to suicide prevention. Lethal means restriction—or reducing someone’s access to the lethal methods by which to die by suicide—is one of the best supported methods of reducing suicides. The San Diego-Coronado Bay Bridge (Bridge) is the second most highly used bridge for suicides in the United States and has the highest concentration of fatalities for a spot location on the state highway system in Caltrans’ District 11. The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge. Additionally, California’s Strategic Plan for Suicide Prevention highlights means safety as one of the key aims for 2020 to 2025 (MHSA 2020). The vertical net would be consistent with this key aim and satisfy the project purpose and need as identified in Section 1.2 of the MND. The community improvements suggested by the commentor are outside the purview or jurisdiction of Caltrans. The following contact information is provided if you are interested in opportunities to support more county-wide approaches to suicide prevention: visit San Diego County Suicide Prevention Council at www.SPCSanDiego.org.

Comment 71-2

Should the environmental report include noise pollution, identifying (and comparing) a baseline standard of noise-stressors impacting communities surrounding the bridge? Does noise pollution disproportionately differ between communities on either side of the bridge? Should noise-pollution-mitigation options be included in the environmental report, or project scope? If noise-pollution is a root cause of stress & threats to mental health, should the project scope include a cost comparison, of noise-pollution-mitigation options alongside other construction plans?

Response to Comment 71-2

Considering the information included in the Noise and Vibration Review and Determination for EA-43063: SR-75 – Coronado Bridge Suicide Barrier Memorandum (October 2021), Caltrans concluded that any potential noise pollution and/or vibration increases resulting from the

construction of the vertical net would have no impact and therefore noise-pollution-mitigation options are not required for the project. CEQA requires that the potential for impact of a project and alternatives be considered against those existing baseline conditions. Therefore, historical information relative to noise conditions is not directly relevant to potential noise impacts associated with the project per CEQA. Caltrans acknowledges that community-based suicide prevention requires a broad public health approach. The evaluation of community-wide noise-pollution mitigation options suggested by the commentor are outside the purview or jurisdiction of Caltrans. The following contact information is provided if you are interested in opportunities to support more county-wide approaches to suicide prevention: visit San Diego County Suicide Prevention Council at www.SPCSanDiego.org.

Comment 71-3

Is this project, an opportunity to invent walking & bike paths for communities and tourists, not only deterring suicide, but also improving opportunities for active lifestyles healing mental health?

Response to Comment 71-3

The Bridge is not designed to a width to accommodate pedestrian walkways next to the lanes of traffic, and adding a walking path would require reconstruction of the Bridge. The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. While Caltrans acknowledges the commentor's suggestion of providing opportunities for health and active lifestyles, the provision of walking and bike paths in surrounding communities is outside the purview or jurisdiction of Caltrans. The San Diego County Suicide Prevention Council encourages activities like walking groups and works with other agencies at a community level on other aspects of suicide prevention programs. If you are interested in opportunities to support more county-wide approaches to suicide prevention, please visit San Diego County Suicide Prevention Council at www.SPCSanDiego.org.

COMMENT ID 72

Boyce, San@DOT

From: Christina Bambino <reply-to+2d1f83722baa@crm.wix.com>
Sent: Sunday, February 27, 2022 4:45 AM
To: D11 CoronadoBridge ED@DOT; D11 Env Virtual Meeting@DOT
Subject: [Coronado Bridge] Comment Card - new submission

EXTERNAL EMAIL. Links/attachments may not be safe.

Christina Bambino just submitted your form: Comment Card
on [Coronado Bridge](#)

Message Details:

First Name: Christina
Last Name: Bambino
Company or Agency : Community Member
Address :
Email: ccgbambino@gmail.com
Phone:

