

# BAY CROSSINGS

*"The Voice of the Waterfront"*

March 2020 Vol.21, No.3

## A DEEPER DIVE

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55 Screenings About the Deep Blue

### **Mission Bay Ferry Terminal**

Plans for New Project Move Forward

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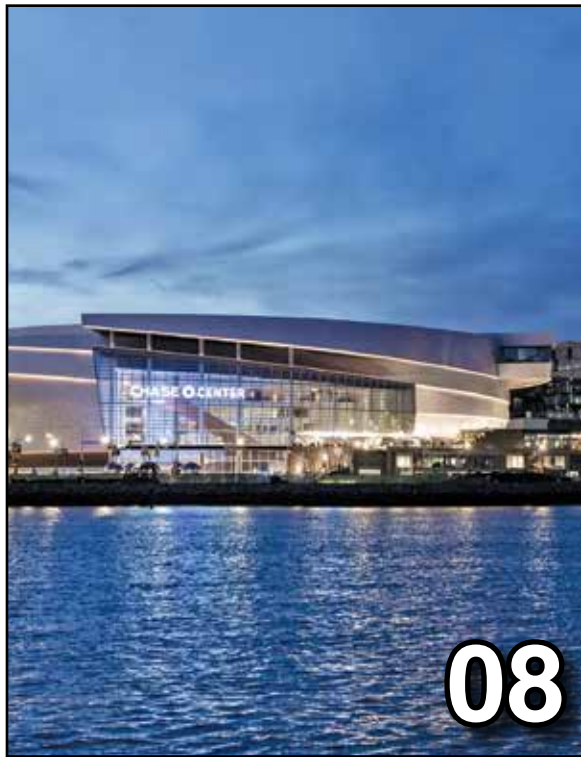
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We appreciate the opportunity to publish our readers' comments, letters or requests for corrections, which can be sent to [joel@baycrossings.com](mailto:joel@baycrossings.com).



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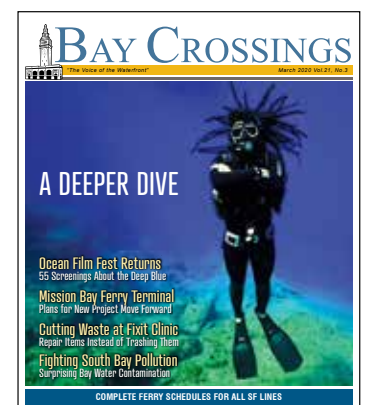
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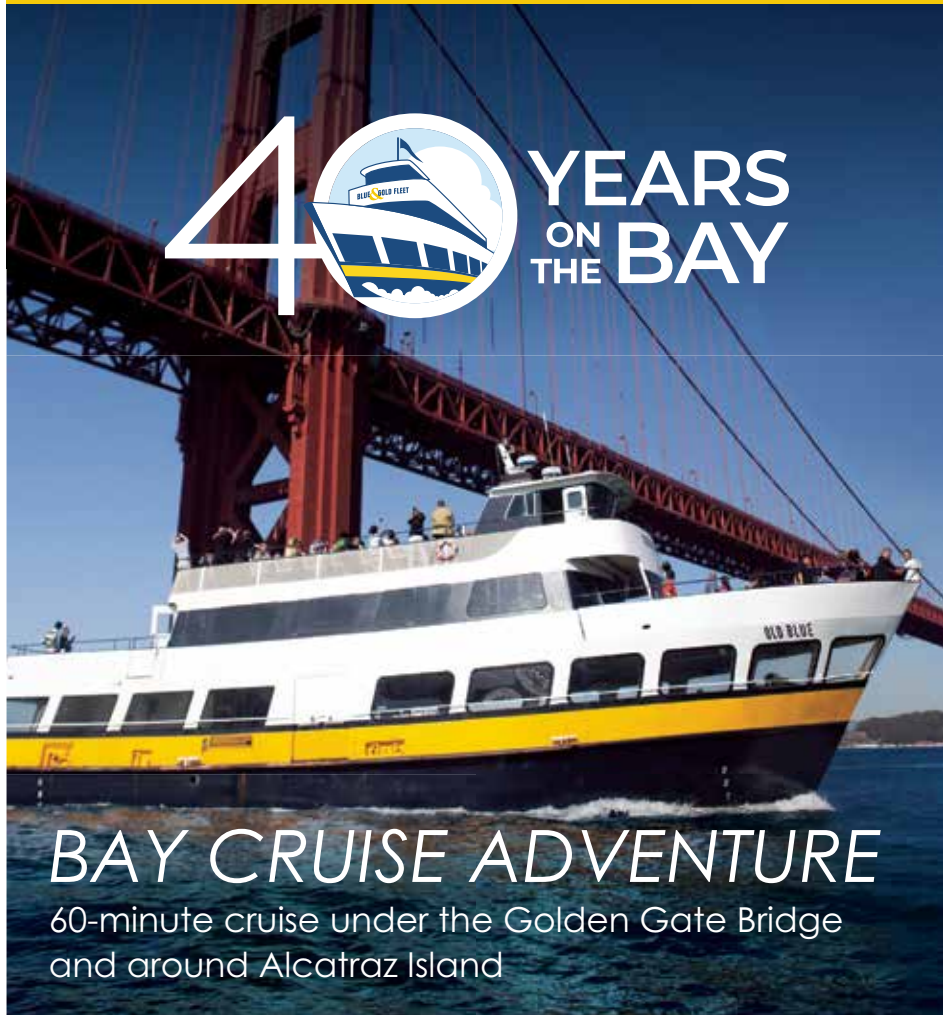
## ON OUR COVER

The International Ocean Film Festival features 55 films from filmmakers and documentarians around the world. The 100-percent plastic-free festival will include five panel discussions, Q&A sessions with visiting filmmakers and a free student education program hosting more than 1,200 students from around the Bay Area and beyond. Screenings will take place in San Francisco at the Cowell Theatre and Roxie Theatre in Fort Mason, and at the Smith Rafael Film Center in Marin. Photo by Isa Alemdar from the film *Only One World Left*.



