



BAY CROSSINGS

"The Voice of the Waterfront"

March 2019 Vol.20, No.3



Ferry Service Coming Soon?

Treasure Island Plan Still Murky

Art for a Cooler Planet

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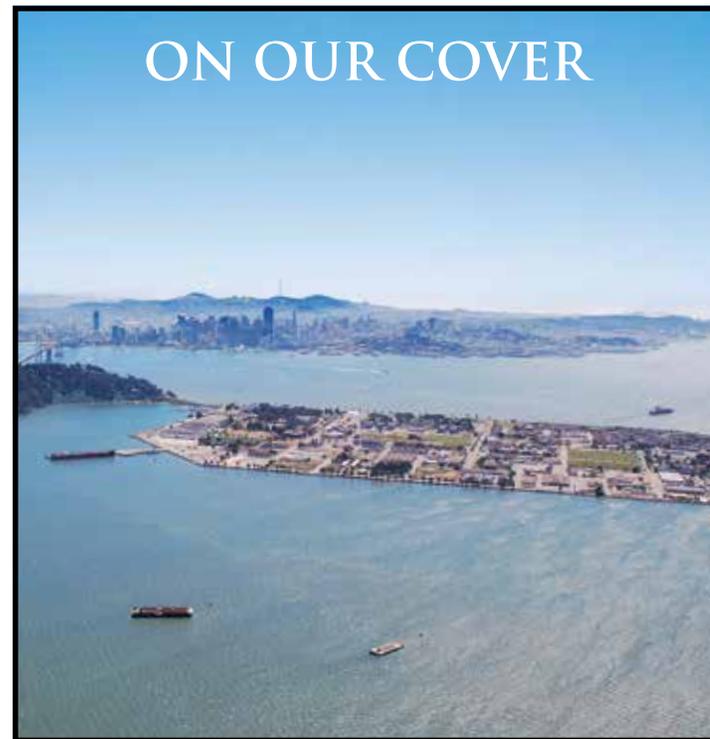
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Photo by Joel Williams

Corrections & Letters

We appreciate the opportunity to publish our readers' comments, letters or requests for corrections, which can be sent to joel@baycrossings.com.

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Oakland Gains New Cranes While San Francisco Appoints New Cargo Team Leader

BY PATRICK BURNSON

In anticipation of handling a new generation of mega-container vessels, the Port of Oakland's largest terminal plans to install three 300-foot-tall gantry cranes late next year.

SSA Terminals, the operator of Oakland International Container Terminal, ordered the cranes from Shanghai-based ZPMC, noting that it expects the cranes to be delivered in 18 months.

The cranes, which could be 440 feet tall with booms upraised, would be delivered by project cargo vessels from China. They'd arrive only partially assembled to assure clearance under the Bay Bridge.

According to SSA, its new cranes would have a lift height of 174 feet above the dock. They would be able to reach 225 feet across a ship's deck. The terminal operator said its new workhorses would make it quicker and easier to get containers on and off vessels calling Oakland.

"Big ships are the future," said SSA Containers President Ed DeNike. "They're coming to Oakland

and we're going to be ready for them."

Port of Oakland Communications Director Mike Zampa told *Bay Crossings* in an interview that 14,000 twenty-foot equivalent unit (TEU) vessels are already a constant feature at Oakland. "There is no firm time-frame yet for even larger ships (18,000 TEUs and up) but it's expected the West Coast could see them in two to three years," he added.

The three cranes would go to Oakland International Container Terminal on Oakland Estuary. A \$30 million order for the cranes was submitted last month, the port said.

The new cranes would be the tallest on the West Coast—and perhaps the nation—capable of loading and unloading the world's largest container ships. Megaships can be up to 1,300 feet long and carry nearly 23,000 cargo containers. Containers are stacked up to 12-high above deck on the largest vessels. Taller cranes are required to reach the top of the stacks.

"This demonstrates the faith that

business partners have in Oakland as a trade gateway," said Port of Oakland Maritime Director John Driscoll. "There's no more visible sign of a port's

growth than installing larger ship-to-shore cranes."

"There's no more visible sign of a port's growth than installing larger ship-to-shore cranes."

— Port of Oakland Maritime Director John Driscoll

There are four marine terminals in Oakland loading and unloading container ships. Oakland International Container Terminal handles more than 60 percent of the port's total cargo volume. The terminal helped transform Oakland cargo operations over the past three years through a series of changes

including: night gates and appointments to address lengthy truck queues; additional equipment and labor to accelerate cargo flow; and a \$14 million project to heighten four cranes in 2018.

SSA operates 10 cranes at Oakland International Container Terminal. The port said it would remove three older cranes from the line when new ones are installed.

Coleman Named Port of S.F. Maritime Director

Andre Coleman was named as the new maritime director for the Port of San Francisco, taking over duties this month for the strategic oversight and implementation of the port's diverse maritime portfolio.

These include assets, services, operations, and labor and client relations for the 7.5 miles of San Francisco waterfront that extends from Fisherman's Wharf to Islais Creek.

Coleman is charged with providing the executive director and port leadership team with high-level direction on maritime initiatives, goals and objectives.

He will lead the maritime division and the portfolios for 28 employees, port spokespeople said.

"Andre Coleman will bring extensive maritime knowledge and relationships to the port," said Port of San Francisco Executive Director Elaine Forbes. "His expertise in a wide range of maritime functions including labor relations and terminal, vessel and yard operations will ensure San Francisco remains a waterfront for our working women and men, and the port sustains our growing maritime industry and remains fiscally secure."

Coleman is currently the Northern California area associate director for the Pacific Maritime Association. He is responsible for the research, development and execution of strategic labor relation policies in Northern California. He manages labor relations staff to ensure professional development and effective operations within budget constraints. Coleman joined the Pacific Maritime Association in 2010.

Prior to his current position, Coleman worked at the Ports America Outer Harbor and APM Terminals. His responsibilities included ensuring consistent application of collective bargaining agreements with the various Northern California International Longshore and Warehouse Union officials, and management of everyday operations of vessels, yards and gates, customer service and equipment supply coordination. He executed operational strategies to reduce labor cost and increase productivity while exceeding safety standards.

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

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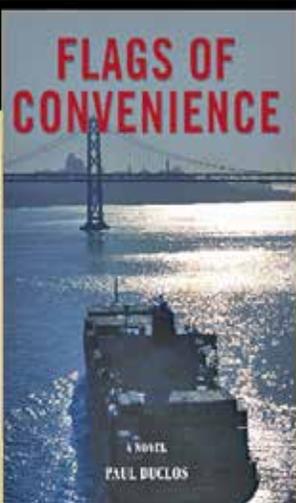
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Garry Mason

BY MATT LARSON

For more than two years now, Garry Mason has been working as a deckhand on ferry boats throughout the San Francisco Bay. He could be working in Vallejo one day, Alameda the next, and Marin the day after that. "I work all over," he said. "With seniority, you know where you're going. I'm working toward that now, but it's exciting not knowing where you're going to be."

Mason has gotten to know the Bay's ins and outs pretty well. "You have to know your buoys, your points like Point Pinole, Point Molate, Point San Pablo—it's almost like riding down the freeway to me, knowing all the exits," he said. "You learn a lot."

Learning new things on the job is part of the excitement for Mason. This being his first venture into the maritime industry, he's always looking to see what else he can add to his expertise, enjoying it every step of the way. "I like being outside, I like the water, the whole thing," he said. "I really like the job." He doesn't mind getting to work, doesn't mind doing the work. Really, it's hard to have a bad day when it's your job to take a cruise through the beautiful San Francisco Bay.

Having lived in the Bay Area since

childhood, Mason cares passionately about his community, especially the City of Richmond, where he currently resides. With friends and family living all over town, he objected to crime and violence in his city, so he decided to take action and formed the group 1Richmond.

"Fighting crime, Richmond style," he said. "I went and handpicked some guys from all over town that were reputable from each neighborhood, brought them together and we started stopping the violence." In association with the City of Richmond, Mason and his group of more than 30 local residents help clean up local parks, assist people in need with housework, and pick up trash all over town. They also help out with the local youth.

