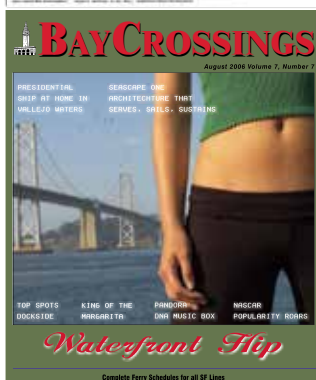


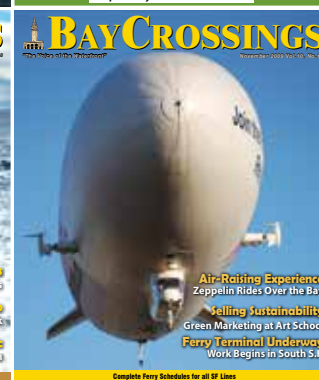
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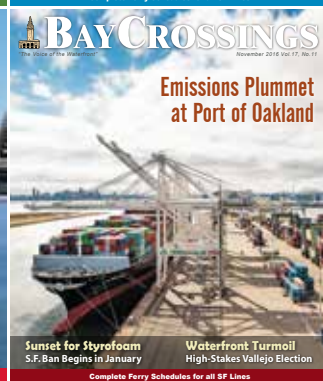
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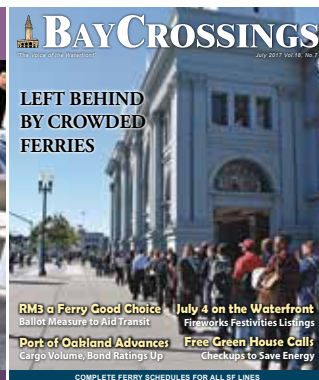
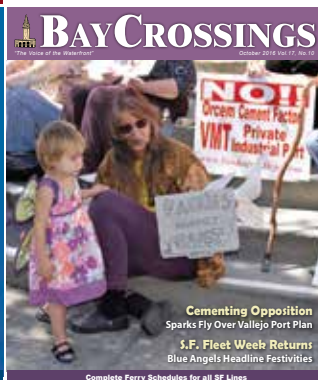
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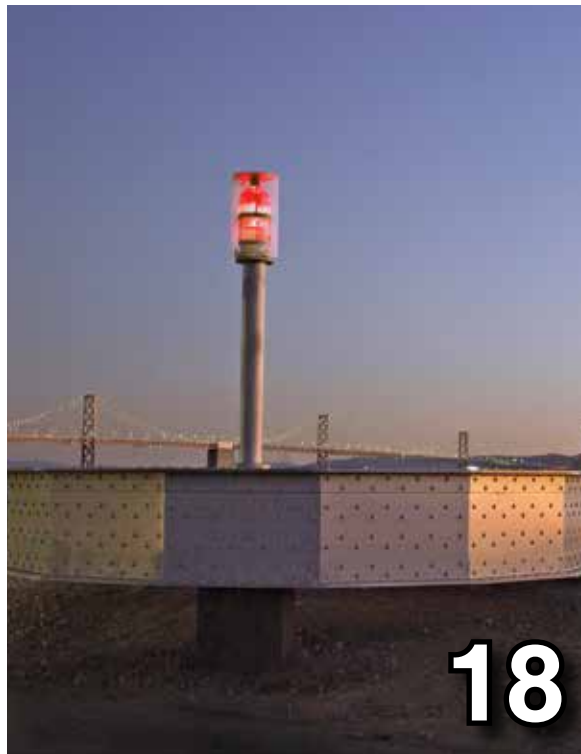
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We appreciate the opportunity to publish our readers' comments, letters or requests for corrections, which can be sent to [joel@baycrossings.com](mailto:joel@baycrossings.com).



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## ON OUR COVER

Our cover of covers this month includes at least one cover from all 20 years since the publication debuted in 2000. Photo credits below are listed from left to right by row. All photos marked JW are by Joel Williams. Top Row: N/A, unknown, unknown, unknown, unknown, Maggie Gosselin; Row 2: Patrick Roddie, Susan Schwartz, Loren Earle-Cruikshanks, JW; Row 3: BCDC, Peter Lyons, JW, PIER39; Row 4: JW, Port of Oakland, JW, Sepp Friedhuber; Row 5: JW, David McGuire, JW, JW, JW, JW.



## FOUNDER'S LETTER

# It Was Twenty Years Ago Today...

BY BOBBY WINSTON

**T**wenty years ago, and I was looking for something to do between jobs. I thought I'd spend just a few months volunteering as an advocate for more ferry service. God laughs at the plans of man. . .

I fell under the spell of the hard-charging Ron Cowan, colorful Harbor Bay developer and political *macher*, and his vision for comprehensive regional ferry service. In remarkably short order, deploying close friends like Willie Brown and Don Perata along with indomitable charm, Cowan ginned up regional consensus for his vision. Unlike many other people's visions, his vision is actually becoming reality in the form of today's bustling WETA network.

Now it's worth pausing to appreciate that in the Bay Area there is regional consensus for virtually nothing. And in those days ferries were hardly the "in" thing they are today. Folks weren't lining up for blocks to board, nor were they fighting over parking spaces. No community was clamoring for new ferry service, as so many do today. Indeed, the fight then was to keep what service there was limping along and to ward off cancelling services.

It seemed quixotic, even foolish, to advocate for more ferries 20 years ago. For veterans of that fight, overwhelming demand for ferries is bewildering. Credit should go where it's due: Ron Cowan, bigger than life, maddening and wonderful to deal with, is the *pater familias* of comprehensive regional ferry service. That's exactly what he called his vision.

He didn't get his due when he was alive, and that involves a very long story. But that hardly matters now, as exciting changes are afoot at WETA and his grand vision comes into view.

Anyone who cares about ferry service also very much owes a debt of thanks to Jim Wunderman and his idealistic band

at the Bay Area Council. Few beyond these hard-working, selfless folks can claim to have been there every step of the very long, hard way.

The Bay Area Council provided the home for the movement, known as the Blue Ribbon Task Force, and leadership for the recent bridge-toll hike Regional Measure 3, which promises to provide funding for a major expansion of ferry service.

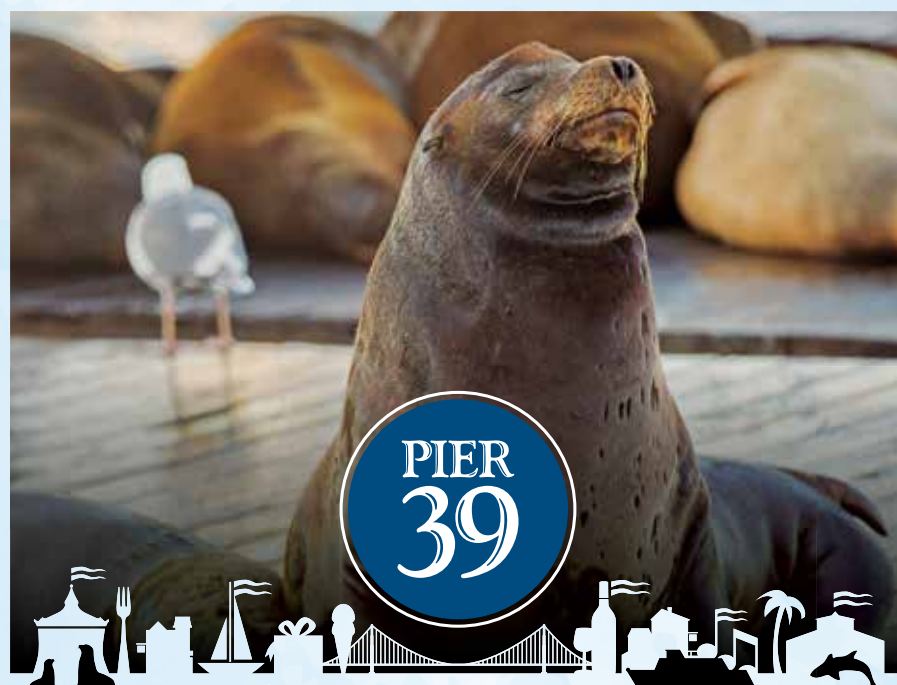
Ditto Marina Secchitano and the ferry workers she so stoutly represents. Marina stood with me before dawn on a January morning in drizzling rain handing out the first copies of *Bay Crossings*. All the maritime unions were there when it mattered most, for the grueling, unglamorous work passing essential funding measures like RM2 and RM3.

Marina also stood next to me again at the California State Capitol—we were the only ferry advocates there—and I watched her singlehandedly pull the law that funded WETA back from the dead with the clock ticking down to midnight. But that's another story. . .

*Bay Crossings* started out as an idea and has become something like a movement, with friends and supporters all around the Bay. Places like Richmond, where we fought for more than a decade to debut the fantastically successful new service there. Also established success stories like Alameda, Oakland, and of course the Ferry Building in San Francisco, where we operate ferry ticketing services.

For over a decade this paper has been run by Joel Williams, who as publisher has thrown his heart and soul into the work. God bless him; we all thank him.

