

BAY CROSSINGS

"The Voice of the Waterfront"

February 2011 Vol.12, No.2



A Cup Above the Rest
Famed Boat Race Coming to S.F.

Farewell to Cardboard
Lighten Your Move's Footprint

New Signs of the Times
Transit Displays Show the Way

Complete Ferry Schedules for all SF Lines

Great food to celebrate life in the City !
 Enjoy a ten minute walk from the Ferry Building or short hop on the F-Line



Crab House at Pier 39

X Voted 'Best Crab in San Francisco'

- Sizzling Skillet-roasted Mussels, Shrimp & Crab
- Romantic Cozy Fireplace
- Stunning Golden Gate Bridge View

Open Daily 11:30 am – 11 pm
 2nd Floor, West Side of Pier 39
 Validated Parking

crabhouse39.com 415.434.2722

**FRANCISCAN
 CRAB RESTAURANT**

- Whole Dungeness Crab
- Breathtaking Bay Views
- Bay side of Historic Fisherman's Wharf

Open Daily 11:30 am – 11 pm
 Pier 43 1/2
 Validated Parking

415.362.7733
 franciscanrestaurant.com



**We Need Your Voice
 Join Baykeeper Today!**

Do you believe polluters like the Cosco Busan should be held accountable for fouling the San Francisco Bay? Do you think cities need to do more to keep sewage out of our streets, creeks and the Bay? If so, join Baykeeper and help us enforce clean water laws to protect the Bay. It's never been more important. Join us today!

www.baykeeper.org

BAYKEEPER®

**10 Homes Already
 Sold in the New Year.
 Come See Why.**

BELVEDERE - THE BAY AREA'S PREMIER NEW HOME COMMUNITY

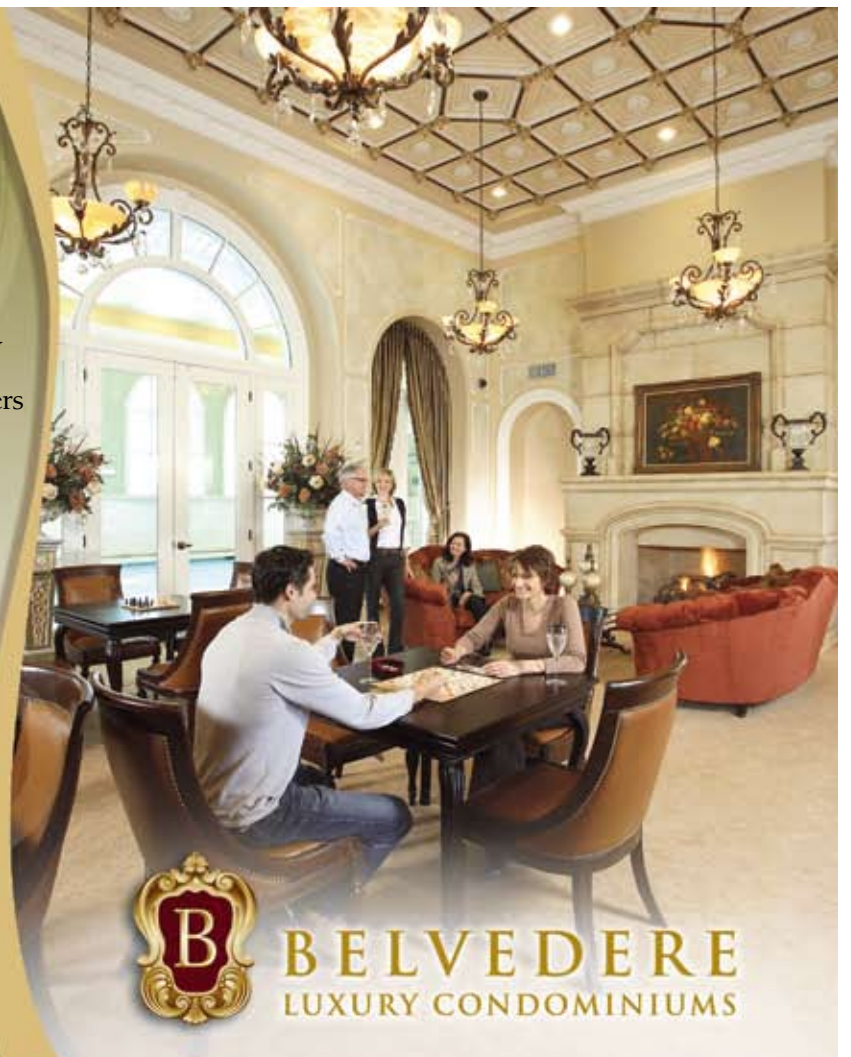
Inspired by 18th century Vienna and located 15 minutes from Napa, Bay Area homebuyers have been captivated by this community which features spacious courtyards with fountains and statuary, lavish landscaping, elegant three-story buildings with only eight condominiums per floor and an exclusive 10,000 sq. ft. clubhouse which redefines traditional recreational facilities with its stylish decor and resort-style accommodations.



Call us today at 1-800-931-0933 to schedule a tour of Belvedere's homes & the spectacular Clubhouse.

**Four Single-Level Residences
 1,171-1,535 Approx. Sq. Ft.
 Priced from the upper-\$200,000s**

1103 Sonata Dr., Vallejo, CA (North Ascot Prky. at Berkshire Ln.)



BELVEDERE
 LUXURY CONDOMINIUMS

Prices, terms, features and availability are subject to change without prior notice, and at the sole discretion of the seller.

1-800-931-0933 www.BelvedereVallejo.com

BAYCROSSINGS

"The Voice of the Waterfront"

columns

07 SAILING ADVENTURES
Berkeley Pier History
by **Captain Ray**

08 BAYKEEPER
Birds of the Bay
by **Deb Self**

**09 IT CAME FROM
BENEATH THE SEA**
Sex and the Sea
by **Kati Schmidt**

17 THE DELTA BEAT
Levee Worries
by **Jah Mackey**

feature

10 GREEN PAGES
ZippGo Moves to a
Greener Beat
by **Bill Picture**

12 AMERICA'S CUP
World-Class Racing
Event Coming in 2013

news

04 New Golden Gate Board
President Janet Reilly
by **Wes Starratt, PE**

05 WATERFRONT NEWS
California Exporters
Post Big Numbers
by **Patrick Burnson**

14 CULTURAL CURRENTS
New Book on S.F. Port
by **Paul Duclos**

15 Flyway Festival Heralds
Migrating Birds' Return
by **Myrna Hayes**

16 Signage Program to
Simplify Bay Area Transit
by **John Goodwin**

20 Alviso Boat Ramp
Honored With Award

21 Port of S.F. Receives
Proposals for Pier 70



guides

06 WATERFRONT ACTIVITIES
Our recreational resource guide

18 WETA FERRY SCHEDULES
Be on time for last call

22 AROUND THE BAY
To see, be, do, know



Nearly 160 years old, the America's Cup is the oldest trophy in sports. Initially a one-on-one competition between teams representing international yacht clubs, the America's Cup has evolved into one of the world's leading sporting competitions—featuring the best sailors on the world's fastest wing-sailed catamarans. The America's Cup finals will take place in San Francisco between September 7 and September 22, 2013. Photo by Gilles Martin-Raget/www.americascup.com

Corrections & Letters

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

BAYCROSSINGS

February 2011 Volume 12, Number 2

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

ADVERTISING & MARKETING

Joel Williams, Advertising & Marketing Director

GRAPHICS & PRODUCTION

Francisco Arreola, Designer / Web Producer

ART DIRECTION

Francisco Arreola; Patrick Runkle; Joel Williams

COLUMNISTS

Captain Ray Wichmann;
Paul Duclos; Patrick Burnson;
Deb Self; Jah Mackey; Kati Schmidt

WRITERS & PHOTOGRAPHERS

Bill Picture; Joel Williams;
Wes Starratt; John Goodwin; Myrna Hayes

ACCOUNTING

Cindy Henderson

Advertising Inquiries:

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

Bay Crossings
Ferry Building, #22
San Francisco, CA 94111
www.baycrossings.com

A Division of Nematode Media, LLC

San Francisco's Janet Reilly Becomes Golden Gate Bridge Board President

BY WES STARRATT, PE

After serving as a member of the Board of Directors of the Golden Gate Bridge, Highway & Transportation District for the past seven years, San Francisco's Janet Reilly has been elected president of the board, which is responsible not only for the bridge, but also for the buses and ferries that carry North Bay passengers to and from San Francisco. The board includes representatives from San Francisco, Marin, Sonoma, Napa, Del Norte, and Mendocino counties, all of which contributed to the original funding for the bridge. The presidency of the board rotates among them, and Reilly replaces San Rafael's mayor, Al Boro, who completed his term as board president.

Janet Reilly is not only the wife of one of the City's prominent political figures, Clint Reilly, but also has her own distinguished career in the political arena, as well as in television and public relations. She explained, "I hold a graduate degree in journalism from Northwestern University, and took my first job in TV at a station in Cheyenne, Wyoming." But, soon, Janet answered

the call that many in the media hear from California and "became involved with the campaign of Richard Riordan for mayor of Los Angeles, and when he won, I worked in his administration, which is where I met my husband." She continued, "I moved to San Francisco in 1995 and took a job as a spokesperson for one of the local department stores. But, after I had my second child, I decided to stop working full time.