Type your comment here...: Does the Environmental Report & proposal provide a baseline for understanding the current environmental situation of the local communities? If understanding how the environment would respond if no action were taken helps to evaluate the Proposed Action and Alternatives, therefore *Should the report be truthful and forthright regarding historical and cultural sites, and their Baseline Air and Water qualities, surrounding the Coronado Bridge/ Chicano Park?* Should the report be more inclusive of the historical truths about the air quality in the communities on both side of the bridge? Surrounding Chicano Park? Is the 'Range of Alternatives to the Proposed Action', presented wide enough? Should alternatives include more enriching impacts to the historical and cultural sites, particularly because the Coronado bridge is a site of significance to the Kumeyaay indigenous peoples. If the report can include considerations of aesthetics, and even a "Changing Messaging System" for the Coronado side (only), then Should the 'Cost and schedule analysis' include an alternative benefit for the other side as well? What is the social and economical helpfulness, for the NEW "Changing Messaging System" (CMS) to be planned on the Coronado side (only)? Should the cost and schedule analysis' of this proposal, be more inclusive for all communities to benefit? What is the social and economical impacts to local communities if the CMS, or any improvements, only benefit local communities on one-side of the bridge? Should a cost and schedule analysis include a wider range of alternatives to address root causes of suicide, with healthy lifestyle options, instead of simply deterring suicide to somewhere else? Thank you for your time.

72-1

72-2

72-3

72-4

72-5

72-6

72-7

COMMENT ID 72

Christina Bambino

Comment 72-1

Does the Environmental Report & proposal provide a baseline for understanding the current environmental situation of the local communities?

Response to Comment 72-1

The MND identified and analyzed the current environment of physical, biological, social, and economic factors that might be affected by the project in Chapter 2, CEQA Evaluation.

Comment 72-2

If understanding how the environment would respond if no action were taken helps to evaluate the Proposed Action and Alternatives, therefore *Should the report be truthful and forthright regarding historical and cultural sites, and their Baseline Air and Water qualities, surrounding the Coronado Bridge/ Chicano Park?*

Response to Comment 72-2

The MND assessed the impacts of the build alternative and no build alternative on existing air quality, cultural resources, and hydrology and water quality in Sections 2.1.3, 2.1.5, and 2.1.10, respectively, as required by CEQA. Each topic area with the potential to result in impacts provides an Affected Environment section at the start of the topic analysis (i.e., air quality and cultural resources). This section describes the pertinent conditions and factors currently existing that have potential relevance to the project. CEQA requires that the potential for impact of a project and alternatives be considered against those existing baseline conditions. Extensive analysis was conducted to document and evaluate the potential for impact to cultural and historic resources as summarized in the MND, and detailed in the Finding of No Adverse Effect with Standard Conditions – Secretary of the Interior’s Standards for the Treatment of Historic Properties (October 2021), and the Section 4(f) De Minimis Determination (January 2022). Air quality was also evaluated in an Air Quality Technical Study (January 2021).

Comment 72-3

Should the report be more inclusive of the historical truths about the air quality in the communities on both side of the bridge? Surrounding Chicano Park?

Response to Comment 72-3

The MND analyzed the affected environment of air quality within the vicinity of project and concluded the project would not conflict with the applicable air quality plan, result in a cumulatively considerable net increase of any criteria pollutant, expose sensitive receptors to substantial pollutant concentrations, or result in other emissions such as those leading to odors. Extensive historical air quality data from surrounding communities is not necessary for the CEQA evaluation of air quality impacts resulting from this individual project. CEQA requires that the potential for impact of a project and alternatives be considered in the context of existing baseline

conditions. Therefore, historical information relative to air quality conditions is not directly relevant to an evaluation of potential air quality impacts associated with the project per CEQA.

Comment 72-4

Is the ‘Range of Alternatives to the Proposed Action’, presented wide enough?

Response to Comment 72-4

Caltrans developed a proposed build alternative, the vertical net, to minimize impacts to environmental resources and streamline the approval process. The MND details the full range of alternatives originally considered but eliminated from further evaluation in Section 1.7. Caltrans selected a preferred alternative after receiving public, regulatory, and stakeholder input. The range of alternatives evaluated was appropriate to meet the requirements of CEQA.

Comment 72-5

Should alternatives include more enriching impacts to the historical and cultural sites, particularly because the Coronado bridge is a site of significance to the Kumeyaay indigenous peoples.