Once a month they'd put their money together to take kids out to do something special, like going to a Raiders or 49ers game, and they brought kids from all different sides of town. Mason told us this was met with a lot of concern that the kids weren't going to get along, but the people that were brought on the trip were carefully selected.

"You'd look around and see the kids running, playing with each other, when normally you couldn't get them to talk to each other," he said. Mason got tired of seeing violence, especially when he had cousins on one side of town and his son on the other. "I had



As a casual deckhand, Garry Mason works on different boats throughout the Bay for both Golden Gate and San Francisco Bay Ferry.

to wake them up," he said. "This person ain't done nothin' to you, you ain't done nothin' to him, but you think you gotta prove something to your neighborhood by keeping this going? No, prove something to your neighborhood by stoppin' it."

When it's time for a break from helping his community, or helping the commuters on the ferry boats, you'll probably find Mason fishing, riding his motorcycle, or doing target practice at the shooting range. You may even find him taking advantage of Richmond's new ferry terminal as a passenger just like you.

"If I have to go to the city for something, that's the way I'm going; it's a wonderful way to travel," he said. "I mean, BART's nice, the bus is good, but the ferry's off the hook. All the stuff I enjoy about it, you get to see it up close and personal from a customer's point of view."

So say hello to Mason next time you see he's on board, especially because he might not be there the day after as he could be working on one of the other ferries. Thank him for his service to his community, and maybe get some fishing tips as well.



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From the Front Lines Fighting Industrial Polluters

BY SEJAL CHOKSI-CHUGH

One day in 2011, Baykeeper staff was on a regular patrol of San Francisco Bay in our boat—when we came across something awful.

A shipping terminal on the Richmond shoreline had placed huge, looming piles of dark black material at the edge of the water. Wind was blowing black dust from the piles directly into the Bay. Facility operators were also making a mess in the water while loading the stuff into a waiting ship. And we could see that the next storm would wash toxic dust from the uncovered piles into the Bay.

Coal and petroleum coke, two dangerous materials that this facility handles, contain heavy metals such as arsenic and lead, along with other toxins. In the water, these pollutants harm fish and the birds and seals that eat contaminated fish. They also harm people who eat fish from the Bay.

Baykeeper investigated further. We gathered evidence, researched the facility and reviewed reports. And then we sued this polluter for violating the Clean Water Act.

In 2014, we negotiated a legal agreement that required this polluting facility, the Levin-Richmond Terminal Corporation, to install extensive water pollution controls to protect the Bay from coal and other toxic materials.

And Baykeeper's approach worked. The Levin-Richmond facility implemented those controls and reduced its water pollution from the heavy metals found in coal by 98 percent. We made sure Levin significantly improved their operations so that they don't pollute the Bay every time they load a ship. It was a big win for protecting the Bay from industrial water pollution.

It's also one of many hard-fought wins under Baykeeper's Bay-Safe Industry Campaign. We're stopping industrial polluters all around San Francisco Bay.

While we've been holding polluters

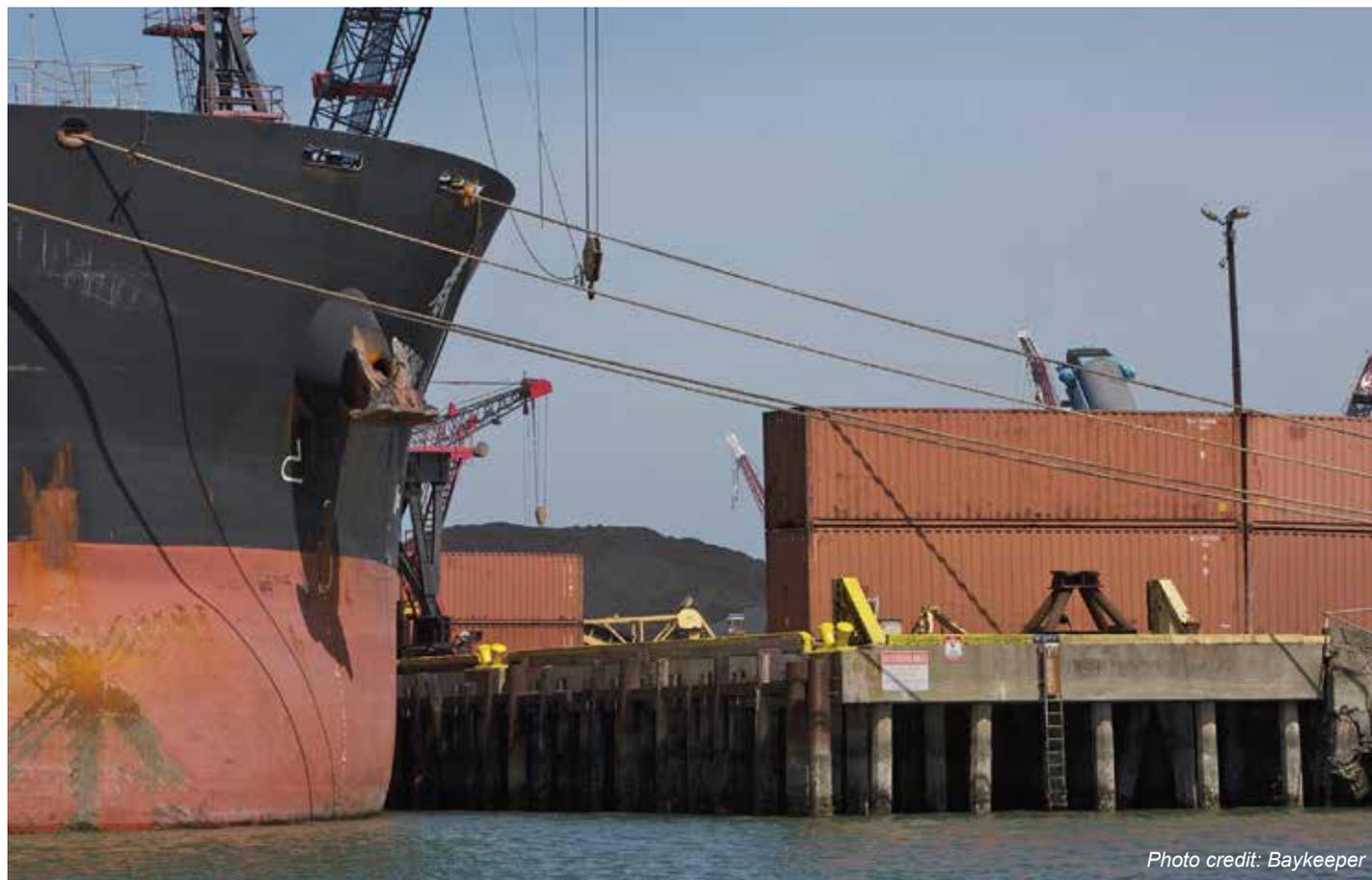


Photo credit: Baykeeper

The Levin-Richmond shipping terminal, Baykeeper legal action got the company to reduce water pollution from its site by 98 percent.

accountable since our start in 1989, Baykeeper launched this targeted campaign in 2012. So far, we've required 44 industrial facilities to stop polluting the Bay. These have included:

- the West Coast's largest drydock,
- the nation's fourth largest steel foundry,
- 18 waste and/or recycling facilities,
- four concrete production plants
- three electronics recycling facilities,
- four auto dismantlers.

The locations range from Napa and Benicia at the Bay's north, with sites in San Francisco, Marin, East Bay, and all the way south to San Jose and Sunnyvale. Almost two-thirds of these facilities (28 out of 44) have either significantly reduced or completely eliminated their pollution problems. The other 16 facilities are in the process of installing their pollution controls. We're watching them carefully to make sure they do what's needed.

And we're continuing to investigate other industrial facilities around the Bay so we can hold them accountable, too.

Plus, we're standing strong on the front lines to protect the Bay from coal. Although we reduced water pollution from the Levin-Richmond facility itself, the coal industry is increasingly sending more open train cars full of coal rumbling through Richmond. The cars then sit on railroad tracks in residential and commercial areas, waiting offsite to be unloaded at the Levin-Richmond terminal.