"Seven years ago, I was appointed by the San Francisco Board of Supervisors to the Golden Gate Bridge Board of Directors. It was an honor to serve on that board, and now, as its president, it is truly an honor. I take my responsibilities for this board incredibly seriously, and the entire board takes great pride in the bridge."

Facing the Bridge's Financial Issues

The last seven years have included difficult financial times—brought on by a downturn in the economy—that have resulted in reduced traffic on the bridge and lower ridership on the buses and ferries. In addition, the state has taken away several million dollars in subsidies, and the District was involved in making a \$75 million contribution to the Doyle Drive reconstruction project.

Reilly stressed, "You need to remember that we have a 75-year-old bridge, and just maintaining it, apart from the extensive seismic work being done, is very expensive." She explained, "The seismic retrofit program has been going on for close to nine years. We are at Stage 3A, with 3B marking the completion of the retrofit, which has amounted to a total of \$700 million, including federal money." Upon completion, bridge engineers stress that it will be stronger than when it was built.

Regarding the District's financial plan, Reilly explained, "We re-assessed our mission and our priorities, and came up with a strategic financial plan to get us out of the deficit that we faced. Initially, in 2009, we had a five-year projected budget shortfall of \$132 million, which is now down to \$89 million, and involved some tough decisions." Completed elements of the financial plan include increasing carpool and multi-axle tolls, reducing under-utilized bus service, freezing salaries, reducing administrative expenses, increasing fares on the ferries, and adjusting the 10-year capital plan. More remains to be done, including automated ticket vending machines installed at ferry terminals, possibly implementing all-electronic tolling on the bridge, and installing a movable lane-changing median barrier on the bridge. Thanks to the Metropolitan Transportation Commission (MTC), that barrier is fully funded at \$25 million, and environmental studies are currently taking place.

Another bridge project is the suicide barrier. Reilly said, "I am a big proponent of the suicide barrier, and our board decided several years ago that we would have one installed. We have received some generous donations, including funding from the MTC; so, design work is currently underway. The barrier, which will cost some \$50 million, will consist of a netting system underneath the roadway that will not affect the aesthetics of the bridge."



Photo courtesy of GGBHTD

Janet Reilly was recently elected president of the Board of Directors of the Golden Gate Bridge, Highway & Transportation District after serving as a member for the past seven years.

Turning to the 75th Anniversary

Reilly spoke expectantly about the upcoming 75th Anniversary of the opening of the Golden Gate Bridge. "Of course, we have the 75th Anniversary of the bridge coming up, and we want to get the entire community involved, including the civil engineers who were so much a part of the 50th Anniversary." (I had described to her the prominent role played by the American Society of Civil Engineers in organizing "Bridge Builders Day" for the 50th Anniversary.)

"It is wonderful to have this 75th Anniversary celebration to look forward to. I am the chair of the committee that is planning it. We are going to meet all groups involved, and especially the National Park Service, to come up with some creative ideas for a grand celebration on May 27, 2012."

Just Published...

Flags of Convenience

A Novel

Paul Duclos

Available Now at the Bay Crossings Store

iUniverse®

Call 1-800-AUTHORS to order, or visit www.iUniverse.com

California Exporters Post Big November Numbers

BY PATRICK BURNSON

California's exporters racked up another impressive performance just before last year's holiday season, even while failing to keep pace with growth in the overall U.S. export trade.

The \$12.49 billion in goods California businesses shipped abroad in November exceeded the \$10.95 billion sent to foreign markets in November 2009 by a healthy 14.1 percent, according to an analysis by Beacon Economics of foreign trade data released by the U.S. Commerce Department.

"On the bright side, this was our best November ever in inflation-adjusted terms, and it did mark the thirteenth consecutive month of year-over-year increases in California's export trade," said Jock O'Connell, Beacon Economics' international trade adviser.

"The not-so-good news is that California was decisively outpaced by the nation as a whole in overall merchandise export growth in November, 19.4 percent to 14.1 percent," he added.

California's export trade includes a relatively high percentage of re-exports, items that were previously imported into the United States and which have had no significant value added prior to being shipped abroad. In the Bay Area, exported air freight tonnage through San Francisco International was up by 12.4 percent from last November, while outbound loaded container traffic across the Bay at the Port of Oakland rose by just 2.8 percent.

"Most Californians don't appreciate that, in terms of dollar value, almost half of this state's export trade moves by air," O'Connell said.

The outlook for exports going into 2011 is a balance of promise and worry, he cautioned.

"Outside of Europe, most of our primary trading partners continue to be major customers for California exporters, while a number of emerging economies in Latin America and Southeast Asia are significantly increasing their imports from California."

The most serious non-economic concern involves the tensions brewing between North and South Korea. "Coupled with the aggressive posturing we have lately been seeing from the Chinese military, the fall-out from a disruptive succession crisis in Pyongyang this year is by far the most serious 'Black Swan' threatening to disrupt world trade," O'Connell said.

"On the bright side, this was our best November ever in inflation-adjusted terms"

Port of Oakland Works to Grow Chinese Market

Meanwhile at the Port of Oakland, relationships with China could not be better. For the port, the focus has been on enhancing warehousing and logistics facilities and creating seamless cold chain services for U.S. companies exporting their perishable products to that dynamic nation.

"China is a significant and rapidly growing market for U.S. food and agriculture products, but the lack of cold chain services is inhibiting the export potential," said Omar Benjamin, the port's executive director. "Our initiatives will help make it easier, safer and faster to export U.S. commodities from California and distribute them throughout China."

Late last year, Oakland and China Merchants Holdings International Company Limited (CMHI) entered into an agreement to strategically market and develop supply chain solutions for U.S. exports, particularly agricultural commodities and perishable products. CMHI is a leading public port operator

in China with a strategic network of ports in China's coastal regions.

"The form and scale of this partnership is a first for the U.S. port industry," said Benjamin.

New Book Chronicles Development of S.F. Waterfront

As my colleague Paul Duclos points out in this issue's book review of *Port City* (see page 14), the Port of San Francisco once had every advantage of a major ocean cargo gateway. An open channel, deep water and a ready workforce truly defined this growing metropolis as the West Coast destination for goods and services shipped and sourced worldwide.

But in contrast to the ports of

New York, Vancouver, and Seattle, San Francisco failed to seize the moment. Today, it's almost entirely reliant on tourism, while the port across the Bay in Oakland remains a vibrant commercial entry point.

Why that came to be is not explained in any great detail in this book, nor is there much mention of the storied commercial vessel operators—United States Line, American President Line, Matson and scores of others—who went broke in San Francisco or fled in the recent past before their fortunes were reversed.

What the author does exceedingly well, however, is chronicle the historic transformation of our waterfront from 1848 to present day.



Lunch & Dinner Daily
Prix-Fixe Lunch Menu
Complimentary Valet Parking



Scoma's Restaurant
Fisherman's Wharf
Pier 47 on Al Scoma Way
415-771-4383
www.scomas.com

WATERFRONT ACTIVITIES

- Every Saturday** **2:30PM – 4:30PM - Introduction to Sailing Course - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This two-hour skippered charter is designed to provide folks who are considering getting into sailing with a real glimpse of the sport, our club and our people. Cost is \$40.
- February 3** **7PM – 10PM - Sail Trim Seminar - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This is a two part seminar taught by Micheal Whitfield. Come learn how to enhance your sail trimming. Cost is \$112.50.
- February 5** **10AM – 4PM - Coastal Passage Making Information Seminar - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Learn what it takes to participate in our award winning Coastal Passage Making classes. Cost: Members FREE/NonMembers \$125. Please call to reserve space.
- February 5&6** **9AM – 4PM - Crew Course – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
A great pleasure in sailing comes from the ability to participate. Crew with understanding and confidence! With the techniques you learn in this course you will instantly be helpful to any skipper. Cost is \$495 and reservations are required.
- February 9** **6PM – 8PM - Moonlight Night Sail + Women Only Boat – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This two-hour skippered charter is a great way to break up a long week. We'll be sailing from 6 to 8 pm and follow that with a chili and chowder social. Don't miss this great opportunity for a mid-week break! Cost is \$40.
- February 10** **7PM – 10PM - Sail Trim Seminar - OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
This is a two part seminar taught by Micheal Whitfield. Come learn how to enhance your sail trimming. Cost is \$112.50.
- February 12** **6PM – 8PM - Winter Wednesday Nautical Seminar - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Enjoy seminars on various nautically themed topics from experts in the Maritime industry. Cost: FREE - Everyone Welcome - Please call to reserve space.
- February 19** **9AM – 5PM - Vessel Traffic Service Tour - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700 www.clubnautique.net**
Visit and get a tour of the Coast Guard Vessel Traffic Service center that monitors the traffic on the San Francisco Bay. Cost: FREE! Limited space – Please call to reserve space.
- February 19** **10AM – 2PM - Bay Cruising Destination Workshop - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
Learn about all the great places to go on the Bay by people who have “been there, done that.” Restaurants, golf courses, anchorages, we've got you covered. Cost: Members \$56/Non Members \$75 – Everyone Welcome – Please call to reserve a space.
- February 19** **4PM – 6PM - Monthly FREE BBQ – OCSC Sailing, Berkeley, 510-843-4200, www.ocscsailing.com**
Come sail with us on an introduction to sailing outing and then partake in our monthly Saturday BBQ. Take a tour of our school, meet club members and make new friends!
- February 19** **5PM – 9PM - Night Sailing Clinic - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
This event/seminar is designed to help orient you to night sailing and understanding San Francisco Bay after dark. It will help to expand the scope of your sailing abilities, and allow you to experience the exhilaration of sailing after dark. Cost: Members \$109/Non Members \$145
- February 20** **9AM – 5PM - Big Boat Motoring Clinic - Club Nautique Sailing School & Charters, Alameda, (510) 865-4700, www.clubnautique.net**
For qualified skippers looking to learn how to better control their 41' + vessel in a close quarters situation. Prerequisite: Bareboat Certification or equivalent experience. Cost: Members \$275/Non Members \$325

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

OCSC™ SAILING
Inspire Confidence™



OCSC Sailing
One Spinnaker Way
Berkeley, CA 94710
www.ocsc.com
Phone: (800) 223-2984

We are the top-rated sailing school in North America. Sailing is about discovery, freedom and exploration. Our new award-winning website has everything you want to know about learning to sail, free sailing events, real-time weather, live webcams on the bay and free subscription to our “Now Hear This” newsletter and much, much more!