Response to Comment 72-5

The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the San Diego-Coronado Bay Bridge (Bridge) due to these events. Caltrans appreciates the important cultural and historic values associated with the Bridge and Chicano Park. Avoiding and/or minimizing impacts to those cultural resources were key considerations in the project and alternative development. In October 2021, Caltrans prepared an evaluation of the potential impacts of the project in compliance with Section 106 of the National Historic Preservation Act and the implementing regulations of the Advisory Council on Historic Preservation because these pertain to federally funded undertakings and their impact on historic properties. As detailed in the Finding of No Adverse Effect with Standard Conditions for the San Diego-Coronado Bay Bridge Suicide Deterrent Project (Caltrans 2021), the vertical net variation would be a rehabilitation of the Bridge and would be consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties (36 CFR part 68), specifically the Standards for Rehabilitation. This finding was one of many factors contributing to the refinement of the vertical net.

Comment 72-6

If the report can include considerations of aesthetics, and even a “Changing Messaging System” for the Coronado side (only), then Should the ‘Cost and schedule analysis’ include an alternative benefit for the other side as well? What is the social and economical helpfulness, for the NEW “Changing Messaging System” (CMS) to be planned on the Coronado side (only)? Should the cost and schedule analysis’ of this proposal, be more inclusive for all communities to benefit? What is the social and economical impacts to local communities if the CMS, or any improvements, only benefit local communities on one-side of the bridge?

Response to Comment 72-6

After further research, the Changeable Message Sign was removed from the scope of the project because it was not found to directly address the purpose and need.

Comment 72-7

Should a cost and schedule analysis include a wider range of alternatives to address root causes of suicide, with healthy lifestyle options, instead of simply deterring suicide to somewhere else?

Response to Comment 72-7

Caltrans acknowledges that community-based suicide prevention requires a broad public health approach. Generally, actions occurring outside of the transportation system are not within the regulatory authority of Caltrans and are therefore not within the project scope. The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge. Means safety is an important part of a comprehensive approach to suicide prevention. Lethal means restriction—or reducing someone’s access to the lethal methods by which to die by suicide—is one of the best supported methods of reducing suicides. Studies show “over 90 percent of people who were interrupted in a suicide attempt will not go on to die by suicide at another location or by other methods” (MH SOAC 2020). Numerous international research studies have shown that reducing access to lethal means, including the installation of physical deterrents on bridge structures, can reduce suicides overall (Means Matter 2022). Additionally, California’s Strategic Plan for Suicide Prevention highlights means safety as one of the key aims for 2020 to 2025 (MH SOAC 2020). The vertical net would be consistent with this key aim and satisfy the project purpose and need as identified in Section 1.2 of the MND. The following contact information is provided if you are interested in opportunities to support more county-wide approaches to suicide prevention: visit San Diego County Suicide Prevention Council at www.SPCSanDiego.org.

COMMENT ID 73

Boyce, San@DOT

From: had <hollyannedavies@gmail.com>
Sent: Tuesday, March 1, 2022 7:36 AM
To: D11 CoronadoBridge ED@DOT
Subject: Coronado Bay Bridge Suicide Prevention Fence

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello;

On the first day of Spring, March 20, 1977, our dear brother, David Jonathan Davies jumped from the Coronado Bay Bridge. He was 23 years, 9 months, and 4 days old when he died.

David was a kind and gentle young man. He was also a very smart, hardworking guy, and loved music, history, and reading. Just days prior to his death he was accepted to the University of Southern California to study film.

73-1

David had traveled with his first real love a couple of years earlier from Maryland to California to go to school in San Diego.

When David's Girlfriend broke off their relationship. David was heartbroken, depressed, and lost his will to live.

David's death was a tragedy for our family, and to this day, nearly 45 years on, we mourn the loss of him and the many family occasions we missed and still miss having with our bright and funny brother.

I wish he had not been able to so easily park his van on the Coronado Bay Bridge and plunge to his death. I believe had his jump been thwarted by a barrier that there is every chance that he would have recovered from his loss and would still be alive today.

73-2

Please, please make the physical barrier a reality, and stop the tragic loss of life.

73-3

Sincerely yours,
Holly Davies
Fort Myers Florida

COMMENT ID 73

Holly Davies

Comment 73-1

On the first day of Spring, March 20, 1977, our dear brother, David Jonathan Davies jumped from the Coronado Bay Bridge. He was 23 years, 9 months, and 4 days old when he died.

David was a kind and gentle young man. He was also a very smart, hardworking guy, and loved music, history, and reading. Just days prior to his death he was accepted to the University of Southern California to study film.