Richmond residents find black,

gritty dust on windowsills and cars. That toxic coal dust can cause serious health problems. The dust can also get washed and blown into the Bay. So Baykeeper is working with Richmond city leaders and local community groups to craft an ordinance to protect their residents and the Bay from airborne coal dust.

You can join us to stop industrial pollution in San Francisco Bay. If you see pollution, report it to Baykeeper's Pollution Hotline at (800) 533-7229. And to support our work, visit us at baykeeper.org.

Sejal Choksi-Chugh is the Executive Director of San Francisco Baykeeper. Since 1989, Baykeeper has been defending San Francisco Bay from the biggest threats and holding polluters accountable. To report pollution in the Bay, 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.



New Twist in Ferry Accident Probe as Human Error Becomes Probable Cause

BY DAN ROSENHEIM

Previously, human error was not believed to be a factor in last November's ferry boat accident in which two passengers suffered minor injuries when Golden Gate Ferry's MS *San Francisco* rammed a dock at the San Francisco Ferry Building.

Now, though, while a Coast Guard investigation has yet to be completed, well-placed maritime sources tell us investigators believe human error contributed to the crash, which caused several hundred thousand dollars in damage to the boat and a dock.

"It is looking more like human error than a mechanical failure," said one source, an employee at a Bay Area ferryboat operation. "That's the most likely scenario."

The *San Francisco* had recently undergone significant modernization to upgrade controls for steering and speed. Like many vessels, the *San Francisco* has control consoles for speed and steering both inside the pilot house and outside, on the bridge. That allows the captain

to step out of and alongside the pilot house for a clear view of the dock while bringing the ferry into port.

But for a smooth handoff to the bridge console to take place, the pilot house controls need to be configured properly. Investigators, we're told, believe the captain failed properly to set controls inside the vessel's pilot house.

"In that case, he would briefly lose control, and the propulsion system would cause the boat to lurch," said our source.

Neither Golden Gate nor the Coast Guard would confirm these findings. At the Coast Guard, officials had no comment other than to say the investigation has not been completed. A Coast Guard public information officer, Lt. Aileen Fagan, said she couldn't predict when the probe would end, noting that it had been slowed by the federal government shutdown.

"They are still working through a multitude of factors," she said. "They just can't answer yet [what the cause was]. It's going to be a little while."

And Golden Gate spokesperson Priya Clemens said, "I can neither



Photo by Joel Williams

The damage caused to the dock at the San Francisco Ferry Building due to a ferryboat collision in November has yet to be repaired.

confirm nor deny that report."

Others, however, said Golden Gate officials have been aware of the findings since early February and have been discussing how to handle them, both with respect to making them public, drawing any operational lessons and for any potential disciplinary consequences. The ferryboat's captain is represented by a union, the International Organization of Masters Mates and Pilots. Calls to the union were not immediately returned.

An early estimate placed the cost of repairing damage to the vessel and the dock at \$325,000. The Coast Guard's investigations department has been looking into this accident since early last December. In larger accidents, the

National Transportation Safety Board joins the probe, but that apparently is not the case here.

The *San Francisco* belongs to an older class of three Spaulding ferries operated by Golden Gate, which also has a fleet of more modern catamarans. The *San Francisco's* modernization included the installation of a computer joystick—a small throttle on a pivoting gimbal.

But unlike many modern vessels that use jet propulsion to move and turn, the *San Francisco's* jet system was replaced with a traditional rudder and propeller system. The latter has better fuel economy, but it responds to commands more slowly.

Richmond Plans Bridge-to-Ferry Route

BC STAFF

A plan is underway to establish a bike- and pedestrian-friendly route from San Francisco to the Richmond-San Rafael Bridge. As part of that plan, a walking/bicycling path on the upper deck of the Richmond-San Rafael Bridge is set to open this summer.

The Ferry to Bridge to Greenway Complete Streets Plan is an exciting opportunity to provide valuable connections for people bicycling and walking to the new Richmond Ferry, the upcoming Richmond-San Rafael Bridge multi-use path, and the Richmond Greenway.

These new connections will have regional significance, connecting three counties (San Francisco, Contra Costa

and Marin) together for the first time with pedestrian and bicycle facilities that have not existed before. Improved facilities will connect to the San Francisco Bay Trail leading into Berkeley to the south, as well as north to North Richmond and beyond. Improvements will also connect to the Richmond Greenway, which leads through the heart of Richmond and connects two BART stations.

The project timeline shows a final plan will take over a year to be adopted. The plan will incorporate abundant local community input, with creative engagement intended to bring a wide variety of voices to the planning process. To learn more about the project and how to get involved, visit ferry2bridge2greenway.com.

Ferry Questions Answered

Ferry Q&A is where you can have your questions about Bay Area ferry service answered by the professionals who speak for the ferry systems on a daily basis. Thomas Hall is the public information and marketing manager for WETA, the agency that runs the San Francisco Bay Ferry service. Priya Clemens is his counterpart at Golden Gate Transit. Their answers to your ferry questions are marked with a “WETA” and a “GG,” respectively.

Please submit your questions today to info@baycrossings.com.

When and how are decisions made on weather delays and cancellations and how

can I find out about them before going to the terminal?

GG: Our ferry operations team is regularly keeping an eye on the weather. Luckily, our heavier vessels can easily cross the Bay in most storms. We will sometimes have trouble docking in Tiburon in very windy weather. To find out about weather delays and cancellations, please sign up for our notifications at goldengate.org/alerts. We make every attempt to alert customers as soon as possible, while also working hard to maintain our service schedule despite the weather. We know you rely on Golden Gate Ferry to get across the Bay and we want to be there for you!

WETA: Safety is our top priority, and we rely on our ferry captains and operations experts to determine when we must cancel service due to adverse weather. This most often impacts our South San Francisco and Harbor Bay services when a storm produces high winds coming out of the south. The best way to find out if service

is impacted is to sign up for our BayAlerts service at sanfranciscobayferry.com. We'll send a text or email when weather is causing ferry interruptions.

Parking can be difficult at the Larkspur, Alameda Main Street and Harbor Bay ferry terminals at times. Are there plans to expand parking or offer more options at these and other terminals?

GG: Parking at Larkspur has been tight for several years as demand for our services has increased. We are in the planning stages of growing our ferry service to and from Larkspur, which would involve consideration of additional parking. As we are a multi-modal transit agency (ferry, bus and bridge), we are able to make helpful connections between our services to better provide access to the ferries for our customers. We currently operate two free shuttle busses to the Larkspur Ferry Terminal, and we are regularly trying out new routes to expand the shuttle service. Additionally, we use bridge toll revenue

to support our bus and ferry operations. Currently, there's a toll proposal increase on the Golden Gate Bridge. While some of the toll increase options would leave service at the same levels, other options would increase the toll enough to provide funding for expanded ferry service. The more people riding our ferries and buses, the less congestion on Highway 101 and the Golden Gate Bridge. It's a virtuous cycle.

WETA: We work with our partner cities on parking solutions. As ridership has boomed, so has demand for parking at our terminals. We continue to work with the City of Alameda on terminal access and parking issues at both Alameda Main Street and Harbor Bay. We encourage passengers to use alternate methods such as bicycling or transit to avoid the parking crush. Bicycles are welcome on our ferries and we have secure bike parking available at our terminals. Bike share is also available at some of our terminals, including Alameda Main Street.