The *Bay Crossings* family is gonna throw itself a party in May on the Ferry Bocce courts in front of the Ferry Building. So much to celebrate and give thanks for. Every ferry rider—and anyone who wants to be one—is welcome to join me then and raise a glass to Ron Cowan!



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## WORKING WATERFRONT NEWS

# Interview With Port of Oakland Executive Director Danny Wan

BY PATRICK BURNSON

Following a thorough and exhaustive national search to replace the much-esteemed, retiring Chris Lytle, the Port of Oakland has announced that its new executive director is local resident Danny Wan.

Wan had been the port's interim executive director since summer 2019. Before that, he was the port's attorney for six years. He takes over an organization with three principal businesses: aviation, maritime and commercial real estate. In addition to the seaport, the port controls Oakland International Airport and Oakland's Jack London Square entertainment district. Among the challenges Wan will soon be facing is whether the port's maritime business can co-exist with new neighbors.

**Bay Crossings:** How does the port plan to grow its supply chain infrastructure?

**Danny Wan:** The port has significantly beefed up infrastructure scale and efficiency by teaming with business partners. We'll continue to do that in 2020. An example: CenterPoint Properties will open the first building at our Seaport Logistics Complex next summer. Another example: SSA is



Port of Oakland's new Executive Director, Danny Wan.

bringing some of the nation's newest and tallest ship-to-shore cranes to Oakland in 2020. And we will grow responsibly. We've adopted an "Air Quality 2020 and Beyond" plan to minimize the impact of increased business volume. We've also reached agreement with business partners to ensure local residents get the first crack at new jobs that are being created in the port. Major changes are underway at our Oakland International Airport, too. We're overhauling our food

and beverage concessions to give travelers a better experience. Improvements like these help us grow business volume. Our partners demonstrate faith in this approach by investing in Oakland's future.

**BC:** What are the significant hurdles in this enterprise?

**Wan:** Oakland's challenges are familiar across the supply chain: the need to control cost, improve efficiency and manage global trade uncertainty. We've also got to plan with maritime leaders and the City of Oakland to ensure the port is preserved as an industrial sanctuary. Oakland and its economy are growing. Residential and commercial development are taking place next door to the port. We're well underway with discussions to make sure that this development doesn't encroach on our operations, inhibit the ability of transportation partners to access the port, or limit our ability to grow.

**BC:** What are your forecasts for container throughput in 2020?

**Wan:** Volume projections remain difficult because of trade conflicts and the possibility of a global economic slowdown. We had envisioned low single-digit growth through the early 2020s but the outlook has become murkier.

**BC:** What commodities are strengthening on the inbound and outbound sailings?

**Wan:** The import consumer goods segment continues to evolve and grow

based on needs generated by our strong local economy. For exports, we continue to see strong results for the refrigerated segment as a result of various investments and our strategic location, as well as the high-quality products produced by American companies destined for foreign countries with growing economies.

**BC:** Can you describe what the port achieved on your recent visit to Asia?

**Wan:** We met with leading ocean carriers. Their leaders got a chance to hear directly from port board members and senior executives about our priorities. The messages they were left with: Oakland is a vital international gateway; the port and its business partners are investing heavily to improve operating performance; and we're gearing up for long-term growth.

**BC:** Finally, how does the port hope to resolve the Oakland A's stadium issue?

**Wan:** The Oakland Athletics have proposed a mixed-use development at the port's Howard Terminal. The port and the A's have agreed on an exclusive negotiation term sheet. It gives the A's up to four years to secure the necessary public agency approvals to proceed with their development. At that point, the port's board could consider entering real estate negotiations to determine if the project can be built. Our guiding principle is to strengthen the port and maritime industry, add to the vibrancy of our waterfront, and create jobs. A final deal would need to ensure everyone—the City of Oakland, the port and the A's—is able to continue to thrive.

## Cult Classic...

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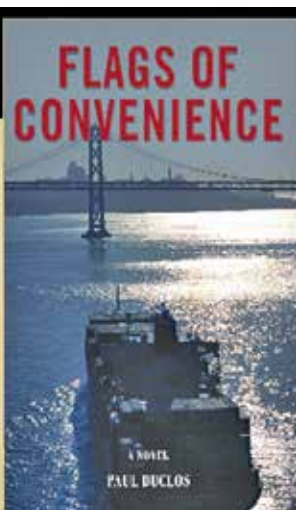
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Patrick Burnson is a widely-published business writer with a special affinity for ocean-borne cargo and seaports. A logistics and supply chain specialist, he is a past president of the Pacific Transportation Association and is presently on its Board of Directors. [pacifictrans.org](http://pacifictrans.org)



# Who's Writing About the Bay's Ferry Workers?

BY MATT LARSON

In every issue of *Bay Crossings* since November 2011—that's nearly 100 consecutive months—we have featured a different captain, deckhand, bartender, operations supervisor, port engineer or administrative assistant. Basically anyone working in the San Francisco Bay Area's thriving ferry industry is fair game to be our next subject.

We're so grateful for everyone who's agreed to do a story with us, and we look forward to continuing the column as long as we find ferry employees willing to be a part of it. To celebrate the 20th anniversary of *Bay Crossings*, we're turning this article's focus around for this issue, and have decided to not feature any one individual, but rather speak about what we've learned.

First, to anyone not in the maritime field who is looking for a career change—look no further. People come to work on the ferries from many fields and backgrounds, and not a single one of them ever had an office as nice as a ferry boat out on the Bay. A good place to start such a career would be through this column's sponsor, the Maritime Institute, at the bottom of this page.

Over the last eight years of interviewing professional mariners, we've noticed a few things that most everyone seems to have in common.

The most obvious common element is that they all simply, truly, love the

work they do. Gazing out upon the beautiful, ever-changing scenery of the San Francisco Bay while cruising along in a ferry boat (on the clock) is one of the biggest draws of the job, and most captains and deckhands will tell you that no two sunsets or sunrises are the same.

Camaraderie between coworkers, and with the passengers, is another common element when it comes to favorite parts of the job. It's the people who make ferry employees look forward to work every day.

Our original intention with this column was to help introduce the ferry employee to the ferry commuter; our effort was to expand that sense of community and create a more familial atmosphere on board the ferry boats.

These articles have also helped fellow ferry colleagues get to know each other more as well. Some people have even earned promotions after being featured in our magazine. That's amazing to us, and something we're very proud of—though not intended of course.

Every single ferry commute relies on a community of individuals to make it possible. That community includes the employees on board and the passengers, of course, but also all of the other ships, boats, windsurfers and the Coast Guard—everyone out there on the Bay must work together in harmony for it all to flow smoothly.

We want to continue to celebrate this community each and every month, but believe it or not, people aren't lining



Photo by Joel Williams

Bay Crossings would like to invite anyone working within the local ferry industry to contact us so we can tell your story.

up to be featured in the next issue of *Bay Crossings*. Some people feel a column might end up being too personal, or that they can't spare the time. But our experience has been that we can respect subjects' privacy and tell compelling stories at the same time, and that a ferry employee's participation is a very quick commitment.

So reach out! If you or someone you know works in the ferry system and would trust us enough to tell your story

in 700 words or less, send us an email. You can contact me, the writer, directly via [www.marslegstrong.com](http://www.marslegstrong.com), or head to [baycrossings.com](http://baycrossings.com) to contact the publication.

Thanks to everyone who's been a part of this journey, and if you've been reading along the way, we'd love to hear from you too. If you have any thoughts, feedback, compliments or concerns, let us know.

Matt Larson has written for a variety of publications throughout the Bay Area for the past decade. He specializes on highlighting our region's amazing people, life-changing nonprofits and one-of-a-kind events. He's also an actor, comedian and filmmaker. See his full body of work at [www.marslegstrong.com](http://www.marslegstrong.com).



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FERRY NEWS

# Second Alameda Terminal Will Expand East Bay Ferry Service



Photo by Joel Williams

Local government officials, WETA staff and builders gathered at the location of the new Seaplane Lagoon ferry terminal site for a groundbreaking ceremony in September 2019.

## BC STAFF REPORT

In order to meet growing passenger demand, the WETA Board of Directors approved a major 2020 revamp of San Francisco Bay Ferry’s Alameda and Oakland service at its December meeting.

The plan, which is expected to take effect in mid-2020, will shift primary commute service in Alameda to a new ferry terminal at Seaplane Lagoon while offering more direct commute ferry service between Oakland and San Francisco. The Seaplane Lagoon Ferry Terminal will be a centerpiece of the Alameda Point development, which will include housing and commercial space within walking distance of the terminal.

The Seaplane Lagoon Ferry Terminal is currently under construction on the former Naval Air Station Alameda. It is on track to be completed in mid-2020. The WETA Board approved an agreement with the City of Alameda to operate ferry service at the new terminal and endorsed staff’s recommendation to take this opportunity to revamp Alameda commute service for the benefit of commuters. The Alameda City Council approved the agreement at its December 17 meeting.

“Alameda ferry ridership has boomed in recent years. Reorienting our Alameda commute service to use the new Seaplane Lagoon terminal will

help us meet that growing demand and improve the entire ferry experience for passengers,” said Nina Rannells, WETA’s executive director. “We’re also thrilled to expand our commute service in Oakland to help ease roadway congestion and continue to build out the Bay’s ferry system.”