David had traveled with his first real love a couple of years earlier from Maryland to California to go to school in San Diego.

When David's Girlfriend broke off their relationship. David was heartbroken, depressed, and lost his will to live.

David's death was a tragedy for our family, and to this day, nearly 45 years on, we mourn the loss of him and the many family occasions we missed and still miss having with our bright and funny brother.

Response to Comment 73-1

Caltrans appreciates you sharing your brother's story and extends its sympathy to you and your family. Caltrans realizes that suicide affects not just one person but also those around them, including families, friends, and communities. The following contact information is provided for the survivors of suicide loss who would like to talk to someone or need support: visit Survivors of Suicide Loss San Diego online at <https://www.soslsd.org>; email michelle@SOSLsd.org; or call 619-482-0297.

Comment 73-2

I wish he had not been able to so easily park his van on the Coronado Bay Bridge and plunge to his death. I believe had his jump been thwarted by a barrier that there is every chance that he would have recovered from his loss and would still be alive today.

Response to Comment 73-2

Caltrans acknowledges the commentor's desire for a solution to deter further suicide attempts similar to their personal loss. Caltrans understands the value of means safety and that reducing access to lethal means can save lives. Lethal means restriction—or reducing someone's access to the lethal methods by which to die by suicide—is one of the best supported methods of reducing suicides. Numerous international research studies have shown that reducing access to lethal means can reduce suicides overall (Means Matter 2022). Additionally, California's Strategic Plan for Suicide Prevention highlights means safety as one of the key aims for 2020 to 2025 (MHSOAC 2020). The vertical net would be consistent with this key aim and satisfy the project purpose and need as identified in Section 1.2 of the MND.