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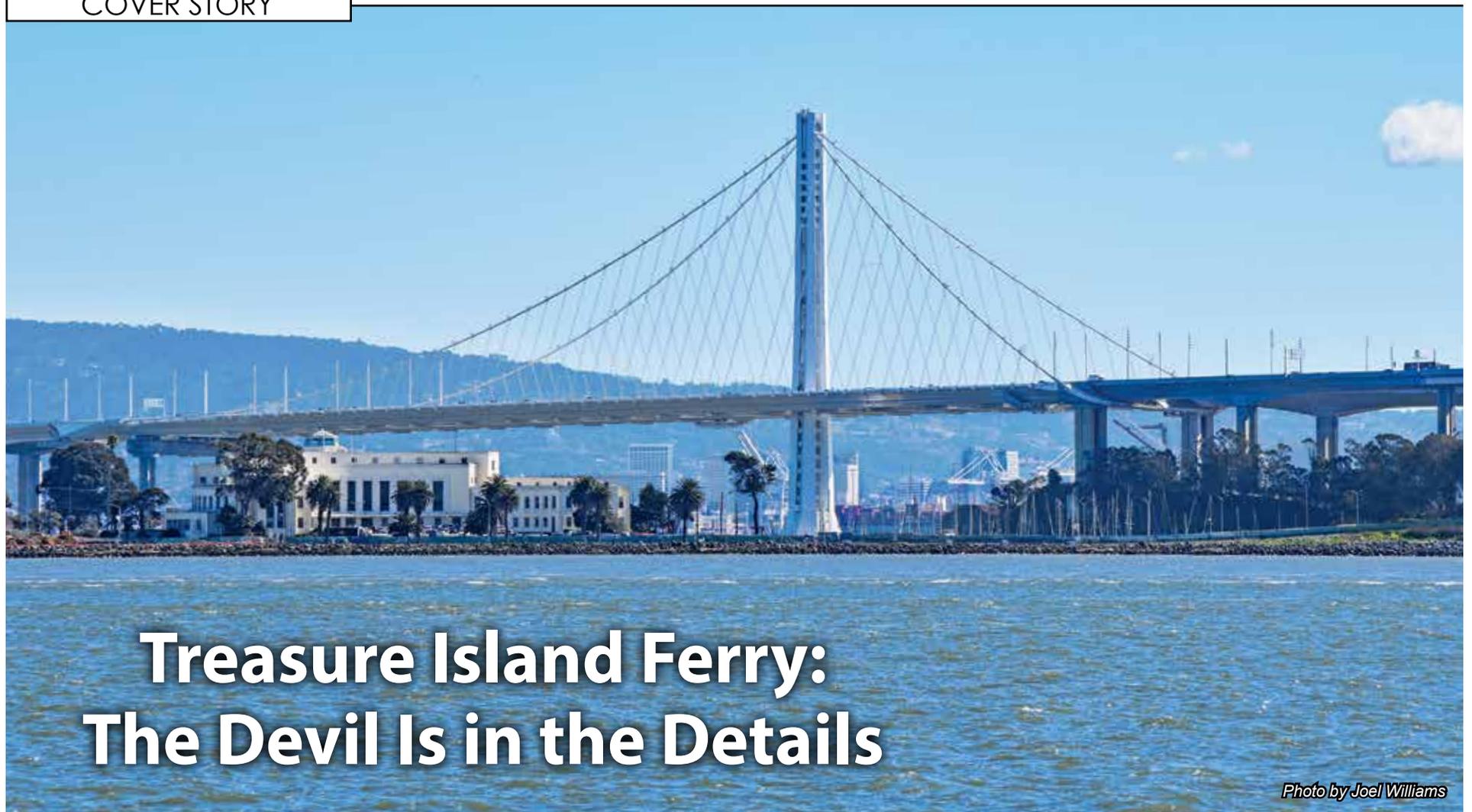


Photo by Joel Williams

Treasure Island Ferry: The Devil Is in the Details

BY DAN ROSENHEIM

Facing an accelerated deadline for the start of Treasure Island ferry service, transit planners are hastening to hammer out a scheme for regular ferry runs between the island and San Francisco's Ferry Building.

Originally planned to begin in 2023, ferry traffic from the island is now due to start in 2021, which is when the first units of a giant new housing and commercial development will be ready for occupancy.

But there is still no agreement on fundamental aspects of the plan, including where and how boats will be sourced and who will operate the service. A Treasure Island dock for the ferry boats has also yet to be built, and San Francisco supervisors have so far balked at a proposal to charge tolls for car travel between the island and San Francisco—tolls that could help pay for public transit and incentivize its use.

"We are evaluating alternatives

for vessels and service providers," said Eric Young, senior communications officer for the San Francisco County Transportation Authority (SFCTA), which is developing a transit plan.

The planned first phase of ferry service in 2021 calls for a 70-passenger vessel to operate at 30-minute intervals during peak hours on weekdays. Fares are expected to be between \$4 and \$6. As development on the island proceeds, ferry traffic is slated to grow. Full weekend and weekday service is planned to start in 2026, Young said, and at some point larger vessels (150 to 250 passengers) will be providing service every 15 minutes.

Almost everyone involved agrees that the most likely scenario would eventually have Treasure Island ferry boats operated by the Water Emergency Transit Authority (WETA), the largest Bay Area ferry operator and one that already provides service between San Francisco, South San Francisco and the East Bay.

But right now, WETA doesn't appear to have extra ferry capacity for

the rush-hour transit line envisioned for Treasure Island, and the agency's ability to add new boats has been crimped by a lawsuit that has tied up badly needed new capital, at least temporarily.

That means, as Young suggested, that planners have considered turning to the private sector, at least to get things started. "Options for initial service include the use of private operators," Young said. "We will have more information on those topics by late spring or early summer."

"We are trying to create transit service to meet the initial demand, but we are revenue constrained," James Cordoba, deputy director for capital projects for the Treasure Island Mobility Management Agency (TIMMA), recently told WETA board members at a hearing that occasionally turned testy. Cordoba said that TIMMA would like to strike a deal with WETA, but "it has to be something that works for us."

"And the alternative is to choose another operator?" asked WETA board member Nick Josefowitz.

"That would be the alternative,"

said Cordoba. "There have been some discussions with private service providers."

"It has been represented to us that developers would provide these boats. I am really disappointed," said WETA board member Anthony Intintoli, Jr.

"I am going to be blunt," said WETA Chair Jody Breckenridge. "A little over two years ago, we got a briefing. You told us that vessels were part of your package."

WETA staff and directors expressed frustration on a number of topics, but nevertheless seemed determined to find the money for ferries. "Their dates and plans keep evolving," said WETA Executive Director Nina Rannells, choosing her words carefully. "But at least now we have a clear priority. We'll work on finding the money and providing the vessel."

"I am adamantly opposed to private ferry service on the bay at this point," said WETA board member Jeff DelBono. "I would like to see us operate the service."

"If it's public transportation, we should be the player," said Breckenridge.

To that end, the board moved toward exploring several avenues. One option, voiced by board Vice Chair Jim Wunderman, was to seek funding from the San Francisco transit agency—revenue constrained or not.

“If we were led to believe there was funding, it’s on the City of San Francisco to make good on it,” Wunderman said. “The City buys a lot of buses and light rail. In the scale of things, this ferry is not a lot of money, and this is a very important project.”

Noting that an electric hybrid vessel could be used to start water transit from Treasure Island, Wunderman also said the California Air Resources Board might provide assistance through its cap-and-trade program.

“I don’t think the game is over,” Wunderman said. “We could look at this as an opportunity.” But, as Wunderman also noted, “the clock is kind of ticking on this.”

And indeed it is. With a dearth of idle ferry boats available for leasing and a two-year window typically needed to design, build, deliver and test a new ferry boat, WETA will need to move quickly to meet TIMMA’s 2021 deadline.

“Hopefully, we can find new money,” said Rannells. “Or it just means there is something else we wanted that won’t get done.”

Although ground has yet to be broken on the new Treasure Island ferry terminal, it is the least problematic part of the equation. Work is expected to start this summer. A site has long been agreed upon—across the road from the Administration Building, facing downtown San Francisco on the island’s southwest side. The estimated \$30 million cost of the terminal and breakwaters will be borne by the Treasure Island developers.

“We’ll have a dock in time,” said one insider. “But whose ferries use that dock remains very much up in the air.”

