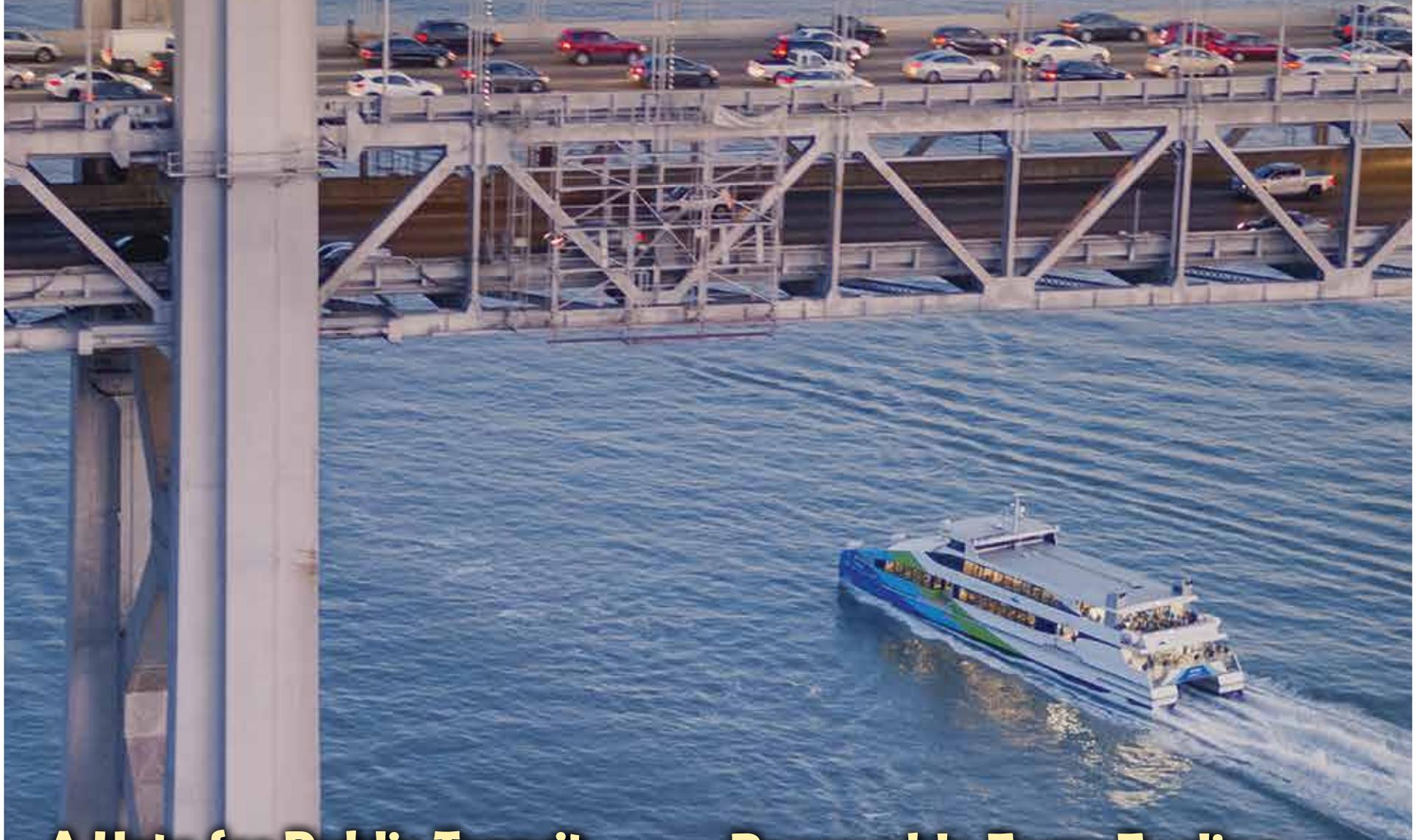




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May 2018 Vol. 19, No. 5



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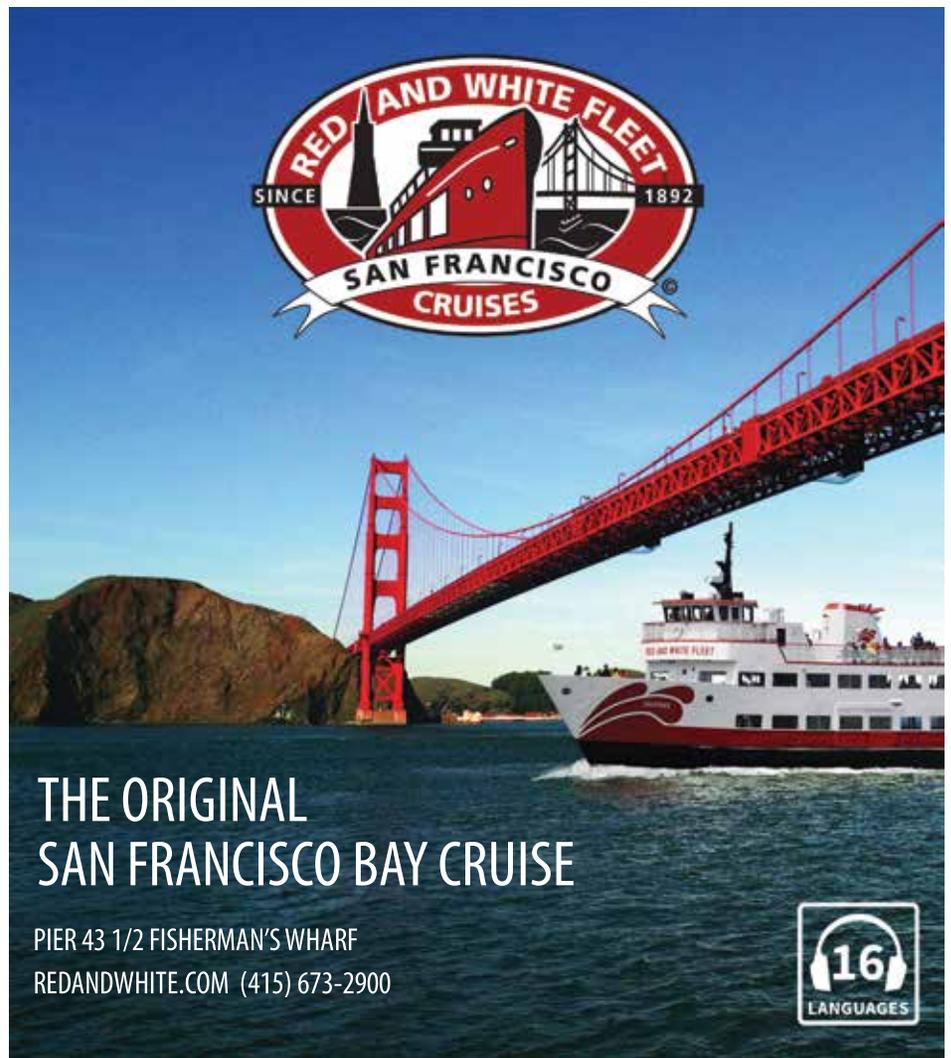
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Bobby Winston, Proprietor
Joyce Aldana, President
Joel Williams, Publisher
Patrick Runkle, Editor

ADVERTISING & MARKETING

Joel Williams, Advertising & Marketing Director

GRAPHICS & PRODUCTION

Francisco Arreola, Designer / Web Producer

ART DIRECTION

Francisco Arreola; Patrick Runkle;
Joel Williams

COLUMNISTS

Paul Duclos; Patrick Burnson;
Sejal Choksi-Chugh; Matt Larson;
Captain Ray Wichmann

WRITERS & PHOTOGRAPHERS

Bill Picture; Joel Williams

ACCOUNTING

Cindy Henderson

Advertising Inquiries:

(707) 556-3323, joel@baycrossings.com

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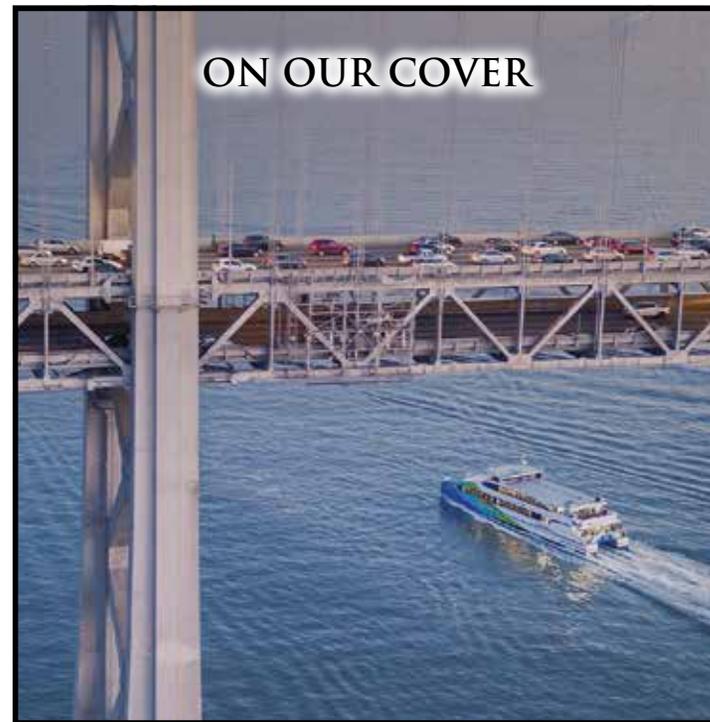
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ON OUR COVER



Regional Measure 3 (RM3) will on the upcoming June 5 ballot. This month we feature comments from public officials at all levels of government—all of whom are in favor of this critical step to increase transportation capacity to the Bay Area.

Photo by Toby Harriman Photography

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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Port of Oakland Hosts High-Tech Summit

BY PATRICK BURNSON

When the American Association of Port Authorities staged its annual “Smart Ports” seminar in Oakland in March, the host gateway was able to showcase its digital shipping platform, which should debut and speed up global trade flows by the third quarter of 2018.

It was just one of several new announcements made by top U.S. ports signaling a tidal shift in the way containerized ocean cargo will move in the future.

“We are building an online portal for transactions that range from tracking to transporting containerized cargo,” said Port of Oakland Senior Project Administrator Eric Napralla. “The move aligns with an industry migration toward digitalization of international supply chains that every port authority recognizes.”

This common platform promises to provide a single window for shippers to get personalized cargo status updates and check ocean vessel schedules. At the same time, it should help shippers pay freight-handling fees and make appointments to pick up their inbound goods.

Oakland is working with New Jersey-based logistics software provider Advent Intermodal Solutions to create

the portal. The firm’s eModal port community system is already used by every marine terminal operator at the port. That will make it easier to roll out a common platform, said Napralla.

“Terminals are the ‘pivot point’ where containerized trade, ocean vessels, trucks and trains converge to transport cargo,” said Napralla. “Advent will aggregate information from Oakland’s four terminals to create a harbor-wide community portal.”

Speculation that more “Uber-like” drayage models might take advantage of this development has yet to be addressed, but portside truckers will at least soon know exactly when and where to dispatch drivers for container pickup. Marine terminals would benefit from more efficient movement of cargo in and out of the port.

“They’ll only log in to the portal once,” Napralla said. “Then they can navigate the entire port with a few simple clicks.”

Navis Surveys Supply Chain on Automation

More evidence that ports are initiating digital advances surfaced recently in a global port terminal survey conducted by Oakland-based Navis, a part of Cargotec Corporation.

According to Navis researchers, increasing numbers of terminals are using higher levels of automation to

improve productivity and efficiency and ultimately raise their competitive advantage in the market. Respondents to their global customer survey show that a majority of terminal operators (74 percent) clearly believe that automation in some form (full, equipment or process automation) will be critical to stay competitive in the next three to five years.