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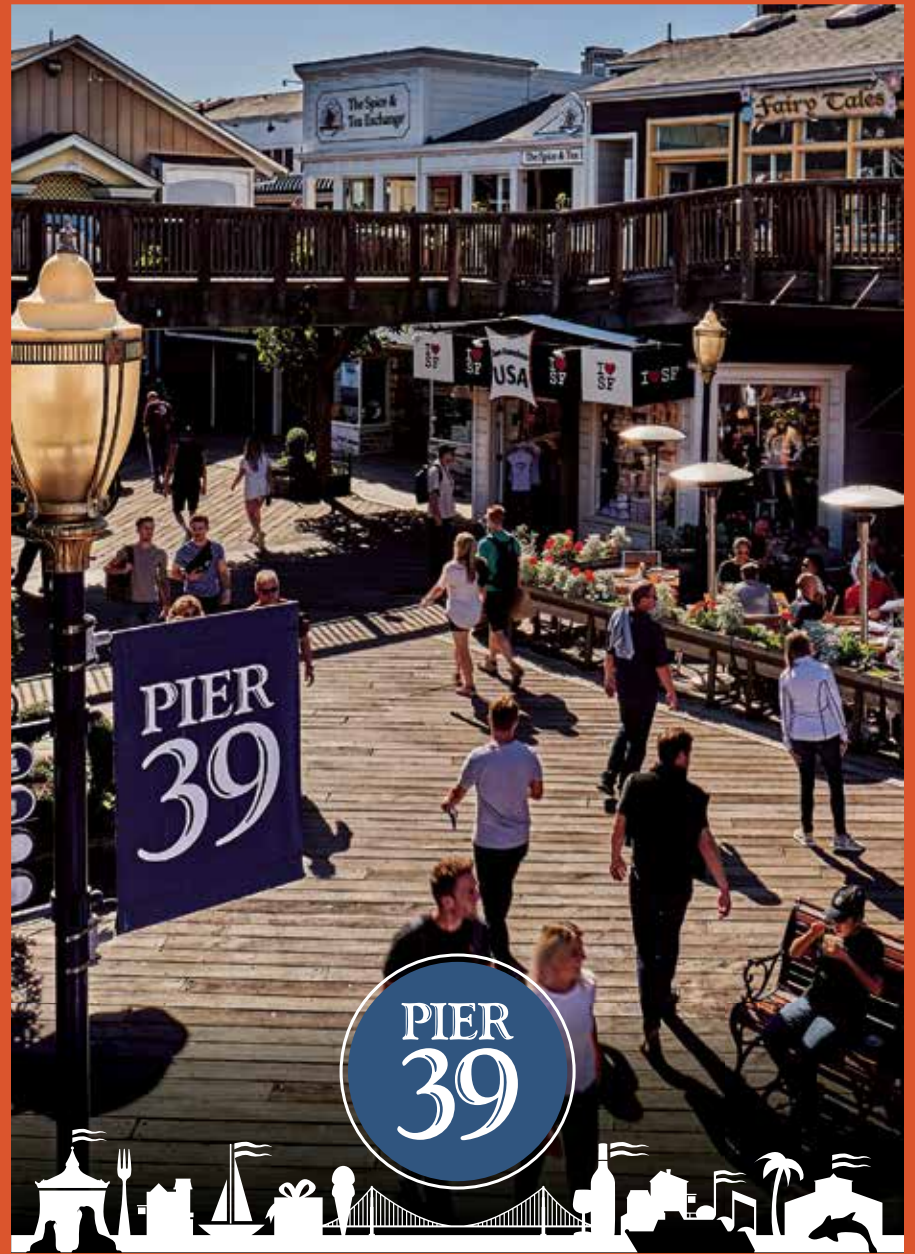
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## WORKING WATERFRONT NEWS

# IMC Unveils Tribute to Mariners at Port of Oakland

BY PATRICK BURNSON

**T**he Port of Oakland has joined the International Maritime Center (IMC) to unveil a tribute to mariners. The new, abstract sculpture *Sea Remembrance* was installed in January next to the IMC facility at Port View Park. The IMC is a nonprofit organization that supports seafarers passing through the Bay Area.

“Seafarers make costly sacrifices being away from home at sea for months at a time,” said Captain Margaret Reasoner with the local IMC chapter. “The sculpture honors them for their hard work and perseverance, and serves as a memorial for the mariners who gave their life at sea.”

Captain Reasoner enlisted sculptor James Allen King to create the sculpture. King, a member of the Sailors’ Union of the Pacific, is also an experienced mariner. As a bosun, King oversees the team that maintains the ship’s rigging, anchors, cables and everything else on deck that keeps a vessel running smoothly. King draws inspiration for his art from the sea.

The artist donated all the time he expended in creating the sculpture; volunteers from California State University Maritime Academy and the Clean Living Learning Center helped create the foundation for the sculpture; and donations are being collected to cover final expenses.

Thousands of men and women work the ships that cross the world’s oceans to deliver goods from one country to the next. Captain Reasoner said she hopes the sculpture will make mariners feel welcome in the Bay Area. *Sea Remembrance* is located outside the IMC at 4001 7th Street in Oakland. It can be seen when the IMC is open.

As longtime *Bay Crossings* readers know, the IMC, in coordination with the Seafarers Ministry of the Golden Gate, services thousands of seafarers who come through its facility each year. This column recognizes the IMC’s charitable efforts every holiday season.

Located at the Port of Oakland, the center hosts a sanctuary for mariners to use as their home away from home. Services include counseling, meals, recreation, transportation, internet connections and phone cards. The IMC at the Oakland Seaport is rated one of the top three centers in the world. To learn more about the IMC, call (510) 839-2226 or visit the facilities in Oakland.

## PTA Celebrates 100 Years

Coinciding with the 20th anniversary of *Bay Crossings* is the 100th anniversary of



A new, abstract sculpture was recently installed next to the International Maritime Center facility at the Port of Oakland’s Port View Park as a tribute to seafarers who lost their lives at sea.

the Pacific Transportation Association (PTA), which has been a robust voice for the Bay Area trade and transportation industry—and still is.

Founded in San Francisco in 1920, when the port was one of the key cargo destinations on the U.S. West Coast, the PTA remains the largest transportation association on the Pacific Rim and is regarded as one of the leading traffic clubs in the country.

The group’s mission is to promote understanding and cooperation between carriers, shippers and the communities they serve. PTA programs support a vibrant maritime industry to maintain vital transport services, train a new generation of mariners, advance environmental stewardship and foster global trade.

Membership has been driven by the several educational and networking events the PTA hosts each year to keep shippers informed and connected. The PTA also supports local and national efforts to maintain and expand the San

Francisco Bay Area’s role as a crossroads of global trade.

This year will continue with the same pace of rapid change—one that is fundamentally transforming supply chains, partnerships, and business processes. The PTA will offer several social and informational events this year, including its annual “Ports & Terminals” luncheon featuring the maritime directors from the ports of Oakland and San Francisco.

Membership dues along with continued participation enable the PTA to provide a platform for networking and educational forums. PTA membership is open to shippers, carriers, equipment and other service providers, government and academic organizations, college students and all other interested individuals.