Indeed, ferry service is only one part of a broad public transit plan for Treasure Island that also includes:

- A new stop at San Francisco’s Civic Center by Muni’s 25 bus line, in addition to the current run between the island and the Transbay Terminal;

- A new AC Transit line providing, for the first time in recent history, bus service between Treasure Island and Oakland;
- A shuttle bus service that, much like those already in existence at the Presidio and in Emeryville, will provide public transportation between points on the island.

Expanded public transit, planners say, is needed to service the island’s growing community of residents and

in place by 2026. That, he said, is the “critical mass for more robust transit,” which is why planners expect to go to full weekend and weekday service then.

Ultimately, ferry and other transit services, including expanded Muni and new AC Transit service, are expected to be paid for by a quartet of revenue streams: Tolls on vehicles driving onto the island (though these have yet to be approved by S.F. supervisors, and the toll amount remains unclear); parking meters that are to be introduced throughout the island,

providers and is capped at \$4 million a year.

Complicating matters has been San Francisco supervisors’ unwillingness to move forward with proposals for a toll on vehicles entering and leaving Treasure Island. The toll is deemed to be essential—in part for the revenues it would produce, but also because it would discourage island residents and workers from using private vehicles to access the island.

San Francisco supervisors balked



Photo by Joel Williams

The population of Treasure Island is expected to reach 25,000 by 2035. Ferry service is needed to mitigate a possible traffic nightmare on the Bay Bridge.

employees. When completed by 2035, the Treasure Island development project will have added 8,000 new residential units, 500 hotel rooms, and 300,000 square feet of office and commercial space. The population of island dwellers is expected to hit 25,000, compared to fewer than 2,000 today.

That huge influx of business and residents threatens to create a traffic nightmare on the Bay Bridge—a key reason why transit alternatives are viewed as a necessity. But to be economically viable, public transit needs to be used at near-capacity levels much of the time, and tolls on autos are viewed as a key way to “encourage” such use.

Cordoba said builders expect to complete 500 residential units a year on Treasure Island, with 2,500 units

where currently there are none; transit fares paid by bus and ferry passengers; and a \$30 million operating subsidy from developers.

But in the first five years starting in 2021, with fewer units available, there won’t be enough people on the island to generate sufficient revenue, whether through tolls, parking or transit fees. And the developers’ \$30 million contribution to the transit operating budget has to be divided among multiple transportation

at the toll plan during a meeting in December, following a very public outcry by existing Treasure Island businesses and residents. Many of those currently on the island live in subsidized housing, including a number of military veterans. Since that supervisors meeting, SFCTA has gone back to the drawing board, and a modified toll plan is ultimately expected to be approved, which may include mitigation for current Treasure Island residents.

Dan Rosenheim is a veteran Bay Area journalist who recently retired after 18 years as Vice President/News for KPIX-5 TV. Prior to going into broadcast, Rosenheim worked as a reporter, city editor and managing editor at the San Francisco Chronicle. Dan and his wife, Cindy Salans Rosenheim, live in San Francisco.





Photo courtesy of MTC

The Bay Area will face many issues and challenges due to climate change over the next 30 years. MTC and ABAG have launched a contest to receive input from young people who will be most affected.

MTC Sponsors Climate-Change Art Contest

BY BILL PICTURE

Bay Area youth ages 13 to 23 are invited to participate in a photo and video contest launched last month by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG).

The agencies asked young people to use their creative brains to communicate

what they believe can be done on a personal, community and regional level to combat climate change. Submissions for “Art on the Horizon: Youth Confronting Climate Change” are being accepted until Friday, March 22 via the contest’s webpage.

Raquel Trinidad with MTC/ABAG’s Legislation & Public Affairs department, who helped organize the contest, points to a pending legal case filed in Oregon as evidence of young people’s awareness

of the problem. The case was filed on behalf of 21 youths, ages 11 to 22, who are demanding the government take action to fight climate change. The plaintiffs make the argument that the administration’s failure to act thus far violates their “fundamental constitutional rights to freedom from deprivation of life, liberty, and property.”

“Societal change always comes from younger generations,” Trinidad said. “And young people today are very aware

of the challenges we all face. Climate change is very real to them. And they’re not only thinking about the future, their future; they’re actually taking the reins on a lot of local efforts.”

The contest is part of a larger strategy by MTC/ABAG to engage young people and harness the energy building around environmental issues. MTC is the transportation planning, financing and coordinating agency for the nine Bay Area counties. ABAG is



the official regional planning agency for the nine counties and 101 cities and towns of the Bay Area. The two agencies merged in late 2017. MTC and ABAG traditionally host an annual youth-oriented sustainability conference. The conference took a year off this year, but Trinidad hopes to incorporate the contest into the next conference.

“We’re passionate about giving these young people a place at the table, a voice,” Trinidad said.

And that strategy is part of an even larger effort to explore issues and challenges that Bay Area residents will face over the next 30-plus years. The agency’s “Horizon Initiative” started in early 2018, when Bay Area residents were asked, “What are the most pressing issues we should consider as we plan for life in 2050?” Clean air and water, as well as protecting natural resources, ranked high on the list. Art on the Horizon was a response to that feedback.

News about environmental issues skews overwhelmingly negative, so Trinidad hopes to mitigate any hopelessness young people may feel about the world they’re inheriting by giving them a platform to address their concerns and come up with creative solutions.

“There are a lot of sad narratives out there,” she said. “We’d like to inspire some creative optimism. And photo and video is a language they already speak. Young people are all over social media, so this is something they’re already doing in their day-to-day lives.”

Submissions will be divided into two age groups—13-17 years old and 18-23 years old—and reviewed by a jury comprised of MTC/ABAG representatives and art professionals. The submissions will be judged on how well they address climate change, creativity, quality and technique.

Winners will be announced at an event to be held on the UC Berkeley campus on April 25, as well as through social media channels. Cash awards will be given to the first, second and third place winners. Trinidad hopes to also organize an art show to display all of the work submitted.

“We hope that they will show us a path forward, that change is possible,” said MTC/ABAG Deputy Executive Director for Policy Alix Bockelman in a written statement.

“We’ve only received a few submissions so far but based on how good they are I think we’re going to have a really tough time choosing a winner,” Trinidad said. “I’m really excited.”

For more information about Art on the Horizon: Youth Confronting Climate Change, visit <https://bayareametro.github.io/horizonart/>.



Photo courtesy of MTC

Young people today are very aware of the challenges that climate change presents when looking towards the future.



Photo by Kingmond Young

Bay Area youth from ages 13 to 23 are being asked to communicate what can be done to combat climate change.



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International Ocean Film Festival Returns to Bay Area

BC STAFF

“One who was born by the ocean or has associated with it cannot ever be quite content away from it for very long,” wrote John Steinbeck in his classic *The Log from the*

Sea of Cortez. For the filmmakers and film lovers of the San Francisco-born International Ocean Film Festival, the sea and its inspiration are never far away for very long.

From March 7 to 10, for the 16th year, the acclaimed nonprofit festival dedicated to “saving our oceans, one



Sharkwater Extinction by Canadian Rob Stewart is the Conservation Award winner and will have its Bay Area premiere during the International Ocean Film Festival.

film at a time” will bring the wonder of earth’s watery realm to scores of audience members. The festival will feature 55

films, including four world premieres and four United States premieres by filmmakers from around the world,



For the Love of the Reef by Alan Franks will have its West Coast premiere during the International Ocean Film Festival.

across the United States and right here in the Bay Area.

“Every day it becomes clearer that our oceans are under assault,” said Ana Blanco, executive director for festival, noting that this year a record 148 films were submitted for consideration including for the first time, two films to be offered in virtual reality. “Every year, more and more people are inspired to action by the films that we present. We are very much a festival with a mission and passion for making a change.”

Amidst a virtual sea of cinematic talent, the festival has selected 11 films for special honors at this year’s annual showcase. The award winners recognize works highlighting environmental awareness, animation, wildlife, coastal conservation, citizen science, sports and adventure, and short subjects. The annual awards are handed out at the end of each program at which the winner’s film is screened.

“Every year brings a greater awareness of our ocean heritage, and every year brings fresh, new talent to our screens,” said Blanco. “This year’s stand out films offer a truly international perspective

with films from the Netherlands, Canada, the United Kingdom and the United States.”