Club Nautique

San Francisco Bay's Premier Sailing School and Yacht Charter Company

Learn to Sail!

From Beginner to Offshore

You won't find a better, more comprehensive program anywhere!

US SAILING Keelboat Certification Classes.

Call today to get started!

www.clubnautique.net • Alameda: (800) 343-7245 • Sausalito: (800) 559-2582

THE RISE AND FALL(ING) OF THE BERKELEY PIER

BY CAPTAIN RAY

The Berkeley Pier, jutting out into the Bay in various states of disrepair, is a remnant of bygone age—an artifact left over from another time. Built in the 1920s, abandoned in the 1930s, and left to deteriorate in the 1960s, it has become an historical relic.

As the automobile age began, San Francisco Bay presented a formidable obstacle. The first and simplest solution, to just drive around it, required too much time, especially when you consider the nature of highways in the early 1920s. The first attempt at a better solution was to incorporate automobile ferries into an already extensive passenger ferry network.

In the mid-1920s, an affiliate of the Southern Pacific Railroad called the Golden Gate Ferry Company began ferry service between Berkeley and San Francisco. Because these ferries carried automobiles as well as passengers, they were heavier and required deeper water in which to operate safely. In order to reach this deeper water, the company constructed a three-mile-long pier at the foot of University Avenue. (In keeping with the rule of unintended consequences, this solution created some of the worst traffic jams in Berkeley's history. On the day of the Big Game between Cal and Stanford, cars waiting to board the ferry were backed up not only the entire length of the pier but onto University Avenue.)

By the end of the 1920s, it became apparent that the automobile demanded a bridge connecting Oakland and San Francisco. The Federal government allocated funds in 1929; the San Francisco-Oakland Bay Bridge opened to traffic in 1936. It was a marvel of engineering, its Western span consisting of twin suspension bridges, its eastern span a combination of cantilever, trestle, and

viaduct designs, all linked by one of the world's largest diameter double-decked tunnels through Yerba Buena Island. It still stands today over 70 years later, like a giant Erector Set, a testament to 20th century engineering. (Because of seismic concerns, the eastern span is being replaced. When the replacement is completed in 2013, the old eastern span will be removed.)

In the early days, the upper deck of the Bay Bridge carried two-way passenger car traffic. The lower deck was for trucks, streetcars, and trolleys. The East Bay, at the time, was covered with streetcars and trolleys operated by several transit systems. In the years following World War II, ridership declined rapidly; one by one, they went out of business until only the Key System remained.

In 1946, 64 percent of Key System stock was acquired by a company called National City Lines, a holding company created to disguise its real owners: General Motors, Mack Trucks, Phillips Petroleum, Firestone Tires and Standard Oil of California. It comes as no surprise that these companies preferred a public transportation system that utilized internal combustion engines, fossil

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



Photo by Ray Wichmann

The first 3,000 feet of the Berkeley Pier has been restored as a public promenade and fishing pier while the remaining 2 1/4 miles have been left to deteriorate and continue to stand as a hazard to navigation.

fuels and rubber tires. In 1958, the Key System was merged into a newly created public agency, the Alameda-Contra Costa Transit District (AC Transit). Within two years, AC Transit ended the last transbay rail service and transformed the Transbay Terminal—currently being reduced to rubble to make room for a new terminal—into a bus station. The

Bay Bridge was reconfigured into two one-way decks.

Now most of the Berkeley Pier sits abandoned. The first 3,000 feet have been restored, today serving as a public promenade and fishing pier. The remaining 2 1/4 miles, left to deteriorate, stand as a hazard to navigation and a monument to another era.

Say Goodbye To Your Deductible With BoatU.S. Insurance

Save 25% Every
Year You're Claims
Free Until it
Reaches \$0!

Diminishing Deductibles—just one of the ways you can save with a policy from BoatU.S. With coverage for all boat types and outstanding claims service, there's no better way to start your boating season.

- **Low Rates, Broad Coverage**
- **Policies for all Boat Types — Yacht to PWC**
- **Coverage for Boating and Fishing Equipment and Personal Items Onboard**
- **24/7 Dispatch for Fire, Sinking and Fuel Spill**
- **Claims Service Provided by Boating Experts**

Call or go online today for a fast, free quote.
Ask about our flexible payment plans.

1-800-283-2883
Mention Priority Code 4850
or **BoatUS.com/insurance**

All policies subject to limits and exclusions. Installment fees apply to payment plans. Diminishing Deductible applied when claims-free at renewal.



Birds of the Bay

BY DEB SELF

Last year at this time, I wrote about Baykeeper's first-time participation in the Audubon Society's Christmas Bird Count and my experience as a novice birder on the Bay. This December, the Baykeeper boat was out on the Bay once again to assist with the 111th Christmas Bird Count, joining more than 60,000 people nationwide in documenting trends in bird population. We worked with both Marin Audubon and the Golden Gate Audubon Society to count birds spending the winter on the Bay. Over the course of two days, a team of Baykeeper volunteers and I spent

about 13 hours on the Bay and identified 9,500 birds.

Our area for the San Francisco count included much of the central Bay, stretching down to the San Francisco Airport. Heading south along this wide arc, we saw numerous diving ducks this year, including every species of grebe and scoter that winters in the bay, many cormorants and buffleheads, and both Pacific and common loons. We also were lucky to see a Pigeon Guillemot, which is an ocean bird that usually is not seen on the Bay.

Surf scoters (a species that was heavily impacted by the Cosco Busan oil spill) were well represented.

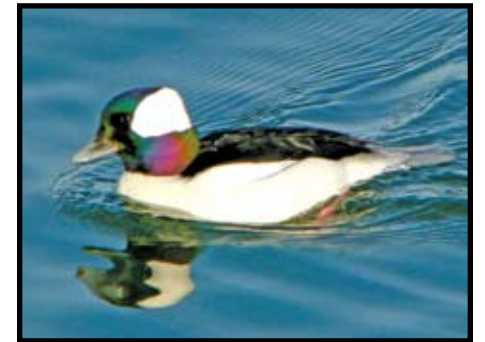
Coming back north along the San Francisco waterfront, we hugged the six-foot contour (which was about as

shallow as we could comfortably take the Baykeeper boat), counting thousands of buffleheads and scaup. The Marin count circle started at the Marin Headlands, swept east to take in Red Rock Island near Richmond, then moved back west to McNears Beach. We covered the northern half of the area, while

Helen and Bill Lindquist surveyed the southern portion in their boat.

Perhaps because the weather was rough that day, the Baykeeper team saw fewer diving ducks than last year, though surf scoters (a species that was heavily impacted by the *Cosco Busan* oil spill) were well represented on the open Bay. We also spotted a red-shouldered hawk on Marin Island and a male Peregrine falcon living under the Richmond-San Rafael Bridge. The most exciting report from the Bay that day came from the Lindquist boat. In the deep waters of Raccoon Strait, a giant crowd of about 10,000 birds, including pelicans, cormorants, loons, grebes and a somewhat rare Mew gull, were feasting on fish brought in with the high tide. Marine mammal sightings topped the day off, with numerous harbor seals, California sea lions and pods of harbor porpoises joining the frenzy in Raccoon Strait.

Baykeeper team member Bridget Greuel (an avian ecologist) contributed to this article; photos were taken by Baykeeper volunteer David Assmann, Deputy Director of the San Francisco Department of the Environment. To learn more about the Marin, San Francisco, and Oakland Bird Counts, visit marinaudubon.org and goldengateaudubon.org. To follow Baykeeper's work to protect the Bay, visit Baykeeper.org.



Over the course of two days, a team of Baykeeper volunteers spent about 13 hours on the bay and identified 9,500 birds. Pictured here are (from top to bottom) the bufflehead, greater scaup, Clark's grebe and a surf scoter. All photos © David Assmann.



From the Sausalito Ferry, take a left, two blocks south.

SCOMA'S
SAUSALITO

588 BRIDGEWAY 415.332.9551 SCOMASSAUSALITO.COM

Deb Self is Executive Director of San Francisco

Baykeeper, which uses science and advocacy to enforce clean water laws and hold polluters accountable.

Deb has 25 years of experience in environmental advocacy and non-profit management, and enjoys paddling the Bay and walking its shorelines.