WETA surveyed Alameda and Oakland ferry passengers in October and found wide support for the plan. The passenger benefits from the plan include:

- Expanded capacity on the most popular Alameda and Oakland commute runs
- Attractive direct Oakland-San Francisco commute service
- Improved access for Alameda commuters, especially for those who bike or walk to the ferry terminal

In the October survey, passengers said that long lines in San Francisco in the evenings and difficult terminal access with crowded parking have negative impacts on commuting by ferry.

Under the plan, the existing Main Street Alameda Ferry Terminal will continue to be used for non-commute ferry service to San Francisco (including weekends and special service to Oracle Park and Chase Center) and for the South San Francisco service. WETA plans to conduct a comprehensive outreach campaign beginning in early 2020 to ensure a smooth transition for passengers.

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# WETA Board Approves New High-Speed Ferry

## BC STAFF REPORT

Last month, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) Board of Directors authorized the agency to exercise a \$14.8 million build option for a second 300-passenger high-speed ferry from Mavrik Marine to support the growth of San Francisco Bay Ferry service.

Mavrik Marine is currently building *Dorado*, a versatile ferry expected to join WETA's fleet in 2020. WETA's contract with Mavrik Marine, approved by WETA in October 2018, included an option for the procurement of a second identical ferry. WETA's action amends the

original contract to fund the second ferry.

"WETA is moving aggressively to rapidly expand San Francisco Bay Ferry capacity as opportunities become available," said Nina Rannells, WETA's executive director. "Our new vessels, including this second ferry from Mavrik Marine, will support our ability to deliver high-quality service on our current routes and help us to deliver service to new terminals expected to come online in the years to come."

There are currently 15 ferries in

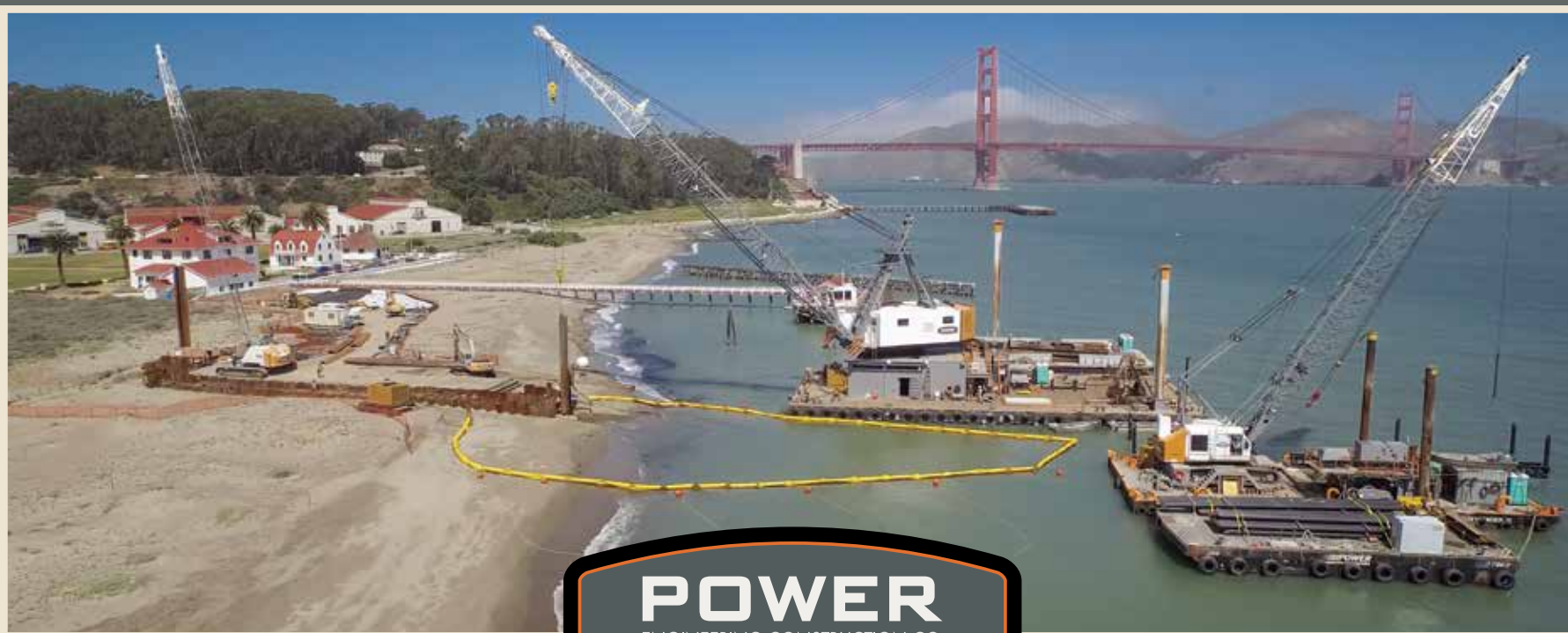
San Francisco Bay Ferry service, with two additional vessels (the 445-passenger *Lyra* and the 300-passenger *Dorado*) under construction and on track for 2020 completion. The 320-passenger ferry *Solano*, which regularly services the Vallejo route, is due for retirement and sale at the end of 2019 due to state emissions rules.

When completed in 2021, the new vessel from Mavrik Marine will bring the fleet to 17 vessels and 6,000 total seats, both all-time highs.

WETA has added six new ferries with a combined 2,490 seats to its fleet since 2017. This vessel investment has allowed WETA to extend San Francisco Bay Ferry service to Richmond and add much-needed capacity on the popular Vallejo, Alameda and Oakland routes. Ferry ridership has doubled since 2012.

The new vessel's design, construction and delivery will be funded through a combination of State Proposition 1B grant funds, proceeds from the sale of recently retired ferries and State Transit Assistance funds. Mavrik Marine is based in La Conner, Washington. *Dorado* is the first vessel that Mavrik Marine has built for WETA.

**WETA has added six new ferries with a combined 2,490 seats to its fleet since 2017.**



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 **San Francisco Bay Ferry**  
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TRANSIT

Photo by Joel Williams

# SMART Train Makes Ferry Connection with Service to Larkspur

## BC STAFF REPORT

**A**s of December 2019, the region's newest passenger rail service, Sonoma-Marín Area Rail Transit (SMART), now makes a complete connection to the Larkspur Ferry Terminal, opening up a critical transit gateway to the rest of the Bay Area.

Since 2017, SMART has helped passengers avoid the weekday highway 101 gridlock from highway 37 to Santa Rosa. The initial 43-mile system includes stations in the Sonoma County Airport area, Santa Rosa, Rohnert Park, Cotati, Petaluma, Novato and San Rafael.

The new SMART Larkspur station that opened in December now offers a vital connection to the Bay Area for commuters and visitors alike via the Golden Gate Ferry. The Larkspur station will also serve as a gateway for tourists wishing to visit Marin and Sonoma counties.

SMART uses the Clipper Card system for a smooth and seamless connection to other Bay Area public transit services. In connection with

SMART's service, several public transit agencies have developed routes to coordinate with the train's schedule.

SMART passengers also receive transfer credits to make their connections with a \$1.50 discount (\$.75 for youth, seniors and passengers with disabilities) when transferring to Golden Gate Transit, Marin Transit, Petaluma Transit, Santa Rosa CityBus or Sonoma County Transit—all of which also accept Clipper as fare payment. The same discount applies when passengers transfer from one of these public transit providers to SMART and pay with cash value.

There is also now a new timetable featuring expanded service on weekdays, more train trips and better connections to regional transit services. The new 2020 service timetable is part of a coordinated effort with regional transit agencies to offer more efficient connections to the Larkspur ferry and bus service throughout Sonoma and Marin counties.

The increased frequency of trains will allow SMART to carry more passengers during peak commute hours and offer earlier train service on weekends. For more information, see [SonomaMarinTrain.org](http://SonomaMarinTrain.org).

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## COVER STORY




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**BY JOEL WILLIAMS**


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In January 2000, *Bay Crossings* founder Bobby Winston and Inlandboatmen's Union leader Marina Secchitano personally handed out the first issue of *Bay Crossings* to ferryboat commuters as they boarded and disembarked from the boats at the San Francisco Ferry Building.

Just two months earlier, Governor Gray Davis had signed into law a bill creating the Bay Area Water Transit Authority (WTA), but many details—including funding for the newly formed agency—were still to be determined. “The San Francisco Bay Area Water Transit Authority established by this legislation has the potential to provide desperately needed alternatives for commuters and other travelers, and to restore what was once a proud Bay Area tradition,” wrote the governor in a signing message.

But the very existence of the fledgling agency was an open question at the time. Environmentalists were worried about emissions, and a slew of other public transportation agencies were concerned about reductions in their own funding

and about losing influence over public transportation decisions. It would take almost a year before WTA had funding and held its first meeting in December 2000.

The new agency was proposed by a Blue Ribbon Task Force that consisted of an impressive group of local mayors, politicians and dignitaries. The task force, created by previous legislation, concluded in April 1999 that water transit is the most economically feasible and environmentally compatible investment in transportation that can significantly reduce congestion and improve mobility in the Bay Area. The task force proposed a new ferry system with many new terminals throughout the Bay and hundreds of miles of new commuter, recreational, airport and cargo water transit routes.