For more information, see [pacifictrans.org/join.php](https://www.pacifictrans.org/join.php).

## Cult Classic...

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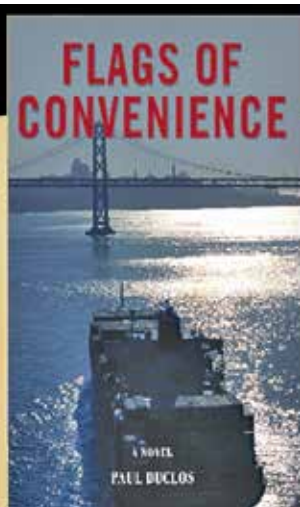
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## Paul Duclos

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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](https://www.pacifictrans.org)



# Lou Cook

BY MATT LARSON

**R**iding the ferry makes many people happy, and it makes some people so happy that they pursue careers on the ferries.

Lou Cook, deckhand for Blue & Gold Fleet, is one of these people. This former interior designer used to take the ferry from San Francisco to Larkspur for work, or would just hop on board a ferry to brighten her day. She's now been working on the Bay's waterways for the past 15 years.

"Being on the Bay is so great," Cook said. "Even if you're having a tough day, just look out the window. There's no better office."

Cook remembers the first time she was turned on to the notion of the ferry. She had moved to San Francisco from Washington D.C. and was commuting to Larkspur by bus. While purchasing a bicycle to assist with her commute, she overheard a cyclist talking up the ferries.

"The bike store guy's friend came in really jazzed up and happy," she recalled. Cook remembers him saying something like, "Dude, I took the ferry to Larkspur and rode my bike up the fire trails!" Cook's reaction: "I thought, 'Oh, ferry to Larkspur. Maybe I could do that.' So one day I gave it a try and I just loved it. It started being the best part of my day."

What could make the best part of

your day even better? For Lou, it was meeting her husband on board.

"We were doing the reverse commute so there were only like five or six regular commuters, a sprinkling of others," she said. "One day there was a little waft of fog on the top of Angel Island and the sun was backlighting it a little bit. It was just so beautiful I had to get up and look at it on the outside deck. My future husband came up behind me and said, 'That's very difficult to photograph.' I said, 'Oh really? Tell me about that.' I'm one of those people that likes learning stuff, so we started chatting like that and it just kept on going!" That was in 2001 and they're still together today.

It was also a bit of fate that led to Lou working on the ferries. She was in between jobs after getting laid off and needed to lift her spirits. "I wasn't feeling really happy about life and I thought I'd just go for a ferry ride; I always feel better on the water," she said. "There was a woman working there—at this point I was in my late 40s—and I thought, 'She's older than me! I wonder if I could work on the ferries.'"

After a short conversation, Lou had instructions to go down to the union hall to sign up. "As soon as I got back from my ferry ride I did that," she said. "I was kind of burning out on the whole office thing."

Over the course of her maritime career, the Bay has inspired Lou to do some writing. You can read her blogs



Blue & Gold deckhand Lou Cook used to ride the ferry to work as an interior designer before she decided to make working on ferries her new career.

WHO'S ON DECK?

at [medium.com](https://medium.com) (search "Lou Cook") and read about the first day she started training to be a deckhand. Last year she published her first novel, called *Murkey's: A Rabbit Noir*.

"It takes place on the waterfront at Murkey's—a diner on Pier 13 that doesn't really exist," she said. "I call it 'rabbit noir' because it's noir with humor." You can find it on her website at [loucook.com](https://loucook.com), and you may notice a familiar image on the cover.

We were going to ask Lou what she felt is the best thing about taking the ferry, but she answered it before we had

the chance! "It's a complete getaway," she said. "You don't have to be a commuter to just enjoy a round trip on the Bay. It just gives you a little change of focus and lets your eyes rest on something besides buildings and cars. The mountains, the fog coming in, the bridges, the light, the birds—the whole Bay is fantastic."

If you work on or around ferry boats and are interested in sharing your story, please send an email to [info@baycrossings.com](mailto:info@baycrossings.com).

**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](https://www.marslegstrong.com).



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## FERRY NEWS

# Mission Bay Ferry Terminal Project Moves Forward



Photo by Jason O'Rear

Construction of the new Mission Bay Ferry Terminal, close to the Chase Center, could begin sometime in June.

## BY NATALIA GUREVICH

**P**lans for the new Mission Bay Ferry Terminal are moving ahead, with the Water Emergency Transportation Authority (WETA) recently approving a supplemental memorandum with the Port of San Francisco about the project.

Kevin Connolly, planning and development manager for the project, presented at this month's WETA meeting on the project's goal to use \$25 million of Regional Measure 3 (RM3) funding while including a measure to hold the Port of San Francisco financially accountable should the RM3 funding not go through.

Passed in 2019, RM3 is a transit funding initiative that raised the toll cost at seven state-owned bridges by \$1 in 2019, another \$1 in 2022, and another \$1 in 2025. The package was intended to, among other things, provide WETA with funding for projects such as Mission

Bay. The initiative has been stuck in litigation since its passage, but the funds are being collected and held in escrow at present pending the litigation's outcome.

The \$25 million planned for Mission Bay is more than half of the estimated budget of \$54 million needed for the project. "The uncertainty of RM3 funding is certainly something that makes us uncomfortable," said Jamie Hurley, development project coordinator at the Port of San Francisco, at February's WETA meeting. "We may have some further work to do."

"It seems like the only way forward. And obviously the Metropolitan Transportation Commission (MTC) has a process in place, just for projects like this that are otherwise ready to go, but for the availability of that funding. We're certainly hopeful that it'll come, that it'll

**Avoiding traffic, particularly when major events like concerts are happening at the Chase Center, would be very helpful to UCSF's employees.**

get resolved soon," said Hurley.

At the meeting, a representative of the University of California, San Francisco (UCSF) voiced support for the Mission Bay terminal project, reminding those at the meeting that UCSF is the second largest employer in San Francisco (after the city itself), and that a quarter of UCSF's employees work at Mission Bay.

Avoiding traffic, particularly when major events like concerts are happening at the Chase Center, would be very helpful to UCSF's

employees. "We love them to be able to take the ferry," she said.

Connolly's presentation also discussed a provision that once the Mission Bay Ferry Terminal is completed, operation and ownership will be transferred completely to the Port of San Francisco.

With WETA's approval of the new measures, Connolly estimated a four-month process for the next stage of the project. The measures will next be brought to the Port of San Francisco for approval in March, and the MTC will act on them in April. In May, budgets will be ready for adoption by WETA. Connolly estimated that construction could start sometime in June.