The results from the TechValidate survey, *Challenges and Opportunities for Automation*, were gathered from over 75 Navis customer respondents at various stages of automation. The survey delves into current views on the importance of automation, future plans for automation projects and perceived benefits and challenges, as well as projected improvements to productivity and operational costs achieved through automation. Navis customers are among those actively exploring the potential for automation including:

- 20 percent of respondents are already fully automated and 13 percent are investigating this option.
- 37 percent already have process automation and 40 percent are investigating this option.
- 21 percent already have automated equipment and 24 percent are investigating this option.

“Within the next 20 years, I believe it’s not only possible, but likely, that we’ll see a fully autonomous transport chain,” said Raj Gupta, CTO of Navis. “This could extend from loading and stowage of the container, autonomous sailing to its destination, unloading by automated cranes and then finally being loaded on to autonomous trucks and trains for the final destination.”

That forecast is not without its skeptics, however. John Driscoll, maritime director for the Port of Oakland, says that while he never discounts the potential of technology, “this seems aggressive given the issues of safety and cost.”

Navis maintains that automated terminals can deliver consistent performance hour after hour each day and reduce the chances of interruption

due to job actions.

Indeed, Navis customers exploring these upgrades in some capacity believe automation can help them realize important benefits including increased operational safety (65 percent), better operational control and consistency (62 percent), lower overall terminal operational costs (58 percent) and increased operational productivity (53 percent).

While the expected benefits are clear, many are taking a more cautious approach. The top challenges cited by respondents are costs that are too high (68 percent), a lack of skills or resources to implement and manage automation (52 percent), challenges with labor unions (44 percent) and the time it takes to implement (30 percent).

As terminals achieve their goals and capitalize on their investment, more terminals around the world are likely to make upgrades of their own. According to the survey, the projected outcomes for automation include:

- 30 percent believe automation could increase productivity by 26-50 percent.
- 29 percent believe automation could increase productivity by 16-25 percent.
- 19 percent believe automation could reduce operational costs by more than 50 percent.
- 29 percent believe automation could reduce operational costs by 26-50 percent.
- 33 percent believe automation could reduce operational costs by 16-25 percent.

“While the potential is there, there are still several barriers that need to be overcome in order to make automation a realistic option for some of the smallest terminal operators in the United States,” said Gupta. “But as we saw in our survey, exploration and implementation will continue to evolve to meet the needs of their shippers.”

Patrick Burnson is the executive editor of *Logistics Management*.
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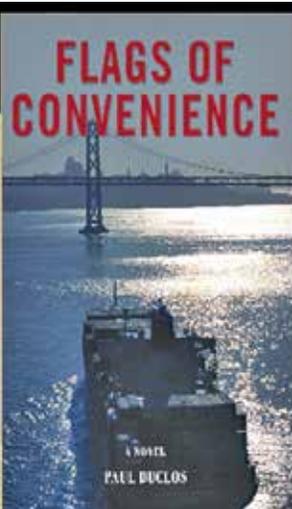
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Donna O'Dea

BY MATT LARSON

Good vibes are plentiful on the ferry boats in the Bay Area, and the happiest person on board may very well be Donna O'Dea. She works as a bartender on the ferry from Vallejo to San Francisco and, to put it mildly, she loves her job.

O'Dea's first started bartending when she was 22 at Tony's Place in Walnut Grove, right on the Delta off the Sacramento River. Over the years she did the rounds at the corporate restaurant chains, and she is thrilled to now be part of the ferry community.

"On the boat you've got your regulars, everybody's super friendly, and I just love it," she said. Working at the corporate chains, O'Dea said, she noticed a disconnect between the management and the clientele. Here on the ferry boats, she explained, she gets to express herself by setting up the bar in her own way so that she can give her customers the best possible experience. "It's like a family here," she said. "Nobody wants to leave, so that creates a kind of atmosphere that it's a family, and we all look out for each other. It's really cool."

O'Dea has always had an affinity for the water, so working on the ferry while showing off her expert bartending skills is really a perfect fit. Growing up, her family owned a camper and a boat,

and all of their friends had boats. "Even in cold weather we'd be out there on the water," she said. "Plus I was on the swim team. Water was what we were! I just love it all the time."

Aside from the familial coworkers and clientele, O'Dea loves the many sunsets she gets to see and photograph every single day. "I have a folder in my phone full of beautiful sunset pictures." She also keeps her eyes out for aquatic life, and just saw her first humpback whale out there. "I was just thrilled!" she said. "I see the porpoises and the seals, and I never get tired of pulling into San Francisco, it just never gets old for me. Every day I walk out of that job saying 'I love my job,' and I do. It's just perfect."

Some of her favorite spots on the Bay are the Brothers and Angel Island. "I love that little spot right by Marin where you first get your glimpse of the Golden Gate Bridge. I just like it all." If you need any sightseeing tips on your journey to the city, O'Dea can help make sure you don't miss a thing.

When she's not making your day on the boat serving up your favorite cocktail, O'Dea is either cleaning up at the billiards table at the local pool league she plays in, or catching up on her history. "I like to know how things began," she said.

She's currently reading a series about King Arthur by Bernard Cornwell. "I've read this story probably a thousand



Donna O'Dea has always had an affinity for the water, so working on the ferry while showing off her expert bartending skills is a perfect fit.

times from different authors—my family origin on my mother's side is from Celtic England. They didn't have a lot of recorded history, it's really just speculation. So there is mystery about it, not knowing exactly what happened—but you have all these tales and lore so you get to pick and choose what you might believe; I like figuring that out." She's read up plenty about King Arthur, Julius Caesar and Genghis Khan—how's that for casual conversation at the bar?

Growing up in Vallejo and Benicia,

O'Dea knows how tough it can be getting into San Francisco. "The first time I rode the boats I felt like I would never go to San Francisco another way," she said. "I just want to encourage everybody who's thinking—or not even thinking—about taking the ferry to try it, because it's the best way to get to San Francisco."

Whenever you finally do decide to hop on board, she'll be there. "They're never getting rid of me," she laughed. "I'm telling you, I'm going to be there forever. I love it."



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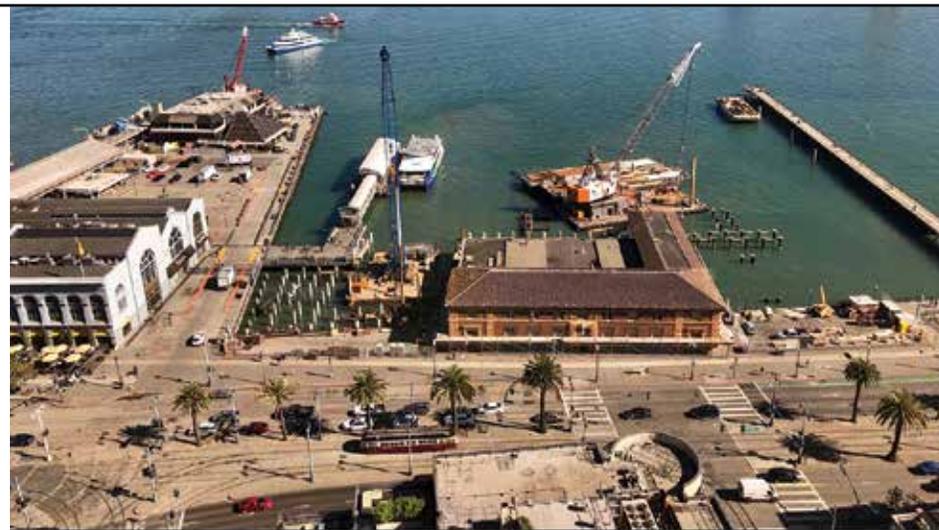
FERRY BUILDING



WETA Downtown San Francisco Ferry Terminal Expansion, June 2017

Photo taken June 2017, just prior to start of construction.

Photos provided by Power Engineering Construction Company



WETA Downtown San Francisco Ferry Terminal Expansion, October 2017

By October 2017 preparation of the site for above-water construction was nearly complete. Pier 2 had been demolished, the ferry terminal turning basin had been dredged and 154 large diameter steel pilings were installed, which are the foundation for the 35,000 square foot concrete deck expansion and new pedestrian bridge.

Ferry Building Expansion Update

The San Francisco Water Emergency Transportation Authority (WETA) has announced several new routes that are planned to begin service in the years to come. Richmond will begin new ferry service by the end of this year, while plans for new terminals at Treasure Island, Mission Bay, Berkeley and Alameda's Seaplane Lagoon are all being discussed. These new routes would provide service to downtown San Francisco from new terminals throughout the Bay Area.

In order to accommodate expanded services, additional improvements are

underway at the downtown San Francisco Ferry Terminal, including the construction of new ferry gates. Ferry riders eager for increased ferry service may enjoy seeing the progress depicted in these photos over the last year on the WETA Downtown San Francisco Ferry Terminal Expansion project. This project will add two additional gates as well as a large public plaza and weather-protection canopies. The construction is scheduled to last through the year 2019, so there will be plenty more progress as you commute via ferry over the next year and half.



WETA Downtown San Francisco Ferry Terminal Expansion, April 2018

By April 2018, above-water construction was well underway. Placement of the cast-in-place concrete deck is progressing north and into the lagoon. All along the way and into the lagoon, temporary scaffolding and walkways are set up for the crew to build formwork and prepare for concrete pours.



San Francisco Ferry Terminal Expansion Project

Prepared for the Water Emergency Transportation Authority and the Port of San Francisco by WETA Design Group and Simpson Gumpertz & Heger

The intention of this waterfront project is to expand ferry service throughout the San Francisco Bay Area while also serving as an emergency service facility in the event of a regional disaster. There will be two new ferry gates, rehabilitation of the existing ferry gate E, the addition of weather-protection canopies, expanded pedestrian promenade areas and a new granite plaza with amphitheater seating and landscaping.

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Photo by Joel Williams

Elaine Forbes, executive director of the Port of San Francisco along with (from left to right) Tom Escher, president of Red & White Fleet, San Francisco Mayor Mark Farrell and Debbie Raphael, director of the San Francisco Department of Environment.

Bay Area Ferry Fleet Will Make Historic Transition to Renewable Diesel

BC STAFF REPORT

San Francisco Mayor Mark Farrell, the San Francisco Department of the Environment and the Port of San Francisco announced last month that ferries serving the Bay Area will transition to renewable diesel, becoming the first region in the nation to adopt the environmentally-responsible fuel standard.

“San Francisco is and always will be a leader in protecting our planet,” said Mayor Farrell. “As the federal administration fails to act on this crucial issue, San Francisco will be at the forefront of environmental leadership for the nation and the world. To protect our region and our environment, we are taking climate action now.”

Switching to renewable diesel can reduce greenhouse gas emissions by 60 percent or more, and it can also reduce

other emissions such as sulfur dioxide, nitrogen oxides and particulate matter. Renewable diesel is not a fossil fuel. It is made from nonpetroleum renewable resources like natural fats, vegetable oils, and greases and works just like regular diesel.

The San Francisco Bay Area water fleet’s transition to renewable diesel has cleared a potential path for all water fleets worldwide to use renewable diesel. To reach this achievement, San Francisco has collaborated with every level of government, including the United States Environmental Protection Agency, United States Department of Transportation, National Parks Service, California Air Resources Board, California Department of Agriculture and the California Coast Guard.

In addition, collaboration with science-based organizations such as the National Renewable Energy Laboratory, and with fuel providers and engine manufacturers,

led to success that can be replicated wherever water fleet engines are retailed.

“San Francisco has a world-class waterfront, and today, we are celebrating a world-class commitment to reducing fossil fuel use on our Bay,” said Debbie Raphael, director of the San Francisco Department of Environment. “Transitioning our water fleet to renewable diesel demonstrates what’s possible when the public and private sector work together towards shared environmental goals. We can improve air quality and deliver high-quality, sustainable transportation options for everyone who lives, works, and visits San Francisco.”

