



BAY CROSSINGS

"The Voice of the Waterfront"

February 2018 Vol. 19, No. 2



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RM3 Goes Before Voters in June

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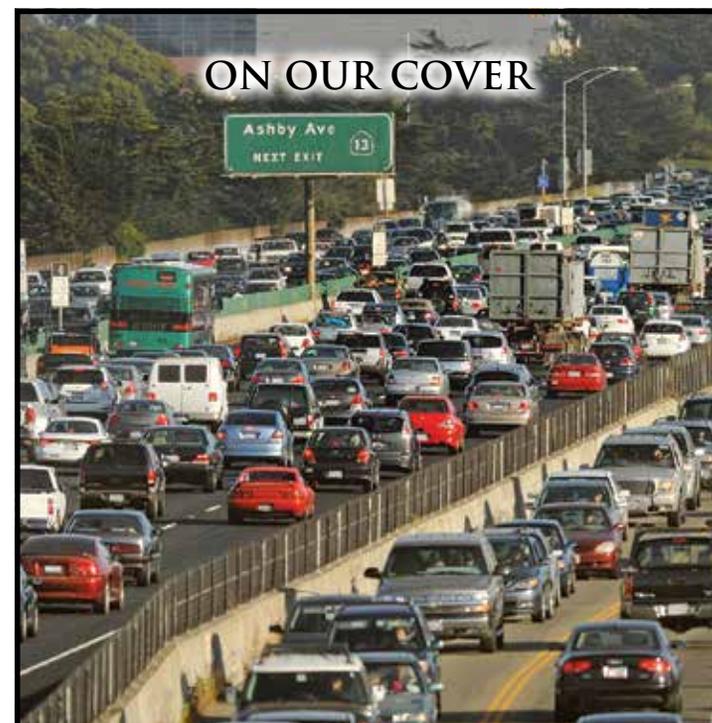
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A \$4.45 billion package of congestion relief projects known as Regional Measure 3 (RM3) will be on the June 5 ballot in all nine Bay Area counties. The measure would relieve congestion in the worst freeway bottlenecks, massively enhance BART, ferry and bus capacity and make investments throughout the Bay Area.

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2017 Was a Record-Setting Year at the Port of Oakland

BY PATRICK BURNSON

Last month we reported that Port of Oakland's containerized import volume for 2017 was on a pace to exceed inbound throughput for all previous years. Now comes word that 2017 was the busiest year in the port's 90-year history, as it handled the equivalent of 2.42 million 20-foot containers last year. That broke the previous record of 2.39 million containers set in 2014.

The port said it broke two more records in 2017, with 919,523 loaded import containers and 1.85 million combined imports and exports. The port said import growth drove its record performance. It reported that imports increased four percent in 2017 over 2016 totals. December imports were up 6.4 percent over the same month in 2016.

The port attributed the import rally to a strong U.S. economy and increasing consumer demand for retail products. "Our record-setting 2017 has set the stage for the future," said Port of Oakland Maritime Director John Driscoll. "With new development projects already underway, we expect to increase our capacity and drive greater volume."

The port said it expects Cool Port Oakland—a 280,000 square-foot tem-

perature-controlled distribution center—to open in late summer 2018. It projects that the clearinghouse for agricultural exports will handle about 30,000 containers full of chilled and frozen meat products annually. The port said work on its 440,000-square-foot Seaport Logistics Complex could begin by spring.

Matson Announces New Vessels

Oakland-based Matson, a leading U.S. carrier in the Pacific, announced the start of production on two new combination container and roll-on/roll-off ("con-ro") vessels for its Hawaii fleet that are scheduled for delivery in the fourth quarter of 2019 and second quarter of 2020, respectively.

After a small ceremony at General Dynamics NASSCO's shipyard in Southern California, the cutting of steel plates began, initiating the construction work to build both ships. Matson is calling these vessels the "Kanaloa Class" in honor of the ocean deity revered in the native Hawaiian culture. The firm will name each of the new vessels after predecessor ships from its 135-year history.

The first vessel will be named *Lurline*, the sixth Matson vessel to carry that name, while the second vessel will be its fifth named *Matsonia*. The



Photo by Joel Williams

Oakland-based Matson announced that two new combination container and roll-on/roll-off vessels are in production for delivery in 2019 and 2020.

Kanaloa Class vessels are being built on a 3,500 twenty-foot equivalent unit vessel platform, which is 870 feet long, 114 feet wide (beam), with a deep draft of 38 feet and enclosed garage space for up to 800 vehicles or breakbulk cargo.

In addition, the new vessels will have state-of-the-art green technology features, including a fuel-efficient hull design, environmentally safe double-hull fuel tanks, fresh-water ballast systems and dual-fuel engines, meaning that they will be able to operate at speeds up to 23 knots on either conventional fuel oils or liquefied natural gas.

These advancements are important to Hawaii as a means to reduce fuel consumption, and will result in significant emissions reductions over time.

"Construction of these new ships underscores Matson's commitment to serve Hawaii with the largest, most reliable and environmentally friendly vessels for the long-term," said Ron Forest, Matson's president. "The Kanaloa Class is designed specifically to meet Hawaii's freight demands while reducing our environmental impact and improving our efficiency for decades to come."

General Dynamics NASSCO, a wholly owned subsidiary of General

Dynamics, is a leading U.S. shipyard constructing vessels for the U.S. military and for commercial operation in the Jones Act market.

State of the Port Luncheon Held at Jack London Square

Matson was one of several sponsors of last month's State of the Port luncheon at Scott's Jack London Square, where Chris Lytle, the Port of Oakland's executive director, brought working waterfront stakeholders up to date on cargo-centric operations.

Other "platinum" sponsors included the port itself and GSC Logistics. "Gold" sponsors were SSA Terminals; Devine Intermodal; Pacific Merchant Shipping Association; Clyde & Co.; Keesal, Young & Logan; and PCC Logistics.

This column will provide a full account of Lytle's address and other highlights of the event in next month's edition.

Patrick Burnson is the executive editor of *Logistics Management*.
www.logisticsmgmt.com

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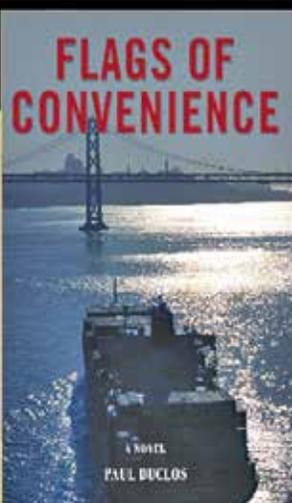
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Mike Donnelly

BY MATT LARSON

Only an avid commuter may notice, but while many crew members on Bay Area ferries are on board five days a week, others may only show up once or twice, never to be seen again. That doesn't necessarily mean they've quit—more likely, they're just working a different ship on a different ferry in a different part of the Bay. "Casual" is the term for maritime employees who freelance their way around the Bay Area waterways. This is a preference for some, and it's temporary for others.

For Mike Donnelly, working as a casual deckhand on the ferries is how he stays busy between being away for his main profession. He primarily works for ocean carriers Matson and APL as a QMED (Qualified Member of the Engine Department) on deep sea vessels, mostly on container ships and Ready Reserve Force military vessels. On average, these mission contracts last up to four months; his longest voyage was 215 consecutive days out at sea.

It's a long time to be away from home, but working as a QMED for these past six years has made Donnelly a world traveler. He's already been able to visit Japan, China, Thailand, Guam,

Pakistan, Egypt, Italy, the Middle East, Africa and Nova Scotia, among others. "It's a great thing to travel the world while getting paid to do it," he said. "You can really dive into the culture for a day or two, and you don't have to worry about getting a hotel or anything because you can just go back and stay on the ship."

One thing about working in the engine room, however, is that Donnelly doesn't get as much shore time as some of the other crew members because there's always work to be done. And there's always something for Donnelly to do, as his QMED certifications include electrician/refrigeration engineer, junior engineer, oiler and fireman/watertender. He's also getting ready to sit for his pumpman/machinist certification as well.

Even though both are "maritime" jobs, there are few similarities between working as a deckhand on ferry boats and working on deep sea vessels. "They're polar opposites," he said. "You can't even compare them." Out at sea he's working in an engine room with no daylight, here in the Bay he's got the sun shining off the Golden Gate Bridge. One common denominator between the two, however, is the social aspect. He enjoys talking with the ferry passengers in the Bay, and out at sea he looks forward to the new crew he gets to know.



Photo by Joel Williams

As a casual deckhand, Mike Donnelly works on different ferry routes as needed between long missions on ocean carriers in his main occupation as a QMED.

"Every time I get on a ship it could be all new faces," he said. "Even if you don't mesh, if you don't like the same things, you basically live together, eat together and work together. It's kind of like going to a family reunion. You'll have some weird cousins, you'll have the cool uncle, and you'll have the other guys that you really click with."

Crazy things can happen out at sea, as movies often tell us, so we asked Donnelly if he had any notable adventures. "I've been chased by pirates, twice, off the coast of Somalia," he said. "We got away." The first time the ship was too big for the pirates to get

on board, so they gave up after a half-hour chase. The second time, Donnelly's ship had a security team that included a retired Marine, a retired Special Air Service member, and a guy from the French Foreign Legion—all with assault rifles—so the pirates kept their distance.

When he does have some free time, Donnelly will take his Yamaha R1 out to the lake, ride one of his Harleys up the coast, work on his diesel trucks, weld a shoe rack out of horseshoes, or work on his house in his hometown of Vacaville. If you see him on the ferry, say hello! Tomorrow he could be embarking on his next high-seas adventure.



