The Golden Gate Bridge became safer for drivers after the weekend of January 10-11, 2015, when the Golden Gate Bridge, Highway and Transportation District (District) installed a new Moveable Median Barrier (MMB) that will virtually eliminate the possibility of a head-on collision. The solid, semi-rigid MMB is made up of 3,517 interlocking steel and concrete units, each weighing 1500 pounds and standing 32-inches tall. To accommodate the narrow lanes on the Golden Gate Bridge, the Barrier was constructed to be just 12-inches wide. It replaces the yellow plastic pylons that had visually separated northbound and southbound traffic ever since lane management began in the early 1960’s.

The MMB is the result of many years of effort to bring this important lifesaving feature to the Golden Gate Bridge. It cost $30 million to design and install, with $20 million provided by state funds through the Metropolitan Transportation Commission. Since 1970, there have been more than a hundred head-on collisions, leading to 16 fatalities.

The District held a ribbon-cutting ceremony on January 11 at Vista Point. House Democratic Leader Nancy Pelosi, Congresswoman Jackie Speier, crash survivor Dr. Grace Dammann, and transportation commissioners Steve Kinsey and Bob Alvarado all spoke to share their support of the new MMB.

The MMB is moved by a crew of two District employees driving a "zipper" truck. The crew picks up the MMB from one end of the truck and then sets the Barrier down about ten feet away on the other end. The lane change operation typically takes about thirty minutes to complete.

The Moveable Median Barrier is typically positioned to allow three lanes of traffic southbound and three lanes northbound at night. In the morning, the MMB is shifted to allow four lanes southbound into San Francisco, to accommodate commute traffic. It then moves back to three south, three north in the middle of the day. On occasion, the MMB is shifted in the afternoon to permit four lanes of traffic to travel north.
We welcome new leadership to the Golden Gate Bridge, Highway, and Transportation District's Board of Directors (Board). San Francisco representative Dick Grosboll has been elected as the Board President. Marin County representative J. Dietrich Stroeh was elected First Vice-President, and San Francisco Representative David Campos was elected Second Vice-President. All positions carry a two-year term.

President Grosboll has served as a member of the Board since August 7, 2006, as one of four public members appointed by the San Francisco Board of Supervisors. Since joining the Board, he has served as Chair of the Transportation Committee, member of the Finance-Auditing Committee, member of the Rules, Policy and Industrial Relations Committee, and member of the Other Post-Employment Benefits (OPEB) Retirement Investment Trust Board.

President Grosboll stated, “I am fortunate to have become Board President at a time when so much is going on at the District. For the Bridge, that includes the completion of the Median Barrier, moving forward with constructing the Suicide Barrier, and continuing the ongoing seismic work. Our transit riders can look forward to the addition of real-time bus information and improvements to our ferry ramps, which are just two of our many new initiatives.”

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 one is a member and nominee of the Council of Mayors and Council Members, and is appointed by the Board of Supervisors.

Sonoma County has three representatives—one is a member of the Sonoma County Board of Supervisors, one is 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 Board 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.

Pet owners often ask us about bringing their pets on a ferry or bus. Please adhere to the following regulations when bringing animals onboard:

Small pets are allowed on buses and ferries if they are in (and remain in, for the duration of the trip) a handheld kennel or an airline-approved carrier. Animals cannot sit on people's laps or anywhere else. Pets (with or without leashes) may not be let out to wander on a ferry or bus and must be non-disruptive (no barking, growling, constant whimpering, etc.).

Service animals are in a different category and are subject to different rules. Service animals are individually trained to perform tasks for people with disabilities—such as guiding people who are blind, alerting people who are deaf, pulling wheelchairs, alerting and protecting a person who is having a seizure, or performing other special tasks. Service animals are working animals, not pets. Comfort animals are not service animals and are subject to the same rules as pets.

Service animals must remain in the control of their owners at all times; this is often easier when the service animal is on a leash or harness. Employees may ask if an animal is a service animal and what service the animal has been trained to perform, but cannot require special ID cards for the animal or ask about the customer's disability. A person with a disability will be asked to remove his or her service animal from the premises if (a) the animal is out of control and the animal's owner does not take effective action to control it or (b) the animal poses a direct threat to the health or safety of others.

Customer often ask us about bringing their pets on a ferry or bus. Please adhere to the following regulations when bringing animals onboard:

Small pets are allowed on buses and ferries if they are in (and remain in, for the duration of the trip) a handheld kennel or an airline-approved carrier. Animals cannot sit on people's laps or anywhere else. Pets (with or without leashes) may not be let out to wander on a ferry or bus and must be non-disruptive (no barking, growling, constant whimpering, etc.).