IT CAME FROM
BENEATH THE SEA

Sex and the Sea: Wolf Eels' Everlasting Love

BY KATI SCHMIDT

In the love-infused month of February, one of the animals most devoted to not just sex in the sea but true and everlasting love—or at least a lifetime companionship—is the wolf eel, *Anarrhichthys ocellatus*. While many aquatic animals never even interact with their mates, but instead release gametes, or eggs and sperm, into the open water, wolf eels are known to find one partner for life.

“Wolf eels are incredibly charismatic,” said Aquarium of the Bay’s John Krupa. “Each of our wolf eels has its own personality, which comes out from feeding and caring for them.”

Wolf eels, also known as wolf fish, are not true eels (and nowhere close to wolves, either) but prickly backs. The defining factor on these animals is the presence of pectoral fins. A long, ribbon-like body and sharp canine teeth at the front of very powerful jaws are two other defining characteristics of the animal’s anatomy. Wolf eels also have deep-set eyes that are somewhat hard to see inside the folds of their soft and fleshy skin.

The coloring of a wolf eel changes dramatically throughout its lifetime. As a juvenile, the animal is vibrant orange and red colors, and can be found in shallow subtidal zones. As it matures, the animal loses its bright-colored beauty, adapts to deeper water lifestyles and becomes gray, with dark spots and blotches to help provide camouflage. Once it moves into deeper water, wolf eels pair up with a mate, typically at around age four, and find a cozy cave to live out their days and years in, leaving only either for food or against their will—if a larger cave-loving animal such as an octopus decides to move in.

Let’s Talk About Sex

After a long courtship, at approximately age seven, the male wolf eel will first romantically butt his head against



Photo courtesy of Aquarium of the Bay

The defining factor of the wolf eel is the presence of pectoral fins. They also have deep-set eyes that are hard to see inside the folds of their soft, fleshy skin.

the female’s. Then, he wraps himself around her until she releases her eggs, and he releases sperm. A female lays up to 10,000 eggs at a time, quickly curling her body around them for protection. Once in place, the male will coil around her (the aquatic form of spooning) to provide additional protection for the eggs.

During the approximately four months it takes for the eggs to hatch, the female continues to protect the eggs, helping to keep them oxygenated by circulating water around them. The animals only leave the lair to hunt, and they take turns when they do, to ensure the eggs are protected at all times. Once hatched, animal care ends as the larval wolf eels drift in the open ocean and the partners return to their cave-potato lifestyle.

Wolf eels primarily dine on hard-shelled invertebrates such as clams, mussels and sea urchins, with an occasional hankering for small fishes. Their strong jaw and sharp teeth come in handy for cracking open or crushing shells to scoop out the meaty insides.

Wolf eels can be found in cold waters along the Pacific coast of North America, ranging from Alaska to the northern tip of Baja, as well as in the Sea of Japan. An easier way to view the animals, sans wetsuit, is at Aquarium of the Bay. The aquarium exhibits wolf eels in its near-shore tunnel, as well as in its lumpfish exhibit.

Kati Schmidt is the Public Relations Manager for Aquarium of the Bay and The Bay Institute, nonprofit organizations dedicated to



protecting, restoring and inspiring conservation of San Francisco Bay and its watershed. A Bay Area native and aspiring Great American novelist, Kati enjoys the professional and personal muses found from strolling and cycling along, and occasionally even swimming in San Francisco Bay and beyond.



Experience the upsides of going downhill at Sugar Bowl Resort. 4 peaks, 13 lifts, 3 progressive terrain parks, #1 in guest service and 500" annual snowfall, all at the closest major Tahoe resort to the Bay Area.

It's Your Turn.

Learn more at:

sugarbowl.com



ZippGo Moves for a Greener Future

BY BILL PICTURE

According to U.S. Census Bureau statistics, more than 40 million Americans move each year. Multiply that number by the number of cardboard boxes that each of those 40 million people will use to pack and transport their belongings, and the potential negative impact on the environment is astonishing. But an enterprising Bay Area resident has come up with a way to make moving not only greener, but more efficient as well.

“After I moved into the place I’m living in now, I had this big stack of cardboard boxes left to deal with; and I thought, ‘There’s got to be a

better way to do this,” said Ash Sud, founder of ZippGo. The San-Francisco-based company delivers reusable plastic moving boxes for its customers to use in transporting their belongings from Point A to Point B, then picks the boxes back up after the move at Point B for the next ZippGo customer to use. It’s also worth mentioning that ZippGo’s delivery fleet is entirely biodiesel-powered.

Still, some may ask, “If cardboard is recyclable, then why are ZippGo’s plastic containers better than cardboard boxes?” Sud has the answer: “Recycling is good, but reusing is better.”

Most will be surprised to learn that recycling a cardboard box uses only 30 percent less energy than that used to make a new box. So while recycling a cardboard box is much better than throwing it away, it’s not necessarily the greenest option. Nor is it the cheapest option.

ZippGo’s containers are made from recycled plastic (that’s plastic that would likely otherwise end up in a landfill); and the smallest container costs only \$1. To put that in perspective, U-Haul charges \$1.43 for a comparable-size cardboard box—almost 50 percent more.

“People don’t move that often so I think they forget how expensive cardboard boxes actually are,” Sud said. “When I went to go buy boxes, I was shocked. We think of cardboard as being this cheap material, but it’s really not.”

Still, Sud believes that the ease of ZippGo’s ready-to-use plastic containers—the containers are delivered already assembled and have handles for easy carrying—and the convenience of ZippGo’s



Photo courtesy of Zippgo.com

Ash Sud founded ZippGo in 2009. After moving into a new apartment and unpacking his belongings, the Bay Area native says he found himself with a pile of cardboard boxes to break down and recycle. “I thought, ‘There’s got to be a better way to [move].’”

delivery/pickup service are what attract customers, more so than either price or environmental-friendliness.

“The convenience factor definitely trumps the green,” he said. “We’re all busy people, so we’re always looking for ways to save some time. With cardboard boxes, you have to go buy the boxes, find some way to get them home, which is a huge pain if you don’t have a car. Then, when you get home, you have to spend time putting the boxes together and taping them up. After the move, you have to break the boxes down and put them outside for recycling to pickup. It’s a hassle. And don’t forget about all that used packing tape, which isn’t recyclable.”

A green awakening

Given Sud’s roots in the ever-greener Bay Area and his knack for developing solid green business ideas—he previously owned a successful organic grocery delivery service—it would seem that the East Bay native was, in a way, green

from the get-go. But Sud says his green journey didn’t actually begin until much later in life.

“Growing up, it wasn’t a part of my vocabulary,” he said. “My family had a



Photo courtesy of Zippgo.com

ZippGo’s plastic moving containers come in three sizes and start at just \$1.00 per box. They’re sturdier than cardboard, come already assembled, and are easier to carry, thanks to built-in handles.



Photo courtesy of Zippgo.com

ZippGo’s reusable containers are a greener alternative to traditional cardboard moving boxes. Still, company founder Ash Sud believes convenience has played a bigger part in the company’s success. The containers are delivered to a customer’s home or business, and then picked back up after the move.



retail business when I was young, then a metal manufacturing business, and the environment just wasn't something any of us thought about at all, much less talked about."

It wasn't until well after college, when Sud began reading about the health and environmental benefits of eating organic food, that he became aware of the huge impact that individuals can have by making small lifestyle changes. "Suddenly, I felt a responsibility," he explained. "And I started looking for ways that I could make small changes in my regular, day-to-day life. Then the entrepreneur in me started trying to come up with ideas for a green business."

Sturdy boxes, sturdy business

It hasn't taken long for word of mouth to spread. Launched in November 2009, ZippGo has seen its business increase by at least 25 percent every month.



Photo courtesy of Zippgo.com

ZippGo has seen its business increase by 25% each month, and just celebrated a record month last December. The company is now looking to expand into other markets, including Los Angeles and New York City.

In fact, the company just celebrated a record month in December. "And we haven't done much of anything in the way of advertising," Sud said. "It seems like, once people use us, they swear by us."

It's not hard to see why. In addition to being cheaper, greener and more convenient, ZippGo's plastic containers are also sturdier than cardboard and easier to stack. Every order also includes free use of a dolly, something that usually has to be rented.

"And they really help cut down on move time," Sud said, "which can save you a lot of money when you're paying a moving company by the hour. If you look us up on Yelp, you'll see that all of our reviewers talk about how much easier our containers made their moves."

Since launching, ZippGo has expanded its inventory to include three different sizes of containers, as well as a variety of green packing accessories, including environmentally friendly alternatives to both non-recyclable plastic bubble wrap and Styrofoam packing peanuts.

For now, ZippGo's services are only available in and around the Bay Area. But Sud has plans to expand ZippGo into the Los Angeles and New York City markets in the near future.

"That's going to require some outside funding, of course, and we're working on putting a plan together for that," he said. "First, though, we have to change people's way of thinking. For the longest time, cardboard was sort of people's default answer to the packing problem. That's all there was, so it's a matter of letting people know that there's now a better alternative."

For more information on ZippGo, visit www.zippgo.com



Photo courtesy of Zippgo.com

ZippGo's plastic containers are made of recycled plastic, which would likely otherwise end up in landfills. Cardboard is recyclable; however, the recycling process uses 70% of the energy required to make a new box. "Recycling is good," says company founder Ash Sud. "But reusing is better."

New 3800 sq. ft. Facility!

Edibles, Clones, Topicals, Sublinguals and Concentrates. Plus 35 Strains!

7% Rewards Rebate on all purchases Highest in the State! FREE LIGHTER with every visit!