Red and White Fleet made the switch in late 2017. The San Francisco Fire Department has committed to transition all fire boats to renewable diesel in 2018. Bay Area ferries and excursion providers, including Golden Gate Ferry, Hornblower Cruises, Blue and Gold and Water Emergency Transportation Authority

(WETA) will begin the transition process through 2019 to renewable diesel, which will include specific field testing in higher-performing marine engines. The port’s public fuel dock at Hyde Street Harbor, which is operated by Maxum Petroleum, will transition in 2018.

“San Francisco is not only a hub for knowledge of clean maritime transportation, it is one of action,” said Elaine Forbes, executive director of the Port of San Francisco. “At a time with increased water transit ridership, we are pleased to partner with our ferry and excursion providers to be on the forefront of climate action and environmental leadership for our city and nation.”

This project is one example of San Francisco’s collaborative leadership of environmental initiatives, which includes the Embarcadero Seawall Program, an interagency effort to rebuild the Seawall to improve seismic resilience and adapt to sea level rise.

Coast Guard, Partner Agencies Conduct Large-Scale Water Rescue Exercise

BC STAFF REPORT

United States Coast Guard Sector San Francisco personnel hosted an interagency preparedness exercise at Yerba Buena Island on Saturday, April 24, with around 100 participants from 16 agencies, including Oakland International Airport, San Francisco Bay Area Water Emergency Transportation Authority (WETA), Alameda County Fire and Members of the Bay Area Search and Rescue Council.

The exercise focused on response techniques for a large-scale water rescue event in the near-shore, shallow waters of the San Francisco Bay and validated tactical interoperability and common response plans for local government,

WETA and Coast Guard resources as identified in the Vessel Mutual Assistance Plan (VMAP).

“Any major incident on the San Francisco Bay is going to require multiple agencies to work together,” said Captain Tony Ceraolo, the Sector San Francisco commander. “During the Miracle on the Hudson, the Coast Guard worked with local first responders and the ferry system to rescue more than 150 people. This exercise is a great example of Bay Area first responders and maritime industry leaders coordinating our resources and capabilities to protect the people in the Bay Area during a similar situation.”

The San Francisco Bay VMAP is a contingency plan that describes actions to be taken by the U.S. Coast Guard, San Francisco Marine Exchange, ferryboat operators and local agencies for evacuating passengers during a mass rescue operation. This plan recognizes that such efforts would potentially

challenge the capacity of a normal Coast Guard response and would require the assistance of nearby underway ferryboats. The VMAP is used not only in the instance of a ferryboat in distress, but in the event of any major airline casualty near the water.

“Safety is the first priority at any airport,” said Bryant L. Francis, the Port of Oakland’s director of aviation for Oakland International Airport. “Coordinating and preparing for responses in conjunction with our regional partners is a critical element in keeping our customers and neighbors safe.”

After the exercise, all participating agencies conducted a joint evaluation to assess the effectiveness of tactics, techniques and procedures. Partners specifically focused on the measures required to move victims quickly from

shallow-draft, surface-rescue assets to high freeboard ferries, while simultaneously engaging and coordinating with shore-side incident commanders.

“This exercise is a great example of multiple organizations working together to protect the public in the event of a water emergency,” said Nina Rannells, WETA’s executive director. “WETA appreciates the cooperation and partnership among all of the agencies involved with VMAP.”

Oakland Fire Department, San Francisco Police Department, City of Alameda Fire Department, South San Francisco Fire Department, Richmond Fire Department, City of Berkeley Fire Department, and Vessel Assist also participated in the exercise. Five Bay Area ferry operators participated and observed the exercise as well, including Golden Gate Ferry, Red & White Fleet, Hornblower, Alcatraz Cruises and Angel Island Tiburon Ferry.

“Any major incident on the San Francisco Bay is going to require multiple agencies to work together.”
— Captain Tony Ceraolo, USCG



Photo by Gino Caputi



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Third Eastbound Lane Opens on Richmond-San Rafael Bridge



BC STAFF REPORT

On April 20, Caltrans opened a long-awaited third eastbound lane on Interstate 580 to

accommodate peak period traffic from San Rafael to Richmond.

The opening of the lane is a major milestone in a multi-year, \$53 million project undertaken by Caltrans and the Metropolitan Transportation

Commission's (MTC) Bay Area Toll Authority (BATA) affiliate, in partnership with the Contra Costa Transportation Authority (CCTA) and the Transportation Authority of Marin (TAM), to convert the right shoulder to accommodate peak-period traffic from Sir Francis Drake Blvd. in San Rafael to a newly-expanded Richmond Parkway/ Point Richmond exit in Richmond.

The new lane is typically open to traffic each day from 2 p.m. to 7 p.m. A series of newly-installed electronic signs indicates to motorists when the new third lane is open to traffic. These include both a large changeable message board on the Marin County approach to the Richmond-San Rafael Bridge and 20 smaller signs installed over each traffic lane on the bridge. The smaller signs display green arrows to indicate open lanes or a red X to indicate a closed lane.

The opening of the new third

lane was preceded by a ribbon-cutting ceremony featuring local, regional and state officials who galvanized the partnership that delivered the new peak-period traffic lane. That same partnership is now working to complete the first-ever bicycle/pedestrian link between Contra Costa and Marin counties. A video and other information about the I-580 Richmond-San Rafael Bridge Access Improvement Projects can be found on the MTC Web site at mtc.ca.gov.

MTC is the regional transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. BATA, which administers revenue from the region's seven state-owned toll bridges, is funding the Richmond-San Rafael Bridge Access Improvement Projects with support from Caltrans to integrate these improvements into the state's traffic management system.

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A series of newly-installed electronic signs indicates to motorists when the new third lane is open to traffic. Green arrows indicate open lanes and a red X indicates a closed lane.

A Big Boost for Bay Wetland Restoration

BY SEJAL CHOKSI-CHUGH

If you're a Bay Area voter, congratulations! Your vote has begun making a difference for San Francisco Bay. Two years ago, an overwhelming majority of Bay Area voters showed how much they love the Bay by passing Measure AA. The measure created new funding for the restoration of the Bay's wetlands and shorelines.

Now, eight projects are being funded with this new support. The projects will restore thousands of acres of tidal marsh, improve wildlife habitat and increase shoreline trails and parks. This restoration couldn't be more timely, as San Francisco Bay's ecosystem and shoreline communities face a serious threat from rising sea levels caused by global climate change.

As sea levels rise, low-lying shoreline communities could face increased flooding. And as water levels rise to flood infrastructure near the shoreline, such as sewage treatment plants or historic industrial sites, the Bay and local communities could be hit with toxic contamination.

Wetlands provide natural flood protection and filtering of pollutants. But the Bay has lost most of its wetlands due to shoreline development and filling. The newly-funded projects will help reverse some of that damage.

In the South Bay, 620 acres of former salt ponds will be restored to tidal marsh, using methods that will help protect nearby shoreline communities from storm surges, flooding and sea level rise.

In the North Bay, degraded shoreline will be turned back into wetland wildlife habitat in locations that include the San Pablo Bay National Wildlife Refuge, San Rafael's Pickleweed Park and Petaluma's McNear's Landing. Over several years, 5,000 teachers and students will help plant thousands of shrubs, grasses and other native plants.

In San Leandro, a severely disturbed shoreline area will be transformed into an innovative wetland that will not only provide wildlife habitat, but will also reduce pollution from treated wastewater. Baykeeper helped develop the proposal for this "treatment wetland," which could become a model for other Bay Area shoreline wastewater treatment plants.

At Encinal Beach in Alameda, debris will be cleared away and replaced with restored sand dune habitat, a new trail and public water access.

Other projects are slated to restore wetlands and increase wildlife habitat along Sonoma Creek, in Suisun Marsh, at a Novato island and on the San Jose shoreline. Additional funds will be allocated soon for restoration along San Francisco's eastern shoreline.

The funding totals almost \$18 million, and more rounds of projects will be funded in the coming 20 years. By showing how much we care about San Francisco Bay, you and the residents of the nine Bay Area counties are making our region's most precious natural resource healthier—and more resilient in the face of rising seas. To learn more about Baykeeper's work to protect San Francisco Bay, visit us at baykeeper.org.



Photo by Gareth Bogdanoff, Flickr/CC

Wetlands protect shorelines from storm surges and flooding, filter pollutants and provide a home for wildlife. Restoration of San Francisco Bay wetlands is accelerating, thanks to the region's voters.

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Sejal Choksi-Chugh is the Executive Director of San Francisco Baykeeper. Since 1989, Baykeeper has been using science, advocacy, law, and a boat to stop Bay pollution. 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.



State and Local Officials Speak Out in Favor of Regional Measure 3

BC STAFF REPORT

Over the last few months, *Bay Crossings* has discussed the importance of passing Regional Measure 3 (RM3), which will appear on the upcoming June 5 ballot. This month we feature comments from public officials at all levels of government—all of whom are in favor of this critical step in bringing infrastructure improvements and increased transportation capacity to the Bay Area.

RM3 is the result of collaborative efforts by the nine Bay Area counties to identify comprehensive traffic relief projects that can be quickly deployed to bring much-needed solutions to congested roadways and overburdened transit systems. The measure would modestly increase tolls on the region's seven state-owned toll bridges to fund these crucial traffic relief projects throughout the Bay Area. Polling shows that traffic is second only to housing in voter concerns, and one of the greatest threats to the economic vitality of the region.



Senator Dianne Feinstein

In early April, U.S. Senator Dianne Feinstein shared her endorsement of RM3 during a 45-minute “fireside chat” attended by more than 320 Bay Area business leaders and students. In addition to other high-profile national issues, Senator Feinstein discussed the many challenges facing the Bay Area and the region, highlighting the valuable transportation and transit improvements that RM3 will support.

Addressing the region's growing congestion problems and insufficient infrastructure, Feinstein said, “California leads the nation in many areas; traffic congestion shouldn't be one of them. I believe Regional Measure 3 is a critical step toward improving our region's transportation network. Less time spent in traffic, more transit options and improved infrastructure are vital to the region's economic growth and keeping the Bay Area moving forward.”

The nine-county region of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma will need a majority of voters to approve RM3 to support the crucial and practical highway and transit improvements in June. Feinstein joins over 140 elected and appointed officials, over 35 organizations and 64 community stakeholders who have already endorsed RM3.

Assemblymembers Bonta and Chiu Talk RM3

Bay Crossings interviewed Assemblymember Rob Bonta of Alameda/Oakland and Assemblymember David Chiu of San Francisco regarding RM3. Ferries are of particular interest to their communities in San Francisco and



Photo by Bobby Winston

State Assemblymember David Chiu of San Francisco emphasized emergency preparedness as a primary concern for maintaining and expanding ferry service.

Oakland/Alameda, both to get people to work and as key elements in the region's emergency preparedness plan:

BC: *What do you look for RM3 to provide for your respective districts in San Francisco and Oakland/Alameda?*

David Chiu: At the top of that list will be improvements for our city's overloaded Muni and the region's BART systems. Emergency preparedness is also a primary concern for San Francisco, so for that reason, as well as the economic benefits they confer, I also secured substantial improvements to regional ferry service. In particular, I'd like to see progress opening up water transit service connecting the Peninsula to the Ferry Building and other parts of the San Francisco waterfront. I am also interested in plans to improve and beautify the ferry landings behind the Ferry Building, because the “front door” to our city simply needs to look better.

Rob Bonta: Part of what makes RM3 so critical is that currently, ferry funding is either from RM2 or fare box recovery, and, unlike AC Transit and BART, there's no federal, state or even parcel

tax funding sources for ferries. Any funds provided by RM3 will come from increased tolls paid by commuters, like those living in the East Bay. Making sure my constituents are served and their needs are met is my top priority.

But there are a few immediate opportunities I see here with RM3.

The East Bay is well positioned for future job and housing growth in that it has room to grow, especially in the former Alameda Naval Air Station, where over 9,000 jobs will be created. Ferry ridership increased 71 percent between 2012 and 2015, and more funds are needed to meet the demand. Alameda's proposed Seaplane Lagoon ferry service would add 20-minute ferry rides between Alameda and San Francisco—increasing transbay capacity without adding trips to BART or the Bay Bridge.