**Natalia Gurevich** is currently working towards her masters degree in journalism at UC Berkeley, with a focus on narrative writing. She has most recently reported on Oakland crime, criminal justice and law stories for *Oakland North*, and previously worked for a policy-based weekly journal, *CQ Researcher*, in Washington DC.





# Ferry Short Takes

BY NATALIA GUREVICH

## Special Events Ferry on the Chopping Block

Last October, WETA launched special ferry services to Pier 48½ for Golden State Warriors games at Chase Center. A recent WETA report has shown that while ridership for Warriors games has been strong, ridership for other events, like concerts, at Chase Center has been weak. Unless ridership increases, the special service for those events will be discontinued by July 2020. Special ferry services have also been offered from Alameda/Oakland during Giants Baseball games at Oracle Park since 2000. But during the 2018/2019 season in both Alameda and Vallejo, ridership saw significant decreases. Combined with a change in game times that affected the existing Alameda/Oakland service, staff is recommending to offer only return trips from Oracle Park to Alameda/Oakland. WETA Executive Director Nina Rannells suggested revisiting the schedule once the new Mission Bay Terminal is complete.

## Tideline Marine Group Reaches Tentative Union Agreement

Private ferry charter company Tideline Marine Group's request for an extension to its landing agreement was presented to WETA this month. According to Tideline Director of Business Development Danielle Weerth, a tentative agreement has been forged with Inlandboatmen's Union of the Pacific Regional Director Robert Estrada, who will recommend the agreement for workers to sign this month. Currently, fees charged for each landing total \$28 and the new agreement will include a three percent increase at the beginning of the new fiscal year starting July 1, generating approximately \$2,200 in landing fees per month.

## Draft Fare Program Seeks to End Monthly Vallejo Ferry Passes

The new fiscal year 2020/21 through 2024/25 fare program proposed for implementation on July 1, 2020 includes

a provision to eliminate the current Vallejo monthly pass system. Instead, riders will have the option for a 25 percent frequent rider fare discount through Clipper. According to a recent report, the average Vallejo ferry rider would have to take around 35 trips a month in order to benefit from the current monthly pass arrangement. The 25 percent fare discount through Clipper would apply regardless of the number of rides. This is just one facet of the plan's larger effort to streamline transportation payment methods and maintain consistency in the discount fare programs.

## New Bay Breeze Replacement Vessel Plans Move Forward

A contract has been awarded to Aurora Marine Design for construction management services on the MV *Bay Breeze* replacement project. The MV *Bay Breeze* ferry vessel is a 250-passenger mid-sized vessel that operates as part of WETA's Central Bay fleet. WETA authorized the request of proposals for the replacement project's construction as well, from three different groups based on various criteria set by staff, including understanding project objectives, technical and management approach, capabilities and experiences. The *Bay Breeze* has hit the required 25-year replacement age to qualify for Federal Transit Administration funding through the Metropolitan Transportation Commission. The contract awarded to Aurora Marine Design will amount to \$600,000 of the total fiscal year 2019/20 project capital budget of \$18 million.

## Ferry Building Plaza Grand Opening

On Friday, March 20 at 10 a.m., WETA and the Port of San Francisco will host the grand opening of the downtown San Francisco ferry terminal expansion at Embarcadero and Mission Street. This



FERRY SHORT TAKES

Photo courtesy of Power Engineering

On Friday, March 20 at 10 a.m., the WETA and the Port of San Francisco will host the grand opening of the downtown San Francisco Ferry Terminal Expansion at Embarcadero and Mission Street.

transformative project greatly expands foot granite public plaza on the ferry capacity in downtown S.F. and waterfront. provides a beautiful new 17,000-square-

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# Capitol Corridor Reports Five Years of Record Ridership

**T**he Capitol Corridor Joint Powers Authority (CCJPA) recently released its annual performance report for fiscal year 2019 highlighting five straight years of record-breaking ridership and revenue. Ridership on Northern California’s popular intercity passenger rail service hit an all-time high of 1,777,136 riders and \$38.03 million in revenue.

CCJPA is the managing body of the Capitol Corridor, an intercity rail service connecting the most economically vibrant urban centers in the Northern California megaregion—from the Sacramento capital, to the tech hub of Silicon Valley and including San Francisco, Oakland and Berkeley. With a café car and free wi-fi on board, Capitol Corridor trains provide a convenient, reliable, and comfortable alternative to the congested I-80, I-680, and I-880

freeways for both work and leisure travelers.

“Five straight years of record-breaking ridership and revenue show more and more travelers in the San Francisco Bay Area/Sacramento megaregion prefer train travel over driving,” CCJPA Board Chair Rebecca Saltzman said. “Our increasing popularity reflects not only the continuation of a strong economy in Northern California, but also our commitment to delivering a ‘first-class’ customer experience for all passengers.”

To build upon this success, and to ensure the Capitol Corridor’s place as a premier travel choice for future generations, the CCJPA is making



Capitol Corridor train service runs from Auburn to San Jose with stops in Sacramento, Emeryville, Oakland and San Jose.

progress on infrastructure and safety projects and service expansion goals. To maintain its 90 percent customer satisfaction ratings, CCJPA is dedicated to delivering enhancements to improve customer service, such as upgrading its free wi-fi later in 2020. These efforts aim to maintain Capitol Corridor as a safe,

quality, convenient, cost-effective and flexible option for years to come.

For additional details about the Capitol Corridor, visit [www.capitolcorridor.org](http://www.capitolcorridor.org).



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## COVER STORY



Photo by Rick Rosenthal

# Tales of the Sea: International Ocean Film Festival Returns for 17th Year

BY KRISTY HAMILTON

Nothing captures our imaginations quite like the mystery of the sea—we have legends like Captain Cook, Jules Verne and Jacques-Yves Cousteau to thank for our fascination with Earth's waters. Sailing into San Francisco from March 12 to 15, the International Ocean Film Festival returns for its 17th year with new tales of exploration, conservation and wonder.

Get whisked away into the setting sails of a legendary photographer's journey to capture a creature that has eluded him for decades in *Picture of His Life* and join award-winning director Josh "Bones" Murphy as he exposes the destructive machinery used to mass

produce salmon in *Artificial*.

The International Ocean Film Festival features 55 films from filmmakers and documentarians around the world, exploring stories of survival, demise, personhood, deep-sea mystery and inspiration. The 100-percent plastic-free festival will include five panel discussions, Q&A sessions with visiting filmmakers and a free student education program hosting more 1,200 students from around the Bay Area and beyond.