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Alternatives to Parking at the Larkspur Ferry Terminal

BC STAFF REPORT

The Golden Gate Larkspur Ferry Terminal main and overflow parking lots often fill to capacity by 9 a.m., especially after the recent loss of the upper overflow lot to SMART for construction of the last southern segment to link the Marin train service with ferry service to San Francisco. In response to customer requests for transit and travel alternatives, Golden Gate Transit has compiled a list of alternatives to driving and parking at the Larkspur Terminal and alternatives to commuting to San Francisco from the North Bay.

Also in response to customer feedback, ferry customers can now get real-time updates when the Larkspur Terminal parking lots are at capacity by using Twitter (@GoldenGateFerry). Staff will tweet out alerts when the main Larkspur lot is full and when the overflow lot is full. In general, parking spaces start becoming available again around 1 p.m. due to returning passengers.

Alternatives to driving and parking at the Larkspur Terminal:

- **Take a shuttle to the Larkspur Ferry Terminal.** Larkspur Ferry shuttle Routes 25 and 31 are free for Larkspur Ferry customers, and they drop off and pick up inside the terminal in front of the fare gate and ticket machines. Route 25 operates during weekday morning and afternoon commutes along Sir Francis Drake Blvd to and from Fairfax/Manor (serving several park and ride lots too). Route 31 operates daily to and from the San Rafael Transit Center/SMART Station. Visit the bus schedules page at goldengatetransit.org for ferry shuttle timetables.
- **Ride Marin Transit to the Larkspur Ferry Terminal.** Marin Transit Route 29 operates weekday commute periods only between San Rafael and Marin General Hospital. Marin

Transit Route 228 operates daily between the San Rafael Transit Center and Fairfax/Manor. Both routes drop off and pick up at the bus stop along Sir Francis Drake Blvd in front of the Larkspur Ferry Terminal. Visit marintransit.org for timetables and maps.

- **Park at a park and ride lot and ride a bus to the Larkspur Ferry Terminal.** There are park and ride lots within a mile of the Larkspur Ferry Terminal that are served by bus/shuttle Routes 24, 25, 29, and 228—at Drakes Landing Office Park (with capacity for 50 vehicles) and at the northwest corner of the Bon Air Shopping Center (with capacity for 70 vehicles). Golden Gate Transit Route 24 and Marin Transit Routes 29 and 228 serve both park and ride lots; ferry shuttle Route 25 serves the Bon Air lot. There are also several park and ride lots under Highway 101 in central San Rafael, with capacity for almost 200 vehicles; Routes 29, 31, and 228 provide connecting service to the Larkspur Terminal. Visit goldengatetransit.org/services/parkride.php for more information.
- **Ride the SMART Train and transfer to a bus to the Larkspur Ferry Terminal.** The SMART train operates daily between northern Santa Rosa and downtown San Rafael, with stops in downtown Santa Rosa, Rohnert Park, Cotati, downtown Petaluma, Novato/Atherton, Novato/Hamilton, Marin Civic Center and the San Rafael Transit Center. Connecting bus service is available from the transit center on ferry shuttle Route 31 and Marin Transit Routes 29 and 228. Visit sonomamarintrain.org for station locations, fares and schedules.
- **Bike to the Larkspur Ferry Terminal.** Bicycles are welcome on board all Golden Gate Ferry vessels on a first-come, first-served basis. In addition, the Larkspur Terminal

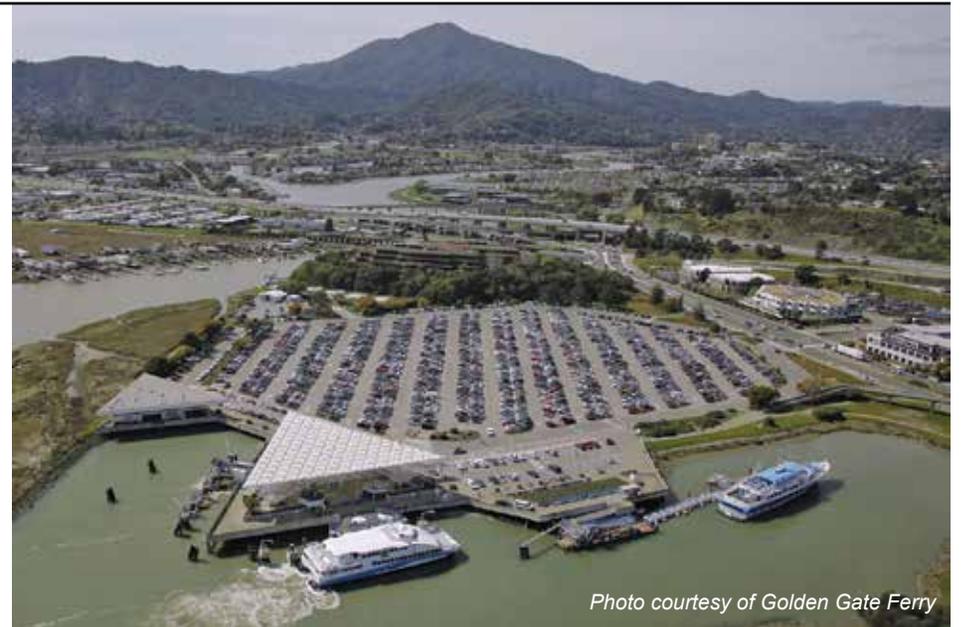


Photo courtesy of Golden Gate Ferry

The parking lots at the Larkspur Ferry Terminal are often filled to capacity by 9 a.m. on weekdays.

has bike parking for up to 140 bikes, including 80 secure bike spaces inside the paid waiting area and 60 bike spaces outside the waiting area.

- **Walk to the Larkspur Ferry Terminal.** The Larkspur Terminal is within walking distance of several Greenbrae, Corte Madera and Larkspur neighborhoods. Walking eliminates stress associated with driving and road congestion.
- **Carpool to the Larkspur Ferry Terminal.** Carpool spaces at the Larkspur Terminal are located in Rows F and G and along the inner perimeter lane adjacent to motorcycle parking. A carpool is defined as a driver and at least one passenger. These spaces are subject to the parking fee.
- **Use a rideshare.** 511's RideMatch system matches drivers and riders to share rides and the cost. It's easy to use and you can learn more at ridematch.511.org. Other rideshare services like Lyft, Lyft Line and Uber connect drivers with riders, sometimes even connecting a rider with other riders going the same route or to the same location.

Alternatives to getting to San Francisco from the North Bay:

- **Ride Golden Gate Transit to San Francisco.** Golden Gate operates frequent commute service from most North Bay communities and park and ride lots for a one-seat ride to San Francisco. Golden Gate also operates midday service every hour

from southern Marin on Route 4 and San Rafael on Route 27. Visit goldengatetransit.org for timetables and the park and ride page for lot locations and connecting routes.

- **Ride the SMART Train and connect to a Golden Gate Bus.** Many North Bay commuters are choosing to ride the SMART train to San Rafael and transferring to Golden Gate Transit for connecting bus service to downtown San Francisco. Visit sonomamarintrain.org for station locations, fares and schedules.
- **Ride a Tiburon or Sausalito Ferry.** Tiburon Ferry operates during weekday commute periods only. Parking is available at several downtown Tiburon lots for a fee. Sausalito Ferry operates daily, all-day service. There are for-pay public parking lots adjacent to the Sausalito Ferry Landing and metered parking on local streets. Visit goldengatetransit.org for timetables. Blue & Gold Fleet also runs ferry service to San Francisco (Pier 41) from both Tiburon and Sausalito. Visit blueandgoldfleet.com for timetables and fare information.

If you need help, there are knowledgeable customer service assistants available to answer your transit questions and assist with your trip planning needs. Call 511 or (415) 455-2000 or email customerservice@goldengate.org. And there is a customer service center open weekdays from 7 a.m. to 6 p.m. at the San Rafael Transit Center on Platform D.

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 **San Francisco Bay Ferry**

Sturgeon: Quiet Giants of the Bay

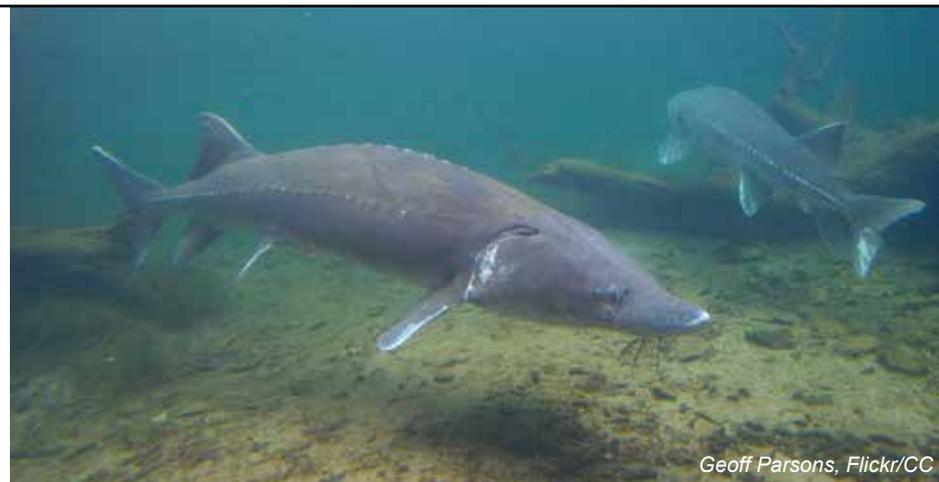
BY SEJAL CHOKSI-CHUGH

Compared to some of our wild neighbors around the Bay Area, we're all newbies to California. Sturgeon have populated our local waters for more than two million years. These giant fish can grow even larger than San Francisco Bay's biggest mammal, the sea lion. But because sturgeon stay far underwater along the Bay's dark floor, few people ever see one.