Service animals are in a different category and are subject to different rules. Service animals are individually trained to perform tasks for people with disabilities—such as guiding people who are blind, alerting people who are deaf, pulling wheelchairs, alerting and protecting a person who is having a seizure, or performing other special tasks. Service animals are working animals, not pets. Comfort animals are not service animals and are subject to the same rules as pets.

Service animals must remain in the control of their owners at all times; this is often easier when the service animal is on a leash or harness. Employees may ask if an animal is a service animal and what service the animal has been trained to perform, but cannot require special ID cards for the animal or ask about the customer's disability. A person with a disability will be asked to remove his or her service animal from the premises if (a) the animal is out of control and the animal's owner does not take effective action to control it or (b) the animal poses a direct threat to the health or safety of others.
Golden Gate Ferry customers are eagerly anticipating the return of the M.S. San Francisco, which is currently at the shipyard in San Diego, where it’s receiving a complete makeover. Jim Swindler, Deputy General Manager of the Ferry Division explained, “The vessel was stripped down to its hull and is being completely updated. Only the generators and some fire dampers, which were new, are being reused. Everything else on the vessel will be totally new, so it’s going to feel like a brand new vessel upon its return.”

This refurbishment is similar to the 2007 overhaul of the M.S. Marin, when the vessel was rebuilt inside and out. The M.S. San Francisco will undergo structural changes and engineering space improvements. The interior will be overhauled with new seats, carpet, paint, doors, and windows. New machinery, piping, and electrical will be installed and the vessel is getting a new ventilation system and underwater engine exhaust system. The wheelhouse will be improved and an elevator will be added for passengers with disabilities and those needing assistance.

“We look forward to getting the M.S. San Francisco back in the water. These improvements were really needed and will enhance the ride for our passengers,” said Swindler. The ferry is expected to be back in service this summer.
Bus Service Adjustments

Effective Sunday, March 8, 2015

Golden Gate Transit schedules are adjusted quarterly to improve system efficiency.

Routes 4, 18, 24, 38, 54, 58, 70 (weekends), 72, 92, 93: Schedules adjusted up to six minutes to improve connections and running times.

Route 4 Northbound non-commute trips depart Perry & 3rd half an hour earlier. Northbound trip added from Perry & 3rd at 2:03 pm. Schedule adjustments.

Route 25 Trip added at 7:54 am to meet new 8:40 am ferry departure.

Route 27 Northbound non-commute trips depart Perry & 3rd half an hour later. Non-commute trips extended to San Anselmo Hub.

Route 37 Trip added at 8:10 am to meet new 8:40 am ferry departure.

Route 70 Northbound weekday trip departing Main & Folsom at 9:40 am (to San Rafael Transit Center only) added. Southbound weekend trips departing SRC at 11:45 am and 3:45 pm added. Northbound weekend trips departing Main & Folsom at 3:26 pm and 5:26 pm added. Schedule adjustments.

Route 74 Schedule adjustments.

Route 76 Schedule adjustments.

Route 101 Southbound weekday trip departing San Rafael Transit Center at 4:30 pm added.

For new schedules, pick up the Spring 2015 Transit Guide on your bus or ferry, visit goldengate.org, or call 511 toll-free or 711 (TDD) 6.

District Proposes Changes to Fare Policy for Youth Discounts

In an effort to coordinate the eligibility age for youth discount fares throughout the Bay Area, the Metropolitan Transportation Commission’s (MTC) regional Clipper coordination initiative (MTC Resolution No. 3866, MTC’s Transit Coordination Implementation Plan) endorsed a recommendation that all participating operators, including Golden Gate Transit (GGT) and Golden Gate Ferry (GGF), move towards a consistent standard for youth fares, which encompasses ages 5 through 18.

This change would impact the cutoff age for children who ride GGT and GGF free with a full-fare adult. Currently, children five and under ride Golden Gate buses and ferries free of charge. Under the new policy, children four and under would ride free, while five-year-olds would pay the “Youth” fare (a 50% discount off the adult fare).

A public hearing was held on February 19 to receive comments, and the Board approved the policy change on February 20. The change will be effective on July 1, 2015. Visit goldengate.org for more information.

Bus Stop Announcements on Golden Gate Buses are Required

by the Americans with Disabilities Act

Please help us ensure that EVERYONE can ride.

Comments? goldengate.org/contact

BIKE to WORK DAY - You can BIKE there!

THURSDAY, MAY 14, 2015

For more information, visit 511.org

Follow Us On Facebook and Twitter!