"As part of our mission to save the oceans one film at a time, we believe that it starts with plastic," said Ana Blanco, executive director of the International Ocean Film Festival, adding that around eight million metric tons of plastic enter our oceans every year. "By raising awareness of the long-term damaging effects of plastics in our



Photo by Benjamin Hamilton

A sea-turtle poacher turns his life around for the better in the film *A Better Life* - Blue Habits Baja.

ocean, we are educating our audiences to become proactive in reducing the amount of plastics they use. For us, we

feel it is important to set an example and that all of our screenings and events are plastic free."

In keeping with its mission, the International Ocean Film Festival has partnered with the 30 X 30 initiative to safeguard 30 percent of our oceans by 2030. As Earth reaches a tipping point for protection, together in solidarity we must stand, say conservationists.

Since its maiden launch in 2004, the San Francisco-based festival has attracted thousands of spectators from around the world and partnered with film directors, producers and leading industry experts. Viewers will plunge not only into documentaries this year, but local animation talent with *Space Sharks*, a saga that follows Trevor and Gleb, alien shark buddies who have crash-landed on Earth, disguised themselves as humans, and stumbled their way upon the carnage of the shark fin trade.

“This year we have an amazing lineup of films on a variety of subject matters. Every year, we’ve received films about wildlife and this year there seemed to be a lot of interest in whales,” said Blanco. “For us locally, we have been following stories of whales getting entangled in fishing gear right outside the Golden Gate to stories of beached whales for a variety of reasons. We felt that the timing was great to shed more light on the beauty and intelligence of whales and create a broader opportunity to discuss them in more detail.”

The film festival will screen nine



Photo by Denis Blaquiere © 2018 Galafilm

*Under Thin Ice* explores above and below northern Canada’s ice sheet featuring spectacular imagery of Arctic waters.

local Bay Area filmmakers, one of which has been awarded the Golden Gate Award, which recognizes local cinematic talent. At last count, 20 U.S. filmmakers

and six international filmmakers will be attending the festival, coming all the way from Germany, South Korea, Turkey, the U.K. and Greece.

“Having filmmakers present for the Q&A portion of their film screening is key to a successful film festival, so we are excited to have our visiting guests,” said Blanco.

“We hope our audiences take away a bigger and broader understanding of how important our oceans are to us and what each of us can do to help protect it. Each film has a message for our audiences—all leading to encouraging innovative ways to protect our oceans and the urgency with which we have to do it.”

The festival is a time for reflection and call to action, and functions as a lens by which to increase public awareness of the environmental, social and cultural importance of marine ecosystems and ocean stewardship.

To attend the International Ocean Film Festival, guide your compasses to screenings taking place in San Francisco at the Cowell Theatre and Roxie Theatre in Fort Mason, and at the Smith Rafael Film Center in Marin. For a complete schedule and more information, visit [www.intloceanfilmfest.org](http://www.intloceanfilmfest.org).



Photo by Jill Heinerth © 2018 Galafilm

Polar bears live on the ice most of their lives and feed on a plethora of sea life, but as the ice melts more each year, their entire ecosystem has come under threat. Still photo from *Under Thin Ice*.

## CLIMATE CHANGE

# Golden Gate Bridge District Adopts Climate Emergency Resolution

## BC STAFF REPORT

**T**he Golden Gate Bridge, Highway & Transportation District Board of Directors has adopted its first-ever climate emergency resolution. The resolution serves as the district's statement of principles regarding the causes and impacts of global climate change and as a commitment to continue expanding, wherever feasible, the district's efforts to reduce greenhouse gas emissions and plan for a resilient future.

"The effects of climate change here in the Bay Area and across the globe

are real, and urgent action is needed to address our climate crisis," said Board President Barbara Pahre. "I'm proud that our agency is committed to doing its part to address climate change head-on."

The district has a sustained record of implementing climate-friendly practices and programs. For years, the district has been active in emissions reduction programs across its bus, bridge and ferry divisions and has pioneered efforts as an early adopter and active partner of zero emissions and renewable fuel programs. "Bay Area residents and visitors rely on us to travel between the North Bay and San Francisco, and we take seriously our responsibility to provide



Photo by Joel Williams

The Golden Gate Bridge, Highway & Transportation District is one of the first Bay Area transportation agencies to adopt a climate-change emergency resolution.

sustainable transportation options that reduce our climate impact," said Denis Mulligan, Golden Gate's general manager. "This resolution serves as our continued commitment to providing high-quality, reliable and climate-friendly transportation for Bay Area residents while continuing to evaluate ways to reduce emissions and human-induced global warming in our ongoing operations."

The resolution makes the district one of the first Bay Area transportation agencies to adopt such a policy and aligns the agency with many Bay Area cities and counties that have adopted similar resolutions. Below are a few of the most notable statements in the resolution that was adopted:

*WHEREAS, the Golden Gate Bridge, Highway and Transportation District (District) seeks to improve, enhance, and preserve the environment by providing high quality, reliable and sustainable transportation for Bay Area residents that encourages bicycling, walking and transit as opposed to single-occupant vehicle usage in the Golden Gate corridor.*

*The District agrees with the consensus among climate scientists that the climate crisis is happening now.*

*A recent state report, Rising Seas in California, projects a conservative estimate of between 1 and 3.4 feet of sea level rise in the San Francisco Bay by 2100. The range of projections in the state report includes the possibility of up to 10 feet of sea level rise in the San Francisco Bay by 2100, a scenario consistent with rapid Antarctic ice*

*sheet mass loss that would be catastrophic to the Bay Area and every other coastal community.*

*RESOLVED that the District declares that a climate emergency threatens our cities, region, state, nation, civilization, humanity and the natural world; and, that the District commits to a just transition and urgent effort to mitigate global warming, which, with appropriate financial and regulatory assistance from local, regional, State and Federal authorities, reduces greenhouse gas emissions as quickly as possible towards zero net emissions.*

*The District commits to the continued evaluation and assessment of initiatives that reduce emissions and expand sustainable transportation options between San Francisco and the North Bay, including the following initiatives, as feasible: Transitioning to zero-emission buses and maintenance vehicle fleets, operating renewable-fuel ferries, including an assessment of zero-emission ferries when technology and reliability allows, incentivizing increased average occupancy of the vehicles crossing the Bridge, as well as enhanced carbon-neutral mobility devices, including bicycle access across the Golden Gate Bridge.*

*The District will continue working with cities across the Bay Area, regional agencies, state agencies, federal agencies and community stakeholders to develop policies that take into account historically underserved communities, low-income communities, workers and jobs in order to ensure a just transition to a clean energy economy for all people and communities.*

## SUPPORT THE BAY.



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# Surprising Levels of Pollution from two South Bay Cities

BY SEJAL CHOKSI-CHUGH

**D**uring the last few rainy seasons, Baykeeper’s scientists spent many weeks scrambling down hillsides and wading into mud to collect water samples from storm drain outfalls. Our field team was looking for the source of pollution to South Bay creeks and rivers that feed into San Francisco Bay.