Two sturgeon species live in

northern reaches of San Francisco Bay, which include San Pablo Bay and Suisun Bay. White sturgeon (*Acipenser transmontanus*) are gray with a white underside, and they can grow up to 20 feet long and weigh 1,500 pounds. Green sturgeon (*Acipenser medirostris*) are aptly named olive green fish with dark green stripes on each side. They can grow up to seven feet long and weigh 350 pounds.

The white sturgeon is a homebody and stays in this area its entire life, which can be as long as 100 years. Green sturgeon spend their first three years here and then swim the Pacific Ocean



Geoff Parsons, Flickr/CC

White sturgeon, fish that can grow up to 20 feet long and weigh more than a half-ton, live in northern parts of San Francisco Bay.

for up to 60 years, returning only to spawn. Both species spawn upstream from the Bay in the Sacramento River. Unlike salmon, which spawn just once, sturgeon spawn many times during their long lives.

Instead of scales, sturgeon have rows of bony plated armor called scutes that protect them from predators. Several specialized organs allow them to locate their main food, small fish and shellfish, in murky water along the Bay floor. These organs include taste buds outside of their mouths, long dangling feelers and electrical sensors.

After surviving here for millions of years, sturgeon have been hit hard during the past century and a half. Populations have been harmed as dams block access to former spawning rivers and Bay fill and shoreline development take away large areas of habitat.

Overfishing has also been a historic problem. In the late 1800s, the fishing industry almost killed off the Bay's white sturgeon for caviar. Commercial fishing for white sturgeon in the Bay has been banned ever since. Strictly limited recreational fishing of white sturgeon is still allowed, and occasionally a fishing team will land one weighing 400 or 500 pounds. Green sturgeon are even more scarce; it's illegal for anyone to catch them.

And pollution, of course, also impacts

sturgeon. Fishing for and eating Bay sturgeon isn't actually a healthy choice because toxic substances accumulate in their bodies. California health officials advise women of childbearing age and children to not eat any sturgeon at all because of the contamination.

Parts of the Bay where sturgeon live are hotspots for selenium, a particularly harmful pollutant. In trace amounts, selenium is a necessary nutrient for both fish and people. But excess selenium can cause deformities, interfere with reproduction and kill fish. The endangered green sturgeon is especially vulnerable to selenium poisoning. And sadly, an invasive clam from Asia that arrived in the Bay in the 1980s accumulates more selenium in its tissue than native shellfish. This clam has become a primary sturgeon food source.

A significant amount of selenium pollution comes from the Bay Area's five oil refineries, which have permits to discharge treated wastewater containing selenium into the Bay. Baykeeper is advocating for tighter limits on the amount of selenium refineries can release, to make the water safer and healthier for all the Bay's wildlife, and especially for this elusive giant neighbor of ours who's been here for millennia. To learn more about Baykeeper's work to stop pollution in San Francisco Bay, visit us at baykeeper.org.



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Sejal Choksi-Chugh is the executive director of San Francisco Baykeeper. Baykeeper uses on-the-water patrols of San Francisco Bay, science, advocacy and the courts to stop Bay pollution. To report pollution, call Baykeeper's hotline at 1-800-KEEP-BAY (1-800-533-7229), e-mail hotline@baykeeper.org, or click "Report Pollution" at baykeeper.org.



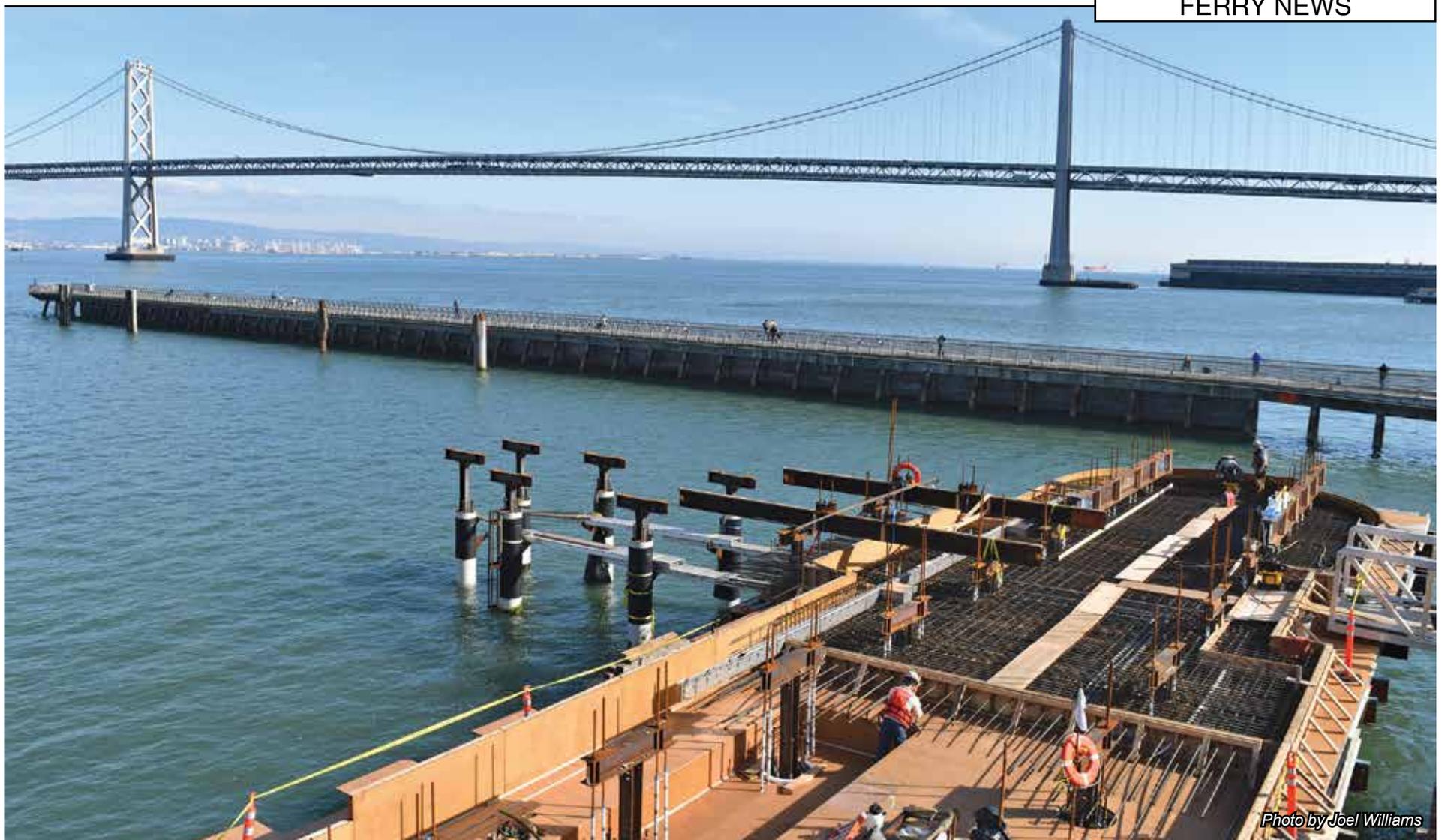


Photo by Joel Williams

San Francisco Ferry Building Expansion Project Update

BC STAFF REPORT

Ferry ridership is at an all-time high. Gate E at the San Francisco Ferry Terminal accommodates four ferry routes (Alameda, Oakland, Harbor Bay and South San Francisco), serving more than 10,000 passengers daily. More than two million people travel by San Francisco Bay Ferry annually.

WETA's Downtown San Francisco Ferry Terminal Expansion Project, now well underway, will increase the capacity to serve current and future passengers and improve the amenities around the terminal.

The two-year construction project is taking place in the Ferry Building's south basin and includes building two new ferry gates and reconstructing the existing Gate E to support continued growth of the ferry system. Beautification and

other amenities include the addition of weather canopies, a new plaza area, and extended promenades in keeping with the historic Ferry Building appearance.

Construction is expected to be completed in 2019 and includes two stages. Phase 1, which took place from May to November 2017, focused on preparing the site for construction, removal of existing piers and concrete, dredging the bay silt, and driving 153 new piles into the bay. Phase 2, which started last month and is expected to be completed in December 2019, will involve construction of the new gates and concrete pier.

In January, the contractor installed side forms for the promenade canopy beam and finished installing the rebar mats for the first deck pour completed later in the month. The contractor also continued forming what will be the foundation for the false work to support the promenade deck moving north toward the lagoon. The contractor

successfully completed a concrete pour in which 14 piles were filled with concrete. Over the next several weeks the contractor's crews are scheduled to continue installing concrete deck embeds, rebar, and prepare for the upcoming promenade deck pours.