Ron Cowan, who was a member of the task force, approached Bobby Winston with the idea of creating a publication to advocate for and document the establishment of comprehensive regional ferry service. *Bay Crossings'* early mission was to help garner support for the WTA so that proper funding would allow the agency to prosper and succeed in its lofty goal of establishing a robust regional ferry system.

All 15,000 copies of the first issue

of *Bay Crossings* were snapped up in less than a week. That issue also contained a call for ferry commuters to unite and join in supporting a new nonprofit organization called Friends of a Regional Ferry System. Readers were told that membership expresses support for fast, frequent and environmentally friendly ferry service. Donations were encouraged to help support the publication of the first issues of *Bay Crossings* to keep members and the general public informed on the progress of WTA and other waterfront related topics.

The first article in the first issue of *Bay Crossings* included this statement: “*Bay Crossings* will appear monthly. It will feature in-depth articles of

interest to ferry riders about cultural, environmental and maritime issues relating to transportation and San Francisco Bay.”

Within a month, Friends of a Regional Ferry System had grown to more than 3,000 people and had raised \$10,000 to cover the initial printing and mailing costs associated with the production of the first few issues of *Bay Crossings*. In time, advertising revenue would take the place of donations and we were off to the races.

According to Winston, the success of WTA and the establishment of a comprehensive regional ferry service were by no means preordained: “The lay of the land back then was we had



Bobby Winston and Marina Secchitano



Three early advocates of comprehensive regional ferry service (from left to right): Don Perata, Marina Secchitano and Ron Cowan.

a couple of ferry lines, but they were residual from after the 1989 earthquake and they were barely holding on at like 25 to 50 percent capacity. If you were to have said back then that people would be having fights over parking spaces and that there would be ridership over 100 percent on some routes causing passengers to be left behind, they would have thought you were a lunatic. I mean, nobody expected ferry service in the Bay Area would become popular.”

Over the next few years, *Bay Crossings* grew in size, coverage and popularity and Winston made some key partnerships that brought in new staff with connections to the *Examiner* newspaper. Joyce Aldana became the editor (and subsequently publisher) and was responsible for bringing on Bill Picture, who was popular as a “man about town” writer for the *Examiner*. Aldana secured much-needed advertising revenue and provided leadership in the early years. Michelle Moday edited the publication from 2005 until mid-2007, when Patrick Runkle assumed the position that he still holds today. I was brought on board in late 2005 as an advertising salesperson and soon began contributing articles, ultimately assuming the role of publisher in August 2007.

Francisco Arreola has been the art director for *Bay Crossings* since the very first issue. He is mostly responsible for the look and feel of the publication. His input and intuitiveness in producing layouts and other visual features of the publication have been absolutely stellar and we could not have done this without him.

We established the Green Pages in 2007 to add a dedicated section covering environmental issues, and that feature is still in the very capable hands of Bill Picture (see pages 16-17). Patrick Burnson has been doing double duty for well over a decade covering the Working Waterfront column as well as Cultural Currents under his pen name, Paul Duclos. And Matt Larson continues to produce personal profiles of the ferry crewmembers that many of our readers interact with during their daily commutes to work; he will soon feature the 100th person to share their story with us (see page 7).

*Bay Crossings* has also established

longtime partnerships with local nonprofit organizations. Baykeeper keeps people informed of its environmental advocacy mission to protect the Bay, which we look forward to continuing in the future. We are also planning on working with the Aquarium of the Bay again in 2020 on a monthly column focusing on what goes on below the surface of our beloved Bay.

We would also like to thank all of the advertisers who have supported us through the years. Specifically, our current roster of supporters includes Bay Ship & Yacht, Big Bus Tours, Blue & Gold Fleet, the Crab House and Franciscan Restaurants, Golden Gate Ferry, Jack London Square, MTC, PIER39, Power Engineering, Red & White Fleet, Rosenblum Cellars, Soma’s restaurants in San Francisco and Sausalito, the Training Resources Maritime Institute and WETA. We could have never made it this far without them.

Over the last 20 years, *Bay Crossings* has stuck to its original commitment to evangelize and support the establishment of comprehensive regional ferry service. We celebrated when WTA became the Water Emergency Transit Authority (WETA) in 2007, emphasizing the importance of ferries in the event of an earthquake or other disaster affecting transportation in the Bay Area.

The agency assumed operations of the Alameda/Oakland, Vallejo and Harbor Bay ferry routes and has added new service to South San Francisco and Richmond in recent years with a new Alameda route from Seaplane Lagoon scheduled to open this summer. Under the brand of San Francisco Bay Ferry, WETA has grown to include 15 ferryboats with two new additional vessels expected to arrive in 2020. When completed in 2021, the latest boat to be approved will bring the fleet to 17 vessels with a total capacity of 6,000 passengers.

Long-term goals of WETA include adding even more routes and increasing the frequency of existing commuter runs that reach capacity during peak travel times. You can expect *Bay Crossings* to cover new ferry services to Mission Bay and Treasure Island in the coming years and surely more after that.

It has truly been our pleasure reporting on the burgeoning Bay Area



From left to right: Bay Crossings’ Founder, Bobby Winston, Bay Area Council President and WETA Board Member, Jim Wunderman, and State Assemblymember David Chiu meet in the San Francisco Ferry Building.

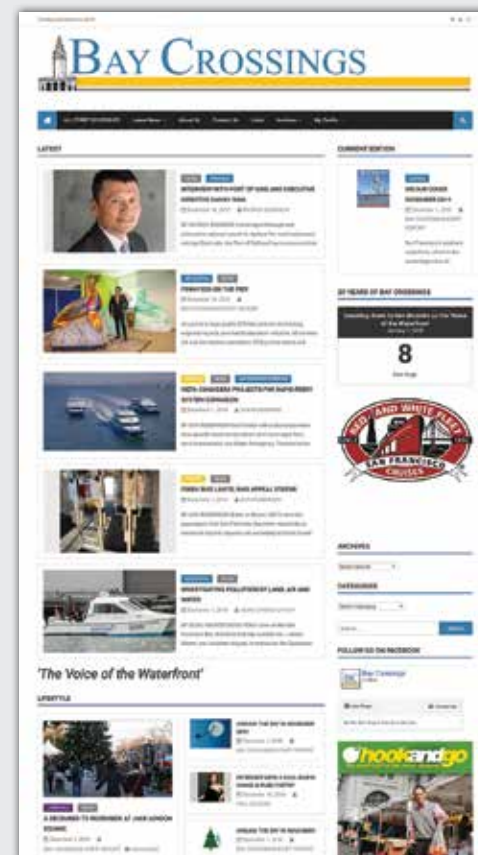
ferry service and other waterfront issues over the past 20 years. We look forward to continuing the ride well into the future, as we feel there is still much more to achieve in the development of our comprehensive regional ferry system. We

are happy to take you along with us for that ride and hope that you are enjoying a spectacular view of the scenery on a ferry while you read this now. There is no doubt that it is the best way to travel around the Bay!

**Bay Crossings Publisher** Joel Williams with our official mascot, Buddy. Joel has been with *Bay Crossings* since 2005, starting in advertising sales and becoming the publisher in 2007. He is also a frequently contributing staff writer and photographer.



You may have noticed a few changes in the look of *Bay Crossings* with this issue. We decided it was time for a refresh for the new decade and we have launched a new website as well. We plan on releasing timely articles throughout the month on **baycrossings.com** instead of putting the entire issue online upon publication. This means that you can visit our website at any time for the latest in waterfront and ferry-related news. Recent articles posted on the new website have already started to appear in the Google News feed.



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# The Courage to Ban Coal

**BY SEJAL CHOKSI-CHUGH**

I've heard locals describe a film of black dust on cars, windowsills and playground structures in the City of Richmond. Sadly, it's often coal dust. And it's toxic—linked to asthma, heart disease, and other illnesses.

When it rains, that toxic dust can get washed and blown into San Francisco Bay, where it can harm wildlife, too. Once in the water, the Bay's tiniest creatures absorb poisonous components, like arsenic and mercury, from coal. Those toxins move up the Bay's food chain into fish and other animals.

And the coal and oil industries are fighting hard to keep it this way.

The dust comes from open train cars filled with coal that rumble through residential Richmond neighborhoods to the Levin Richmond shipping terminal on the Bay shoreline. While awaiting export, these long coal trains sit on tracks in neighborhoods outside the terminal. On windy days, the dust can blow as far as 1.4 miles away.

Last year, the terminal loaded more than a million tons of coal onto ships headed overseas. That's why Richmond officials proposed a new zoning ordinance to phase out the handling and storage of coal in the city.

This action took a lot of courage. The ordinance will make Richmond a healthier place to live and work, and reduce toxic pollution in San Francisco Bay. It's also a local effort to combat the global climate crisis, which is made worse by the worldwide burning of too much coal.

But the Levin terminal claims that if they can't export coal, the company will go out of business. The facts just don't support that claim.

Richmond's coal exports increased only during the last three years. The terminal has been shipping out other materials for decades, including iron ore and recyclable materials. And with the Bay Area lacking sufficient sand and gravel to meet local needs, the terminal could bring in those materials.