Since its launch in 2004, the San Francisco-based International Ocean Film Festival has attracted thousands of spectators of all ages from around the world, including film enthusiasts, sea athletes, educators and environmental supporters. Since then, the festival has presented on average over 50 films annually from 15 different countries and featured post-film Q&A sessions with visiting filmmakers, special panel discussions with content experts, and the annual free student education program. It was the first event of its kind in North America, inspired by the well-established ocean festival in Toulon, France, Festival International du Film Maritime, which has continued to draw large audiences for more than 40 years.

Screenings take place in San Francisco at the Cowell Theatre in Fort Mason and at the Roxie; and in Marin at the Smith Rafael Film Center. For a complete schedule and more information on the festival, visit www.intloceanfilmfest.org.



The Final Breach by Jess Webster (United Kingdom) is a 2019 Short Award winner and will have its premiere during the International Ocean Film Festival.

All photos courtesy of International Ocean Film Festival



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Become a 2019 Partner Dockwalker

BC STAFF

Dockwalkers are volunteers who are trained to engage members of the public and the boating community to adopt clean boating practices. There are numerous opportunities to attend free Dockwalker trainings this year.

Dockwalkers share clean boating information with boaters and distribute 2019 Boater Kits with educational materials and useful products while visiting marinas, launch ramps, marine supply stores, boat shows and special events, like regattas, opening days and

others. “Dockwalker” is only a general term because you do not need to “walk the docks” in order to talk to boaters about safety and clean boating practices.

Dockwalking is a fantastic way to interact with boaters to help keep California’s marinas, waterways and ocean clean and healthy. The training provides an overview of potential sources of boat pollution, federal and state laws, environmentally-sound boating practices, information on how to conduct Dockwalking, and an overview of the educational materials Dockwalkers will distribute.

Since 2000, more than 1,000 Dockwalkers have taught 10,000 boaters



Dockworkers will distribute 2019 Boater Kits with educational materials and useful products for boaters.

about oil, fuel, sewage, trash and marine debris prevention. Participation in the program, including the training sessions, qualifies as community service.

The program is conducted by the California State Parks Division of Boating and Waterways, the California Coastal Commission’s Boating Clean & Green Program, and the Bay Foundation in partnership with the U.S. Coast Guard Auxiliary, the U.S. Power Squadrons, Lake Berryessa Partnership, Save Our Shores and many more organizations.

If you are already a trained Dockwalker and were trained more than

three years ago, please join us this year for a refresher class.

Trainings are free. Visit the Dockwalker website at dbw.parks.ca.gov to view the full training schedule (11 trainings), find locations and to sign up. You can also view the volunteer videos on the website and learn what volunteer Dockwalkers are saying about the program.

Anyone from ages 15 to 100 with an interest in water quality and sharing clean boating information (regardless of your background) can become a Dockwalker.

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Sasha De Sola to Soar as Aurora in SF Ballet's *The Sleeping Beauty*

Sasha De Sola, a principal dancer with the San Francisco Ballet, will again be in the limelight as she takes the stage as Aurora in *The Sleeping Beauty*. This is a role she has longed to perform here, and in this exclusive interview with *Bay Crossings*, she shares her insights and reflection on life by the Bay.

Bay Crossings: *As someone who has travelled the world, what makes San Francisco unique?*

Sasha De Sola: One of the many things I love about San Francisco is what a diverse city it is, in so many ways. Not only does it promote diversity among its residents but I also love the easy access to so many different types of landscapes—and weather for that matter! Needless to say, it's also one of the most beautiful cities in the world.

BC: *Would you say that our audiences are more diverse and cosmopolitan?*

De Sola: I find that San Francisco audiences are passionate and devoted. I feel so connected to our audience every single night I perform for them. It is such a special symbiotic relationship! I feel the energy of the audience wherever I dance. I feel most connected to San Francisco audiences because I have performed for them for over 12 years.

BC: *You are regarded as a great actor as well as a great dancer. How do you strike that balance?*

De Sola: I love performing roles where I have to transform into a character. I often find that the character will inform the technique and movement quality. It can be a difficult balance to strike but I try to achieve that by working on my physicality and technique every morning in ballet class and rehearsals, while using my real-life experiences and

the spontaneity of live performance to inspire my acting.

BC: *The physical demands of *The Sleeping Beauty* are tremendous. How do you stay fit and focused?*

De Sola: *The Sleeping Beauty* is regarded as one of the most challenging ballets in the classical repertoire. It's so important to physically prepare your body for the technique and control required for the role of Aurora by taking proper and focused ballet class. Sometimes I also supplement with some cross-training like Pilates or Gyrotonics. I also try to fuel my body with healthy, whole foods so I have the energy necessary for long rehearsals and performances.

BC: *Bay Crossings readers spend a lot of their time on the water. Can you reflect on how ballet speaks to that lifestyle?*

De Sola: I find that there is some level of escapism that happens when I get on the water. It feels like a luxury to me. Ballet can also have that effect on me. Whether I am dancing or watching a performance, I forget about the day-to-day events that are happening in the world if only for a moment. I can escape and get engrossed in beauty for a while and that is truly a luxury in a hyperconnected world. Ballet and being on the water have that in common for me.

BC: *Do you have any hobbies that bring you closer to the Bay? Walks on the beach, for example?*

De Sola: I love going on hikes with my dog! There are so many picturesque and varying landscapes in the the Bay Area—it's hard not to take advantage of that! I particularly love hopping on the ferry and exploring all of the corners of Angel Island.

BC: *What do you recommend for ballet*

newcomers? How should they prepare for their first performance?

De Sola: Ballet newcomers sometimes feel intimidated about watching their first performance at the Opera House. I think it's important to keep an open mind, there is no right or wrong way to enjoy ballet and art in general. In fact, I always love hearing the perspective of an audience member who is new to ballet. However, SF Ballet also has so many great tools on their website if you want to prepare beforehand.

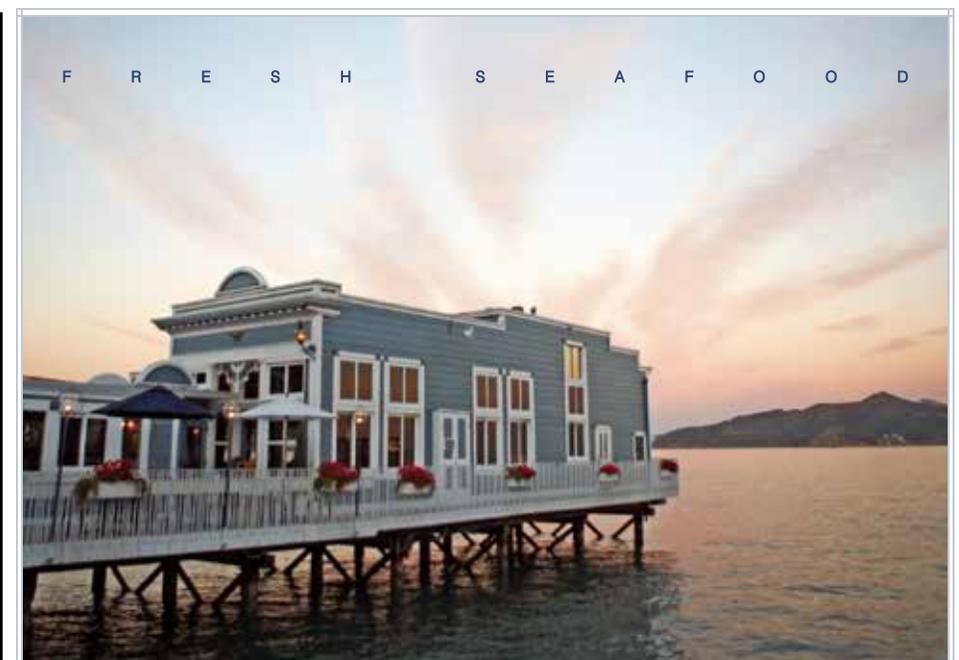
BC: *Finally, what do you regard as your*

next major challenge? Any dream roles yet to be performed?