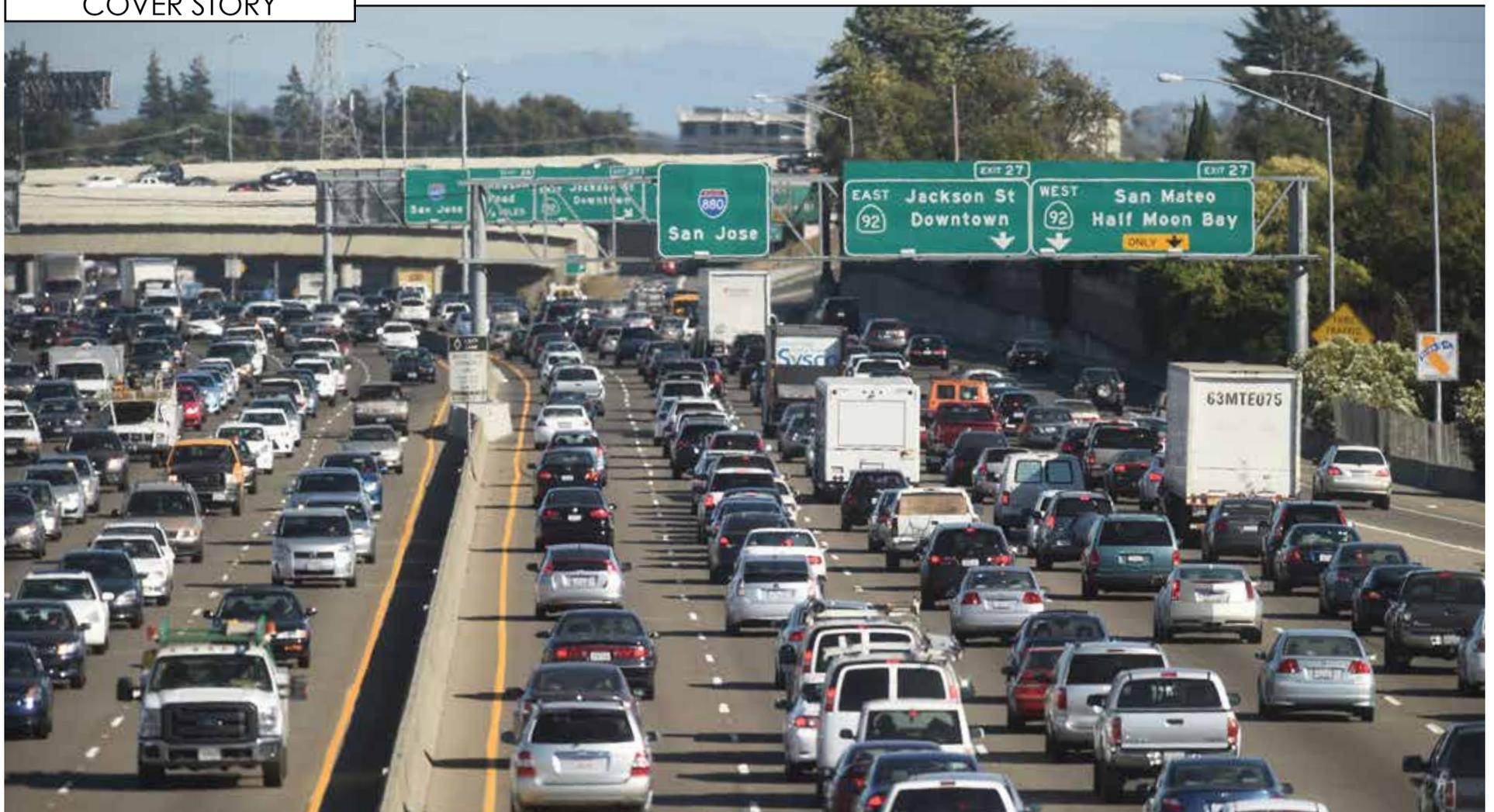
From start to finish, all construction materials and debris will be delivered and removed by barge in order to keep traffic and roadways on Embarcadero clear. The project's construction schedule minimizes the impact to the area's marine species and protects the environment of the pier.

During construction, all routes currently operating through Gate E will continue to run as scheduled. At the completion of the project, each of the three ferry gates will have its own portal, access control gates and passenger gangways. This expansion will allow for additional ferry service, more routes, improved queuing and boarding areas, and extended staging areas for WETA to deliver emergency water transit services.



Photo by Joel Williams

Construction materials and debris are being delivered and removed by barge in order to keep traffic and roadways on Embarcadero clear.



A Vote for Regional Measure 3 in June Will Bring Congestion Relief

BY JOEL WILLIAMS

Traffic in the Bay Area is worse than ever! In a recent public opinion poll, 85 percent of those asked said that traffic was worse in 2017 than in 2016. Traffic congestion has hit record numbers four years in a row and grown 80 percent since 2010. We often hear that this is the result of our booming economy—but without some form of relief, it is only a matter of time before the crushing congestion will negatively affect the business environment in the Bay Area.

All signs indicate that things will get worse before they get better without a major fix. *The Mercury News* reported in January that well over 100,000 new primary jobs will be added in Silicon

Valley alone over the next decade, with more coming in the future. The report cited Apple moving 15,000 more employees into its two million square foot “spaceship” and Google building out over 10 million square feet that could house almost 50,000 new employees. The report also states that, for every primary job added, there are additional local jobs added to support the increased population.

In late January, the Bay Area Toll Authority (BATA) approved a resolution to place a sweeping \$4.45 billion package of congestion relief projects known as Regional Measure 3 (RM3) on the June 5 ballot in all nine Bay Area counties. The measure would relieve congestion in the worst freeway bottlenecks, massively enhance BART, ferry and bus capacity and make transformative investments throughout the Bay Area.

If approved by a combined majority of all voters, these projects would be financed by a \$1 increase in tolls on the Bay Area’s seven state-owned toll bridges beginning January 1, 2019, followed by a \$1 increase in January 2022 and another \$1 increase in January 2025.

The RM3 expenditure plan was developed last year by state lawmakers, with Governor Jerry Brown’s October 2017 signature on state Senate Bill 595 authorizing BATA’s action. Major projects in the RM3 expenditure plan include expansion of BART’s railcar fleet to accommodate record ridership and the system’s pending extension to Milpitas and East San Jose; further extension of BART’s Silicon Valley service to downtown San Jose and Santa Clara; extending Caltrain to downtown San Francisco; expanding transbay bus services and AC Transit’s bus rapid transit

lines; constructing a direct freeway connector from northbound U.S. 101 to eastbound Interstate 580 in Marin County, and improving the westbound approach to the Richmond-San Rafael Bridge and the I-580/ Richmond Parkway interchange in Contra Costa County; constructing a direct connector between Interstates 680 and 880 in Fremont; upgrading the I-680/State Route 4 interchange in Contra Costa County, the I-680/State Route 84 interchange in Alameda County and the U.S. 101/State Route 92 interchange in San Mateo; various upgrades to relieve congestion in the Dumbarton Bridge corridor and improve State Route 37 in Marin, Sonoma, Napa and Solano counties; completing the widening of U.S. 101 to three lanes in each direction through the Marin-Sonoma Narrows; extending the new SMART rail system



Photo by Noah Berger

The RM3 expenditure plan includes \$500 million for new BART railcars to accommodate record ridership.

to Windsor; expanding San Francisco's fleet of Muni Metro rail cars; and adding more vessels to the San Francisco Bay Ferry fleet.

RM3 also would provide \$50 million

for planning and preliminary engineering of a second rail tube connecting the East Bay and San Francisco; and fund a \$150 million grant program to improve bicycle and pedestrian access to regional

transit hubs and to close gaps in the San Francisco Bay Trail. In addition, the measure includes a provision to establish an Inspector General position to oversee BART's capital investments.

"Nobody likes higher tolls," said MTC Chair and Rohnert Park City Councilmember Jake Mackenzie. "But nobody likes traffic jams or crush-loaded train cars either. The Bay Area has been blessed by several consecutive years of strong economic growth. But the price we've paid is the growing congestion on our freeways, railways, buses and ferries. If our region is going to maintain its economic leadership, we have to invest in projects that will keep businesses and their workers moving. Governor Brown and the state legislature deserve a lot of credit for shaping RM3 into a comprehensive and integrated strategy that will modernize both our highways and our transit networks."

Recent polling conducted in late 2017 shows that a slight majority already

approve the regional traffic relief plan, with just over 40 percent opposed and roughly 7 percent undecided. However, the poll also showed that support for the measure increases significantly after potential voters learn more about the projects, with almost 60 percent approval.

For details on the complete range of investments that would be funded if a majority of voters in the nine Bay Area counties approve RM3, visit MTC's web site at mtc.ca.gov/our-work/advocate-lead/regional-measure-3.

Bay Crossings fully supports the passage of RM3 to provide much-needed relief from the soul-crushing traffic jams that currently plague the Bay Area as well as our overcrowded public transit options. In the following months, we will provide you with more information on this vital measure. Next month, we will concentrate on the importance of RM3 to the future of Bay Area ferry service.



Photo by Joel Williams

Long lines and passengers left behind are regular occurrences at the San Francisco Ferry Building these days. The Vallejo route is currently operating at 94 percent capacity during peak hours. RM3 will provide \$300 million of new capital and up to \$35 million of annual operating revenue to help rapidly build out the system, providing up to 15-minute ferry frequencies at peak times.



Design Competition Seeks Climate Solutions for Bay

BY BILL PICTURE

Six months ago, local leaders concerned about the impact of climate change on the Bay Area's waterfront communities kicked off the Resilient by Design Bay Area Challenge and asked architects, engineers and designers to come up with innovative ideas for mitigating the effects of global warming on 10 Bay Area sites identified as being at risk.

Of the 51 submissions received, 10 were selected to move from the preliminary research phase into the design phase. Among those 10 was an idea to enable more sediment to reach the San Francisco Bay via Alameda Creek in order to build up protection against rising sea levels that threaten waterfront areas. That proposal was the brainchild of Public Sediment, a "multidisciplinary resilience team" made up of environmentally minded architects, designers, experts and researchers.

"Undoing a mistake that humans have made is sort of a common thread in environmental engineering," said Chris Devick, coastal water engineer for Arcadis, a member of the Public Sediment team.



Public Sediment, a team made up of environmentally minded architects, designers, experts and researchers, proposes enabling more sediment to reach the San Francisco Bay via Alameda Creek in order to build up protection against rising sea levels that threaten waterfront areas.