We got surprising results. The water samples from the cities of Sunnyvale and Mountain View contained bacteria pollution at levels 50 times higher than the legal limits. The samples revealed especially dangerous levels of E. coli from raw sewage.

The runoff also likely contains other pollutants associated with sewage and stormwater, including petroleum hydrocarbons, heavy metals, microplastics, mold spores, pharmaceuticals and numerous cancer-causing toxins.

We believe aging water infrastructure and inadequate pollution controls are the cause. Many of the two cities’ older clay sewer pipes are cracked and probably leaking raw sewage into the stormwater pipes. The cities also have inadequate urban pollution controls, so that contaminants flow freely from streets into storm drains.

This toxic stew runs directly into Stevens Creek, Calabazas Creek, Sunnyvale East Channel and Guadalupe Slough, which empty into the south end of San Francisco Bay.

And sadly, wildlife is on the receiving

end of Sunnyvale and Mountain View’s polluted runoff. Stevens Creek, for instance, is one of the last remaining viable fish habitats for the threatened central California coast steelhead. Birds exposed to the pollution in the impacted areas include the California clapper rail, the western burrowing owl and the western snowy plover.

City residents also face harm. Parks and trails—including the Bay Trail—near the polluted waterways are popular destinations, despite the fact that these beautiful neighborhood creeks may have toxic water that’s unsafe for human contact.

So, in February, Baykeeper filed lawsuits under the Clean Water Act. We’re working to ensure Sunnyvale and Mountain View control this harmful pollution. Fortunately, both cities have indicated a commitment to solving the problem, and have said they want to do the right thing for the Bay and their residents.

We’re now collaborating with the cities on a plan for stopping the flow of pollution to creeks and the Bay. We’ll be advising the cities to fix broken sewer pipes and install Bay-friendly green infrastructure that captures pollutants before they enter storm drains. These upgrades will also improve drought resistance by capturing more rainwater flow.

Stemming the flow of toxic pollution from Sunnyvale and Mountain View will reap benefits beyond just these two cities—for people and wildlife in every corner of the Bay.

**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).



Photo credit: Meggle, Flickr/CC

A kite surfer in Sunnyvale, near the Yahoo campus. Baykeeper recently discovered high levels of bacteria in water flowing from Sunnyvale and Mountain View.



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# GREEN PAGES

## Fixit Clinic: Saving the World One Repaired Item at a Time

BY BILL PICTURE

**S**an Mateo County's Office of Sustainability has partnered with the Berkeley-based nonprofit Fixit Clinic to host an ongoing series of drop-in workshops where people can learn how to fix the broken items taking up space in garages, closets and cabinets.

"The idea of fixing something versus just throwing it away is actually really old-fashioned, isn't it," said Avana Andrade, a sustainability specialist San Mateo County. "But it's come full circle, and I think we need to find a way to make more environmentally friendly things like this hip and cool."

She's right about the old-fashioned part. Most of us probably can't remember the last time we dug the toolbox out of the closet (if we even own a toolbox) to try to fix something around the house. The truth is, since the advent of disposable tableware in the 1950s, we've developed a "just throw it away and get a new one" attitude that workshop organizers say has proven detrimental to society in more ways than one.

Inspiring a return to the fix-it culture of the past may ease the strain on the environment of the endless stream of consumer waste, some of it hazardous. It may also help build community and get folks using their noggins again.

### Why not toss it?

For starters, every repaired blender, bicycle or who-knows-what is one less item that ends up in a local landfill. You can't get more environmentally friendly than that. According to Fixit Clinic founder Peter Mui, about 70 percent of the items that people bring with them to the clinics get fixed.



*Fixit Clinics host an ongoing series of drop-in workshops where people can learn how to fix the broken items taking up space in garages, closets and cabinets. The process strengthens problem-solving skills that help with all sorts of everyday situations.*

Though deeply rooted in the Bay Area, Fixit Clinic has developed into a bona fide movement, with a few dozen workshops popping up all over the country. Nationally, the clinics divert roughly 1,000 pounds of reparable items from the waste stream each year.

Mui points out that this impressive diversion rate is achieved with zero support from manufacturers, which isn't surprising consider a company's bottom line benefits more from an item being replaced than it does from an item being repaired.

"We have no access to manufacturers' repair parts, diagnostic tools or service manuals," he said. "We're just applying critical thinking skills, and hands-on troubleshooting."

And that brings us to another benefit of fixing household items—the aforementioned noggin part. "It's the experience of exploration," said Andrade.

Fixit Clinic puts loaned tools in the hands of aspiring fixers; then volunteer coaches, many of them retirees with decades of invaluable technical know-

how in their back pockets, guide fixers through the process of taking apart a broken item, examining its guts to figure out what the problem is, and then repairing it.

It's often like a puzzle with lots and lots of pieces. Solving that puzzle often strengthens problem-solving muscles to help with all sorts of everyday situations. The Fixit Clinic website very appropriately describes its workshops as "education, entertainment, empowerment, elucidation, and, ultimately, enlightenment through guided disas-

Photo courtesy Fixit Clinic



# GREEN PAGES

sembly of your broken stuff.”

As another benefit, working together—even if “together” means simply being in the same room with other people trying to fix their own broken stuff—has a way of bringing people together in other ways. People seeking knowledge come together with other knowledge-seekers and they’re partnered with knowledge-holders; and the whole thing happens in an environment that’s friendly and supportive.

“It’s a party environment,” said Andrade. And friendships organically blossom between people who might have nothing else in common but a DIY inclination.

“All sorts of people come to the clinics; and amazing connections get made,” Andrade said. “It’s a beautiful thing, for instance, to see mature folks who were part of a generation that would sooner fix something than throw it out sharing knowledge with a generation that’s much more into computers and virtual-everything.”



Photo courtesy Fixit Clinic

One goal of Fixit Clinics is to change the “new is better” attitude that is prevalent today.

## Price vs. Quality

If 70 percent of the items brought to Fixit Clinics get repaired, that means 30% do not. “Some things just aren’t manufactured in way that they can be fixed,” said Andrade. “Cheap appliances like toasters are a good example. The parts needed to repair a broken toaster

are very specific, and the manufacturers don’t make those parts available.”

Mui believes consumers share the blame for this. The notion that anything new is preferable to something used or repaired is a big issue to contend with, he said, as is the idea that throwing something in the trash is free.