In addition to being critical to transportation in our districts, ferries are also an important source of jobs. I am very proud of Bay Ship and Yacht's work in my district employing citizens who are re-entering their communities after incarceration as part of their “Working Waterfront Cohort” partnership with the College of Alameda. And I'm confident we can build on this model. Let's explore

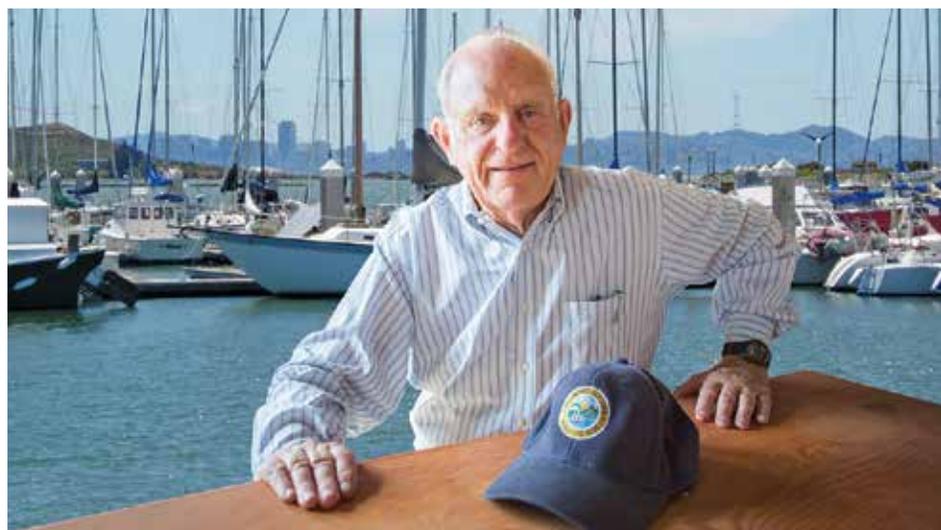
and invest in projects that keep repairs and upkeep here in the Bay Area, like we do with AC Transit.

As Assemblymember Chiu mentioned, and I agree, ferry service also plays an important role in coordinating transportation response for natural disasters and emergencies or network disruptions such as scheduled and unscheduled road/bridge or BART closures. That's critical and is at the heart of RM3. And I agree, BART also needs our support.

I also want to mention something in particular that we need to be strategic about: parking. So many of my constituents in Alameda are doing the right thing by taking public transit via ferry, but some have to walk up to a mile from where they have to park. We must look at alternatives to driving to the ferry terminals. Part of solving this parking problem could involve a shuttle for the island community of Alameda modeled on the successful Emery Go-Round [free shuttle service in Emeryville], or water taxis as an option for crossing the estuary between Oakland and Alameda to lighten the burden on the Posey Tube and bridges. I expect RM3 can and will help with all of these priorities.

Richmond Mayor Tom Butt Discusses RM3

Bay Crossings also sat down with Mayor Tom Butt of Richmond to get his thoughts on RM3:



Richmond Mayor Tom Butt is looking forward to the new WETA Richmond/San Francisco ferry service that will begin by the end of this year.



Photo by Toby Harriman Photography

Passage of RM3 is critical to the future of Bay Area ferry service. RM3 will provide \$300 million of new capital and up to \$35 million of annual operating revenue to help rapidly build out the system and advance WETA expansion plans.

BC: *Why does RM3 matter for Richmonders?*

Mayor Butt: It matters a lot and in many different ways. I know *Bay Crossings* is concerned with ferry service and it's indeed the case that RM3 will be critical to ensuring the long-term sustainability of the ferry service that is finally coming to Richmond in just a few months. But there are key other projects teed up for RM3 funding that matter just as much, for example Capitol Corridor train service and clearing up congestion at the Richmond-San Rafael bridge.

BC: *How do Richmond and Contra Costa feel about RM3?*

Mayor Butt: Remember, RM3 is a bridge toll increase, and that means

voters from Contra Costa and Alameda counties are disproportionately affected because that's where the most bridges are. That's why my fellow leaders and I bargained hard for the projects that matter to us. It was touch and go there for a while, but in the end I'm satisfied that we are getting our fair share.

BC: *What do you think will be the long-term effect of RM3?*

Mayor Butt: Well, everyone knows traffic is a nightmare, and that we have put off maintenance of our transit network, not to mention failed to build the new capabilities we need to keep up with growth. We feel it acutely here in Richmond where traffic bottlenecks at the Richmond-San Rafael Bridge and I-80 are a huge problem. RM3 is about as big a step in the right direction for dealing with these problems as I've seen in a while.

In the longer view, the kinds of priorities included in RM3 are long overdue and a most welcome shift in thinking when it comes to transit. I'm thinking of things like the bike path on the Richmond-San Rafael Bridge, Bay Trail improvements and the Smart Train in the North Bay. I even envision a time when we recreate the ferry and even train link between Richmond and Marin.

Other Officials Offer Their Support for RM3

Several other public figures have made

public comments in favor of RM3. We round out our coverage with two comments from Oakland's Mayor Libby Schaaf and San Francisco mayoral candidate Jane Kim:

"This measure will pave the path for transportation improvements throughout Alameda County, including alleviating congestion on Interstate 880, the Dumbarton Bridge, and improvements to AC Transit and BART," said Oakland Mayor Libby Schaaf. "The funding generated by RM3 is especially critical for investments in Oakland, which is a vital transit hub for travelers by rail, ferry, bus and car."

"San Francisco is a city focused on the future, but much of our transportation infrastructure is stuck in the past," said San Francisco Supervisor Jane Kim. "The improvements made possible by RM3 are key to growing capacity, increasing transit options and improving the lives of our residents, commuters and visitors."

RM3 will be an opportunity to fund badly-needed transit infrastructure improvements through a boost in bridge tolls, and the plan includes significant new support for ferry service and capacity increases. We will conclude our coverage next month with a full review of the measure and why it is so desperately needed.

For more information about RM3 and the Yes on RM3 coalition visit www.yesonrm3.com.



San Francisco Launches Free LED Lightbulb Program

BY BILL PICTURE

San Francisco is distributing 100,000 free LED light bulbs throughout the city to help bring electricity bills down and improve the lives of residents by providing them with better-quality light.

Last month, San Francisco Board of Supervisors President London Breed and the San Francisco Department of the Environment (SF Environment) celebrated the launch of the “Going LED” initiative. Organizers say the simple act of replacing incandescent bulbs with the energy-efficient LED bulbs will save 5.5 million kilowatt hours of electricity and over \$1 million in utility costs annually.

Set aside for disadvantaged San Franciscans are 60,000 of the 100,000-bulb total. “The residents and organizations that benefit the most from LED light bulbs are the least able to afford them—which is why initiatives like this are so important,” said Breed in a written statement. “‘Going LED’ demonstrates our city’s continuing commitment to fight climate change with solutions that improve the quality of life for San Francisco’s most vulnerable residents.”

“But it’s not enough to just buy the bulbs and give them away,” said SF Environment Director Deborah Raphael. “In order for them to do any good, the bulbs have to actually be installed. It does no one any good, least of all our planet, if the bulbs just sit in their packages in a drawer somewhere.”

To ensure the bulbs are used, SF Environment has partnered with the maintenance staff of 45 San Francisco housing providers to replace existing incandescent bulbs with the LED bulbs.

“At first glance, this doesn’t seem all that remarkable, but think about the residents of the SROs (single room



San Francisco Department of the Environment

San Francisco is distributing 100,000 free LED light bulbs throughout the city to help bring electricity bills down and improve the lives of residents. Each bulb is expected to last 22 years, which is 25 times longer than the average incandescent bulb.

occupancy) downtown,” Raphael said. “They’ve got one bulb to light their entire room; and when that bulb goes out, they’re literally left in the dark. They can barely afford to eat, much less spend money on a light bulb. And even if they could buy a bulb, they likely don’t have access to a ladder and probably can’t stand on a chair. These people may not care about energy efficiency, but these bulbs are going to make their lives better.”

How (much)?

“Let’s just say it wasn’t easy,” said SF Environment Outreach Coordinator Becca Raybin, who was tasked with finding a light bulb manufacturer willing to not only negotiate a low bulk-purchase price, but also completely redesign the bulb’s packaging.

“The boxes are usually cubes and we

wanted a more rectangular box that was easier to carry,” Raphael said. “And we wanted to print instructions on the box to let people know how to dispose of their old bulbs.”

“And these are really good quality bulbs,” she added. Each bulb is expected to last 22 years. That’s 25 times longer than the average incandescent bulb. The bulbs were purchased with money awarded to the City of San Francisco for winning a Pacific Gas & Electric (PG&E) challenge. The challenge was to inspire 600 local businesses to green their operations and install energy-efficient fixtures.

“So we had this money and we were like, ‘How are we going to spend it?’” said Raphael. “We wanted to do something that would benefit all San Franciscans, and I think this program we came up with is a win-win-win-win situation for everyone.”

Of the 40,000 LED bulbs not set

aside for low-income residents, half will be distributed to San Francisco residents through the public library system. Anyone who wants one can go to a local library branch, show a library card and get a free bulb. The remaining 20,000 LED bulbs will be given to schools to incorporate into their sustainability curriculum.

“It’s a homework assignment,” Raphael said. “Go home and have your parents install a bulb, then come back and tell us how your lives were impacted.”

The bulbs were only recently distributed so stories haven’t yet begun to trickle in, but Raybin was lucky enough to be at one school when the bulbs were handed out. “The kids were so excited,” she said. “They really understood the value of what they were holding in their hands, and couldn’t wait to get home and talk to their parents.”

Encouraging kids to be involved in sustainability is a key part of SF Environment’s outreach effort. “This is the next generation of environmental leaders,” Raphael said. “And kids have a tendency to manage up, so we’re counting on them to be messengers for environmental stewardship moving forward.”

A long way to go

Raphael is proud of what SF Environment has achieved over the last decade or so, but insists the fight is far from over. “Let’s put it this way—no one would dare walk out their front door nowadays and leave the shower on, but they still might leave their lights on,” she said. “We have a way to go for people to value energy the way they now value water.”