Instead, the coal lobbyists are repeating the tired claim that this is a battle between jobs and the environment. And the oil industry has joined in, because Richmond's coal ban would restrict exports of petroleum coke. "Petcoke," for short, is a toxic byproduct of oil refining. It looks like coal, burns dirty like coal, and is also exported from the Levin terminal. Bay Area oil refineries could export their petcoke from an enclosed Pittsburg export facility, but the industry wants to maintain its cheaper, dirtier Richmond export option.

At a Richmond City Council meeting in December, things got ugly. Coal lobbyists and refinery workers bullied those who came to testify in favor of the coal ban, interrupting with yells and racial slurs. They called for postponing the ban until more studies are done. But more studies are unnecessary. Delay helps corporate coal profits, not kids suffering from asthma or birds eating contaminated San Francisco Bay fish.

The city council scheduled a vote for January 14, but there are rumors that Richmond officials may postpone or cancel the vote. Richmond leaders need to hold on to their courage, and pass this phaseout of coal. It's the right thing to do for their community's health, the Bay and future generations.

To help defend San Francisco Bay and local communities from dirty coal, sign up for Baykeeper's e-news and action alerts at [baykeeper.org](http://baykeeper.org).



Children urging the Richmond City Council to phase out the handling and storage of coal in the city, to protect residents and San Francisco Bay from toxic coal dust.



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**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](mailto:hotline@baykeeper.org), or click "Report Pollution" at [baykeeper.org](http://baykeeper.org).



# GREEN PAGES

## A Look Back at Twelve Years of Green Pages



Sea level rise and the human effects on global warming are at the heart of the environmental sustainability movement. San Francisco and the Bay Area are particularly vulnerable to the effects of rising sea levels.

### BY BILL PICTURE

I have to admit my own carbon footprint wasn't as light as it could have been back in 2007, when *Bay Crossings* asked me to contribute a monthly feature about environmental sustainability for a new section it planned to call the "Green Pages."

Sure, I recycled. I'm pretty sure my flatmates and I even had a little compost bin under the kitchen sink back then. But I definitely drove more than I took public transit, I drank bottled water (even at home), I didn't buy organic or local (in my defense, that really wasn't a trend back in 2007), and my response at the supermarket checkout line was always "plastic, please."

I think I also still brushed my teeth with the faucet on. Pretty bad, I know. These are definitely all *verboten* today if you have any semblance of a conscience and/or care at all about leaving behind a working planet for future generations.

The first Green Pages column was

about a San Francisco-based consultancy firm that was helping big companies "green" (it would be a few years before "sustainable" really caught on) their operations, right down to sourcing organic coffee for the employee break room.

I googled the company just now. It's not around anymore—but the idea of corporate responsibility that it helped inspire has since evolved into a movement, one that I'm happy to report can now accurately be described as widespread.

That first piece also inspired me to look in the mirror and do some green housekeeping of my own. For starters, I began turning the faucet off while I brushed my teeth—baby steps, folks, baby steps.

A later story prompted me to clear out all the chemical-laden cleaners and detergents that were taking up space under my kitchen sink. By the way, what were we thinking using those? Those "pine" and "citrus" scents that we grew up with (and that burned our sinuses) didn't smell like home at all; they smelled

like a laboratory. Anyway, that in turn led me to start looking more closely at all ingredient lists.

But perhaps the most important thing to come out of those very first columns for me was the burning question "What more can I do?" In fact, it would inspire every column to come.

### Enough isn't enough, actually

"What you're doing now is great, but here's what else you can do." That was the approach taken by another organization featured in an early Green Pages. That organization identified retail products containing harmful toxins and then appealed to manufacturers' socially conscious shareholders to push from within for products that were safe for consumers and the environment. That's also how they got Home Depot to stop selling lumber from old growth forests.

At that time, the organization had next set its sights on the beverage industry, which it wanted to take more responsibility for packaging. One idea

they had was to use shareholder muscle to pressure companies like Coca Cola and Pepsi to build recycling facilities to deal with the 167 plastic bottles that Ban the Bottle says the average American tosses each year.

"If a company knows it's going to have to be responsible for properly disposing of [their product], then they'll be more savvy about the way they put together new products," said the organization's founder.

That prompted me to really think about how all my purchases are packaged: "What if instead of patting myself on the back every time I toss a plastic bottle in the recycling bin, I just don't buy anything in a plastic bottle?"

Naturally, bottled water was the first thing to go. Who knew that San Francisco has some of the best-quality municipal tap water in the country? Of course, a conservationist friend later pointed out to me that San Francisco's tasty water comes at the expense of acres of wilderness flooded to create the reservoir that quenches San Franciscans'



# GREEN PAGES

ever-growing thirst. But I digress.

During interviews I used to ask subjects what they believe stands between humans and a more sustainable existence in this day and age—when the effects of not doing so are literally staring us in the face and we know that even the most seemingly simple change to our everyday routine can have dramatic, measurable results. “Cost and inconvenience” were the two most common replies.

I still ask that question sometimes, and 12 years later the answer is still the same. It’s frustrating, but that frustration has spawned an entire industry dedicated to finding ways to make sustainability easier and more affordable. Go green tech!

## Not knowing any different is the goal

Over the course of Green Pages’ life, I’ve written a lot of stories about efforts to teach sustainability to young people, and to get them excited to participate in shaping their future.

One of those pieces was about young people in a historically underserved part of San Francisco taking to the streets to educate neighbors about simple energy- and water-saving measures. Another piece showcased a program that uses gardening to inspire hope in at-risk youth and expose them to the simple joys of being outdoors by giving them a chance to literally get their hands dirty.

The world has efforts like these to thank for young activists like Greta Thunberg, the 15-year-old Swedish girl who accused world leaders of being asleep at the wheel while the Earth burns at the recent United Nations Climate Change Summit.

The fear is that some world leaders’ proposed rollbacks of environmental regulations (that are clearly working) could spark a widespread apathy that sets environmentalism back years. After all, that head-in-the-sand response (“If I don’t acknowledge it, then it’s not happening”) has a way of rubbing off on the masses.

Hopefully, Greta and her generation

can speak loudly enough to stave off that apathy, at least long enough for the notion of a sustainable existence to become second nature for most.

You see, sustainability has until now meant replacing old habits with new ones—and as the saying goes, “Old habits die hard.” But Greta’s generation has the benefit of not knowing what life was like before we woke up and realized, “Oh no, we screwed up the environment.”

For instance, she’s never known plastic to be anything other than a nuisance to be avoided. For her, a hybrid or electric vehicle has always been the ultimate car. So that should be the goal—get us to a point where anything

other than sustainable practices is so foreign and strange-sounding that it’s not even an option.

*Bay Crossings would like to thank Bill Picture for all of the issues he has tackled over the years and the insights he has provided that we can all learn from. If you know of an environmental topic that you feel should be covered in the Green Pages, by all means feel free to let us know at [info@baycrossings.com](mailto:info@baycrossings.com).*

**Bill Picture** is a veteran journalist, but also produces events for some of the world’s most recognized brands ([Billpicture.com](http://Billpicture.com)). A former *SF Examiner* staff reporter and *SF Chronicle* contributor, Bill now calls both Southern California and the Bay Area “home.” That said, you’re most likely to find Bill holed up at an airport bar, en route to somewhere.



In May 2010, Green Pages covered the San Francisco Bay Decisionmakers Conference, which was titled “Climate 3.0 – Policies and Decisions for a Changing Landscape.” This map, provided by BCDC, depicted the effects of sea level rise and was used as the cover for that issue.

# SCOMMA'S

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## WATERFRONT ART



## Signal Sculpture Sends Good Vibrations from Treasure Island

Photo by Tom Loughlin

### BC STAFF REPORT

Five years ago, as crews worked day and night to dismantle the massive former Eastern span of the Bay Bridge, artists and designers across California expressed their desire to creatively repurpose pieces of the old bridge steel.

The Oakland Museum of California stepped in and partnered with the Toll Bridge Program Oversight Committee to set up the Bay Bridge Steel Program, assembling a selection committee with expertise in everything from public art to the history of the bridge. Ultimately, 15 artists, architects and design professionals were awarded some of the coveted steel under the condition that they use it to make public art in California.

One of the awardees, San Francisco conceptual artist Tom Loughlin, recently unveiled the largest and most ambitious public art project to result from the Bay Bridge Steel Program, and the first large-scale work from the program to debut in the Bay Area.

Made from three 12-ton girders from the former Eastern span and a rare, original signal light from the top

of the bridge, *Signal* is a massive public sculpture on the western edge of Treasure Island that invites the public to consider our place in the natural landscape and the tools we build to traverse it.

*Signal* is a steel ring, 25 feet across, made from the former span's huge box-shaped and riveted top chords, the uppermost horizontal girders of the truss sections of the bridge.

"The sculpture sounds like a foghorn," Loughlin told *Bay Crossings*. "Electronic equipment inside the sculpture vibrates the steel at its natural resonant frequency of 35 Hz. As I was building *Signal*, I was thinking about the natural landscape of the Bay and the way we travel through it, so it made sense to me to add an element which brings fog to mind. And I think fog horns are interesting. They make such a comforting sound but they're also warning of danger."