10% Discount for Seniors & Veterans

TRY OUR MEDICAL MEALS:

Pizza, Lasagna, Muffins, Cornbread

Plus BBQ & Hot Sauces and Fruit Juices

New Members Special:

Free 1/8th

with minimum purchase

JUST BLOCKS FROM THE VALLEJO FERRY TERMINAL!

616 Marin Street, Vallejo, CA

707-980-7774 • www.greenwellcooperative.com

Open Every Day from 9:00 a.m. to 9:00 p.m.

This Is Big!

America's Cup Coming
to San Francisco



Photo by Joel Williams

Mayor Gavin Newsom held a press conference in the Rotunda at City Hall to announce that the 34th America's Cup will be held in San Francisco in September of 2013. It was one of his last actions as the Mayor of San Francisco.

In one of his last acts as mayor of San Francisco, Gavin Newsom announced with a flourish (“This is big!”) that the City will be home to the 2013 America’s Cup finals. This will be the first time the America’s Cup has been hosted in the United States since 1995.

The announcement caps a period of anticipation and feverish lobbying to bring the cup back to the United States, with the event itself expected to pump over \$1.4 billion into the local economy.

“Today is one of great celebration, with San Francisco winning the right to host the America’s Cup, and all of the economic benefit, jobs and excitement that comes with it,” said Newsom. “San Francisco is the best place on Earth to host an event of this stature, and we could not be more proud to be the city that brings the America’s Cup back home to the United States.”

Nearly 160 years old, the America’s Cup is the oldest trophy in sports. Initially a one-on-one competition between teams representing international yacht clubs, the America’s Cup has evolved into one of the world’s leading sporting competitions—featuring the best sailors on the world’s fastest wing-sailed catamarans. Independent studies show that the America’s Cup delivers the third-largest economic impact in sport to host countries, behind the Olympic Games and soccer’s World Cup.

Prior to the America’s Cup finals, San Francisco will also host the Challenger Selection Series for the Louis Vuitton Cup as well as an America’s Cup World Series event in 2012.

Since 1983, the Louis Vuitton Cup—the America’s Cup Challenger Series—has been held when more than one challenger is vying for the right to race the defender for the America’s Cup, as is the case for the

34th America’s Cup. The role of the Louis Vuitton Cup is twofold—not only to select the best challenger, but also to help prepare that team to race successfully against the defender in the America’s Cup Match.

The winner of the Louis Vuitton Cup will race the Golden Gate Yacht Club’s defending team in the finals, a first-to-win-five (best of nine) race series known as the America’s Cup Match. The Louis Vuitton Cup will be held from July 13 through September 1, 2013 and the America’s Cup finals will take place between September 7 and September 22, 2013.

“San Francisco couldn’t be prouder to host the 34th America’s Cup. With our natural stadium at the footsteps of the City and our consistent, heavy winds, San Francisco Bay will be an arena for some of the most spectacular racing the world has ever seen,” said Newsom. “Paired with the plans of the America’s Cup

Event Authority to stage the ultimate fan experience on shore, the 34th edition of the America’s Cup will fast forward the sport of sailing globally.”

“We sought a venue that fulfills our promise—to showcase the best sailors in the world competing on the fastest boats,” said Richard Worth, Chairman of the America’s Cup Event Authority. “And hosting the America’s Cup in San Francisco will realize that promise.”

San Francisco will play host to a very different, enhanced America’s Cup finals geared at bringing the event to a mainstream audience. With a focus on enhancing the overall event experience, substantial changes are being added to both on- and off-the-water elements.

“Our goal is to create a sustainable sports event that gives teams the opportunity to become long-term sports franchises,” said Worth. “We’re focused

on creating a new era for the America's Cup, one that both honors its history as well as grabs the attention of new audiences."

New elements of this emerging era will include:

- Groundbreaking new boats capable of close to 40 knots to enable unparalleled racing competition and on-the-water excitement.
- New course formats to create tight, tactical racing that showcases the speed of the boats and the skill of the sailors.
- Enhanced online broadcasting to deliver a personalized viewer experience.
- New broadcast formats including magazine programs, reality formats and racing packaged for live television.
- A comprehensive sustainability program focused on the world's oceans.
- New race formats in new race venues through the America's Cup World Series.
- A clear path for young athletes through the Youth America's Cup.

"The addition of these elements gives us the ability to respond to the needs of sponsors and broadcasters," said Craig Thompson, CEO of the America's Cup Event Authority. "For example, the new World Series will provide access to more markets and more audiences. We'll be able to showcase tighter, more tactical races on cutting-edge boats, which is more attractive to both broadcasters and fans worldwide."

"As a native San Franciscan, I grew up sailing in front of the City. Racing for the America's Cup in San Francisco is something I have dreamt of my whole life," said Paul Cayard, CEO of Sweden's Artemis Racing, a challenger for the 34th America's Cup. "By hosting sailing's most important event in the Bay, the world will see sailing as it never has before. As a team, Artemis Racing is particularly looking forward to competing in San Francisco."

Plans call for Piers 30/32 for the team bases, the public Race Village to be staged at Piers 27/29, regatta operations on Pier 23, and the media center at Pier 19. As part of the plan, the America's Cup Event Authority will redevelop these piers as well as the surrounding infrastructure to support the racing, while rehabilitating the piers for the enjoyment of the public in the future.

Racing will be held on the iconic San Francisco waterfront and will be visible from world-renowned tourist destinations such as the Golden Gate Bridge, the Marin Headlands, Crissy Field, the Embarcadero and Fisherman's Wharf. Millions of tourists are expected both for the Challenger Series for the Louis Vuitton Cup and the America's Cup finals.

"My support for San Francisco hosting the America's Cup goes beyond the opportunity to see our team competing on home waters," said Russell Coutts, CEO of ORACLE Racing, the current America's Cup defending team. "We are excited to sail for our sport's greatest trophy, on a stretch of water legendary among sailors worldwide."

With an event of this magnitude literally at our doorstep, *Bay Crossings* will be your source for America's Cup news over the coming years. We plan on covering all aspects of the upcoming race as well as how an event of this size affects our City and its people. Be sure to check back often!

High Tech 33rd America's Cup Winner Comes Home

USA 17 has only ever competed twice, but she sailed the races of her life to dominate the Swiss defender, Alinghi, off Valencia, Spain, last year and win the 33rd America's Cup.

The extraordinary carbon-fiber machine is being loaded onto a freighter this week for the long delivery trip to San Francisco via the Panama Canal. The freighter carrying both USA 17 and her extraordinary 223-foot wingsail is scheduled to leave Valencia on January 29 or 30 for the 7,900-nautical-mile passage to the Bay Area.

The estimated arrival in San Francisco, depending upon on-time loading, sea conditions en route and transit time in the Panama Canal, is March 1.

The trimaran's arrival will mark the first time that USA 17 visits the city that ORACLE Racing calls home. She was launched in Anacortes, WA, in August 2008, and after initial testing there moved to San Diego for a further period of training before being moved to Valencia for the 33rd America's Cup last February.

Measuring more than 100 feet long and 90 feet wide and powered by a 20-story tall wingsail, USA 17 is the fastest yacht ever to win the America's Cup. It has been in storage in Valencia since winning the Cup on February 14, 2010.

With the ORACLE Racing team fully focused on laying the groundwork for its 34th America's Cup campaign in 2013, the provisional plan is to continue to keep USA 17 in storage after unloading. An announcement about the vessel's sailing plans will be made later this year.

"The handful of us privileged to sail on USA 17 would love to sail her again in an instant. I dare say all those who never had this chance would like to as well," said ORACLE Racing skipper James Spithill.

"But the stark reality is that every aspect of the boat, every component, was built right to the limit so that for every hour's sailing USA 17 required 20 hours of painstaking and rigorous maintenance. For the time being the team's focus will be on the America's Cup ahead."



Copyright © ORACLE Racing



Copyright © ORACLE Racing

Vallejo Baylink Ferry



**Friends & Family Group Promotion
Extended Through April 24th
Call for Details**

- Voted “most romantic getaway” in Best of Solano poll
- Up to 24 sailings daily to/from Vallejo and the SF Ferry Building with stops at Fisherman’s Wharf/Pier 41
- Family fares now available