“We are fighting an uphill battle against our shared collective identity as consumers and the associated idea that our consumption is what fuels economic growth and prosperity,” he said.

Through the disassembly and troubleshooting process, Mui hopes to help fixers shake their “new is better” attitude by helping them recognize what a short lifespan many of today’s products are actually intended by design to have. In turn, he hopes to inspire a more conscious and sustainable approach to both purchasing and design.

“Our Fixit Clinics at colleges and universities use the way things are designed now to inform the next generation of practitioners—engineers and designers—how to design for durability, maintainability and serviceability,” he said.

At first glance, the items people lug with them to Fixit Clinics might appear ordinary, but Andrade says the stories attached to these items are anything but boring. “There’s a reason people have been holding onto these items,” she said. “They mean something to them.”

“A couple recently brought in a waffle iron that they’d received as a wedding gift,” she adds. “To anyone else, it might just look like a waffle iron, but for them it had meaning. More often than not, these are items people care a lot about. It’s never just stuff.”

The next Fixit Clinic happens March 21 at the Millbrae Library. For more information, visit <https://www.smcsustainability.org/events/>.



Photo courtesy Fixit Clinic

Fixit Clinic uses volunteer coaches to guide fixers through the process of taking apart a broken item and then repairing it.

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**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.



HEALTH

# Touro University Recruiting Participants For Study

**BC STAFF REPORT**

**T**ouro University California (TUC) is recruiting for the Reducing Inflammation with Osteopathic Treatment (RIOT) study, a therapeutic intervention without the use of medication. This study will evaluate how Osteopathic Manipulative Treatment (OMT) could reduce inflammation in people with type 2 diabetes, excess body weight, or metabolic syndrome. OMT is a set of hands-on techniques used by osteopathic physicians (DOs) to diagnose,

treat, and prevent illness or injury. Using OMT, a DO moves a patient's muscles and joints using techniques that include stretching, gentle pressure and resistance.

To qualify, participants must be between the ages of 18-69 years, diagnosed with type 2 diabetes, increased weight, or metabolic syndrome, and willing to forego use of anti-inflammatory medications, steroids, and physical medicine modalities.

Qualified participants will receive a gift card in appreciation of their contribution. All study-related care and tests will be performed at no cost to participants. The study includes four



Photo by Joel Williams

Touro University is looking for participants in a study to evaluate techniques used to reduce inflammation in people with type 2 diabetes, excess body weight, or metabolic syndrome.

visits to the TUC Mare Island Campus or the TUC-affiliated clinic in Fairfield over approximately six weeks. Visits involve taking vital signs, blood draw, participant survey, OMT examination, and possibly treatment.

To learn more about RIOT, contact Abba Almoraissi with the TUC Metabolic Research Center at (707) 638-5969 or [abla.almoraissi@tu.edu](mailto:abla.almoraissi@tu.edu) or visit <http://research.tu.edu/clinicalresearch/riot.html>.

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# Chance of Alcatraz Makes Its Podcast Debut

BY PAUL DUCLOS

The much-anticipated *Chance of Alcatraz* podcast, a work of maritime and canine fiction by the author of this column, is now ready for *Bay Crossings* readers. It is a short story inspired by an English Labrador that was my best friend for 13 years. One day, when visiting the St. Francis Yacht Club, he entered the waters of the Bay and started swimming towards the Golden Gate Bridge causing me to run in fully clothed to pull him out. *Chance of Alcatraz* is the story of what could have happened had I not reached him on time. Please visit [www.duclosculturalcurrents.com](http://www.duclosculturalcurrents.com) to check it out.

James McKee of Earwax Productions made the compelling mix, working with author and actor Louis Parnell, who has directed and acted in over a dozen productions at San Francisco Playhouse. He's also worked extensively as actor and director with numerous Bay Area companies including American Conservatory Theater, Center Repertory Company, Magic Theatre, Marin Theatre Company, TheatreWorks Silicon Valley and smaller nomadic companies.

He has accumulated various awards for his work, including five San Francisco Bay Area Theatre Critics Circle awards and nine SFBATCC nominations. Louis has performed in numerous film, commercial, and television roles and is a proud member of Actors' Equity Association and SAG-AFTRA.

The original score was composed by Rama Gottfried. Composer and sound artist Gottfried is a recent Ph.D. graduate from UC Berkeley, where he studied with Franck Bedrossian, Edmund Campion, Adrian Freed and David Wessel.

## Live Organ Score to Keaton's *The General*

The brilliant organist Cameron Carpenter improvises to a live screening of Buster Keaton's 1926 silent comedy *The General* this month with the San Francisco Symphony.



*Chance*, the English Labrador that inspired the *Chance of Alcatraz* podcast.

Cameron Carpenter, a composer-performer unique among keyboardists, challenges the stereotypes of organ music. His repertory spans from the complete works of Bach and Franck, to his hundreds of transcriptions of non-organ works, his original compositions and his collaborations with jazz and pop artists.

He is the first organist ever nominated for a Grammy award for a solo album. He received the Leonard Bernstein Award in 2012, and in spring 2014 he launched his international touring organ, a digital instrument of his own design.

Carpenter performed Bach's "Well-Tempered Clavier" at age 11 before joining the American Boychoir School in 1992 as a boy soprano. While a high school student at the North Carolina School of the Arts, he made his first studies in orchestration and orchestral composition, and transcribed more than 100 major works for the organ.

He continued composing after moving to New York City in 2000 to

attend the Juilliard School; he received a master's degree from Juilliard in 2006. The same year, he began his worldwide organ concert tours, giving numerous debut performances at venues including Royal Albert Hall, the Leipzig Gewandhaus, Melbourne Town Hall and Tchaikovsky Hall in Moscow.

A regular guest at Davies Symphony Hall, Carpenter last appeared under San Francisco Symphony auspices in summer 2013 accompanying the film *Battleship Potemkin* with his own improvised score.

Finally, it should be noted that

Carpenter is featured on the first-ever recording of Henry Brant's *Ice Fields*, which is still available on the SFS Media Label. The piece was written specifically for Michael Tilson Thomas, the San Francisco Symphony and Davies Symphony Hall. There is a digital-only release available for streaming and download in one-of-a-kind binaural headphones experience produced using the Dolby Atmos system.

Carpenter also participated in an exclusive interview, which can be found on [www.duclosculturalcurrents.com](http://www.duclosculturalcurrents.com).

## SF Ballet to Stage A Midsummer Night's Dream

George Balanchine's *A Midsummer Night's Dream* will be part of SF Ballet's 2020 Season, with performances March 6 to 15. The production features Esteban Hernandez, who was promoted to principal dancer last summer.