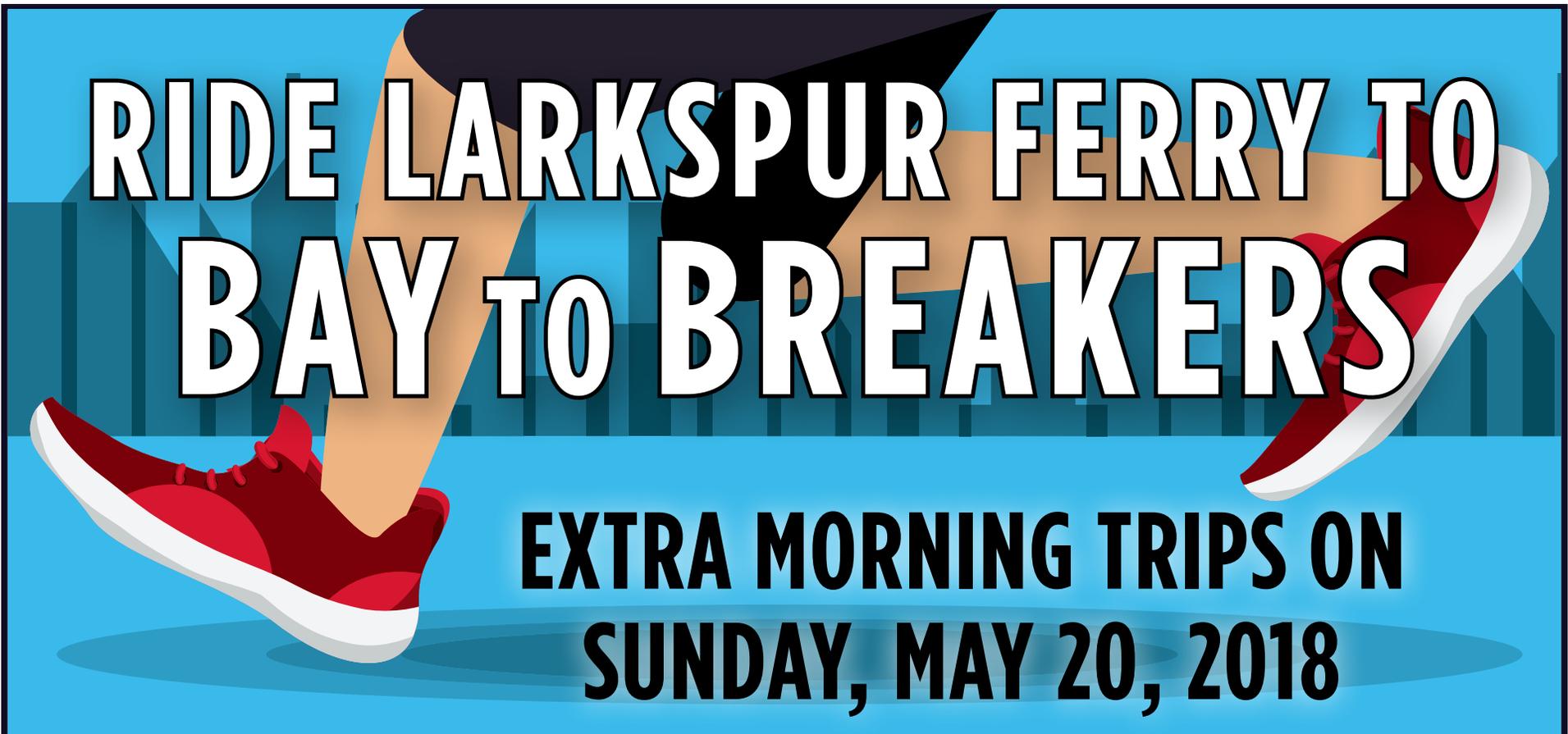
There will be 20,000 LED bulbs available to San Francisco residents at local libraries. Another 20,000 will be distributed to schools to incorporate into their sustainability curriculum.

A big challenge, according to Raphael, is the city’s high residential turnover rate. Every time someone moves away, they take with them what they’ve learned about living sustainably. “I guess it’s a good thing that they carry our message with them to their next

destination, but it means there’s always a new batch of people who we need to reach,” said Raphael.

“So we keep doing what we do, trying to make sustainability second nature: ‘Of course I’m going to buy an LED bulb the next time I need to buy

a light bulb. Of course I’m going to take public transit. Of course I’m going to walk the three blocks to the store instead of driving there.’ They’re simple little things we can do that have a huge collective impact.”



RIDE LARKSPUR FERRY TO BAY TO BREAKERS

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Aquarium of the Bay Is Growing Jellies

BY NORA WEBER

The Aquarium of the Bay recently received 80 captive-bred juvenile white spotted jellies, *Phyllorhiza punctata*, and they are growing up behind the scenes. The largest ones have a bell about the size of a penny at the moment, but they will grow to have bells the size of baseballs or larger. They are easily recognized by their large, semi-transparent, rounded bells covered in regularly spaced white dots and trailing tentacles that end in whitened spots.

In the ocean, these jellies can travel across oceans by adhering to the hulls of ships in the polyp stage, or they can be sucked up in the ballast water of large vessels. While native to the southwest



Photo by Brian Harris

A very popular and captivating display at the Aquarium of the Bay is the brown sea nettles or *Chrysaora fuscescens*. These jellies are commonly found just outside the Golden Gate Bridge and out near the Farallon Islands.

Pacific, from Australia to Japan, this is an invasive species that has traveled as far as Hawaii, Puerto Rico, the Gulf of Mexico and Brazil.

The Aquarium of the Bay also has a large quantity of juvenile moon jellies, *Aurelia aurita*, that were cultured in-house to augment the current display. Moon jellies prefer temperate waters and can be found in local estuaries and harbors. Their color changes with food sources: if they eat crustaceans they turn

pink or lavender, and if they eat shrimp, they will turn orange.

Moon jellies reproduce best when the water has too many nutrients—usually the result of runoff from land—and too little oxygen. While moon jellies are plentiful, plastic bags in the ocean can look like jellies to animals that depend on these creatures for food. Thousands of turtles and birds die each year after swallowing plastic that is mistaken for jellies.

The new jellies are currently the size of a marble and can grow to be the size of a dinner plate. Adult moon jellies can be seen in the *Go With the Flow* exhibit.

The other species of jellies on display at Aquarium of the Bay are:

- Japanese sea nettles, *Chrysaora pacifica*: Like other sea nettles, these jellies are carnivores that thrive on consuming other jellies as well as small fishes, copepods, larvae and other zooplankton.
- Brown sea nettles, *Chrysaora fuscescens*:

These jellies are commonly found just outside the Golden Gate Bridge and out near the Farallon Islands.

- Cassiopea Jellies, *Cassiopeia xamachana*: These creatures spend their lives upside down resting their bells on the sea floor. They have a symbiotic relationship with algae that live in their tissues. The algae can photosynthesize because these jellies lay with their tentacles facing upwards, and the jelly lives off the food the algae produces, as well as other food items.

Jellies have been around since at least 500 million years – a long time before dinosaurs walked the earth. They are 95 percent water, move with the current and have no heart, brain or lungs. They are food for animals such as sea turtles and mola molas—and they are an indicator of ocean health. You can float by the Aquarium of the Bay and check them out if you'd like.



Photo by Brian Harris

The largest white spotted jellies have a bell about the size of a penny at the moment, but they will grow to have bells the size of baseballs or larger.

Nora Weber is the Director of Marketing and Communications for Bay.org/Bay Ecotarium, a trusted not-for-profit advocacy organization with the mission to protect, restore, and inspire water conservation from the Sierra to the sea. Aquarium of the Bay is one of six institutions under the banner of Bay Ecotarium.



THE COAST GUARD AUXILIARY

BY CAPTAIN RAY

April 22 was Opening Day on the Bay, which was the topic of my column last month. If any of you participated, or just viewed the Blessing of the Fleet on Sunday morning or the Decorated Boat Parade later in the day, you may have noticed some distinctly marked vessels (as opposed to the distinctly decorated vessels). These vessels flew a unique flag with blue and white diagonal stripes. These boats were part of the U.S. Coast Guard Auxiliary (USCGAUX).

Congress created the United States Coast Guard Reserve in 1939. In 1941, the Coast Guard Reserve was restructured and divided into two separate entities. The Coast Guard Reserve was given military and law enforcement responsibilities. The purpose of the newly created Coast Guard Auxiliary, while still a uniformed component of the USCG, was to support the Coast Guard in all missions except those involving military engagement or law enforcement. During World War II, many Auxiliarists became members of the reserve and the distinction was blurred.

Following the end of the war, the duties of the Coast Guard Auxiliary have evolved into promoting safety at sea, conducting boater rescues, and assisting people in complying with state and federal boating laws and regulations—all without law enforcement power. Auxiliarists are unpaid volunteers who assist the Coast Guard in a variety of ways and save U. S. taxpayers millions of dollars each year.

Perhaps the most visible work the Coast Guard Auxiliary performs is to assist during marine events. It

was USCGAUX boats that you saw shepherding the collection of boats into some semblance of order during the Decorated Boat Parade.

Auxiliarists perform a similar function during Fleet Week's Boat Parade and Blue Angels performances. The Coast Guard creates safety exclusion zones for these popular marine events. The Coast Guard Auxiliary, with its easily identified vessels, patrols the edges of these exclusion zones to ensure no civilian craft stray into them.

I was a member of the Coast Guard Auxiliary when I lived on Moloka'i, back in the eighties. That flotilla performed over 100 rescues a year. Most of these were small boats that had lost power while out fishing and were in no immediate danger. However, if not rescued, the strong trade winds in the channels would just blow them away. Since there is nothing downwind of the Hawai'ian Islands for more than 2,000 miles, the situation could quickly become life threatening.

Here in the Bay Area, our local Auxiliarists conduct a weekly Sunday wind/kite surfer patrol. Every Sunday afternoon, a Coast Guard Auxiliary vessel is on station and prepared to render assistance to any kite boarder or wind surfer in need. These volunteers patrol from Fort Mason to the Golden Gate Bridge, and from the city front across to the Marin shore. They remain on the water until the last surfer has come ashore.

Another way the USCGAUX assists in legal compliance with all applicable state and federal requirements is by conducting a Vessel Safety Check (VSC). This service is free of charge and any boat owner can request a vessel and equipment examination. The purpose of

the VSC is to help boaters avoid equipment related citations from the Coast Guard.

A trained Auxiliarist, familiar with all state and federally required safety gear—but with no legal enforcement powers—will ensure that all required items are aboard and in proper working order. A decal will be issued for all vessels that are properly equipped. If something is found not to be in compliance, the Auxiliarist will offer recommendations.

On Saturday May 19, from 10 a.m. to 1 p.m., our local Coast Guard Auxiliary flotilla will present a water



safety fair at the U.S. Coast Guard's Station Golden Gate in Sausalito's Fort Baker. This is the kickoff event for National Safe Boating Week. The event is free, with free parking, free life jackets (while supplies last) and free Paddle Craft ID cards. Come watch a helicopter rescue demonstration—unless, of course, the helicopter is needed for a real rescue.

WATER SAFETY FAIR!

Make a Splash with Your Local Rescue Responders



Saturday May 19, 2018 • 10 a.m. to 1 p.m.

U.S. Coast Guard Station Golden Gate

435 Murray Circle, Sausalito 94965 (Fort Baker)

Please join us for an exciting, fun, free family event!

- Get a free life jacket (while supplies last)
- Attend a paddleboard safety session! (12pm)
- Watch friendly Coast Guard dogs demonstrate their skills
- Witness a thrilling helicopter rescue demo (unless helicopter is needed for a real-life rescue)
- Take tours of Coast Guard boats – a fascinating behind-the-scenes look!
- Learn about boating safety, learn about radio communications for boating, California boating cards, learn how to tie knots for boating, and more!
- Check out a Remotely Operated Vehicle (ROV)
- Free ID stickers for paddle craft, kiteboards and windsurfing boards



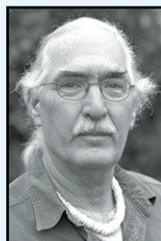
Plenty of free parking!



This event is a partnership of the Coast Guard active duty unit at Station Golden Gate and Coast Guard Auxiliary Flotilla 12, with support from Flotilla 14, to kick off National Safe Boating Week.

More info: www.auxgoldengate.org • WaterSafetyFair@auxgoldengate.org or 415.235.0565

Ray Wichmann is a US SAILING-certified Ocean Passagemaking Instructor, a US SAILING Master Instructor Trainer, and a member of US SAILING's National Faculty. He holds a 100-Ton Master's License, was a charter skipper in Hawai'i for 15 years, and has sailed on both coasts of the United States, in Mexico, the Caribbean and Greece. He is presently employed as the Master Instructor at OCSC Sailing in the Berkeley Marina.





Art & Wine Festival Returns to Jack London Square

In celebration of Oakland Art Month this May, the Jack London Square Art & Wine Festival returns Saturday, May 19 from 12–5 p.m.

Attendees can enjoy tastings from more than 40 Northern California wineries, from Oakland favorites Campovida, Rosenblum Cellars, and Urban Legend, to some of the most established vineyards, including Sojourn Cellars and Wente Vineyards; small bites, craft beer, and cider will also be available.

“This will be a great opportunity for attendees to sample some of the best local wines from Northern California,” said Jeff Moore, Assistant Tasting Room Manager of Rosenblum Cellars. “We will be pouring our 2014 Rockpile Road Zinfandel and our Blanc De Bleu, known for its vivid teal color and blueberry notes, both award winners at

the California State Fair.”

