For the first time in forty years, Golden Gate Ferry is set to expand its service area when it starts providing commute trips between Tiburon and San Francisco this month.

In 2015, Blue & Gold Fleet announced its interest in ending commute service between San Francisco and Tiburon, since those particular trips did not work well in their business model. At that time, Golden Gate Ferry began discussions with Blue & Gold Fleet about stepping in to assume the commute service. Discussions continued throughout 2016 and culminated with a vote by the Golden Gate Bridge, Highway and Transportation District (District) Board of Directors (Board) in 2017 to approve the historic service expansion.

“Golden Gate ferries and buses already reduce traffic congestion by twenty percent on the Golden Gate Bridge and Highway 101 corridor,” says District General Manager Denis Mulligan. “Adding this new service helps us fulfill our mission to keep traffic flowing smoothly across the Bridge by transporting commuters through alternate means across the Bay.”

Golden Gate Ferry Deputy General Manager Jim Swindler added, “We’re looking forward to serving this community with excellent, reliable service. Bay Area ferry ridership has been steadily growing over the past several years as customers recognize travel by water is a quick and pleasant commute.”

Blue & Gold Fleet has been operating Tiburon commute service since 1997. It was the only privately-operated commute ferry service on the Bay and does not receive any public funding.

For Tiburon Ferry schedules and fares, visit goldengate.org.

GOLDEN GATE BRIDGE SUICIDE DETERRENT SYSTEM

In the coming months, you’ll begin to see signs that construction of a suicide deterrent system is underway on the Golden Gate Bridge. Crews will install fencing along sections of the Bridge sidewalk, and a lane or two will close overnight on the Bridge, as contractors begin moving equipment into place. The suicide deterrent system is comprised of a hard, stainless steel mesh platform that will span the entire length of the Bridge on both sides. It will be located twenty feet below and extend twenty feet out.

The deterrent sytem was designed to be ninety-one percent invisible and will not block views for motorists, pedestrians, or bicyclists. In 2016, 39 people committed suicide at the Golden Gate Bridge and Bridge Patrol officers successfully stopped another 184 people from attempting suicide.

While a deterrent of this size has never been constructed before, the net concept has been used around the world for more than a decade, such as on the Munster Terrace cathedral in Bern, Switzerland. These systems are extremely effective in preventing suicide and since the Munster Terrace installation, no suicide attempts have been reported. The suicide deterrent will be the first large-scale horizontal net installation on a major bridge in the United States.

Constructing the deterrent on the Golden Gate Bridge is expected to take about four years. The project cost is approximately $200 million, funded by the Metropolitan Transportation Commission, the Federal Transportation Administration, and revenue generated through Golden Gate Bridge tolls.
NEW FIVE-YEAR FARE PLAN PROPOSED

In February, the District proposed a new five-year plan to increase fares for ferry, bus, and paratransit services to help address a projected five-year deficit of $51 million. The proposed plan continues the past practice of adopting fare changes in a five-year package. It differs from earlier plans in that previously, fares were raised by five percent in each of the five years in the program, while this program generally applies lower percentage increases that average four percent.

Two options were under consideration for Golden Gate Transit fare increases. Option 1 would raise fares by four percent consistently across all routes, keeping with past practice. Option 2 would raise fares incrementally by 25¢ and 50¢ to provide better equity across routes in the percentage of operating costs covered by fares. The District has established that fares should cover twenty-five percent of operating costs for bus service. Option 2 would also lower local fares for travel in San Francisco, Sonoma County, and the East Bay.

There were two options under consideration for Golden Gate Ferry fare increases. Both options included 50¢ fare increases and standardized fares for the Sausalito and Tiburon routes due to their operational similarities. Option 3 would complete the standardization in three years and raise Clipper fares in 25¢ increments, while Option 4 would complete the standardization in two years and raise Clipper fares in 50¢ increments.

The District also proposed to simplify the outdated and complex transfer policy. New and more direct service implemented over recent years permits the reduction of allowable transfers from three to two, and the allowable transfer window from four hours to three for regional travel (three hours to two for local travel), without adversely impacting riders. The simplification would significantly reduce the administrative burden of maintaining the fare program.

Three open houses were held to provide information and answer questions, with a final public hearing on February 23. After the public hearing, staff will compile the public comments and make a recommendation to the Board on March 24. If adopted, the new fare plan would be implemented on July 1, 2017.

For more information on the proposed plans, visit goldengate.org.

DIETRICH STROEH CONFIRMED AS NEW BOARD PRESIDENT

On December 16, 2016, J. Dietrich Stroeh was confirmed as the new President of the District Board of Directors for the 2017/2018 term. He will be joined by San Francisco representative Sabrina Hernández as First Vice President and Napa representative Barbara L. Pahre as Second Vice President.

President Stroeh joined the Board in 1997, as one of four directors representing the county of Marin. As President of the Board, he is an ex-officio member of all standing and advisory committees. President Stroeh has an extensive record of government and community service in Marin County and serves on boards of various organizations, with an emphasis on infrastructure and economic development. He is a founding partner of CSW/Stuber-Stroeh Engineering Group, Inc., and is a registered civil engineer in the state of California.

ABOUT THE BOARD

The Board has 19 members from the six counties of the District—San Francisco, Marin, Sonoma, Napa, Mendocino, and Del Norte. Nine represent the City and County of San Francisco, with the Mayor appointing one, four are members of the San Francisco Board of Supervisors, and four are public members appointed by the Board of Supervisors.