De Sola: I'd love to delve into even more dramatic roles such as Juliet in *Romeo and Juliet* or Tatiana in *Onegin*. It's so gratifying and such a special experience to be able to fully embody a role and character.



Sasha De Sola and Carlo Di Lanno in Tomasson's *The Sleeping Beauty*. © Erik Tomasson



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Golden Gate Ferry

LARKSPUR

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur
5:45	6:15	6:20	6:50	9:30 a.m.	10:30 a.m.	-----	-----
6:35 a.m.	7:05 a.m.	7:10 a.m.	7:40 a.m.	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
7:00	7:30	7:35	8:05	1:40 p.m.	2:30	3:45	4:35
7:30	8:00	-----	-----	4:45	5:35	6:25	7:15
7:50	8:20	8:30	9:05	-----	-----	7:25	8:10
8:20	8:50	9:10	9:45	One-way Ferry Fares			
8:50	9:20	-----	-----	Larkspur		Sausalito	
9:20	9:55	10:10	10:45	Daily		Daily	
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	1:25	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).			
3:40	4:15	4:30	5:00	Visit goldengateferry.org for updates.			
4:10	4:45	5:00	5:30	Contact Information Toll free 511 or 711 (TDD)			
-----	-----	5:30	6:00	Golden Gate schedules good through March 24. Check goldengateferry.org for latest updates.			
5:10	5:45	6:00	6:30				
5:40	6:15	6:30	7:00				
6:40	7:10	7:20	7:50				
7:25	8:00	8:10	8:40				
8:50	9:25	9:35	10:05				

SAUSALITO

Weekdays (excluding Holidays)				Weekends and Holidays			
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
7:10 a.m.	7:35 a.m.	7:40 a.m.	8:10 a.m.	-----	-----	10:40 a.m.	11:10 a.m.
8:15	8:45	10:00	10:30	11:20 a.m.	11:50 a.m.	12:00 p.m.	12:30 p.m.
10:55	11:25	11:35	12:05 p.m.	12:45 p.m.	1:15 p.m.	1:25	1:55
12:15 p.m.	12:45 p.m.	12:55 p.m.	1:25	2:10	2:40	2:50	3:20
1:55	2:25	2:35	3:05	3:50	4:20	4:40	5:10
3:15	3:45	4:00	4:30	---	---	6:00	6:30
4:45	5:15	5:30	6:00	5:35 *	6:05	---	---
6:10	6:35	6:45	7:10	6:45 *	7:15	---	---
7:20	7:50	7:55	8:20	* The 5:35 and 6:45 trip do not return to Sausalito			

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

Richmond:
1453 Harbour Way South

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.	6:00	6:30
6:40	7:10	7:15	7:45
7:55	8:25	8:30	9:00
9:10	9:35	---	---
---	---	4:25 p.m.	4:55 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

SAUSALITO

Weekdays				FISHERMAN'S WHARF, PIER 41			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41	Weekdays			
9:45 a.m.	10:30 a.m. *	10:40 a.m.	11:10 a.m.	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:20	12:05 p.m. *	12:15 p.m.	1:05 p.m. ^	11:20 a.m.	12:25 p.m.	12:40 ^^	1:05 p.m.
1:15 p.m.	2:00 *	2:10	2:55 ^	1:15 p.m.	2:20 ^^	2:30	2:55
3:05	3:50 *	4:00	4:45 ^	3:05	4:10 ^^	4:20	4:45
4:55	5:45 ^	5:55	6:25	4:55	5:25	5:35	6:25 *
8:05 #	8:35 #	8:45 #	9:15 #				
^ 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	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:10 a.m.	12:20 p.m. *	12:30 p.m.	12:55 p.m.	11:10 a.m.	11:40 a.m.	11:50 a.m.	12:55 pm**
1:05 p.m.	1:55 *	2:05	2:35	1:05 p.m.	1:35 p.m.	1:45 p.m.	2:35 *
2:15	3:25 *	3:30 ^	3:55 ^	2:15	2:45	2:55	3:55 ^ *
3:35	4:25 ^	4:35	5:25 *	3:35	4:45 ^ *	4:55	5:25
4:50	5:20	5:30	6:20 *	4:50	5:40 *	5:50	6:20
6:30	7:00	7:10	7:55 *	6:30	7:20 *	7:30	7:55
8:05	8:35	8:45	9:15				
^ Via Angel Island, * Via Sausalito				* 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	FARES: One-way Round-trip			
Adult		\$12.50	\$25.00	Adult	\$12.50	\$25.00	
Child (5-11) SENIOR (65+)		\$7.50	\$15.00	Child (5-11) SENIOR (65+)	\$7.50	\$15.00	
For the most current schedule, visit http://www.blueandgoldfleet.com/Ferry/Sausalito/index.cfm							

BAY CRUISE

Depart Pier 39

Daily Monday - Thursday	Friday - Sunday
10:15 a.m.	10:15 a.m.
1:15 p.m.	11:00
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)

11:30 a.m.	
Friday - Sunday & Holidays (depart PIER 39)	
11:30 a.m.	3:45 p.m.
Ticket Prices: Adult	\$39.00
Junior (12 - 18)	\$31.00
Child (5 - 11)	\$26.00
Senior (65+)	\$31.00

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 * a.m.
11:20	11:45	11:55 p.m.	1:05 p.m.*^
1:15 p.m.	1:40 p.m.	1:50	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	12:00 ^*	12:10 p.m.	12:55 p.m.
---	---	3:15	3:55
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* 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)

BAYCROSSINGS
"The Voice of the Waterfront"

All Ferry schedules subject to change.
For the most up to date information. Visit: www.baycrossings.com

AROUND THE BAY IN MARCH

Rotunda Dance Series

In their ninth season of free monthly dance performances in San Francisco City Hall's extraordinary rotunda, Dancers' Group and World Arts West continue their partnership to bring audiences lunchtime glimpses into movement and musical traditions from around the world. On Friday, March 15 at noon there will be a performance by Ballet Folklórico México Danza, a Hayward-based dance company that presents the beautiful cultural heritage of Mexico through folkloric dance and live instrumentation. The Rotunda Dance Series brings many of the Bay Area's most celebrated dance companies to San Francisco City Hall for free monthly noon-time performances and is presented by Dancers' Group and World Arts West, in partnership with Grants for the Arts and S.F. City Hall.

Beer Here!

Marin's favorite rite of spring, the 24th annual Fairfax Brewfest, will take place on Saturday, March 16 from 1 to 5 p.m. The event features over 20 of the best California microbrewers pouring the freshest batches of over 70 of their award-winning ales, lagers and special limited brews alongside live music and delicious pub food at the historic Fairfax Pavilion. Presented by Iron Springs Pub & Brewery and the Fairfax Chamber of Commerce, the festival brings you a day of great beer, music, food and friends! Being one of the first big beer events of the season, many of the brewmasters themselves will be pouring the beer so patrons can critique, ask questions and swap beer stories with the experts. Taste the brews and meet the brewers who make these amazing libations. In addition to unlimited beer tastings all day, you can dance to lively traditional Irish dance music from the Gas Men. Tickets are \$40 in advance and \$50 at the door. Visit www.fairfaxbrewfest.com for more information.

Yountville Live

From March 14 to 17, Yountville Live combines the very best in music, wine and food with the small-town lifestyle

and sophisticated ambiance of Yountville. This event is the ultimate luxury getaway event, featuring exclusive performances from some of today's hottest recording artists, exquisite foods from world-class restaurants and award-winning chefs, and a unique variety of some of Napa Valley's most celebrated wineries. This weekend is the perfect blend of premium entertainment and epicurean experiences, with all of the luxury and sophistication that the Napa Valley has to offer for guests who appreciate the art of living well through discovery and exploration. For more information and a complete list of performers, visit www.yountvillelive.com.