Discovery Kingdom - Vallejo

Express bus service

- Daily runs throughout Solano County
- Service 7-days-a-week

Travel the easy way &
leave the driving to us

Baylink
Travel
the Easy Way

877.64.FERRY or
baylinkferry.com

CULTURAL CURRENTS

Port City Is Vital Chronicle of S.F. Waterfront

BY PAUL DUCLOS

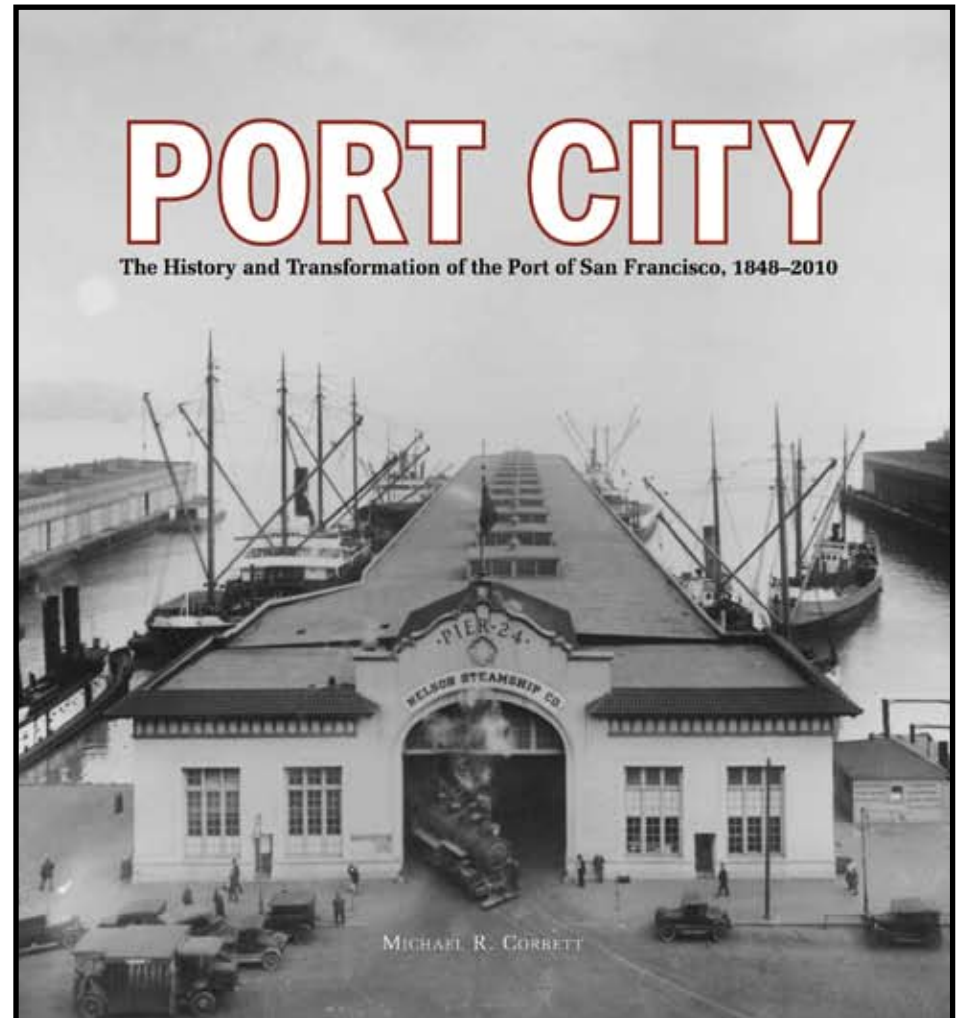
The San Francisco Heritage Foundation maintains that *Port City* (by Michael Corbett; San Francisco Architectural Heritage, 248 pages; \$65.00) represents a first in terms of providing a comprehensive story of the Port of San Francisco. And while that may be arguable, it certainly takes readers on a compelling journey. Illustrated with historical photographs, drawings, maps, and new color photographs commissioned especially for the book, *Port City* details the planning, infrastructure, and engineering of the port.

In one of the opening chapters we are reminded that because the port does not control its own tax base, and has no guaranteed revenue, the city has been unable to repair its crumbling infrastructure since it acquired the property from the state in 1969. As the port recovers from California’s deep economic downturn, persistent competition for public funds remains intense and still more daunting.

“The tragedy for maritime use at the port is that you can prevail over particular issues hundreds of times but you only get to lose once and then what you fought for is gone forever,” notes one former engineer.

During the nineteenth-century development of the port, little if any attention was paid to appearance of the housing structures, with the notable exception of the Ferry Building. The long waterfront north and south of this iconic temple was a working area made up of railway yards and industrial plants. As Corbett notes, “There was no public interest in improving the appearance of an area that was frequented primarily by port workers.”

Obviously, the impressions of ship passengers were not a major concern. The designers and builders of the port facilities had one overriding objective: to build practical structures as cheaply as possible.



“In this endeavor, the port had to contend with the frequently changing requirements of shipping and cargo handling and with the short life expectancy of wooden structures in water,” the author observes. “Even if someone had proposed architecturally embellished buildings, it would have been impractical to build them because waterfront structures had to be replaced so often.”

Yet wiser minds prevailed. The Ferry Building is still a beacon of light in what was once a lonely piece of industrial real estate populated by the city’s dispossessed and criminal class. Before the Transamerica Building dominated the waterfront, it was the single most recognizable structure around. Now it no longer houses the

World Trade Club, or offices of prominent custom brokers and freight forwarders. Even the Port of San Francisco has moved its headquarters a block east of the place. Instead, the building houses passenger ferry companies and ancillary retail boutiques.

And just as character determines destiny, the reshaping of this waterfront dictated why San Francisco has become a Disneyfied port suburb. Once—not so long ago—the port really did touch upon the lives of almost everyone here. Today, that’s rarely the case. From an architectural perspective, this book does a good job of showing how factories, warehouses and waterfront offices created a complex network of portside society. One only wishes that they had found a way to remain.

Flyway Festival Celebrates Return of Millions of Migrating Birds

BY MYRNA HAYES

Once again, local and regional bird lovers are throwing a wild party for our migrating neighbors from the north at the peak of migration season. Both birds and people will be flocking to Mare Island in Vallejo to celebrate what has become an annual ritual each winter on the “north shore” of San Francisco Bay: The San Francisco Bay Flyway Festival is a unique, three-day bird-watching and wildlife viewing event that draws an estimated 5,000 people each year to celebrate the return of over one million shorebirds and hundreds of thousands of ducks, geese, hawks and even monarch butterflies, which migrate through or winter in the San Francisco Bay Area.



Photo by Bob Dyer

Looking like decoys, a pair of cinnamon teal ducks use the Bay Area as an important staging area during their migration south.



Photo by Bob Dyer

Birdwatchers will be on the lookout for red-tailed hawks like this one on guided outings during the Flyway Festival, February 11-13.

This year the Flyway Festival will be held Friday, February 11 through Sunday, February 13 in Building 223, 500 Connolly St. on Mare Island. Admission is free. Festival-goers will be able to choose from hundreds of fun activities, including a Family Wildlife Exploration and Birding Expo with over 100 exhibitors, learning sessions, birding and wild bird demonstrations, art and photography exhibits and food.

Take one of more than 20 guided outings on Mare Island, along with a self-guided wetland walk to the edge of San Pablo Bay on a new 2-mile trail opened in December. For the fourth season, Vaca Valley Volks will host an American Volkswalk Association-sanctioned 5k and 10k walk routed along wetland trails and through the historic and new neighborhoods of the former U.S. Navy shipyard founded in 1854.

Mare Island outings will include guided tours of the Navy's oldest cemetery in the Pacific and Sierra Club guided walks to the Navy's first arsenal

in the Pacific, both founded more than 150 years ago. Both of these sites are located on the Island's scenic south end in the Mare Island Shoreline Heritage Preserve—Solano County's newest regional parkland—from which you can take in scenic vistas of seven counties from a hilltop vantage point. St. Peter's Chapel, with the most Louis Comfort

Tiffany-designed stained-glass windows under one roof in the western United States, will be open for tours, as will the Mare Island Museum and World War II's only remaining landing craft support gunboat, docked along the Napa River/Mare Island Strait. Visit www.sfbayflywayfestival.com or call 707-249-9633.

Sharing time with whales is a privilege.



415-331-6267

www.sfbaywhalewatching.com

New Signs Show Way for Bay Area Transit Riders

BY JOHN GOODWIN

The Bay Area's far-flung network of more than two dozen separate transit agencies has been known to present more than a few navigational challenges, not only to visitors but even to longtime area residents making out-of-the-ordinary transit trips. But new information signs are helping transform the region's patchwork transit quilt into a security blanket for travelers exploring unfamiliar parts of the nine-county region by bus, train or ferry.

The Metropolitan Transportation Commission (MTC) is teaming with Bay Area transit agencies to install a standardized system of information displays at 21 key transit hubs throughout the region. The \$10.2 million Hub Signage Program includes distinctive transit

information displays, wayfinding signs and real-time transit departure indicators. Transit information displays and real-time departure times also will be installed at the San Francisco, Oakland and San Jose international airports.

Following the 2010 completion of a hub signage demonstration at the Embarcadero BART/Muni station in San Francisco, wayfinding signs and transit information displays are now being installed at the San Jose/Diridon, Mountain View, Palo Alto and San Francisco/4th and King Caltrain stations, the Fairfield Transportation Center, and the Santa Clara site occupied by Amtrak Capitol Corridor's Great America station and the Santa Clara Valley Transportation Authority's (VTA) Lick Mill station. Real-time departure displays will be added to these stations this fall.

"MTC is committed to making it easier and more convenient for Bay Area residents and visitors alike to use public transit for trips around the region," said MTC Commissioner and Orinda City Councilmember Amy Rein Worth, who chairs the Commission's Operations Committee. "As with the Clipper transit-fare payment card, the Hub Signage Program is a way to help knit the Bay Area's more than two dozen separate transit systems into a true regional network."

Funding for the Hub Signage Program includes \$400,000 in Regional Measure 2 toll funds approved by Bay Area voters in 2004 and \$9.8 million from the Proposition 1B transportation bond measure approved by California voters in 2006.

Subsequent phases of the Hub Signage Program will include installations at the 12th Street/Oakland City Center, Coliseum/Oakland Airport, Civic Center, Dublin/ Pleasanton, El Cerrito del Norte, Fremont, Millbrae, Montgomery, Pleasant Hill, Powell Street and Richmond BART stations; Golden Gate Transit's San Rafael Transit Center; and the Vallejo Transit Center. New signage also is in the works



© 2011 Peter Beeler/MTC

New signs at key Bay Area transit hubs are marked by a distinctive white *i* set in a bold orange circle.