Jack London Square is partnering with Visit Oakland for this year’s event to support local artists, the City’s creative heartbeat. Tasting tickets are \$45, but the festival offers many free events, including interactive art works, live painting demonstrations, shopping for local art from independent vendors, and live music.

Additionally, the closing celebration of the week-long Oakland Mural Festival will take place adjacent to the Festival on the same day. It will feature community painting, performances by local musicians and dancers, kids’ activities, and bike tours of the new murals. The closing ceremony is also free and open to the public, ideal for attendees of the Art & Wine Festival to experience both in one central location along the Oakland waterfront.



The Jack London Square Art & Wine Festival offers many free events, including interactive art works, live painting demonstrations, shopping for local art from independent vendors, and live music.

After enjoying the art and wine, visitors can stay in Jack London Square for a meal at one of the many restaurants, including Lungomare, Scott’s Seafood Grill & Bar, or Kincaid’s.

The Art and Wine Festival is only the beginning of summer fun at Jack London Square! Visit jacklondonsquare.com to learn about other events including Dancing Under the Stars, Waterfront Flicks, Second Saturdays, the Farmers Market and more.

Tickets for the Jack London Square

Art and Wine Festival are \$45 in advance, with a limited number available on the day of for \$55. VIP tickets are also available for \$100, which includes the VIP Reception the evening of Friday, May 18, as well as full access to the main Festival on Saturday, May 19. The VIP event will feature a handful of select wineries in a more intimate setting, with food included. All guests must be 21+ with valid ID to attend. A portion of the tasting ticket proceeds will benefit The Stride Center.

JACK LONDON SQ
OAKLAND, CALIFORNIA

Art AND WINE FESTIVAL

FOX 2 KTVU | SPARKLING ICE | Alaska AIRLINES | WINE FLIES FREE | Oakland | PORT OF OAKLAND

40 + WINERIES
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FOOD TRUCKS
LIVE MUSIC + ART
LOCAL SHOPPING
MAY 19, 12-5 PM

TASTING TICKETS
\$45 ONLINE / \$55 AT EVENT
VIP TICKETS \$100

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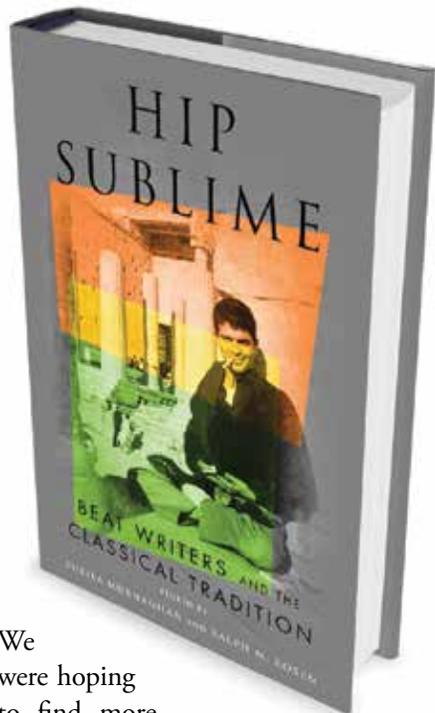
BROADWAY + WATER STREET, OAKLAND, CA 94607 | WWW.JACKLONDONSQUARE.COM

Cults and Collectives

BY PAUL DUCLOS

As many of our readers know, ferries played a major role in much of classical literature, and specifically in tales of mythic journeys. The River Styx, for example, had to be crossed to reach life after death and the only mode of transport was in a ferryboat rowed by Charon, an extortionist with leverage to spare.

The evil boatman would only take a soul if the owner's body had received funeral rites on earth, and he demanded to be paid prior to embarkation. As a consequence, funeral rites of the Ancient Greeks included placing a small coin under the tongue of a dead person for this purpose. And you think your commute is Hell?



We were hoping to find more references to ferries when we began reading *Hip Sublime: Beat Writers and the Classical Tradition*, especially since the book's premise means to support the movement's formative appropriation of the Greek and Latin classics. We found many other reasons for enjoying this collection of essays, however.

Particularly engaging was the chapter on cult hero Charles Bukowski, who was

a marginal Beat writer at best, but still among that generation who drank deeply from the classical trough. The chapter "Radical Brothers-in-Arms: Gaius and Hank at the Racetrack" explains how the author was enamored by the poetry of Catullus and came to regard him as a fellow traveler.

Essayist Marguerite Johnson writes that Bukowski may have just been loitering on the outside rail, but he still lived the Beat ideal.

*You come right out and say things,
You're not like the others; but listen,
Catullus,
Didn't I see you at the racetrack bar
last Thursday?*

For more information, see ohiostatepress.org.

Precisionism Exhibit at the De Young Museum

The San Francisco Bay Area has long been intrigued by cults of any and all kinds, so it should come as small surprise that the current exhibit at the De Young Museum is such a hit this year. *The Cult of the Machine: Precisionism and American Art* displays many images and artifacts dear to any ferry rider.

One of the more enchanting aspects of the show is found in the gallery featuring Precisionist views of the urban landscapes of the early twentieth century,

replete with soaring skyscrapers and bridges, elevated train and subway tracks, and industrial waterways.

Ferry riders will note that this gallery also includes a screening of Charles Sheeler and Paul Strand's short film *Manhatta* (1920), which showcases the early twentieth-century city as its subject. The first frames of the movie show a ferry boat teeming with passengers eager to disembark and begin their urban adventure.

The vertiginous bird's-eye perspectives of many of the compositions in this gallery capture the dramatic scale of the buildings, which dominate the landscape both physically and metaphorically, towering over their human counterparts. Decorative art objects that were inspired by the vertical forms of the modern skyscraper are also on display.

"The responses to industrialization in these works are particularly fascinating and relevant to contemporary audiences who find themselves in the midst of a fourth industrial revolution," said Emma Acker, associate curator of American art for the Fine Arts Museums. "They hold up a mirror to our own complicated responses to the legacies of industrialization and technological progress as we continue to navigate our relationships with the ever-multiplying devices that surround us and shape our daily existence."

The catalogue, by the way, is

extraordinary. In addition to making a meaningful contribution to the resurging interest in Modernism and its revisionist narratives, this book offers copious connections between the past and our present day, poised on the verge of a fourth industrial revolution.

For more information, see www.yalebooks.com and www.famsf.org.

SFJAZZ Releases New Recordings

When does a cult become a "collective"? That's up for discussion at our next clambake, but meanwhile, consider the SFJAZZ Collective and give their new recording a listen. It's hip. It's sublime. And the musicians play like a well-oiled machine.

The ensemble's 14th limited-edition set, *SFJAZZ Collective Live: SFJAZZ Center 2017—Original Compositions and the Music of Ornette Coleman, Stevie Wonder and Thelonious Monk* is available now. The single, "Give the Drummer Some," debuted on April 6, with the full album following a week later. The SFJAZZ Collective will celebrate the album's release at Jazz Standard in New York. Physical copies will include the 2CD set and a bonus DVD of live concert footage captured at the SFJAZZ Center in San Francisco.

Recorded over four nights at the SFJAZZ Center from October 26 to 29, 2017, this collection consists of one CD of new pieces composed by each member of the current SFJAZZ Collective, with a second CD of fresh versions of tunes from Ornette Coleman, Thelonious Monk and Stevie Wonder. These tunes appear on past releases and were arranged by former SFJAZZ Collective members include saxophonist Joshua Redman, trumpeter Dave Douglas, arranger Gil Goldstein and trumpeter Avishai Cohen.

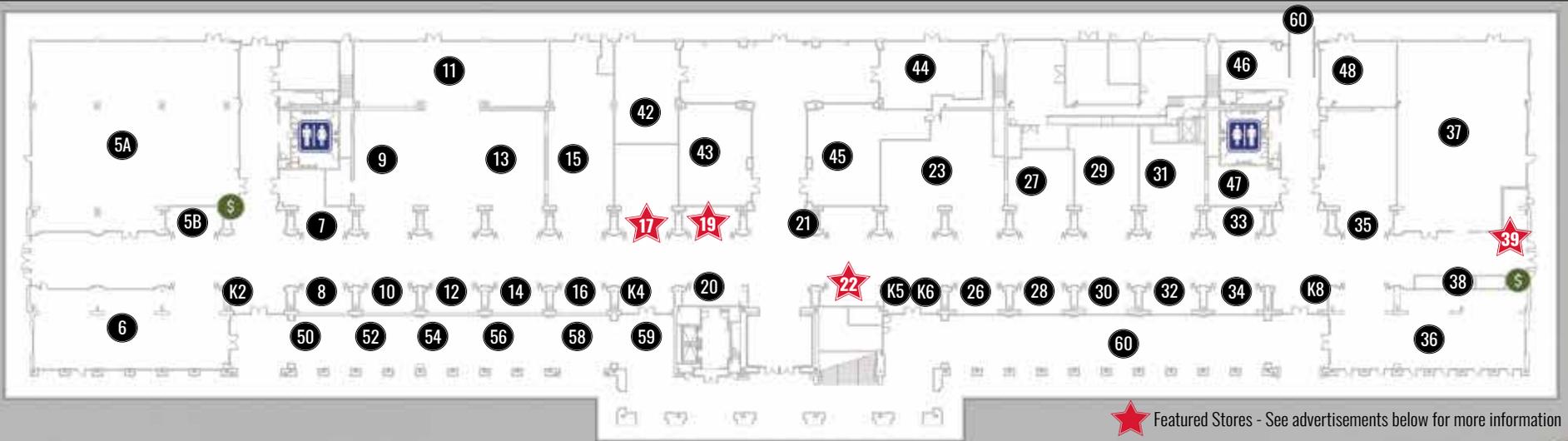
For more information, see www.SFjazz.org.



Installation view of "Cult of the Machine: Precisionism and American Art". Image courtesy of the Fine Arts Museums of San Francisco.

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

FERRY BUILDING MARKETPLACE DIRECTORY



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| 5A Slanted Door | 14 Dandelion Chocolate | 27 Imperial Tea Court | 37 Sur La Table | 50 Vive La Tarte |
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COWGIRL CREAMERY



Cowgirl Creamery Artisan Cheese Shop and Sidekick Café, Stores #17 & #19
www.cowgirlcreamery.com
Phone: (415) 362-9354

Come visit our full-service, European-style cheese shop featuring our Cowgirl cheeses alongside the finest artisan and farmstead selections from America and Europe. We also invite you to explore the cheese-centric menu at Sidekick, the carry-away café next door. We offer lunchtime cheesy classics with a seasonal Cowgirl twist; including weekday Raclette from 4-6pm.

BAYCROSSINGS
"The Voice of the Waterfront"

Bay Crossings, Shop #22
www.baycrossings.com
Phone: (415) 362-0717



Bay Crossings is the ferry ticket shop and Clipper Customer Service Center. It also sells post cards and greeting cards featuring the Ferry Building, helpful maps and guides, and special edition books. Bay Crossings also publishes a monthly newspaper by the same name that covers maritime, cultural, environmental and commuter issues.