With a panoramic view of the Bay Area and its bridges, visitors can step into the ring and experience soft pulses of light from the signal lamp and the low, cyclical foghorn-like vibration. "The aim of the piece is to call to mind various rhythms that intersect in the San Francisco Bay," said Loughlin. "The pulsing light and sound of the sculpture



Photo by Tom Loughlin

Visitors to the new *Signal* sculpture on Treasure Island can interact with the artwork by stepping into the ring of steel.

point to the navigational aids, bridges, and other structures we've put into the Bay to assist our travel. I hope they will also evoke the natural rhythm of tides and sunrises and weather changes, and our own biological rhythms."

*Signal* has received significant logistical support from the Oakland Museum of California, the Treasure Island Development Authority, the San Francisco Arts Commission and CalTrans. In addition, the Headlands

Center for the Arts' fiscal sponsorship of the project has made it possible for donors to make tax-deductible contributions to bring *Signal* to Treasure Island.

*Signal* will be free and open to the public daily at least through 2022. It is located on the western edge of Treasure Island, only 150 feet from the restaurant Mersea. For more information, the public can visit [signalsf.com](http://signalsf.com).

# Tenors Storm Vallejo; Varda Screens in Berkeley; FOG+ Shrouds Frisco

BY PAUL DUCLOS

Bay Area ferry riders seeking an exotic operatic adventure are in luck when the Empress Theatre in Vallejo hosts a night of recitals featuring three young and promising superstars on the first day of February.

Headlined *Three Tenors! The Next Generation*, the one-night concert showcases the remarkable voices of Pene Pati, Alex Boyer and Christopher Oglesby accompanied by full symphony orchestra led by Grammy-winning conductor Thomas Conlin.

Now that the San Francisco Opera season has come to a close (until it reopens in June) aficionados may get their fix by checking out this February 1 gig at Vallejo's historic and charming venue. Presented by the Vallejo Community Arts Foundation, the concert begins at 7:30 p.m.

SFO audiences should be quite familiar with Pati, as he is a former Adler fellow who won recent acclaim in last season's *Romeo and Juliet*. Tenor Alex Boyer is gaining recognition for his large, potent sound and dramatic portrayals. *The Chronicle* congratulated him for his delivery of the famous showpiece "Vesti la giubba" from *Pagliacci*, "which lacked nothing in the way of grit and vocal power." Christopher Oglesby, the third tenor in the triumvirate, was praised by the *Washington Post* for his "beautifully sensitive singing."

Program highlights of this event will include a dozen of the most familiar tenor arias from the greatest composers of Italian opera, including Verdi, Ponchielli, Leoncavallo, Mascagni, Donizetti—and the aria made popular by Luciano Pavarotti, "Nessun Dorma" from Puccini's *Turandot*.

Grammy-winning conductor Thomas Conlin has led performances at numerous American and international opera and ballet companies and symphony orchestras on five continents. Recent seasons have included performances in Germany with the Philharmonisches Orchester Augsburg and the Baden-Badener Philharmonie; in



Photo by Garth Badger



Photo by Chris Ayers



Photo by Amy Livingston

The Three Tenors (from left to right): Pene Pati, Alex Boyer and Christopher Oglesby will perform at Vallejo's Empress Theatre on February 1.

Italy with Orchestra Sinfonica Siciliana; with the Brazilian Symphony Orchestra in Rio de Janeiro; the Cairo Symphony Orchestra in Egypt; the Calgary Philharmonic in Canada; the Toyko Chamber Orchestra; Flemish Chamber Orchestra in Belgium; and with Ireland's RTE Symphony Orchestra in Dublin.

Reserved seating ranges from \$70 to \$200. More information is available at [empresstheatre.org](http://empresstheatre.org) or by calling (707) 552-2400.

## Varda Film Fest in Berkeley

The Berkeley Art Museum and Pacific Film Archive (BAMPFA) and the San Francisco Museum of Modern Art (SFMOMA) will co-present a major retrospective of films by Agnès Varda, the first significant presentation of the acclaimed director's work since her death in March 2019.

*Agnès Varda: An Irresistible Force* marks the West Coast premiere of this national touring retrospective organized with Janus Films, which encompasses much of Varda's work from the last six decades—including new restorations, rarely screened shorts and a preview of Varda's final film, *Varda by Agnès*.

SFMOMA's portion of the series begins on January 9 with *Cleo 5 to 7*, one of Varda's most renowned early works. The series continues at BAMPFA through February 28 and at SFMOMA through

March 21 and includes guest appearances at both venues by former Pacific Film Archive Director and Curator Tom Luddy, who collaborated with Varda on two films.

This film program represents the tenth installment of SFMOMA's *Modern Cinema* program, which seeks to highlight the ongoing dialogue between the critically acclaimed filmmakers of the past and present.

An icon of international art cinema for more than sixty years, Varda was an influential figure in the development of the French New Wave and the only female director associated with the movement. Her remarkable debut feature, *La Pointe Courte*, made when she was 26, predated and inspired the New Wave movement. Widely acclaimed for her early narrative features like *Cléo from 5 to 7* and *Le Bonheur*, Varda went on to create a vast and eclectic body of work that included numerous shorts, documentaries, photography and installations.

A full list of screenings is available and at [bampfa.org](http://bampfa.org) and [sfmoma.org](http://sfmoma.org).

## FOG Art Fair Comes to Fort Mason

FOG Design+Art has announced the galleries participating in the 2020 edition of the fair. On view at Fort Mason Center for Arts and Culture in San Francisco from January 16 to 19, the fair will open with a preview gala benefiting the San Francisco Museum of Modern Art on January 15.

This year's fair will bring together 48 galleries, including five galleries exhibiting for the first time: Gallery Fumi (London), Jenkins Johnson Gallery (San Francisco), Mercado Moderno (Rio de Janeiro), Nathalie Karg Gallery (New York), and Tina Kim Gallery (New York).

FOG's mission is to create a dialogue about the relationship between art and design, and to provide a platform for the Bay Area community—as well as an international host of curators, collectors and art world enthusiasts—to experience works of contemporary art and design by some of the most celebrated dealers of 20th-century and contemporary work.

For more information, see [sfmoma.org/fog](http://sfmoma.org/fog).

Paul Duclos is a pen name. The author retired from his career in motor sports to write the cult classic *Flags of Convenience*. Since then, he has been sharing his passion for the Bay Area arts scene with *Bay Crossings* readers and fellow ferry evangelists. Follow his blog at [www.duclosculturalcurrents.com](http://www.duclosculturalcurrents.com).



# San Francisco Bay Ferry NO SERVICE JANUARY 1

## VALLEJO

### VALLEJO/SAN FRANCISCO - Weekdays

Depart Mare Island	Depart Vallejo	Arrive Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Pier 41	Depart Pier 41	Arrive Vallejo	Arrive Mare Island
5:10	5:30	6:30	-----	-----	-----	-----	-----
5:40	6:00	7:10	-----	-----	-----	-----	-----
6:10	6:30	7:30	6:35	-----	-----	7:35	-----
6:40	7:00	8:10	7:15	-----	-----	8:25	-----
-----	7:45	8:45	8:15	-----	-----	9:15	-----
-----	8:30	9:40	9:45	-----	-----	10:55	11:05
-----	10:15	11:15	11:25	11:35	11:45	12:45	12:55
-----	12:00	1:10	2:40	-----	-----	3:50	-----
1:40	2:00	3:20	3:30	3:00	3:10	4:30	-----
2:50	3:10	4:10	4:30	-----	-----	5:30	-----
-----	4:00	5:10	5:00	-----	-----	6:00	-----
-----	4:45	5:45	5:30	6:45	6:55	6:40	6:55
-----	5:45	7:05	6:00	-----	-----	7:00	7:15
-----	-----	-----	7:15	-----	-----	8:15	8:30
-----	7:00	8:00	8:15	-----	-----	9:15	9:30

### Weekends & Holidays

-----	10:00	11:00	11:10	11:20	11:30	12:30	12:45
11:00	11:15	12:15	12:30	-----	-----	1:30	1:45
2:10	2:30	3:30	3:40	3:50	4:00	5:00	-----
2:40	3:00	4:00	4:15	-----	-----	5:15	5:25
-----	5:30	6:50	7:00	6:30	6:40	8:00	8:15

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Adult	\$15.10	Child (under 5)	FREE
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## GIANTS BASEBALL AT AT&T PARK

# Service will resume for 2020 Season



Illustration from [www.tuscolatoday.com](http://www.tuscolatoday.com)

## ALAMEDA/OAKLAND

### Weekdays to San Francisco

Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
---	6:00 a.m.	6:20 a.m.	---
6:30 a.m.	6:40	7:00	---
7:00	7:15	7:35	---
7:35	7:45	8:05	---
8:10	---	8:40	---
---	8:20	8:40	---
8:40	8:55	9:15	---
9:15	9:25	9:45	---
10:15	10:25	10:45	11:00
11:00	10:50 •	11:20	11:35
11:40	11:30 •	12:05 p.m.	12:20 p.m.
1:55 p.m.	1:45 p.m. •	2:15	2:30
2:40	2:25 •	3:05	---
3:50	3:35 •	4:20	---
4:30	4:05 •	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