"What we try to do is learn from those mistakes made in the past to hopefully make for a better future."

Man vs. nature

Sediment once flowed freely down the waterways that connect to the San Francisco Bay, replenishing marshes and mudflats that tides chip away over time. These marshes and mudflats are the first line of defense against encroaching seawater for shoreline neighborhoods,

but they are shrinking because most of the sediment is now trapped by the dams and channels built upstream over the last 150 years. Shoreline neighborhoods are therefore increasingly vulnerable to floods and severe storms.

"Mud has historically been considered more of a nuisance than anything else," Devick said. "But it's really a very important piece of flood protection. We know that now, so part of what we're thinking about is, 'How do we get people to recognize mud as a public resource?'"

Changing people's relationship with mud shouldn't be too hard, according to Devick. "I think people understand the threat posed by climate change and the important role that marshes and mudflats play," he said. "And with the right engagement and interaction, I think people will easily revert to their childhood and want to stomp around in the mud."

Devick said that outreach and education will likely be a key part of the proposal submitted at the end of the design phase by Public Sediment, whose members also include SCAPE Landscape Architecture, Dredge Research Collaborative, TS Studio, the UC Davis Department of Human

Ecology and Design, the UC Davis Center for Watershed Sciences and Buoyant Ecologies Lab.

"Buy-in at all levels—from regulators and local government, to the general public—is crucial," Devick said.

The 10 teams selected to participate in the design phase are expected to submit their final proposals by mid-May. Just two weeks into the current phase, Devick says Public Sediment's members have already brought some great ideas to the table. Among their strategies is retrofitting dams to better facilitate the natural flow of sediment, unlocking tributary channels, and testing new methods of mud placement in the Bay.

Alameda Creek v2.0

The Alameda Creek that Public Sediment envisions for future generations looks much different than today's. Steelhead trout would be reconnected with their natural spawning grounds upstream. Meanwhile, a network of creek-side paths would link communities of various races, ethnicities and income levels with each other and the Bay. Young people from those communities would be enlisted to monitor sediment flow. The result would be a waterway



The Alameda Creek that Public Sediment envisions for future generations looks much different than today's.

reimagined for better protection of the Bay, for social equity and for preservation of Bay-native species.

The next step for Public Sediment’s members is gauging the feasibility of their ideas. “This phase is about refining,” said Devick. “We have to examine each design opportunity in much greater detail and ask ourselves, ‘Is this really implementable?’”

Part of the design process is talking with regulatory bodies—public and private—to understand current legislation and regulatory requirements, and ensure that the ideas presented in May can clear existing legal hurdles. “We’ve received some very encouraging comments from those bodies regarding the ideas that we’re moving forward with,” Devick said.

Devick hopes that the ideas presented

by the 10 teams in May will help shape future legislation. “I think the hope with much of the Resilient by Design process is to start some conversations,” he said. “Locally, several agencies are already in the process of reevaluating their own requirements in light of climate change and sea level rise.”

“In terms of our project, a lot of these agencies understand how important sediment is to wetlands and the Bay. So I think we’re in a good spot to have a production conversation about how projects can be authorized.”

Identifying a project partner that can provide funding to realize a team’s ideas is also a part of the design process. “The end goal is to find a project with a clear, implementable path forward,” Devick said. “That means having an identified way for regulatory approval and funding.”

Bay Area Resilient by Design was inspired by a similar design competition launched after Hurricane Sandy devastated communities in New York, New Jersey and Connecticut in 2012. President Obama’s Hurricane Sandy Rebuilding Task Force launched Rebuild by Design to come up with implementable regional and replicable solutions to future climate emergencies. Nearly 150 applicants from all over the world submitted proposals, and 10 teams were selected to further develop their ideas. Of the 10 final proposals submitted, seven are currently being implemented throughout the Northeast.

Arcadis was among the teams that participated in New York’s Rebuild by Design. “Bay Area Resilient by Design is different,” Devick explained. “We

saw what can happen, we know that climate change is happening, and we’re being proactive.”

Devick concedes that devising a strategy to address sea level rise and identifying a partner who’s willing and has the means to see it through is a tall order. Still, he’s confident that it’s doable. “We stay positive because we know it’s possible,” he said. “It’s challenging, but we can do this!”

Images courtesy of Public Sediment.
For more information about Resilient by Design and the Bay Area Challenge, visit www.resilientbayarea.org.



PRESIDENTS’ DAY

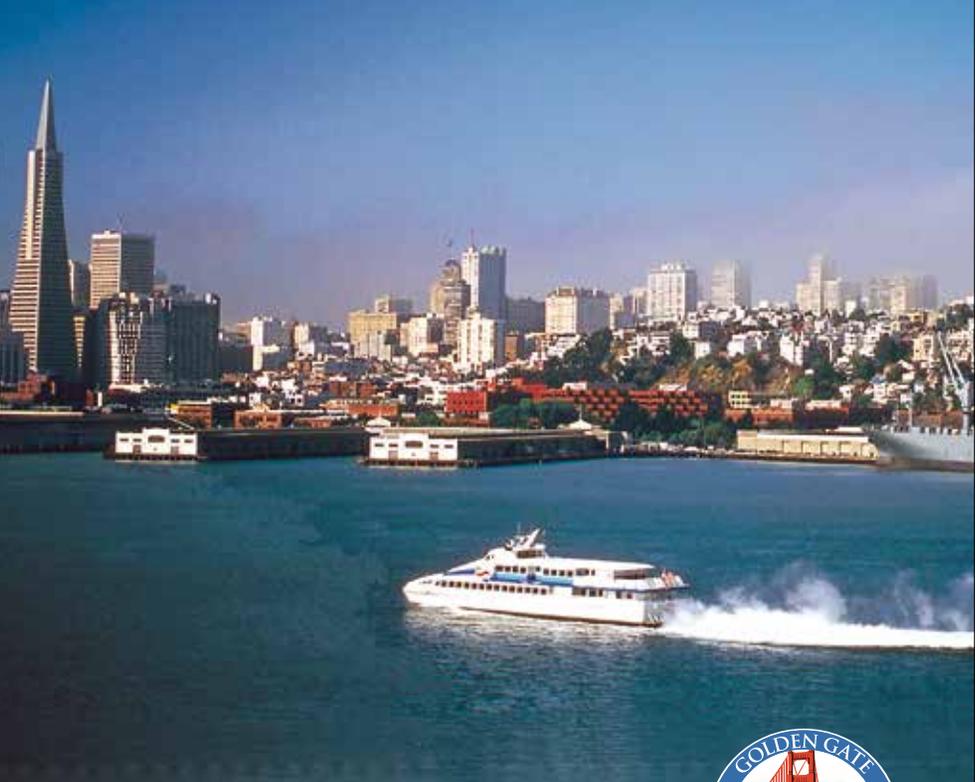
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SF Beer Week Celebrates Ten Years

BC STAFF REPORT

San Francisco Beer Week returns February 9 to 18 for the 10th installment of this ground-breaking celebration of craft beer, food and community all across the region. SF Beer Week's geographical range includes the greater San Francisco Bay Area as well as Monterey Bay, north to Sonoma County, and eastward into the Livermore Valley. Brewers from the region and those planning to visit from beyond are gearing up to present their finest brews

and the most epic beer week ever.

SF Beer Week celebrates and promotes the diversity and quality of craft beer in the Bay Area. It's a grassroots collection of over 500 beer events held at over 100 venues throughout the Bay Area, from breweries and brewpubs to restaurants, bars and retail beverage stores.

SF Beer Week events include meet-the-brewer nights, beer dinners, tastings, special beer releases, collaborative brews, tap takeovers, lectures and panel discussions, beer festivals and other fun including educational events that connect and resonate with the existing local beer community



The 10th annual San Francisco Beer Week (February 9-18) kicks off with the opening gala on Friday, February 9 at Pier 35.

while introducing many new people to the world of artisan beer.

The week kicks off with a big bang at the opening gala on Friday, February 9 at Pier 35. This event is the largest, most anticipated and most prestigious annual gathering of the Northern California craft beer community. Nearly every brewery in Northern California serves some of their most sought-after beer to attendees. Over 120 breweries are expected from throughout Northern California—especially Alameda, Contra Costa, Marin, Monterey, Napa, San Francisco, Santa Cruz, San Mateo, Santa Clara, Solano and Sonoma counties—serving over 300 of the most creative and compelling beers the region has to offer.

Today, craft beer is the more popular than ever, and dynamic craft beer communities are popping up all over the country. SF Beer Week was only the second event of its kind in 2009, and now it serves as a model for regional beer weeks throughout the United States.

SF Beer Week demonstrates the vitality and versatility of craft beer, and nowhere else are those attributes more evident than in Northern California, the birthplace of the modern craft beer movement. Fritz Maytag's purchase of the historic Anchor Brewing Company in 1965 set the stage for a Bay Area-led return to quality, flavorful beer in the United States. Many post-Prohibition

firsts came out of Anchor and other local breweries over the next 20 years. New Albion Brewing Company, the nation's first new microbrewery, was opened by Jack McAuliffe in Sonoma County in 1977. Sierra Nevada began brewing in Chico just three years later, while three of the country's first four brewpubs opened in the Bay Area in the early 1980s.

The Bay Area's longtime role as a leader in the production of wine, spirits, cheeses, pasture-fed meats and bread—and any other number of artisan and organic products— dovetails extremely well with the local craft beer culture. Craft beer is now a part of most local restaurants' beverage programs, beer and food pairing opportunities are a regular occurrence and there is a lot of collaboration among local brewers and other food and beverage producers. While these trends exist and grow year after year, they reach a highly visible, critical mass during SF Beer Week.