Four members represent Marin County: two are members of the Marin County Board of Supervisors, one is an at large member appointed by the Board of Supervisors, and the third a public member appointed by the Board of Supervisors.

Sonoma County has three representatives: one a member of the Sonoma County Board of Supervisors, one a member and nominee of the Council of Mayors and Council Members as appointed by the Board of Supervisors, and the third a public member appointed by the Board of Supervisors.

Napa, Mendocino, and Del Norte counties each have one representative selected by their respective Boards of Supervisors.

Directors are paid $50 per meeting day, up to a maximum of $5,000 in a year. The one exception is the President of the Board who, as an ex-officio member of all committees, may be paid a maximum of $7,500 in one year.
Be Safe! Don’t jaywalk when accessing the Larkspur Terminal from the overflow lot.

**BAY to BREAKERS**

RIDE LARKSPUR FERRY TO BAY TO BREAKERS!

Extra morning trips on Larkspur Ferry, Sunday, May 21, 2017
Arrive a short distance from the starting line!

For ticket and schedule information, visit goldengate.org or call toll-free 511 (TDD 711)

**TAKE THE GIANTS FERRY TO ALL HOME GAMES!**

*The trip is a grand slam, delivering you within steps of the ballpark!*

GO GIANTS!

**BIKE to WORK DAY**

THURSDAY, MAY 11, 2017

You can bike there!

For more information, visit 511.org

**NEW LARKSPUR FERRY SCHEDULE**

Effective Monday, March 27, a seasonal round trip will be added. The new trip departs Larkspur at 11:40 am.

The new schedule is below.

The Sausalito Ferry schedule remains unchanged. Effective Monday, March 27–Sunday, June 18, 2017

**LARKSPUR**

*Weekdays (excluding Holidays)*

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*Trips served by Route 25 shuttle

**Saturdays, Sundays & Holidays**

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**CAUTION! SUBJECT TO FLOODING!**

During unusually high tides (King tides), Manzanita Park & Ride is prone to flooding. Higher than normal tides are predicted for late May.

Check tide tables (at tidesandcurrents.noaa.gov) before parking in the Manzanita lot.

**For ticket and schedule information, visit goldengate.org or call toll-free 511 (TDD 711)**
**BUS SERVICE ADJUSTMENTS**

**Effective Sunday, March 12, 2017**

Routes 4, 8, 27, 44, 70, 92, 101, 101X Schedules adjusted up to six minutes to improve connections and running times.

**Route 2** Schedule adjustments up to 12 minutes.

**Route 4** Southbound trips after 10 am serve Clay Street to Davis Street (stops at Clay & Front, Davis & California, Beale between Market & Mission, and Howard & Fremont). The stops at Battery & Sacramento, Battery & Pine, and 1st & Stevenson are not served on these trips.

**Route 8** Based on customer feedback, northbound trip adjusted to depart the Financial District at 5:10 pm.

**Route 24/24X** Schedule adjustments.

**Route 25** Eastbound trips no longer serve the stop at Sir Francis Drake Blvd & Barry Way (Eliseo Drive). Use stop at Sir Francis Drake Blvd & La Cuesta Dr instead.

**Route 27** Southbound trips after 10 am serve Clay Street to Davis Street (stops at Clay & Front, Davis & California, Beale between Market & Mission, and Howard & Fremont). The stops at Battery & Sacramento, Battery & Pine, and 1st & Stevenson are not served on these trips.

**Route 30** Schedule adjustments.

**Route 72/72X** Southbound schedule adjustments up to 20 minutes earlier thru Sonoma County.

**Route 76** Southbound schedule adjustments up to 10 minutes earlier thru Sonoma County.

**Route 92** Northbound 6:01 pm trip added. Replaces Route 93 trip.

**Route 93** Northbound 6:02 pm trip cancelled. See Route 92 for alternate service.

**Larkspur Ferry** Beginning Monday, March 27, a seasonal round trip will be added leaving Larkspur at 11:40 am and departing San Francisco at 12:25 pm.

Marin Transit schedules can be found at marintransit.org or in the Marin Transit Rider’s Guide.

For new GGT bus schedules, pick up the *Golden Gate Spring 2017 Transit Guide* on your bus or ferry, visit goldengate.org, or call toll-free 511/TDD 711.

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**THE TRAIN IS COMING!**

Golden Gate Transit Route 31 will provide service between the San Rafael Transit Center and the Larkspur Ferry Terminal once SMART service begins.

**SMART AREA RAIL TRANSIT**

For SMART updates, visit sonomamarintrain.org. For Route 31 schedules, visit goldengate.org.

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**GGT REAL-TIME TECHNOLOGY**

Golden Gate Transit is pleased to announce that we have made more progress in providing our customers with real-time bus information. We are currently testing real-time bus departure time information on the 511.org website and we installed electronic information display signs at the San Rafael Transit Center. These large signs are part of the MTC wayfinding project and are similar to others installed around the Bay Area at major transit hubs.

We are currently validating the integrity of the data. During this test period, times displayed may not be completely accurate. To report incorrect information, call 511 (say “Golden Gate Transit”) or email contact@goldengate.org.

We look forward to providing our customers with reliable information that will make your travel experience a better one.