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WATERFRONT ACTIVITIES

- May 5 4PM – 6PM - Antarctica Planning Party – OCSC Sailing, Berkeley, (510) 843-4200, www.ocscsailing.com**
Antarctica is said to be the coldest, driest and windiest place on earth, but this immense wilderness is also a fabulous and virtually pristine paradise chock-full of wildlife with an incomparable scenery of mountains, snow and ice. Join us for our Antarctica planning party to explain the details and answer questions from anyone interested in going with us in January 2019. Please RSVP at (510)843-4200. Cost is free.
- May 7 Deck License Renewal Course - Maritime Institute, Alameda, (888) 262-8020 www.MaritimeInstitute.com**
Renew your U.S.C.G. Deck license (up to 200 ton only) by completing the one day classroom presentation and course examination. No sea-time is required. Certificates will be awarded to those candidates who complete an open-book examination with a score of at least 90%. To register or view our complete schedule, visit www.MaritimeInstitute.com.
- May 9 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.
- May 13 10AM – 12:30PM - Mother's Day Sail, Call of the Sea (415) 331-3214 www.callofthesea.org**
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous San Francisco sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved with sailing the schooner with the help of our professional crew. Complimentary coffee, tea, juices, and light snacks will be served. It is a great sail for families, though everyone is invited! Tickets: Adults \$60; Youth (ages 6-17) \$30; Children (under 6) free.
- May 13 1:15PM – 4PM - Mother's Day Afternoon Adventure Sail - Schooner *Freda B*, (415) 331-0444, www.schoonerfredab.com**
Take mom on an adventure this Mother's Day! Set sail aboard the traditional Schooner *Freda B* for a special tour under the Golden Gate Bridge, along the Marin Headlands, and all the way out to Point Bonita Lighthouse! \$65 per person.
- May 18 6:30PM – 10:30PM - McCovey Cove Boat Party - SF Giants vs CO Rockies - Schooner *Freda B*, (415) 331-0444, www.schoonerfredab.com**
Board in Sausalito, sail across the San Francisco Bay, see the sunset, and anchor outside AT&T Park to experience a SF Giants game from the deck of the Schooner *Freda B*. Enjoy local beer and wine from the cash bar! \$69 per person
- May 19 7PM – 9PM - SF Bay Cruising Destinations – 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. Retail: \$35, Member: free.
- May 25 6PM – 8:30PM - Sunset Sail, Call of the Sea (415) 331-3214, www.callofthesea.org**
Watch the sun set from the deck of our 82' schooner *Seaward*. End your week with a relaxing sail! Take in an unmatched view of the city front as you sail by famous San Francisco sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved with sailing the schooner with the help of our professional crew. Wine, beer, soft drinks and appetizers included. Tickets: Adults \$60; Youth (ages 6-17) \$30; Children (under 6) free.
- May 26-27 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. Retail: \$695, Member: \$516.
- May 26 11:30AM – 3:30PM - Master Mariners Regatta, Call of the Sea, (415) 331-3214 www.callofthesea.org**
Help schooner *Seaward* sail to victory in the Master Mariners Regatta! You can sit back and enjoy the view, or help our professional crew trim to win. Complimentary snacks and light refreshments will be served. Ages 14+. This fundraiser will help support the educational programs of Call of the Sea, a 501(c)(3) nonprofit organization, and provide scholarship to youth for our overnight multi-day summer voyages. Tickets \$150/person.
- May 29 7PM – 9:30PM - May Full Moon Sail - Schooner *Freda B*, (415) 331-0444, www.schoonerfredab.com**
Step aboard the Schooner *Freda B* in downtown Sausalito for a distinctive once-a-month sail in honor of the full moon. Take in views of the San Francisco skyline, Golden Gate Bridge, Bay Bridge, Alcatraz and Angel Islands, all while experiencing the magic of the sunset and moonrise. \$69 per person.

Waterfront Adventures is an advertising sponsored section for activities on or around the water in the Bay Area. If you are interested in having your events or activities listed in this section contact Joel Williams at joel@baycrossings.com.

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All Bay Area Ferry Schedules in One Place!

San Francisco Bay Ferry

VALLEJO			
VALLEJO – SAN FRANCISCO			
Travel time between Vallejo and San Francisco is approximately 60 minutes.			
Weekdays			
Depart Mare Island	Depart Vallejo	Depart S.F. Ferry Bldg.	Depart Pier 41
5:10	5:30 a.m.	-----	-----
5:40	6:00	-----	-----
6:10	6:30	6:35 a.m.	-----
6:40	7:00	7:15	-----
-----	7:45	8:15	-----
-----	8:30	9:00	-----
-----	9:30	10:40	-----
-----	10:30	11:40	11:00
-----	12:00 p.m.	2:30 p.m.	-----
1:40 p.m.	2:00	3:30	3:10 p.m.
2:40	3:10	4:30	-----
3:40	4:00	5:15	-----
-----	4:45	5:30	-----
-----	5:45	6:00	6:55
-----	6:45	7:15	-----
-----	-----	8:15	-----
Weekends & Holidays			
8:10 a.m.	8:30 a.m.	10:00 a.m.	9:40 a.m.
---	10:00	11:10	11:30
---	11:30	12:45 p.m.	-----
2:10 p.m.	2:30 p.m.	3:40	4:00 p.m.
3:40	4:00	5:35	5:15
---	5:15	6:30	---
---	7:30	9:00	8:40
FARES: One-way			
Adult	\$14.20	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.	
Adult (Clipper Only)	\$10.70		
Youth (5-18)	\$ 7.10		
Senior (65+)/Disabled/Medicare	\$ 7.10		
School Groups	\$ 4.70		
Child (under 5)	FREE		
Mare Island Short Hop5 Adult	\$1.60		
Mare Island Short Hop5 Youth,	\$0.80		
Senior (65+ yrs), Disabled, Medicare2	\$0.80		

Take the Ferry to GIANTS BASEBALL AT AT&T PARK FROM VALLEJO			
Weekday Day Games 12:45 PM Game Start Times			
Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later
Weekend & Holiday Games 1:05 PM Game Start Times; Other Start Times**			
Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later
Weekday Night Games – Return Service Only 7:15 PM Game Start Times			
Return-Only Service	Depart AT&T	Arrive Vallejo	
	*see below	60 min. later	
Ferry departs AT&T Park 30 minutes after the last out. Note that Weekday Night Return Service ferries cannot dock at the park prior to 9:30 pm. When there is a fireworks display, the ferry departs AT&T Park no earlier than 25 minutes after the conclusion of the display.			
FARES: One-way Roundtrip			
Adult	\$14.20	\$28.40	
Youth (5-18)/Senior (65+)/Disabled	\$10.60	\$21.20	
Child (under 5) (when accompanied by an adult)	FREE	FREE	
FROM OAKLAND/ALAMEDA			
Weekday Night Games 7:15 and 7:35 PM Game Start Times			
Leave Alameda	Leave Oakland	Arrive AT&T	Depart AT&T
6:10 p.m.	6:25 p.m.	6:55 p.m.	*see right
30-35 min. later			
ALL WEEKEND & HOLIDAY GAMES 1:05 PM Game Start Times			
Leave Oakland	Leave Alameda	Arrive AT&T	Depart AT&T
11:30 a.m.	11:50 a.m.	12:20 p.m.	**see right
30-35 min. later			
FARES: One-way Roundtrip			
Adult	\$ 7.50	\$15.00	
Youth (5-18)/Senior (65+)/Disabled	\$ 5.60	\$11.20	
Child (under 5) (when accompanied by an adult)	FREE	FREE	

ALAMEDA/OAKLAND				ALAMEDA/OAKLAND			
Weekdays to San Francisco				Weekends and Holidays to San Francisco			
Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41	Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
---	6:00 a.m.	6:20 a.m.	---	8:55 a.m.	9:10 a.m.	10:15 a.m.	9:40 a.m.
6:30 a.m.	6:40	7:00	---	10:30	10:10	10:55	11:10
7:00	7:15	7:35	---	11:00	10:40	11:25	11:40
7:35	7:45	8:05	---	11:45	11:25	12:10 p.m.	12:25 p.m.
8:10	---	8:40	---	12:30 p.m.	12:10 p.m.	12:55	1:10
---	8:20	8:40	---	1:30	1:10	1:55	2:10
8:40	8:50	9:10	---	1:55	1:40	2:20	---
9:15	9:25	9:45	---	3:15	2:55	3:40	3:55
10:15	10:25	10:45	11:00	4:15	3:55	---	4:45
11:00	10:50	11:20	11:35	5:15	4:55	5:40	5:55
11:40	11:30	12:15 p.m.	12:20 p.m.	5:55	5:40	---	6:20
1:55 p.m.	1:45 p.m.	2:15	2:30	7:55	7:40	---	8:25
2:40	2:25	3:05	---	9:25	9:10	9:50	10:05
3:50	3:35	4:20	---				
4:30	4:15	5:00	---				
5:05	4:50	5:30	---				
5:55	5:45	6:20	---				
6:20	6:05	6:50	---				
7:05	6:55	7:30	---				
8:45	8:55	9:25	---				
Weekdays from San Francisco				Weekends and Holidays from San Francisco			
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland	Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
---	6:25 a.m.	7:10 a.m.	6:55 a.m.	10:00 a.m.	10:15 a.m.	10:35 a.m.	10:50 a.m.
---	7:05	7:40	7:30	---	11:00	11:20	11:35
---	7:35	8:00	8:00	11:30	11:45	12:05 p.m.	12:20 p.m.
---	7:45	8:05	---	12:30 p.m.	12:45 p.m.	1:05	1:20
---	8:10	8:45	8:35	1:00	1:15	1:35	1:50
---	8:45	9:20	9:10	2:15	2:30	2:50	3:05
---	9:40	10:20	10:10	3:15	3:30	3:50	4:05
---	10:30	10:45	10:55	4:15	4:30	4:50	5:05
10:50 a.m.	11:05	11:25	11:35	5:00	5:15	5:35	5:50
12:30 p.m.	12:45 p.m.	1:20 p.m.	1:05 p.m.	5:30	5:45	6:05	6:20
1:45	2:00	2:20	2:35	6:30	6:45	7:05	7:25
---	3:15	3:30	3:45	7:00	7:15	7:35	7:50
3:30	---	4:10	4:20	8:30	8:45	9:05	9:20
4:15	---	4:40	4:55	10:15	10:30	10:50	11:00
---	4:30	4:45	5:00				
---	5:20	5:40	5:50				
---	5:40	6:00	6:15				
---	6:05	6:35	6:45				
---	6:30	6:50	7:00				
---	6:55	7:15	7:25				
---	7:35	7:55	8:10				
8:05	8:25	8:45	8:55				
---	9:30	9:50	10:00				

Harbor Bay Ferry (EAST END OF ALAMEDA/S.F.)			
Weekday Commute			
Depart Harbor Bay Island	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30 a.m.	6:55 a.m.	7:00 a.m.	7:25 a.m.
7:00	7:25	8:00	8:25
7:30	7:55	4:35 p.m.	5:00 p.m.
8:30	8:55	5:35	6:00
5:05 p.m.	5:30 p.m.	6:00	6:25
6:05	6:30	6:35	7:00
7:05	7:30	7:35	8:00
FARES: One-way			
Adult	\$7.10		
Adult (Clipper Only)	\$5.30		
Youth (5-18)	\$3.50		
Disabled / Seniors (65+)	\$3.50		
School Groups	\$2.30		
Children (under 5)	FREE		

SOUTH SAN FRANCISCO		
Weekday to SSF/Oyster Point		
Depart Alameda	Depart Oakland	Arrive SSF
6:25 a.m.	6:40 a.m.	7:20 a.m.
7:30	7:40	8:20
8:00	8:10	8:50
Weekday to Alameda & Oakland		
Depart SSF	Arrive Oakland	Arrive Alameda
4:20 p.m.	4:55 p.m.	5:10 p.m.
5:20	6:00	5:55
7:00	7:50	7:35
Weekday Service - Monday through Friday		
Depart S. San Francisco	Arrive Ferry Building	
9:00 a.m.	9:30 a.m.	
Depart Ferry Building	Arrive S. San Francisco	
3:30 p.m.	4:00 p.m.	
One-way FARES:	Adult \$8.30	Seniors (65+ yrs), Disabled \$4.10
Adult (Clipper Only)	\$7.60	School Groups \$2.70
Youth (5-18 years)	\$4.10	Children (under 5) (with an adult) FREE

*Ferry departs AT&T Park 30 minutes after last out, but no later than 11:30 PM. Fireworks: When there is a fireworks display, the ferry departs AT&T Park 30 minutes after the conclusion of the display, but no later than 11:30 PM.

** Ferries leave the ballpark 20 minutes after last out, but no earlier than 4:00 PM (and for weekend night games, no later than 11:30 PM).