For more information, check out the SF Beer Week website, www.sfbeerweek.org, and mobile app. These are the main portals to the over 500 events that will take place throughout the Bay Area. Users can find detailed information about events, create itineraries, get directions to venues and follow the latest updates on the blog.

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Valentine's Day Suggestions

BY PAUL DUCLOS

Anti-romantics may find solace, enlightenment and entertainment at major events staged in San Francisco this month.

Beginning on February 10, the Fine Arts Museums of San Francisco invite ferry riders to journey into the world of 18th-century Europe through the eyes of one of its most colorful and notorious characters, Giacomo Casanova, an Italian who lived from 1725 to 1798. And yes, there are several works of art displayed here celebrating the romance of boating and watercraft.

Commonly regarded now as a seducer and adventurer, Casanova was considered by his own contemporaries to be a witty conversationalist, autobiographer, man of letters, gambler, spy and one of history's greatest travelers. More than 80 works of art, including paintings, sculptures, works on paper, period furnishings, delicate porcelains and lavish period costumes, will recreate the luxurious and sparkling world of masked balls, palaces, theaters and operas that formed the resplendent backdrop to Casanova's escapades and adventures.

"Although he is considered by many to be a scandalous libertine, Casanova is a fitting guide to lead visitors on a tour of the glittering art capitals of 18th-century Europe," said Max Hollein, director and CEO of the Fine Arts Museums of San Francisco.

"Visitors will feel an affinity with many of the themes in the exhibition, including the cult of celebrity, the desire for travel, the dangers of social and political ambition and the freedom of self-invention and individuality—all set on a glorious

stage of Rococo paintings, fashion, and decorative arts."

Visitors will immerse themselves in Casanova's world, examining artworks not only as individual pieces but also as combined and cumulative expressions of wealth and prestige. These works—often exhibited in isolation—are best understood as parts of luxurious environments that also included architecture and interior design. To achieve the effect of 18th-century opulence, the exhibition will stage several tableaux enlivened by mannequins dressed in period costume surrounded by paintings, sculptures and decorative arts, creating scenes reminiscent of some of the dramatic episodes of Casanova's memoirs and bringing his world to life.

"This theatrical display of artworks is fitting for Casanova, who was not only the son of an actress but also an occasional theater musician and playwright," said Virginia Brilliant, curator-in-charge of European paintings for the Fine Arts Museums. "These tableaux will also show how he lived a life surrounded by the sensual pleasures of art by featuring amorous mythological and pastoral paintings by some of the most important painters of the time, including François Boucher, Canaletto, Jean-Honoré Fragonard and William Hogarth." For more information, see legionofhonor.famsf.org.

SFJAZZ Holds Bernstein Tribute

Tahiti as a honeymoon destination may also come into question as SFJAZZ and Opera Parallèle join forces again for a multi-media, multi-genre tribute to the centennial of iconic and

versatile American composer Leonard Bernstein.

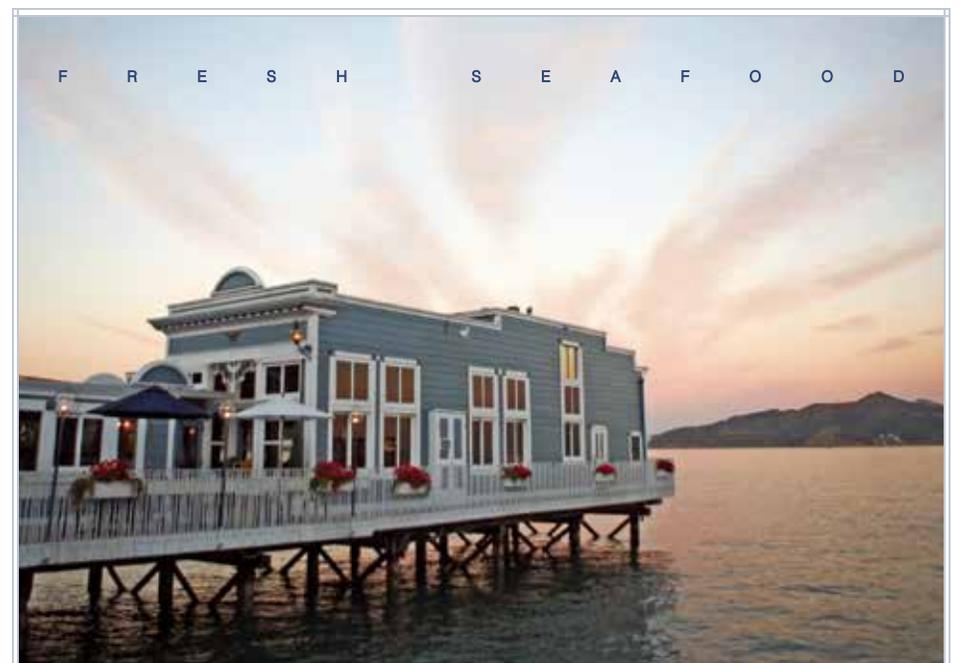
This production links Bernstein's classic 1951 one-act opera *Trouble in Tahiti* with composer Jake Heggie's 2005 work *At the Statue of Venus* for a unique collaboration that celebrates the American voice in opera and its continuing legacy, featuring a cutting-edge production including atmospheric visual projections, costumes, and staging. In 2016, SFJAZZ and Opera Parallèle presented Terence Blanchard's *Champion* to sold-out audiences at the SFJAZZ Center.

Seven performances in total will be given at the SFJAZZ Center. The performance dates and times are Wednesday, February 14, to

Friday, February 16, at 7:30 p.m. each evening; and on Saturday and Sunday, February 17 and 18, at 3 p.m. and 7:30 p.m.

The only piece for which Bernstein wrote both the music and the libretto, *Trouble in Tahiti* paints the portrait of a young couple whose loveless union defies the stereotypical ideal of marital bliss in the Atomic Age. For more information, see www.operaparallele.org and www.sfjazz.org.

Follow Paul Duclos' Cultural Currents online with his blog at: www.duclosculturalcurrents.com