Hernandez trained at the Rock School for Dance Education and the Royal Ballet School before joining SF Ballet as a member of the corps de ballet in 2013; he was promoted to soloist in 2017. A native of Guadalajara, Mexico, Hernandez danced memorable roles in the 2019 season including the principal solo in the world premiere performance of Scarlett's *Die Toteninsel* (a "delicate and muscular, sinuous and doomed" performance, according to the SF Chronicle) and his "outstanding, highflying" (SF Classical Voice) Bluebird in *The Sleeping Beauty*, in addition to principal roles in ". . .two united in a single soul. . ." and Peck's *Rodeo: Four Dance Episodes*.

An exclusive interview with this outstanding dancer can be found on [www.duclosculturalcurrents.com](http://www.duclosculturalcurrents.com).

To read more Cultural Currents, check out [duclosculturalcurrents.com](http://duclosculturalcurrents.com).

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).







# AROUND THE BAY IN MARCH

## Coral Reef Madness

Delight in the astonishing beauty and fragility of the ocean's coral reefs, captured in the paintings on display in *Deep Secrets*, a solo exhibit of work by Marie Krajan that opens February 29 at the



*Color Attractions*, a painting by Marie Krajan, is featured in the *Deep Secrets* exhibit at the Marin Museum of Contemporary Art.

Marin Museum of Contemporary Art. Krajan's artwork is inspired by her love of the ocean, and her concern for the fragile coral reef ecosystems currently under bombardment from climate change and human activity. The past 50 years has seen considerable destruction of coral reef habitats, and immediate intervention is needed to preserve these important natural wonders for future generations. With their seemingly infinite array of shapes and colors, teeming with life, the beauty and diversity of the coral reefs provides Ms. Krajan the freedom to experiment with abstract graphic elements and a strong color palette. This exhibit highlights these unique ocean treasures and serves as a reminder to the possible tragic loss of these delicate ecosystems. The exhibit, which runs through April 19, is free to the public and more information is available at [marinmoca.org](http://marinmoca.org).

## Off the Grid Returns

San Francisco's biggest Friday night street food party is back for its 10th season on March 6, running every week from 5 to 10 p.m. at San Francisco's Fort Mason Center at 2 Marina Boulevard.

Discover more than 30 mobile food creators, serving everything from birria tacos and churros to fried chicken, Neapolitan pizza and wood-fired bone marrow. Cozy up in the sheltered lounge spaces or next to the communal firepits with all your friends and family. Bar operator Rye on the Road will be serving up craft cocktails with premium spirits, microbrews such as Elysian Space Dust IPA, cider from Sincere Cider and wine from Anarchist Wine Co. at multiple bars throughout the market. "Off the

Grid: Fort Mason Center" takes place rain or shine and admission is always free.

## 169th Saint Patrick's Day Parade

The West Coast's largest Irish event celebrating Irish history and culture, the San Francisco St. Patrick's Day Parade will take place on Saturday, March 14. The parade will start at 11:30 a.m. at the corner of Market and Second streets, where over 5,000 participants from all over the country will make their way down Market Street in colorful floats, Irish dance troupes, marching bands and more—all the way to Civic Center Plaza. After the parade, head over the Civic Center for the St. Patrick's Day Festival that features vendors lining the streets with goodies and gifts aplenty for festival attendees. The festival grounds will be open from 10 a.m. to 5 p.m. and the event is free to the public.

## Bike Naked

It's that time to tune up those bikes and toss those riding duds in the wash; you won't need them for the 11th Annual 2020 So-Hemi World Naked Bike Ride. Each year, the turnout is getting larger and larger, riding bare through the streets of San Francisco. At 11 a.m. on Saturday, March 14, bikers will begin gathering northwest of the Ferry Building, between the Farmer's Market and the Starbucks in the open area along the pier. Participants are asked to gather as close to the railing as possible to avoid blocking pedestrian traffic on the Embarcadero and to provide space for those exiting the Ferry Building. The route will take you through many popular spots in the city such as Fisherman's Wharf, the Marina, Lombard, North Beach, along Embarcadero, the Civic Center, the Haight and the Castro. Bring body paints, watercolors and markers to apply slogans and designs to each other and adorn your bikes with signs. The ride is part of a global protest taking place in many cities throughout Brazil, Australia, New Zealand and other cities in the Southern Hemisphere protesting the global dependency of society and economies at the hands of the oil cartels. The event also endorses more bike riding and the nudity draws attention to the cause. Ride as bare as you dare and if you can't make it to the start, join anytime you find the ride along the route and feel free to leave when you must.

## Brides of March

Don a wedding dress and join other brides for this annual San Francisco tradition at the 22nd annual Brides of March. Both male and female participants parade through the heart of San Francisco, strolling through Union Square, shopping at fancy stores and drinking in local bars with fellow brides. The event starts at Bar Fluxus on 18 Harlan Place at 2:30 p.m. After several cocktails, the procession strolls around town with stops for shopping, dance parties and more drinking. All you need for this event is a white

wedding dress—the more elaborate, the better. Check your local thrift store for suitable attire.

## Corn Dog Fest

On Saturday, March 21, relish in a flavor-packed food festival as you devour deliciously battered, perfectly fluffed, and oh-so-satisfyingly-crisp corn dogs from the Bay's best food trucks at the Great San Francisco Corn Dog Festival. More than 10 vendors will be dipping, frying, saucing and serving classic and over-the-top corn dog creations all day long. Eat yours cheesy, wrapped in crispy bacon, topped with homemade chili or smothered in saucy goodness. Or, change up the classic dog and nosh on juicy bratwurst, spiced kielbasa or tasty veggie dog. The event takes place at the SOMA Food Park at 428 11th Street from 11 a.m. to 5 p.m.

## Beer Here

Marin's favorite rite of spring, the 25th annual Fairfax Brewfest, will take place on Saturday, March 28 from 1 to 5 p.m. The event features over 20 of the best California microbrewers pouring the freshest batches of over 70 of their award-winning ales, lagers and special limited brews alongside live music and delicious pub food at the historic Fairfax Pavilion. Presented by Iron Springs Pub & Brewery and the Fairfax Chamber of Commerce, the festival brings you a day of great beer, music, food and friends! Being one of the first big beer events of the season, many of the brewmasters themselves will be pouring the beer so patrons can critique, ask questions and swap beer stories with the experts. Taste the brews and meet the brewers who make these amazing libations. Besides unlimited beer tastings all day, you can dance to roots-rock, blues- and world-flavored originals and choice covers played by the Tom Finch Group. Tickets are \$40 in advance and \$50 at the door. Visit [www.fairfaxbrewfest.com](http://www.fairfaxbrewfest.com) for more information.

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