Red & White BAY CRUISE Pier 43½		
9:15	1:10	4:15 #
10:00 a.m.	1:40	4:15
10:30	2:15 # p.m.	5:00
10:30 #	2:30	5:45 #
11:15	3:00	6:00 ^
11:45	3:45	6:15
12:30 p.m. #	4:00 #	7:00 ^
Available thru May 23	Available beginning May 24	
FARES:		
Bay Cruise	^ Sunset Cruise	
Adult (18+)	\$32.00	Adult (18+) \$68.00
Youth (5-17)	\$22.00	Youth (5-17) \$46.00
Child (under 5)	Free	
# Bridge to Bridge		
Adult (18+)	\$40.00	
Youth (5-17)	\$28.00	

GET THERE BY FERRY

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 \$12.00			
11:10	11:45	11:55	12:30 p.m.	Clipper \$ 7.50 \$ 6.50			
11:40	12:15 p.m.	12:25 p.m.	1:00	Youth (5-18)/Senior/Disabled \$ 5.75 \$ 6.00			
12:40 p.m.	1:15	1:25	2:00	Children 4 and under FREE FREE			
2:15	2:50	3:00	3:30	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
2:50	3:25	3:30	4:00	Visit goldengateferry.org for updates.			
-----	-----	4:00	4:30	Contact Information Toll free 511 or 711 (TDD)			
3:40	4:15	4:30	5:00	Contact Information Toll free 511 or 711 (TDD)			
4:10	4:45	5:00	5:30				
-----	-----	5:30	6:00				
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.
8:20	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
3:20	3:50	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				

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.	4:55 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

ESCAPE FROM THE ROCK

Depart PIER 39	
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

Blue & Gold Ferry

TIBURON – Pier 41

SAUSALITO

Weekdays				FISHERMAN'S WHARF, PIER 41			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41	Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
9:45 a.m.	10:30 a.m. ^	10:40 a.m.	11:10 a.m.	10:55 a.m.	11:25 a.m.	11:35 a.m.	12:05 p.m.
11:25	12:10 p.m. ^	12:20 p.m.	12:45 p.m.	12:25 p.m.	12:55 p.m.	1:10 p.m.	1:45
1:45 p.m.	2:30 ^	2:40	3:05	2:00	2:25	2:40	3:10
3:30	4:20 ^	4:30	5:00	3:20	3:45	4:00	4:25
5:15	5:45	5:55	6:25	4:45	5:10	5:25	5:55
6:15	7:05 *	7:15	7:45	6:15	6:40	6:55	7:45 *
8:20	9:20 *	9:25	10:05	8:20	9:00	9:10	10:05 *

^ 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
9:45 a.m.	10:30 a.m. ^	10:40 a.m.	11:10 a.m.
11:25	12:10 p.m. ^	12:20 p.m.	12:45 p.m.
1:45 p.m.	2:30 ^	2:40	3:10
3:50	4:30	4:40	5:25
---	---	5:00	5:30
5:55	6:25	6:35	7:30 *
6:30	7:10	7:20	8:00
8:20	9:20 *	9:30	10:05

* 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>

BAY CRUISE

Depart Pier 39

Daily Monday - Sunday	
10:45 a.m.	3:15 p.m.
12:15 p.m.	4:30
1:15	5:30
2:15	6:30

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

ROCKETBOAT

Thursday - Monday (depart PIER 39)

12:15 p.m.	4:00 p.m.	FARES:	
1:00	5:00	Adult	\$30.00
1:45	6:00	Senior (65+)	\$25.00
3:15	---	Junior (12-18)	\$25.00
		Child (5-11)	\$21.00

RocketBoat Does Not Operate on Tuesdays or Wednesdays

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 *
11:25	11:50	12:00 p.m.	12:45 pm *
1:45 p.m.	2:10 p.m.	2:20	3:05 *
---	---	4:10	5:00 *

Weekends & Holidays (Depart Pier 41)

9:45 a.m.	10:10 a.m.	10:20 a.m.	11:10 a.m. *
11:25	11:50	12:00 p.m.	12:45 pm *
1:45 p.m.	2:10	2:20	3:10 *
---	---	4:20	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)

BAY CROSSINGS

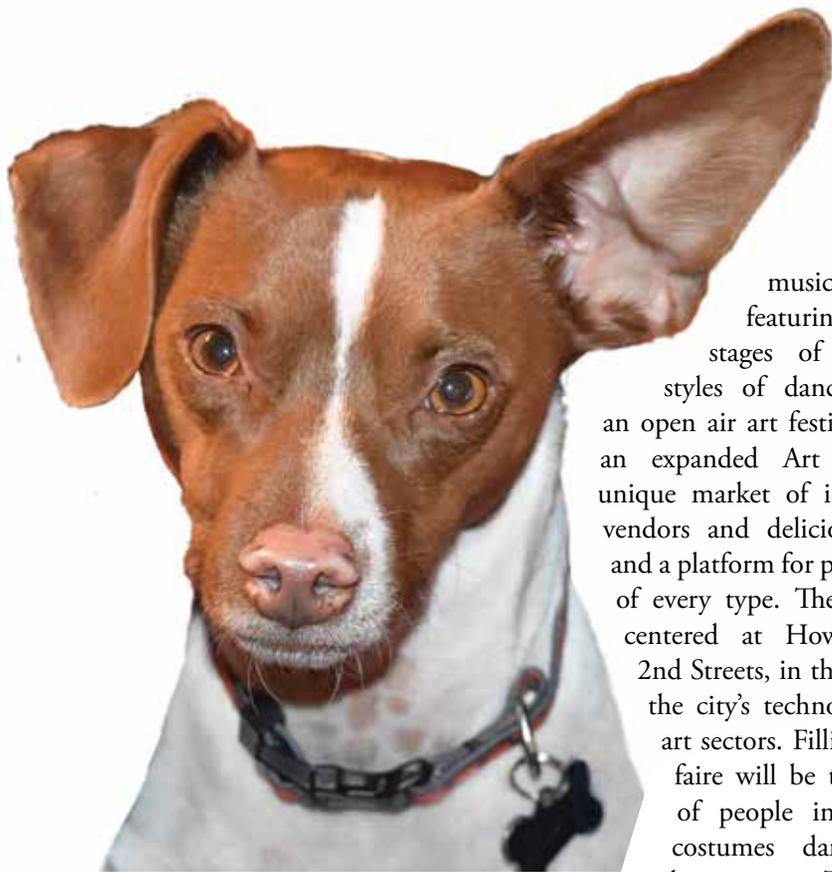
"The Voice of the Waterfront"



All Ferry schedules subject to change.

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

AROUND THE BAY IN MAY



music festival featuring 10 stages of different styles of dance music, an open air art festival filling an expanded Art Alley, a unique market of interesting vendors and delicious food, and a platform for performers of every type. The event is centered at Howard and 2nd Streets, in the heart of the city's technology and art sectors. Filling in the faire will be thousands of people in colorful costumes dancing in the streets. This year will be a parody of the

1970s, and a very groovy time with the theme Disco Ball Inferno. Organizers ask that everyone come in costume to the faire as a character from the 1970s. Be something colorful and inspiring and weird. Weird is always in style. For more information, visit howweird.org.

Bay to Breakers

If you are looking for a true San Francisco experience, then head downtown on Sunday, May 20 for the annual Bay to Breakers race. Now in its 106th year, this event is a San Francisco original. This 12K race is one of the largest and oldest running events in the world. It attracts more than 50,000 runners and 100,000 spectators every year. Why is it so popular? It showcases the true San Francisco with fun, chaos and an unmatched spirit of community. This race includes both serious runners and those out for a fun Sunday run. Many wear fun and funky costumes to show their spirit. You will also find a few people in just their birthday suits. The party atmosphere along the race

route offers spectators the chance to be part of the action. The race starts near the Embarcadero in downtown San Francisco. Runners head west across the city and end near the Pacific Ocean. The first group starts at 8 a.m. The course officially closes around noon. For more information, visit baytobreakers.com.

Hot Chili and Cold Beer

Things are going to get hot in Sonoma County on May 19 from 1 to 5 p.m. when the Great Petaluma Chili Cookoff, Salsa and Beer Tasting takes place at the Fairgrounds in Petaluma. This celebration of local chefs and amazing microbrews will feature more than 40 chili teams serving up their finest meat and vegetarian chili as well as 15 salsa teams making traditional or fruit salsa, while 20 breweries share several varieties of suds. Tickets are free for kids under 5, \$10 for ages 5 to 12, adults are \$20 for chili and salsa or \$30 with 10 beer tasting tickets. The event is held in Herzog Hall at the Sonoma-Marin Fairgrounds, 100 Fairgrounds Drive in Petaluma. To purchase a ticket, or for more information, call (707) 763-8920 or visit GreatChiliCookOff.com.

Beethoven's Ninth in Marin

Mill Valley Philharmonic presents Beethoven's Symphony No. 9 in D Minor featuring the Dominican Chorale and singers from choruses across the Bay Area. These concerts will mark the first time in nine years that Beethoven's Ninth, with full orchestra and chorus, will have been heard in Marin County. No matter how many times the symphony is performed or how many interpretations of the music there are, there is no denying its universal meaning and power. Conducting this iconic work is a fitting bookend for Mill Valley Philharmonic director Laurie Cohen. She studied Beethoven's Ninth for four years at the beginning of her conducting career, which was 20 years ago, and now she will conduct the symphony in her final concerts before she retires

from Mill Valley Philharmonic, the orchestra she founded 18 seasons ago. The two performances will take place at Dominican University's Angelico Hall at 50 Acacia Ave. in San Rafael on Saturday, May 19 at 8 p.m. and Sunday, May 20 at 2 p.m. Advance tickets are recommended and are free or by donation at mvpbethoven9.bpt.me. For more information call (415) 383-0930.

Salsa Sundays at Bay Street

Bay Street is set to spice things up with the return of Salsa Sundays, a music series featuring a live salsa band and a dance floor with plenty of room, every Sunday in May. From pros to newbies, everyone is invited to turn up the heat and enjoy free festive salsa lessons provided by Timba Heat professional dance instructors at 2:30 p.m. and 4 p.m. Grab dinner at one of Bay Street's restaurants after working up an appetite on the dance floor. Bay Street is a diverse mixed-use center featuring retail, restaurant and entertainment offerings designed to serve as a gathering place for Bay Area residents and visitors. Bay Street comprises three city blocks and is located off the I-80 Powell street exit, at Bay Street and Shellmound Street, in Emeryville. For more information call (510) 655-4002 or visit www.baystreetemeryville.com.

Vallejo Garden Tour

The 2018 Vallejo Garden Tour and Festival, during which you can visit nine of Vallejo's most beautiful gardens, will be held on Sunday, May 20 from 10 a.m. to 4 p.m. The tour is a benefit for the Vallejo Naval and Historical Museum. Advance tickets are \$35 for museum members and \$40 for the public. All tickets are \$40 on the day of the tour. Tickets are available at the Vallejo Ferry Terminal at 289 Mare Island Way, the Vallejo Naval and Historical Museum at 734 Marin Street and Zoey June Gift and Garden at 1426 Tennessee St. For more, visit www.vallejomuseum.net.

Paws for a Cause

Join Provenance Vineyards on Saturday, May 19 from 11 a.m. to 1 p.m. to support their friends at Napa Humane, who work tirelessly to promote the welfare of companion animals across our region. You are encouraged to bring your own pups, enjoy the remodeled patio and delight in a flight of Provenance's newest spring releases paired with gourmet hot dogs by Rebel Dog plus snack packs for your canine friends. Have fun and feel good, because 100 percent of your entrance ticket will be donated to Napa Humane, along with \$10 of every tasting fee for the duration of that day. General admission is only \$10 and includes wine flight and the option to buy gourmet hot dogs and alfresco games on the patio. For more information, visit the events page at www.provenancevineyards.com.

How Weird Street Faire

The 19th annual How Weird Street Faire will take place on Sunday, May 6 from noon to 8 p.m. in downtown San Francisco. The faire is a menagerie of attractions, including a world renowned

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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