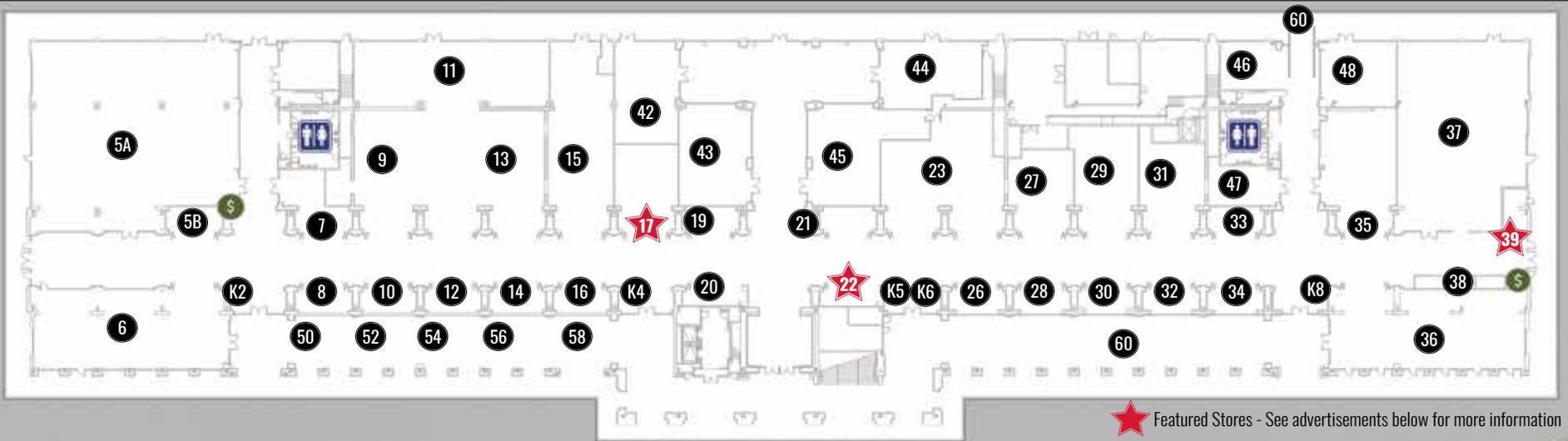


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WATERFRONT ACTIVITIES

- February 10 6:30PM – 9PM - Tanzania Planning Party – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Travel to Tanzania during the annual birthing season and the wildebeest migration on the Serengeti Plains for a once in a lifetime experience. We will enjoy fabulous wildlife viewing, authentic cultural interactions (including walks with locals Masai), and exciting night game drives. Luxury lodging and camps, excellent cuisine and good company with a grand finale in magical Zanzibar. Join us at OCSC to learn more about this amazing expedition taking place June 2018. Please RSVP at (510) 843-4200. Cost is free.
- February 10 – 11 9AM – 5PM – Crew Course – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
The greatest pleasure in sailing comes from the ability to participate. Fundamental skills are all you need to move from being a passenger to being welcomed aboard as a competent member of the crew. With the techniques you learn in this course you will instantly be helpful to any skipper – whether day sailing on San Francisco Bay or bareboat chartering in a tropical paradise. It is more fun to be confident on the water! Please call the office for more details at (510) 843-4200. Space is limited! Cost is \$695.
- February 14 Radar Recertification 1 Day - Maritime Institute, Alameda, 888-262-8020, www.MaritimeInstitute.com**
This course is a renewal test for the Unlimited Radar Observer renewal for the advanced mariner that does radar plotting on a regular basis. Testing on the first and second triangles and practical plotting on the radar scope (2 tests each) Approximately four (4) hours. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- February 14 6:30PM - 9PM - Valentine's Day Sail - Schooner *Freda B*, 415-331-0444, www.schoonerfredab.com**
Enjoy an evening sail on the San Francisco Bay aboard the Schooner *Freda B* with someone close to your heart. Cozy up under a blanket as you take in the Bay's most iconic sights - the Golden Gate Bridge, Angel Island, Alcatraz, and the sparkling San Francisco skyline - all while sipping on a hot drink. \$75 per person.
- February 17 4:30PM - 6:45PM – Saturday Sunset Sail - Schooner *Freda B*, 415-331-0444, www.schoonerfredab.com**
Step aboard in Sausalito and see the Bay's most iconic sights from the deck of a meticulously maintained tall-ship. This weekly sail is a great way to liven up your weekend, a perfect mix of luxury and adventure! \$69 per person.
- February 17 7PM – 9PM – San Francisco Bay Cruising Destinations Seminar – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Greater San Francisco Bay offers a wide variety of cruising opportunities for sailors who are “in the know.” You too can become an insider by attending this seminar. Popular and challenging destinations – restaurants, nature preserves, maritime and natural history museums, night clubs and secluded coves – are all just a sail away, but only if you know where to go and how to make the most of them. Discover the well-kept secrets of Bay cruising. Please RSVP at (510) 843-4200. Cost is \$35.
- February 18 8:15AM – 11AM - Sunday Morning Ecology Sail - Schooner *Freda B*, 415-331-0444, www.schoonerfredab.com**
This weekly sail, boarding in Sausalito, will take you under the Golden Gate Bridge and all the way out to Point Bonita Lighthouse. This is a prime area for wildlife, since it's only viewable from the water, and we'll have a naturalist on-board to guide you through the whole experience. \$65 per person.
- February 26 - March 2 Radar Observer / Refresher - 3 day Renewal Course - Maritime Institute, San Rafael, 888-262-8020, www.MaritimeInstitute.com**
This three (3) day course is for a renewal of the Unlimited Radar Observer endorsement. The course is recommended for candidates that have not done radar plots for a long period of time. To register or view our complete schedule, visit www.MaritimeInstitute.com.

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| 8:20 | 8:50 | 9:10 | 9:45 | One-way Ferry Fares | | | |
| 8:50 | 9:20 | ----- | ----- | Larkspur | | Sausalito | |
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| 10:10 | 10:45 | 10:55 | 11:30 | Adult Cash Fare (19 – 64) | | \$11.50 | |
| 11:10 | 11:45 | 11:55 | 12:30 p.m. | Clipper | | \$ 7.50 | |
| 12:40 p.m. | 1:15 p.m. | 1:25 p.m. | 2:00 | Youth (5-18)/Senior/Disabled | | \$ 5.75 | |
| 2:15 | 2:50 | 3:00 | 3:30 | Children 4 and under | | FREE | |
| 2:50 | 3:25 | 3:30 | 4:00 | (limit 2 per fare-paying adult) | | | |
| ----- | ----- | 4:00 | 4:30 | Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult). | | | |
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| Depart Sausalito | Arrive S.F. Ferry Bldg. | Depart S.F. Ferry Bldg. | Arrive Sausalito | Depart Sausalito | Arrive S.F. Ferry Bldg. | Depart S.F. Ferry Bldg. | Arrive Sausalito |
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| 3:20 | 3:50 | 4:00 | 4:30 | 5:35 | 6:05 | --- | --- |
| 4:45 | 5:15 | 5:30 | 6:00 | 6:45 | 7:15 | --- | --- |
| 6:10 | 6:35 | 6:45 | 7:10 | | | | |
| 7:20 | 7:50 | 7:55 | 8:20 | | | | |

Holiday service is in effect on Martin Luther King, Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, and the day after Thanksgiving Day (Sausalito). The Larkspur line operates on a Modified Holiday Schedule on the day after Thanksgiving Day.

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main Street

Harbor Bay Ferry Terminal
215 Adelpian Way, Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Boulevard

Oakland Ferry Terminal
10 Clay Street @ Jack London Square

Sausalito Ferry Terminal
Humbolt Street & Anchor Avenue

San Francisco:
SF Ferry Building @ foot of Market Street
Pier 41 @ Fisherman's Wharf

South San Francisco
911 Marina Boulevard

Tiburon Ferry Terminal
Tiburon Blvd. & Main St. in Tiburon

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

TIBURON COMMUTE

TIBURON – S.F. Ferry Building

Weekday Service ONLY

| Depart Tiburon | Arrive S.F. Ferry Bldg. | Depart S.F. Ferry Bldg. | Arrive Tiburon |
|----------------|-------------------------|-------------------------|----------------|
| 5:30 a.m. | 6:00 a.m. | 6:05 a.m. | 6:35 a.m. |
| 6:45 | 7:15 | 7:20 | 7:50 |
| 7:55 | 8:25 | 8:35 | 9:05 |
| 9:10 | 9:35 | --- | --- |
| --- | --- | 4:25 p.m. | 4:45 p.m. |
| 5:05 p.m. | 5:35 p.m. | 5:45 | 6:15 |
| 6:20 | 6:50 | 6:55 | 7:25 |
| 7:30 | 8:00 | 8:05 | 8:35 |

| FARES: | | One-way |
|---------------------------|--|---------|
| Adult (19-64) | | \$12.00 |
| Clipper | | \$ 7.00 |
| Youth (5-18) Senior (65+) | | \$ 6.00 |
| Child (age 4 & under) | | FREE |

Blue & Gold Ferry

TIBURON – Pier 41

| Weekdays | | | |
|----------------|----------------|----------------|----------------|
| Depart Pier 41 | Arrive Tiburon | Depart Tiburon | Arrive Pier 41 |
| 9:45 a.m. | 10:30 a.m. ^ | 10:40 a.m. | 11:10 a.m. |
| 11:20 | 12:05 p.m.^ | 12:15 p.m. | 1:05 p.m. * |
| 1:15 p.m. | 2:00 | 2:10 | 2:55 * |
| 3:05 | 3:50 ^ | 4:00 | 4:45 * |
| 4:55 | 5:45 * | 5:55 | 6:25 |
| 8:05 # | 8:35 # | 8:45 # | 9:15 # |
| 10:00 # | 10:30 # | 10:40 # | 11:10 # |

^ Via Angel Island, * Via Sausalito # Only available on Fridays

TIBURON – Pier 41

| Weekends and Holidays | | | |
|-----------------------|----------------|----------------|----------------|
| Depart Pier 41 | Arrive Tiburon | Depart Tiburon | Arrive Pier 41 |
| 11:10 | 12:00 p.m. * | 12:10 p.m. | 12:55 p.m. * |
| 1:05 p.m. | 1:55 * | 2:05 | 2:35 |
| 2:15 | 3:05 * | 3:15 | 3:45 |
| 3:35 | 4:25 ^ | 4:35 | 5:25 * |
| 4:50 | 5:20 | 5:30 | 6:20 * |
| 6:30 | 7:00 | 7:10 | 7:55 * |
| 8:05 | 8:35 | 8:45 | 9:15 |
| 10:00 | 10:30 | 10:40 | 11:10 |

^ Via Angel Island, * Via Sausalito

| FARES: | One-way | Round-trip |
|---------------------------|---------|------------|
| Adult | \$12.50 | \$25.00 |
| Child (5-11) SENIOR (65+) | \$7.50 | \$15.00 |

BAY CRUISE

Depart Pier 39

| Daily Monday - Thursday | Friday - Sunday |
|-------------------------|----------------------|
| 10:15 a.m. | 10:15 a.m. 2:15 p.m. |
| 1:15 p.m. | 11:00 3:15 |
| 3:15 | 12:15 p.m. 4:30 |
| 4:30 | 1:15 |

For the most current schedule, visit www.blueandgoldfleet.com
Bay Cruise does not operate during inclement weather.

| FARES: All prices include audio tour. | | | |
|---------------------------------------|---------|--------------|---------|
| Adult | \$33.00 | Child (5-11) | \$22.00 |
| Junior (12-18) | \$26.00 | Senior (62+) | \$26.00 |

Discount fares available at www.blueandgoldfleet.com

ESCAPE FROM THE ROCK

| Monday - Thursday (depart PIER 39) | Friday - Sunday & Holidays (depart PIER 39) |
|------------------------------------|---|
| 11:30 a.m. | 11:30 a.m. |
| | 3:45 p.m. |

TICKET PRICES: ADULT: \$39.00 | CHILD (5 - 11): \$26.00
JUNIOR (12 - 18): \$31.00 | SENIOR (65+): \$31.00

SAUSALITO

FISHERMAN'S WHARF, PIER 41

| Weekdays | | | |
|---------------------|------------------|------------------|---------------------|
| Depart S.F. Pier 41 | Arrive Sausalito | Depart Sausalito | Arrive S.F. Pier 41 |
| 11:20 a.m. | 12:25 p.m. * | 12:40 p.m. | 1:05 p.m. |
| 1:15 p.m. | 2:20 * | 2:30 | 2:55 |
| 3:05 | 4:10 * | 4:20 | 4:45 |
| 4:55 | 5:25 | 5:35 | 6:25 * |

Weekends and Holidays

| Depart S.F. Pier 41 | Arrive Sausalito | Depart Sausalito | Arrive S.F. Pier 41 |
|---------------------|------------------|------------------|---------------------|
| 11:10 a.m. | 11:40 a.m. | 11:50 a.m. | 12:55 pm^ |
| 1:05 p.m. | 1:35 p.m. | 1:45 p.m. | 2:35 ^ |
| 2:15 | 2:45 | 2:55 | 3:45 * |
| 3:35 | 4:45 ^ | 4:55 | 5:25 |
| 4:50 | 5:40 | 5:50 | 6:20 |
| 6:30 | 7:20 * | 7:30 | 7:55 |

* Via Tiburon, ^ Via Angel Island

Holiday Schedule in effect for: Day After Thanksgiving (Nov 23), & President's Day (Feb 19) No service on Thanksgiving Day (Nov 22), Christmas Day (Dec 25), & New Year's Day (Jan 1)

| FARES: | One-way | Round-trip |
|---------------------------|---------|------------|
| Adult | \$12.50 | \$25.00 |
| Child (5-11) SENIOR (65+) | \$7.50 | \$15.00 |

For the most current schedule, visit <http://www.blueandgoldfleet.com/Ferry/Sausalito/index.cfm>

ANGEL ISLAND - S.F.