© 2011 Peter Beeler/MTC

A new wayfinding kiosk outside the Embarcadero BART/Muni station in San Francisco directs travelers to nearby transit services and major attractions.

for the soon-to-be-redeveloped Santa Rosa Transit Mall, a planned new transit hub in downtown Napa and the three major airports.

Wayfinding signs, which provide directions to transit and other services, are being installed at the entrances and exits of transit hubs — and at key decision points within the stations. Similar to signs used in airports, the wayfinding signs feature transit agency logos and other designs to help direct passengers. These signs are being placed overhead in BART stations, and may be mounted on poles or on walls in other locations.

Transit information displays — marked by the distinctive, italicized white *i* (for "information") set in a bold orange circle at the upper right corner of each panel — will be located at strategic sites similar to those selected for the Embarcadero BART/Muni

demonstration, where three displays were installed. One is at the northeast entrance, adjacent to the cable car turnaround. Another is at the southeast corner of the station, with the third in the middle of the station opposite the Peet's Coffee outlet. Each of the displays includes four printed panels: a station map; a route map showing the various bus routes serving the station; a map of nearby streets with bus stops clearly identified; and a panel showing transit fare and schedule information.

The white-on-orange "*i*" design also will be emblazoned on wayfinding kiosks placed in key locations with heavy foot traffic, and adjacent to real-time displays. The real-time displays will list the next three departures for all transit routes serving each hub. Work at all 24 locations is scheduled for completion by the summer of 2013.

More Rain, More Problems, More Solutions

BY JAH MACKEY

December and January have produced phenomenal amounts of rain, and the Delta has definitely received her fair share. Last month as I was wandering around enjoying the Delta, I was pleasantly surprised to see the banks of the San Joaquin and the Sacramento rivers bulging with runoff from this year's most recent downpours.

Every year I hear reports of safety issues surrounding levee maintenance and concerns about possible levee breaks. After photographing the swollen river, my curiosity was piqued and I decided to investigate.

According to the National Weather Service, Clarksburg gets 17 inches of rain per year, well below the U.S. average of 37 inches. I chose Clarksburg as my starting point because the river was higher than I had ever witnessed there, and it was very close to one my favorite watering holes, The Old Sugar Mill. This year the rainfall and subsequent runoff seem far greater than normal, with experts predicting El Nino's return for the 2010-2011 rainy season.

So, what does this mean for those concerned about their homes and jobs protected by the massive Delta levee system? Well, in the aftermath of Hurricane Katrina, the Army Corps of Engineers, the Department of the Interior, the EPA and many other government organizations embarked on a campaign to enforce levee standards more vigorously. Several reports, press releases and media advisories in 2007 announced new policies and programs to address many aspects of the overall problem.

In particular, the Corps of Engineers developed a heightened awareness with their partner agencies in the western United States generally and in the Delta region specifically, as the Delta presents many unique issues around the environment, agri-business, endangered species, history, water rights and the local

economies that have set a precedent for other levee systems across the country.

A Department of the Interior publication, "Anticipating California Levee Failure," focuses on the nightmare scenario of a levee breach due to inherent conditions of subsidence combined with a massive earthquake and the resulting oil spills from refineries along the river like those located next to the Port of Stockton.

According to the publication, the Delta has over 1,100 miles of levees. While they provide full protection from flooding, they are at risk from increased rains during the winter months, which can affect the levees' ability to contain rising waters. All levees are designed to provide a specific level of protection, and can be overtopped, or fail, in larger flood events. Levees also require regular maintenance to retain their level of protection. Over time, this maintenance can become a serious challenge.

In more technical terms, a levee's main function is to oppose the hydrostatic force of water and frequency of tides. Levee failure is usually associated with the size of the levee and height of the water exerting force on it; levee vulnerability increases with subsidence and the length of the levee on which water pressure is acting. Subsidence decreases levee integrity by reducing lateral support and shear resistance and facilitating settling or deformation of peat layers beneath.

Holistic and Organic Solutions

Solutions to our levee problems have been emerging on several fronts. The Army Corps of Engineers' vegetation management approach, which was proposed at a 2007 symposium, garnered joint support from members of the Corps, the California Department of Water Resources, the State of California Reclamation Board, the U.S. Fish and Wildlife Service, NOAA's National Marine Fisheries Service, the California Department of Fish and Game, Reclamation District No. 2068, and the Sacramento Area Flood Control Agency.

Many of the ideas that came from the 2007 symposium—including the vegetation management plan, which involves stripping some levee vegetation

to manage threats to levee integrity—have continued to this day as the California Levee Vegetation Research Program. The agencies agreed to work together to draft a phased system-wide plan, with short-term and long-term elements, that will include vegetation management requirements for Central Valley levees and adjoining channels.


This phased approach will give the State and local levee-maintaining agencies time to plan, design and finance more intensive levee maintenance and vegetation management programs. For more information on the

California Levee Vegetation Research Program and the ongoing efforts to protect life along the river, please visit the websites of the aforementioned organizations as well as IFC International at www.icfi.com.




Photo by Jah Mackey
Under normal conditions, an additional 7-10 feet of this channel marker would be visible on the Sacramento River at the north end of Clarksburg.

ALAMEDA | OAKLAND FERRY



Whether you're commuting to work or enjoying a weekend outing with friends or family, the Alameda/Oakland Ferry is a great way to travel the bay.

service between Oakland's Jack London Square, Alameda Main Street, SF Ferry Building and SF Pier 41, Seasonal service to ATT&T Park for Giants game and Angel Island State Park



510.749.5837 | www.eastbayferry.com

GET THERE BY FERRY

Golden Gate Ferry

LARKSPUR*

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur
5:50 a.m.	6:20 a.m.	6:25 a.m.	6:55 a.m.	09:40 a.m.	10:30 a.m.	-----	-----
6:35	7:05	7:10	7:40	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
7:10	7:40	7:45	8:15	1:40 p.m.	2:30	2:40	3:30
7:50	8:20	8:30	9:05	3:40	4:30	4:40	5:25
8:20	8:50	9:10	9:45	5:30#	7:00	7:15	8:00
9:15	9:50	10:10	10:45	One-way Ferry Fares			
10:10	10:45	10:55	11:30	Larkspur Sausalito			
11:10	11:45	11:55	12:30 p.m.	Daily Daily			
12:40 p.m.	1:15	1:25	2:00	Adult Cash Fare \$8.25 \$8.25			
2:20	2:55	3:05	3:35	TransLink/Clipper Card Fare \$5.15 \$4.40			
3:05	3:35	3:45	4:15	Youth/Senior/Disabled \$4.10 \$4.10			
3:45	4:15	4:25	4:55	Children 5 and under FREE FREE			
4:25	4:55	5:05	5:35	(limit 2 per fare-paying adult)			
5:05	5:35	5:45	6:15	Children ages 5 and under travel free when accompanied by a full fare paying adult (limit two youth per adult).			
5:45	6:15	6:25	6:55	Golden Gate Ferry Fares, Effective July 1, 2010			
6:25	6:55	7:05	7:35	Fares shown are for one-way travel			
7:25	8:00	8:10	8:45				
8:50	9:25	9:35	10:10				

* Direct ferry service is provided to most Giants games at AT&T Park. Special service is provided to various concerts and the Bay to Breakers Race. On weekdays, with the exception of the 5:20pm San Francisco departure which uses a 715 passenger Spaulding vessel, all other trips use high-speed catamarans. Weekend service is provided by a 715 passenger Spaulding vessel. # To San Francisco via Sausalito.

SAUSALITO

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito	Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito
7:10 a.m.	7:35 a.m.	7:40 a.m.	8:10 a.m.	---	---	10:40 a.m.	11:10 a.m.
8:20	8:45	10:15	10:45	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	4:45	5:15
3:20	3:50	4:00	4:30	5:35	6:05	6:30	7:00
4:45	5:15	5:30	6:00	6:30	7:00	---	---
6:10	6:35	6:45	7:10				
7:20	7:50	7:55	8:20				

Contact Information Toll free 511 or 711 (TDD) For the Golden Gate Ferry website, visit: <http://goldengateferry.org/> Comments and questions can be submitted at <http://ferrycomments.goldengate.org/>

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. No ferry service on New Year's Day, Thanksgiving Day, and Christmas Day.