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.
---	7:05	7:40	7:30
---	7:35	---	8:00
---	7:45	8:05	---
---	8:10 >	8:45	8:35
---	8:45 >	9:20	9:10
---	9:40	10:20	10:10
---	10:30	10:45	10:55
---	11:00	11:20	11:35
12:30 p.m.	12:45 p.m. >	1:20 p.m.	1:05 p.m.
1:45	2:00	2:20	2:35
---	3:15	3:30	3:45
3:30	---	4:00	4:20
---	4:00	4:20	4:35
---	4:30	4:45	5:00
---	5:20	5:40	5:50
---	5:40	6:00	6:15
---	6:00	6:20	6:35
---	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

• To S.F. via Oakland > To Alameda via Oakland

## ALAMEDA/OAKLAND

### Weekends and Holidays to San Francisco

Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41
9:45 a.m.	10:00 a.m.	10:45 a.m.	10:25 a.m.
11:30	11:15	11:55	12:15 p.m.
12:00 p.m.	11:45 p.m.	12:25 p.m.	12:40
1:55	1:40	2:20	2:40
2:55	2:40	3:20	---
4:35	4:20	---	5:00
6:05	5:50	6:30	6:45
7:45	7:30	8:10	---

### Weekends and Holidays from San Francisco

Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland
10:35 a.m.	10:50 a.m.	11:10 a.m.	11:25 a.m.
---	11:20	11:40	11:55
1:00 p.m.	1:15 p.m.	1:35 p.m.	1:50
2:00	2:15	2:35	2:50
3:40	3:55	4:15	4:30
5:10	5:25	5:45	6:00
6:50	7:05	7:25	7:40

### FARES: One-way

Adult	\$7.20
Adult (Clipper Only)	\$5.40
Youth (5-18 years), Seniors (65+ yrs), Disabled	\$3.60
Child under 5	FREE
School Groups	\$2.40
Short Hop - Adult	\$1.70
Short Hop - Youth (5-18 years), Seniors (65+ yrs), Disabled	\$0.80

## RICHMOND

### Weekdays

Depart Richmond	Arrive SF Ferry Bldg.	Depart SF Ferry Bldg.	Arrive Richmond
6:10 a.m.	6:45 a.m.	6:25 a.m.	7:00 a.m.
7:10	7:45	7:55	8:30
8:15	8:45	4:30 p.m.	5:05 p.m.
8:40	9:15	5:20	5:55
5:15 p.m.	5:50 p.m.	6:40	7:15
6:05	6:40	7:10	7:45

### Weekends

No Winter Weekend Service

### FARES: One-way

Adult (cash fare)	\$9.30
Adult Clipper Card	\$7.00
Youth (5-18 years), Seniors (65+ yrs), Disabled	\$4.60
Children under 5	FREE
School Groups	\$3.10

## SOUTH S.F.

### 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	8:15	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	6:10 *	5:55
7:00	7:50 *	7:35

\* Arrives at Alameda first. All arrival times are estimates.

### FARES: One-way

Adult	\$9.40
Adult (Clipper Only)	\$8.10
Youth (5-18 years), Seniors (65+ yrs), Disabled	\$4.70
School Groups	\$3.10
Children (under 5) (with an adult)	FREE

## 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
9:00	9:30	---	---
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

Depart SSF	Arrive Harbor Bay	Adult	\$7.50
8:30 a.m.	9:00 a.m.	Adult (Clipper Only)	\$5.60
		Youth (5-18)	\$3.70
Depart Harbor Bay	Arrive SSF	Disabled / Seniors (65+)	\$3.70
6:30 p.m.	7:00 p.m.	School Groups	\$2.50
		Children (under 5)	FREE

# BAYCROSSINGS

"The Voice of the Waterfront"

All Ferry schedules subject to change.

For the most up to date information. Visit: [baycrossings.com](http://baycrossings.com)

# GET THERE BY FERRY

## Golden Gate Ferry

### LARKSPUR

Weekdays (excluding Holidays)				Weekends and Holidays <small>Effective Thursday, Jan. 2, 2020.</small>			
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 a.m.	6:15 a.m.	6:20 a.m.	6:50 a.m.	-----	-----	8:40 a.m.	9:10 a.m.
6:35	7:05	7:10	7:40	9:30 a.m.	10:05 a.m.	10:20	10:55
7:00	7:30	7:35	8:05	11:25	12:00 p.m.	12:30 p.m.	1:05 p.m.
7:30	8:00	-----	-----	1:15 p.m.	1:50	2:30	3:05
7:50	8:20	8:30	9:05	1:40	2:30	3:45	4:35
8:20	8:50	9:10	9:45	3:25	4:05	5:25	6:00
8:50	9:20	-----	-----	4:45	5:35	6:25	7:15
9:20	9:55	10:10	10:45	-----	-----	7:25	8:10
10:10	10:45	10:55	11:30	<b>One-way Ferry Fares</b>			
11:10	11:45	11:55	12:30 p.m.	Larkspur		Sausalito	
12:40 p.m.	1:15	1:25	2:00	Daily			
2:15	2:50	3:00	3:30	Adult Cash Fare (19 – 64)		\$12.50 \$13.00	
2:50	3:25	3:30	4:00	Clipper		\$ 8.00 \$ 7.00	
-----	-----	4:00	4:30	Youth (5-18)/Senior/Disabled		FREE \$ 6.25	
3:40	4:15	4:30	5:00	Children 4 and under (limit 2 per fare-paying adult)		FREE	
4:10	4:45	5:00	5:30	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
-----	-----	5:30	6:00	Visit <a href="http://goldengateferry.org">goldengateferry.org</a> for updates.			
5:10	5:45	6:00	6:30	Contact Information Toll free 511 or 711 (TDD)			
5:40	6:15	6:30	7:00	Giants Larkspur Ferry: \$14 each way per person. Advanced purchase of tickets at <a href="http://goldengateferry.org">goldengateferry.org</a> or (877) 473-4849 is required. Ferry departure times vary.			
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				

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

**Berkeley**  
K Dock at Berkeley Marina in front of Harbor Master's office

**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

**Richmond**  
1453 Harbour Way South

**San Francisco:**  
SF Ferry Building @ foot of Market Street  
Pier 41 @ Fisherman's Wharf  
Pier 1½ just north of SF Ferry Building  
Pier 52 in Mission Bay

**Sausalito Ferry Terminal**  
Humbolt Street & Anchor Avenue

**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.	6:00	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)		\$13.00	
Clipper		\$ 7.00	
Youth (5-18) Senior (65+)		\$ 6.50	
Child (age 4 & under)		FREE	

### TIDELINE

BERKELEY/SAN FRANCISCO			
Weekdays <small>Beginning January 6</small>			
Depart Berkeley	Depart Pier 1.5	Depart Pier 52	Arrive Berkeley
7:30 a.m.	8:00 a.m.	8:15 a.m.	-----
8:45	9:20	9:40	10:15 a.m.

Depart Berkeley	Depart Pier 52	Depart Pier 1.5	Arrive Berkeley
3:55 p.m.	4:30 p.m.	4:45 p.m.	-----
5:15	5:50	6:05	6:35 p.m.

Advance reservations recommended, purchase tickets at [www.tidelinetickets.com](http://www.tidelinetickets.com).

## Blue & Gold Fleet

TIBURON – Pier 41				SAUSALITO			
Weekdays				FISHERMAN'S WHARF, PIER 41			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41	Weekdays			
Depart Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. 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.	11:20 a.m.	12:25 p.m. •*	12:40	1:05 p.m.
11:20	12:05 p.m. •	12:15 p.m.	1:05 p.m. ^	1:15 p.m.	2:20 • +	2:30	2:55
1:15 p.m.	2:00 •	2:10	2:55 ^	3:05	4:10 • +	4:20	4:45
3:05	3:50 •	4:00	4:45 ^	4:55	5:25	5:35	6:25 +
4:55	5:45 ^	5:55	6:25	7:15 #	7:45 #	8:00 #	8:30 #

• Via Angel Island ^ Via Sausalito  
# Available Friday ONLY: November 4, 2019 - April 26, 2020

TIBURON – Pier 41			
Weekends and Holidays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
11:10 a.m.	12:20 p.m. **	12:30 p.m.	12:55 p.m.
1:05 p.m.	1:55 ^	2:05	2:35
2:15	3:25 **	3:30	3:55
3:35	4:25 *	4:35	5:25 ^
4:50	5:20	5:30	6:20 ^
7:15	8:10 ^	8:20	8:50

• Via Tiburon, + Via Angel Island

FARES:		One-way	Round-trip
Adult		\$13.00	\$26.00
Child (5-11) SENIOR (65+)		\$7.50	\$15.00

For the most current schedule, visit [www.blueandgoldfleet.com](http://www.blueandgoldfleet.com)

There will be no Sausalito / Tiburon / Angel Island service on Thanksgiving Day. The day after Thanksgiving, all services will operate on a Holiday schedule. There will be no Blue & Gold Services on Christmas Day. On New Year's Day, Sausalito / Tiburon / Angel Island will operate on a Holiday schedule. On President's Day, all services will operate on a Holiday schedule.