168th Saint Patrick's Day Parade

The West Coast's largest Irish event celebrating Irish history and culture, the San Francisco St. Patrick's Day Parade will take place on Saturday, March 16. Mayor London Breed as grand marshal will lead the parade down Market Street. For 168 years, the Irish and their many friends in the communities that make up the San Francisco Bay Area have celebrated St. Patrick's Day with a parade. Last year, over 130 groups participated in the parade. The theme of the parade this year is "Women Breaking Barriers." The parade will start at 11:30 a.m. at the corner of Market and Second streets, where over 5,000 participants from all over the country will make their way down Market Street in colorful floats, Irish dance troupes, marching bands and more—all the way to Civic Center Plaza. The San Francisco Saint Patrick's Day Parade is a time to celebrate and participate in the city's Irish culture and it's a great day out for everyone—Irish or otherwise. Unfortunately, due to unforeseen circumstances, the St. Patrick's Day Festival usually held at the Civic Center Plaza after the parade has been canceled this year. For more information, please visit www.uissf.org.

JLS Beer Walk

Discover and drink craft beer in the Jack London Square District of Oakland during this guided walking beer tour from 11:30 a.m. to 3 p.m. on Saturday, March

30. Say cheers to the newly founded Jack London Brewing District, the historic warehouse district and the heritage of Jack London Square. Visit two local craft beer establishments that provide a true taste of the neighborhood. All of your beer tastings and a pretzel necklace are included. Enjoy a variety of beer styles and take a behind-the-scenes brewery tour to learn how beer is made. It's the perfect day for anyone who loves craft beer and hanging out on the waterfront. Visit www.wholebrewworld.com for tickets and more information.

13th Annual S.F. Chocolate Salon

TasteTV and the International Chocolate Salon are pleased to announce that the premiere West Coast artisan chocolate show returns this spring at the 13th Annual San Francisco International Chocolate Salon on March 30 in Golden Gate Park. Featuring a delicious selection chosen and curated by the organizers, the participants include master chocolatiers, confectioners and other culinary artisans. Chocolate aficionados, fanatics, buyers and journalists can experience the finest in artisan, gourmet and premium chocolate in one of the world's great culinary metropolitan areas. Salon highlights include chocolate tasting, chef talks, demos and ongoing interviews by TasteTV's *Chocolate Television* program. Salon entry includes all chocolate and confection tastings and demos. The event is from 10 a.m. to 5:30 p.m. at the County Fair Building at the Hall of Flowers in Golden Gate Park. Tickets are \$20 in advance and \$30 at the door, children ages 6 to 12 are \$10. Visit www.sfchocolatesalon.com for more information.

Inspire

Join Bay Street and KBLX 102.9 FM radio personality Sterling James at the first ever Bay Street Art Wall to celebrate love and diversity through artistic expression. Free to participate, all ages are invited to visit Bay Street every Saturday in March from 11 a.m. to 3 p.m. to paint 12" x 12" acrylic tiles, with images that visually demonstrate diversity. The tiles will then be secured and displayed on the fencing

along the corner of Christie Avenue and Shellmound Street, near the Hyatt Place, to help raise awareness for diversity. Local Emeryville school children will also participate in the creation of the tiles and Bay Street will donate to Lend a Hand Foundation, an Oakland-based nonprofit organization dedicated to enhancing the quality of life for impoverished children, youth and families. Once all 960 tiles are created, the art wall will remain on display for the entire year. For information and specific hours, visit www.baystreetemeryville.com.

Human Rights Film Festival

The SF Human Rights Film Festival offers powerful works about the issue of human rights abuses throughout the world. This year marks the 17th anniversary of this important festival, which takes place March 21 to 23 at the USF Presentation Theater. Over the course of the three-day event, you can see pieces on a variety of human rights issues, including political repression, torture and disappearances. Some of the other issues highlighted at the festival include environmental destruction, the effects of war on children, poverty and HIV. The goal of this festival is to educate the broader public about these issues and provide a basis to begin discussions for change. It's also a way for the University of San Francisco to unite with Bay Area human rights organizations and help support their causes. In addition to the international films shown at the festival, USF students and alumni will also have the chance to showcase their own works. These thought-provoking films will leave you with many questions, including how you might be able to help. The entire SF Human Rights Film Festival is free and open to the general public. For more information, visit www.usfca.edu.

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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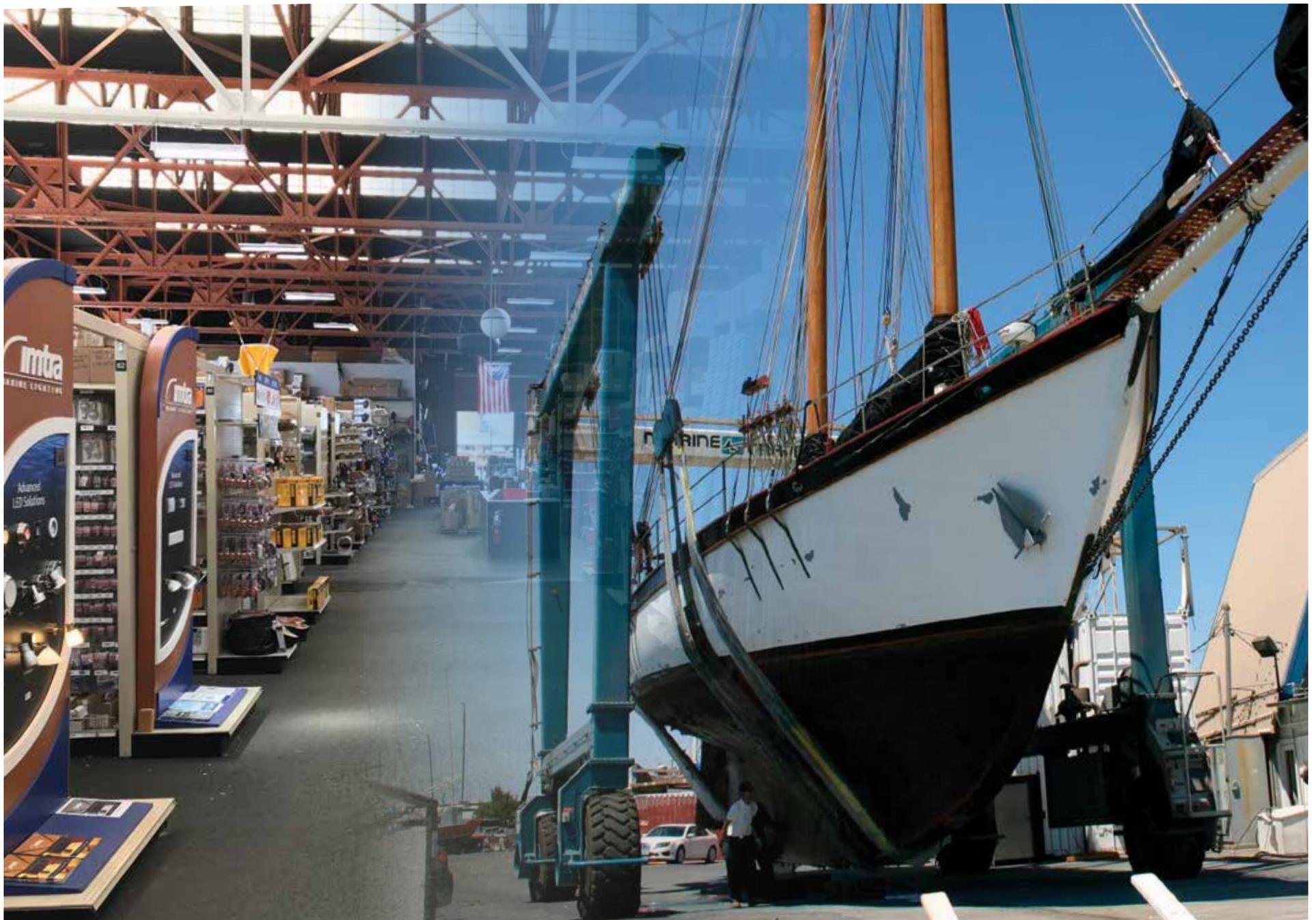
Route 2

Sausalito - San Francisco

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511 for schedule information





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