Weekdays (Depart Pier 41)

| Depart Pier 41 | Arrive Angel Island | Depart Angel Island | Arrive Pier 41 |
|----------------|---------------------|---------------------|----------------|
| 9:45 a.m. | 10:10 a.m. | 10:20 a.m. | 11:10 * |
| 11:20 | 11:45 | 11:55 | 1:05 pm^ |
| 1:15 p.m. | 1:40 p.m. | 1:50 p.m. | 2:55 ^ |
| --- | --- | 3:40 | 4:45 ^ |

Weekends & Holidays (Depart Pier 41)

| | | | |
|-----------|------------|------------|-------------|
| 9:45 a.m. | 10:15 a.m. | 10:25 a.m. | 10:55 a.m.* |
| 11:10 | 12:20p.m.* | 12:30 p.m. | 12:55 pm |
| --- | --- | 4:15 | 5:25 * |
| --- | --- | --- | --- |

* Via Tiburon ^ Via Sausalito

ANGEL ISLAND PRICES

| | One Way | S.F. Pier 41 (round-trip) |
|---------------------------|---------|---------------------------|
| Adult | \$ 9.75 | \$19.50 |
| Child (5-11) SENIOR (65+) | \$ 5.50 | \$11.00 |
| Child (5 & under) | FREE | FREE |

* All prices include State Park Fees / Weekend Schedule on President's Day (February 19) / Memorial Day (May 28) / Independence Day (July 4) and Labor Day (Sept 3)



All Ferry schedules subject to change.

For the most up to date information. Visit: www.baycrossings.com

AROUND THE BAY IN FEBRUARY



Buddy,
the official *Bay Crossings* mascot!

Make Your Dog Best in Show

Enjoy an afternoon like no other at Contra Costa Humane Society's Best in Show 2018 on February 11 from 2 to 5 p.m. at the Concord Hilton, 1970 Diamond Blvd. Celebrate Valentine's Day a few days early this year with special Valentine's Day prizes, surprises and a gift for every single canine guest. Let your pup shine on the runway and win prizes in the second annual Contra Costa Humane Society Strut Your Mutt Dog Show. You can strike a silly or serious pose with your furry friend in the guest photo booth with props and costumes provided. Enjoy a day out with your dog (dress 'em up!) and help support the Contra Costa Humane Society programs and services for animals in need. Not to mention fine wine, champagne, nibbles and desserts—for you and your canine. Individual tickets are \$50 each and group packages are available. Your well behaved, fully licensed and vaccinated pups are most welcome. For more information, call (925) 279-2247 or visit www.cchumane.org.

Tulipmania

PIER 39 comes alive from February 10 to 18 with the vibrant colors of more than 39,000 blooming tulips and seasonal garden favorites during Tulipmania! Enjoy the flowers' beauty and learn helpful gardening tips with the self-guided tour anytime during Tulipmania, or take a free guided tour that begins daily at 10 a.m from the crab statue at PIER 39's Entrance Plaza and

concludes with a special treat from Trish's Mini Donuts. For more information, visit www.pier39.com.

Flyway with Me

Both birds and people will be flocking to Mare Island in Vallejo to celebrate what has become a special annual winter ritual. The 22nd Annual San Francisco Bay Flyway Festival, February 9-11, includes guided hikes and outings, tours, workshops and an exhibition area. The three-day event celebrates the return of over one million shorebirds and hundreds of thousands of ducks, geese and hawks that migrate through or winter in the San Francisco Bay Area. The main Flyway Festival headquarters is at the former Mare Island Naval Shipyard in Expo Building 221 at 880 Walnut Avenue in Vallejo. The Wildlife and Birding Expo includes exhibits and interactive activities offered by non-profit, natural and historical resource agencies, slide shows, commercial art, birding suppliers and digital equipment and optics vendors. For more information, visit www.sfbayflywayfestival.com or call (707) 249-9633.

Off the Reef Gala

As parties go, this one will be off the hook or more to the point, "Off the Reef." This 15th annual gala fundraiser benefiting the San Francisco-based International Ocean Film Festival takes place on Saturday, February 10 at The Pearl, which is located at 601 9th Street in San Francisco. The evening

will feature food, fine wine and a silent auction. The event starts with a cocktail reception from 5:30 to 7 p.m., dinner and program from 7 to 9 p.m. and then music by DJ Bryce until 10:30 p.m. Highlighted during the evening will be previews of the festival's upcoming films and remarks by this year's "Ocean Champion" honoree, Academy Award-winning filmmaker Louie Psihoyos. Individual tickets are \$250 and can be purchased online at www.oceanfilmfest.org.

Rec Room Beer Party

East Brother Beer Company will celebrate its one-year anniversary during its second annual Rec Room Party on Sunday, February 11 from noon to 8 p.m. The event is one of many that the brewery will participate in during this year's SF Beer Week, taking place February 9 to 18 (see page 16 for more details). The event will feature East Brother beer-infused barbeque by Steel Smokin' BBQ; live music by bands Flowtilla and Walter Hand and the Blue Hand Band; new merchandise for sale; and rec room games like ping pong, pinball and a retro gamer with classic 80s arcade games. On top of all of that, East Brother will be introducing a new beer to be revealed for SF Beer Week. Admission to the Rec Room Party is free, but for \$20, attendees can purchase a ticket for a sampler plate of beer-infused food, a pint, and some fun rec room swag. East Brother Beer Company is located at 1001 Canal Blvd in Richmond.

Orchids in Wonderland

The 66th Annual Pacific Orchid Exposition takes place Friday, February 23 through Sunday, February 25 at the Hall of Flowers in San Francisco's Golden Gate Park. The exhibit consists of exotic and prize winning orchids from around the world and orchid sales of blooming and non-blooming plants, growing supplies, info sessions on growing techniques and more. There will also be an opening gala preview night celebration held on Thursday, February 22 beginning at 6 p.m. The theme for the 2018 exposition is "Curiouser and Curiouser, Orchids in Wonderland." The theme

plays off the story of *Alice in Wonderland*, and the Mad Hatter Tea Party will be the theme for the Gala. The Hall of Flowers is located at 1199 9th Avenue on corner of Lincoln. Visit orchidsanfrancisco.org for more information and to purchase advance tickets.

Aphrodisiacs of the Tropics

Steam up your Valentine's Day with a trip to the rainforest at the one-and-only Conservatory of Flowers in Golden Gate Park. Indulge the senses at the Aphrodisiacs of the Tropics, an annual after-hour event that highlights commonly considered aphrodisiacs from the conservatory's permanent tropical collection. This year's celebration will be an exploration of sight, sound, smell and taste, with a range of sensually-inspired experiences taking place throughout the galleries. Roaming docents will go into exuberant detail on plant reproduction with a focus on the sex lives of orchids, and botanical love stories centered on vanilla. An accordion performance by Jasper de Tarr will permeate the glass house, while Fitzgerald and Guislain, a niche perfume house, will infuse the night with sweet aromatics. Enjoy a complimentary sparkling wine and don't forget to strike a pose and have fun with our photo booth. The event on February 14 is from 5:30 to 9:30 p.m. and \$30 general admission tickets are available at conservatoryofflowers.org.

Seven Floors of Love

Experience the power of love at SFMOMA this February. Fall head over heels for Rebecca Horn's newly installed kinetic masterpieces on Floor 6, or reconnect with an old flame — Frida Kahlo's Frieda and Diego Rivera is now on view in our free space on Floor 2. Whether you're there to honeymoon or in it for the long haul, be sure to pay a visit to the iconic photography of Walker Evans before it closes on February 4. At the SFMOMA Garage, the first three hours of parking are 25% off with validation for the entire month of February — a \$24 value for only \$18. For more information, visit sfmoma.org.

To have your event or announcement considered for the Bay Crossings Around the Bay listings, please send information or a press release to: joel@baycrossings.com.

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YES Conference

YOUTH FOR THE ENVIRONMENT AND SUSTAINABILITY 2018

SATURDAY, FEBRUARY 24th, 2018

LANEY COLLEGE, 900 FALLON STREET

(RIGHT BY LAKE MERRITT BART STATION) IN OAKLAND

#YESCONFERENCE2018



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Registration Deadline:
February 10, 2018

PARENTS AND TEACHERS
ARE WELCOME

The Conference is open to middle school and high school students from the nine Bay Area counties

ALAMEDA · CONTRA COSTA · MARIN · NAPA · SAN FRANCISCO · SAN MATEO · SANTA CLARA · SOLANO · SONOMA

For more information on the YES Conference, visit: sparetheairyouth.org

This is a free event. Students are required to have their parents' permission to attend. The YES Conference is sponsored by the Bay Area Air Quality Management District (Air District) and the Metropolitan Transportation Commission (MTC). The Spare the Air Youth Program is a joint-program of the Air District and MTC.



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