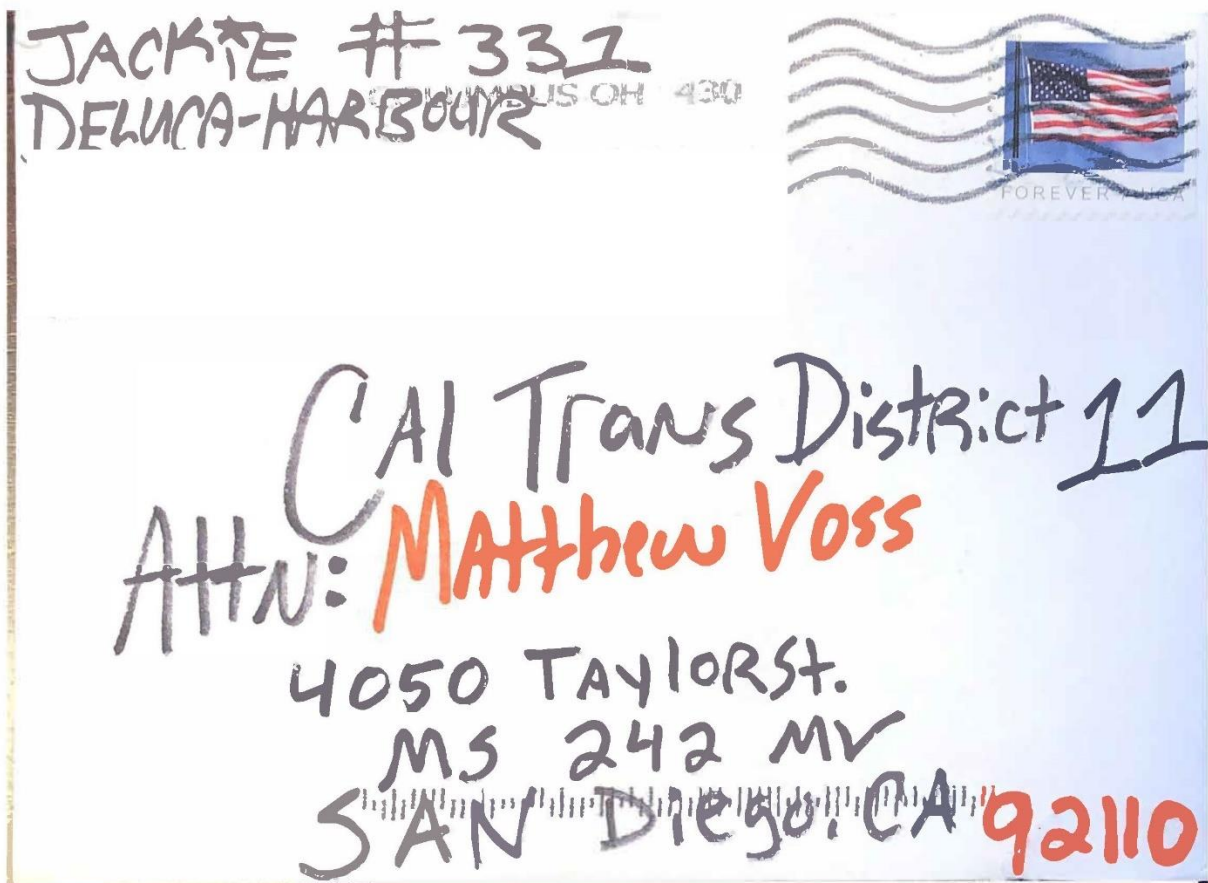
Comment 73-3

Please, please make the physical barrier a reality, and stop the tragic loss of life.

Response to Comment 73-3

The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the San Diego-Coronado Bay Bridge (Bridge) due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