### BAY CRUISE

Depart PIER 39		
Daily Monday - Thursday	Friday - Sunday & Holidays	
10:15 a.m.	10:15 a.m.	2:15 p.m.
1:15 p.m.	11:00	3:15
3:15	12:15 p.m.	4:30
4:30	1:15	

For the most current schedule, visit [www.blueandgoldfleet.com](http://www.blueandgoldfleet.com)  
Bay Cruise does not operate during inclement weather.

FARES: All prices include audio tour.			
Adult	\$34.00	Child (5-11)	\$23.00
Junior (12-18)	\$26.00	Senior (62+)	\$26.00

Discount fares available at [www.blueandgoldfleet.com](http://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	\$42.00	Child (5 - 11)	\$28.00
Junior (12 - 18)	\$31.00	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.	10:15 a.m.	10:20 a.m.	11:10 a.m. *
11:20	11:45	11:55	1:05 p.m. **
1:15 p.m.	1:40 p.m.	1:50 p.m.	2:55 **
---	---	3:40	4:45 **

Weekends & Holidays (Depart Pier 41)			
9:45 a.m.	10:15 a.m.	10:25 a.m.	10:55 a.m.
11:10	12:00 p.m. +	12:10 p.m.	12:55 p.m.
---	---	3:15 +	3:55
---	---	4:15	5:25 **

\* Via Tiburon + Via Sausalito

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

All prices include general state park entrance fee.

## Red & White

### BAY CRUISE Pier 43½

Monday – Sunday		
10:00 a.m.	1:10 p.m.	3:30 p.m. #
11:15	1:40	4:15
12:00 #	2:30	6:00^

FARES:		
Bay Cruise	# Bridge to Bridge	^ Sunset Cruise - Friday/Saturday/Sunday
Adult (18+) \$34.00	Adult (18+) \$44.00	Adult (18+) \$70.00
Youth (5-17) \$23.00	Youth (5-17) \$30.00	Youth (5-17) \$48.00

# AROUND THE BAY IN JANUARY

## Pinnipeds on the Piers

Thirty life-sized sea lion statues painted by 30 Bay Area artists will adorn different spots on the Embarcadero starting in late January and remain on display for the remainder of 2020. Made from fiberglass, the sea lion statues evoke a number of different topics, including ocean habitat, pollution, the carbon footprint from seafaring goods, ocean acidification, micro-plastic ingestion and climate change. Each sea lion statue holds a QR code that takes the user to a multi-lingual landing page containing the artist's statement and education component. In addition to the 30 sea lions, there is also an exciting drive to paint 3,000 small sea lions to set a new world record. The real sea lions arrived at Pier 39 following the 1989 Loma Prieta earthquake and, although initially regarded as pests, they became an instant tourist attraction and are one of the most photographed destinations in the Bay Area. Naturalists from the Sea Lion Center and Aquarium of the Bay offer regular education programs at the Pier 39 site. For more information and program details, see [aquariumofthebay.org](http://aquariumofthebay.org) or [pier39.com](http://pier39.com).



Photo courtesy of Aquarium of the Bay

## Oakland Eats

Oakland Restaurant Week, presented by Visit Oakland in partnership with See. Eat.Love, is celebrating its 10th anniversary. From Thursday, January 9 through Monday, January 20, over 100 Oakland Restaurants will celebrate one of the largest and most diverse restaurant weeks in the region. The popular program runs over 12 days and two weekends for foodies to take full advantage of dining deals. Participating restaurants will offer prix fixe lunch and/or dinner menus with price points in ten-dollar increments

starting at \$10 and ending at \$80. The promotional prices reflect up to 25 percent off regular a la carte items. Complete lists of participating restaurants, menus, special events and reservations are available on [www.oaklandrestaurantweek.org](http://www.oaklandrestaurantweek.org).

## Artists Delve Deep in Marin

On January 11, MarinMOCA opens *Beneath the Surface*, an exhibit of work that delves deep into the inner world of the artist. Layer upon layer, artists explore their media and subject matters, and the end result often belies the twists and turns of their creative journey. The artists seek to uncover, and reveal, that there is more to this world than meets the eye. Visitors of all ages are invited to experience this engaging show of artwork in a variety of media. The exhibit runs through February 23. During the opening reception on January 11, a “walk and talk” through the gallery at 4:30 p.m. will be conducted by Bay Area writer and exhibit curator DeWitt Cheng, followed by the reception from 5 to 7 p.m. This exhibit is free to the public. For more information, visit [marinmoca.org](http://marinmoca.org).

## Truffles Galore!

The American Truffle Company returns to Napa with the 10th annual Napa Truffle Festival from January 17 to 20. This event brings together two complementary aspects of European truffles—the best chefs in the world known for their truffle cuisine, and the best truffle experts in the world recognized for their expertise and data on truffle cultivation. Gourmands and aspiring truffle growers alike will find a bounty of activities throughout the festival weekend to satisfy their appetite and curiosity for the flavor and knowledge of one of the world's most prized and delectable foods. Napa Valley will again serve as the host for the festival weekend, partnering with the Westin Verasa Napa as “truffle central” for check-in and programs. The hotel also extends exclusive, special room rates for festival guests. Unique to this festival is the Michelin-starred team of chefs led by Ken Frank of La Toque, who will present culinary demonstrations and showcase extraordinary skills and talents in a stunning truffles and wine dinner on Saturday evening. There will also be truffle experts and scientists, a master truffle dog trainer, wild mushroom foragers and—everyone's favorites—the truffle dog training demo. The festival concludes on Monday from 11 a.m. to 3 p.m. with the lively Napa Truffle Festival marketplace at Oxbow Public Market in downtown Napa, showcasing local artisan vendors and their specialty food products. Also featured will be cooking demos, fresh truffles for sale and a chance to win a real black truffle. For more information on the festival, visit [www.napatrufflefestival.com](http://www.napatrufflefestival.com). The marketplace is free to the public to browse and purchase truffle menu items a la carte.

## Rosenblum Serves Up January Fun

Rosenblum Cellars has a plan to keep you occupied after work on Tuesdays and Fridays in January. Trivia Tuesdays with Nicole Bridges is as easy as “drink, play and win” with five rounds of 10 questions

on pop culture, music and more. And, on the first and third Fridays (January 3 and 17), enjoy karaoke nights with songs, laughter and wine. Rosenblum Cellars is located just steps from the Oakland Ferry Terminal in Jack London Square. Visit [rosenblumcellars.com](http://rosenblumcellars.com) for more information.

## Globetrotters Visit Bay Area

See the Original Harlem Globetrotters on their “Pushing the Limits” world tour for action-packed performances throughout the Bay Area. A star-studded roster will have fans on the edge of their seats to witness the ball handling wizardry, basketball artistry and one-of-a-kind family entertainment that thrills fans of all ages. There will be new high-flying dunks, hilarious stunts, a new record-breaking attempt and unforgettable family moments. Join Globetrotter stars after the game where they will stay for autograph, photograph and high-five sessions for fans (subject to availability). There will be performances on January 11 at the Chase Center in San Francisco; January 14 and 15 at the Haehl Pavilion in Santa Rosa; January 17, 19 and 20 at the SAP Center in San Jose; and January 18 at the Oracle Arena in Oakland. Ticket prices start at \$25. For more information, visit [harlemglobetrotters.com](http://harlemglobetrotters.com).

## Comic Relief in SF

SF Sketchfest returns to spread laughter all over the Bay Area. Billed as “the San Francisco Comedy Festival,” SF Sketchfest is now in its 19th year. Audiences can expect another year full of improv, skits, films and more entertainment from major comedy stars and up-and-coming acts from around the world. SF Sketchfest kicks off with a world premiere of the Netflix original series, *Medical Police*, and closes with Quiz-o-Tron, a witty quiz show between comedians and scientists. Be there for all 18 days of comedy from January 9 through 26. For tickets, schedules and more information, visit [sfsketchfest.com](http://sfsketchfest.com).



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# STARTING JAN 2, 2020 - MORE FERRY SERVICE ON WEEKENDS SAN FRANCISCO - LARKSPUR!

Depart Larkspur	Arrive SF	Depart SF	Arrive Larkspur
—	—	8:40	9:10
9:30	10:05	10:20	10:55
11:25	<b>12:00</b>	<b>12:30</b>	<b>1:05</b>
<b>1:15</b>	<b>1:50</b>	<b>2:30</b>	<b>3:05</b>
<b>1:40</b>	<b>2:30</b>	<b>3:45</b>	<b>4:35</b>
<b>3:25</b>	<b>4:05</b>	<b>5:25</b>	<b>6:00</b>
<b>4:45</b>	<b>5:35</b>	<b>6:25</b>	<b>7:15</b>
—	—	<b>7:25</b>	<b>8:10</b>

Bold = PM Times



[goldengate.org](http://goldengate.org)

# WINTER SPECIAL



**50% off haul out with purchase of bottom painting package, and a \$100 gift card to**  
**Now through January 31<sup>st</sup>, 2020.**



*Limited to vessels 69' or under.*



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