COMMENT ID 74

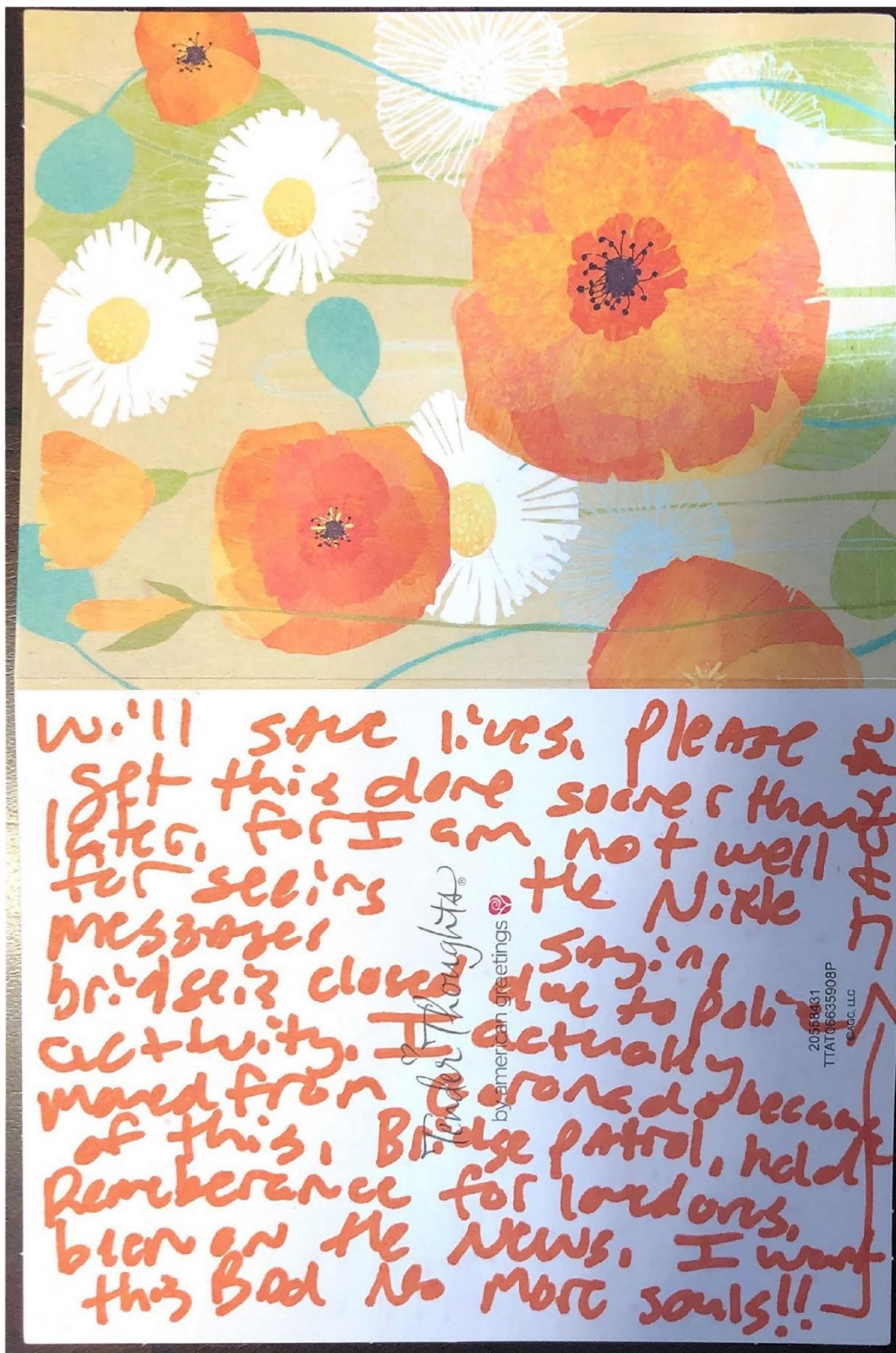


ERECT NETS NOW!!
 P.S. ... written fast
 with intent.
 thought. +
 Reason for a
 change to save
 souls from
 the Coronado - Bridge
 - 400+ lost
 no more!! Believe
 Hope

DEAR MATTHEW VOSS, Know!!
 I am Jackie DeLuca-Harbour
 I help start the grassroots
 movement to get a bridge
 barrier. Rhonda Harston,
 Wayne Strickland, Senator
 Hueso, & countless others like
 myself have wanted this
 for quite some time. long
 overdue. Thank you for
 picking something, the
 steel, vertical net →

74-1

74-2



74-3

74-4

COMMENT ID 74

Jackie DeLuca-Harbour

Comment 74-1

-Please- ERECT NETS NOW!! P.S. ... written fast with intent, thought, & Reason for a change to save souls from the Coronado – S.D. Bridge – 400+ plus lost no more?? All Lives Matter Do you agree? I Believe I Hope I Know!!

Response to Comment 74-1

Caltrans acknowledges the commentor's support of a suicide deterrent on the San Diego-Coronado Bay Bridge (Bridge). Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

Comment 74-2

DEAR Matthew Voss, I am Jackie DeLuca-Harbour I help start the grassroots movement to get a bridge barrier. Rhonda Haiston, Wayne Strickland, Senator Hueso, & countless others like myself have wanted this for quite sometime. Long overdue. Thank you for picking something, the steel, vertical net will save lives.

Response to Comment 74-2

Caltrans appreciates your involvement in the effort to install a suicide deterrent on the Bridge. The refinement of the vertical net was carefully vetted by Caltrans with input from stakeholders and based on multiple factors including efficacy of the deterrent, ability to maintain the Bridge, aesthetic value, least amount of impact to the historic integrity of the Bridge, safety of emergency responders, structural integrity, and others.

Comment 74-3

Please get this done sooner than later.

Response to Comment 74-3

The purpose of the project is to install a suicide deterrence system in the most timely manner in order to reduce suicides and suicide attempts as soon as is practicable, while also reducing closures of the Bridge due to these events. Now that a preferred alternative has been selected, Caltrans will be moving forward, pending funding, with designing and then installing a vertical net as a suicide deterrent on the Bridge.

Comment 74-4

For I am not well for seeing the Nikle messages saying bridge is closed due to police activity. I actually moved from Coronado because of this, Bridge patrol, hold remembrance for loved ones, been on the News, I want this Bad No more souls!!

Response to Comment 74-4

Caltrans realizes that suicide affects not just one person but also those around them, including families, friends, and communities. The following contact information is provided for the survivors of suicide loss who would like to talk to someone or need support: visit Survivors of Suicide Loss San Diego online at <https://www.soslsd.org>; email michele@SOSLsd.org; or call 619-482-0297.

References

California Department of Transportation (Caltrans) and Golden Gate Bridge Highway and Transportation District (GGBHTD). 2010. Final Environmental Impact Report and Environmental Assessment and Section 4(f) Evaluation with Finding of No Significant Impact.

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Mental Health Services Oversight & Accountability Commission (MHSOAC). 2020. California’s Strategic Plan for Suicide Prevention 2020-2025. Available at https://mhsoac.ca.gov/wp-content/uploads/Suicide-Prevention-Plan_Final-1.pdf