Bay Area Ferry Terminal Locations

Alameda Ferry Terminal
2990 Main St. in Alameda

Harbor Bay Ferry Terminal
2 McCartney Drive in Alameda

Larkspur Landing Ferry Terminal
101 E. Sir Francis Drake Blvd., just east of U.S. Highway 101 in Larkspur, CA

Oakland Ferry Terminal
530 Water St @ Jack London Square in Oakland

Sausalito Ferry Terminal
Humbolt St. & Anchor Ave. in downtown Sausalito

Tiburon Ferry Terminal
Behind Guaymus Restaurant & the Intersection of Tiburon Blvd. & Main St. in Tiburon

Vallejo Ferry Terminal
289 Mare Island Way in Vallejo

Sponsored by

WATER EMERGENCY TRANSPORTATION AUTHORITY

WETA



Blue & Gold Ferry

ALAMEDA/OAKLAND

ALAMEDA/OAKLAND

Weekdays to San Francisco				Weekends and Holidays to San Francisco					
Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41	Depart Oakland	Depart Alameda	Arrive S.F. Ferry Bldg.	Arrive S.F. Pier 41		
6:00 a.m.	6:10 a.m.	6:30 a.m.	-----	10:00 a.m.	10:10 a.m.	10:30 a.m.	10:45 a.m.		
7:05	7:15	7:35	-----	11:30	11:20*	12:00 p.m.	12:15 p.m.		
8:10	8:20	8:40	-----	1:45 p.m.	1:30* p.m.	2:20	2:35		
9:15	9:25	9:45	10:00 a.m.	4:15	4:05*	4:45	4:55		
11:00	10:50*	11:30	11:45	5:45	5:35*	---	6:25		
12:45 p.m.^	12:35 p.m.*	1:15 p.m.	1:30 p.m.	7:10	7:00*	---	7:50		
2:30	2:20*^	3:00	3:10	Weekends and Holidays from San Francisco					
4:40	4:30*^	5:10	-----	Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland		
5:50	5:40*^	6:15	-----	9:15 a.m.	9:25 a.m.	10:10 a.m.	9:55 a.m.		
6:20	6:10*	-----	7:00	10:50	-----	11:20	11:30		
6:55^	6:45*^	7:20	-----	1:00 p.m.	1:10 p.m.	1:30 p.m.	1:45 p.m.		
7:55^	7:45*	8:20	-----	3:30	3:45 p.m.	4:05	4:15		
8:55^	8:45*	-----	9:25	5:00	5:15	5:35	5:45		
				6:30	6:40	7:00	7:10		
Weekdays from San Francisco				No ferry service on Thanksgiving Day, Christmas Day, New Year's Day, and Presidents Day. Regular weekday service on Martin Luther King Jr. Day					
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland	FARES:					
-----	6:30 a.m.#	7:15 a.m.	7:05 a.m.	One Way	Round Trip	10 Ticket Book	20 Ticket Book	Monthly Pass	
-----	7:35#	8:20	8:10	Adult (13+)	\$6.25	\$12.50	\$50.00	\$90.00	\$170.00
-----	8:40#	9:25	9:15	Junior (5-12)	\$3.50	\$7.00			
10:15 a.m.	10:30	10:50^	11:00^	Child under 5*	FREE	FREE			
12:00 p.m.	12:15 p.m.	12:35 p.m.^	12:45 p.m.^	Senior (65+)*	\$3.75	\$7.50			
1:45	2:00	2:20^	2:30^	Disabled Persons*	\$3.75	\$7.50			
3:45	4:10	4:30^	4:40^	Active Military	\$5.00	\$10.00			
-----	5:20	5:40	5:50	Seniors must show valid I.D., Regional Transit Connection Discount or Medicare Card. Disabled Persons must show a Regional Transit Connection Discount Card. Children under 5 ride free when accompanied by an adult. Active Military Personnel must show military I.D. Fares subject to change. All times are estimates.					
5:20	5:45	6:10	6:20	PURCHASE TICKETS ONBOARD THE FERRY or at the Regional Transit Connection (RTC) at participating Bay Area businesses. Please call the 24-hour Ferry Fone at (510) 522-3300 to confirm times.					
-----	6:25	6:45	6:55						
-----	7:25	7:45	7:55						
-----	8:25	8:45	8:55						

* To S.F. via Oakland # To Alameda via Oakland
^ Departs immediately after loading
For the most current schedule, visit <http://www.eastbayferry.com/>

Schedule information collected from <http://www.eastbayferry.com>

Blue & Gold Ferry

BAY CRUISE

Depart Pier 39		Weekends and Holidays	
Weekdays		10:45 a.m.	2:30 p.m.
12:00 a.m.	2:30 p.m.	12:00	3:15
1:15	4:00	1:15 p.m.	4:15
		1:45	

For the most current schedule, visit www.blueandgoldfleet.com
 Bay Cruise does not operate during inclement weather. Additional cruises may be added on demand. Check with ticket booth on day of sailing for schedule. No reserved seating available.

FARES: All prices include audio tour.

Adult	\$24.00	Junior (12-18)	\$20.00
Senior (62+)	\$20.00	Child (5-11)	\$16.00

Discount fares available at <http://www.blueandgoldfleet.com/Sightseeing/Boat/baycruise.cfm>

ANGEL ISLAND - S.F.

Weekdays – Daily Departures Pier 41

Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
10:00 a.m.	10:20 a.m.	3:10 a.m.	3:50 a.m.

Weekends – Departures Pier 41

Depart Pier 41	Arrive Angel Island	Depart Angel Island	Arrive Pier 41
10:35 a.m.	11:00 a.m.	11:05 a.m.	12:20 a.m.
-----	-----	3:50 p.m.	4:55 p.m.

ANGEL ISLAND FARES*

	SF PIER 41 (One Way)	SF PIER 41 (Round Trip)
Adult (12+)	\$8.00	\$16.00
Child (ages 6-12)	\$4.50	\$9.00
Child (5 & under)	FREE	Free

* All prices include State Park Fees / Weekend Schedule on Memorial Day (May 25) / Independence Day (July 4) and Labor Day (Sept 7)

TIBURON COMMUTE

TIBURON – S.F. Ferry Building

Weekdays			
Depart Tiburon	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Tiburon
6:00 a.m.	6:20 a.m.	-----	-----
6:50	7:10	7:15 a.m.	7:35 a.m.
7:50	8:10	8:15	8:35
8:45	9:05	-----	-----
-----	-----	4:25 p.m.	4:45 p.m.
5:00 p.m.	5:20 p.m.	5:25	5:45
5:50	6:10	6:15	6:35
6:40	7:00	7:15	7:35

SAUSALITO

FISHERMAN'S WHARF, PIER 41

Weekdays			
Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
11:00 a.m.	11:40 a.m.	11:45 a.m.	12:05 p.m.
12:10 p.m.	12:50 p.m.	12:55 p.m.	1:15
1:20	2:05	2:10	2:30
2:35	3:25	3:30	3:50

Weekends and Holidays

Depart S.F. Pier 41	Arrive Sausalito	Depart Sausalito	Arrive S.F. Pier 41
10:35 a.m.	11:50 a.m.	11:55 a.m.	12:20 p.m.
12:30 p.m.	1:20 p.m.	1:25 p.m.	1:50
2:00	2:45	2:50	3:15
3:20	4:25	4:30	4:55

No service on Thanksgiving Day, Christmas Day, and New Year's Day / Weekend Schedule on Presidents Day

FARES:

	One-way	Round-trip
Adult	\$10.00	\$20.00
Child (5-11)	\$5.75	\$11.50

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

TIBURON – Pier 41

Weekdays

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

TIBURON Weekends and Holidays

Depart S.F. Pier 41	Arrive Tiburon	Depart Tiburon	Arrive S.F. Pier 41
10:35 a.m.	11:20 a.m.	11:35 a.m.	12:20 p.m.
12:30 p.m.	12:55 p.m.	1:05 p.m.	1:50
2:00	2:25	2:30	3:15
3:20	4:05	4:10	4:55

FARES:

	One-way	Round trip
Adult	\$10.00	\$20.00
Child (5-11)	\$5.75	\$11.50
20 Ticket Commute Book	\$140.00 (Mon. - Fri.)	

Baylink Ferry

VALLEJO

VALLEJO – SAN FRANCISCO

Weekdays		
Depart Vallejo to S.F. Ferry Building	Depart S.F. Ferry Bldg. to Vallejo	Depart Pier 41 Fisherman's Wharf to Vallejo
5:30 a.m.	6:35 a.m.	-----
6:30	7:35	-----
7:00	8:30	-----
7:45	8:55	-----
8:45	9:55	-----
10:00	11:20	11:45 a.m.
11:30	12:40 p.m.	-----
2:00 p.m.	3:30	3:10 p.m.
3:00	4:30	-----
4:05	5:15	-----
4:45	6:00	-----
6:00	7:20	7:45

Weekends and Holidays

Depart Vallejo to S.F. Ferry Building	Depart S.F. Ferry Bldg. to Vallejo	Depart Pier 41 Fisherman's Wharf to Vallejo
10:00 a.m.	11:10 a.m.	11:30 a.m.
1:00 p.m.	2:10	-----
4:30	6:00	5:40 p.m.

FARES:

	One-way
Adult (13-64)	\$13.00
Senior (65+)/Disabled/Medicare	\$6.50
Child (6-12)	\$6.50
Baylink DayPass	\$24.00
Baylink Monthly Pass (Bus / Ferry) w/Muni	\$290.00
	\$345.00

Call (707) 64-FERRY or visit www.baylinkferry.com for updated information.

Travel time between Vallejo and San Francisco is approximately 60 minutes.

Red & White

BAY CRUISE

Pier 43½		FARES:	
Monday through Sunday		Adult (18+)	\$22.00
10:00 a.m.	1:45 p.m.	Youth (5-17)	\$16.00
10:45 *	2:30	Child (under 5)Free	
11:15	3:00	Family Pass	\$69.00
12:00 p.m.	3:45	(2 Adult + 4 Youth)	
1:15	4:15 *	* Weekends Only	

Harbor Bay Ferry

EAST END OF ALAMEDA/S.F.

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.
7:30	7:55	8:00	8:25
8:30	8:55	4:35 p.m.	5:00 p.m.
-----	4:30 p.m.	5:35	6:00
5:05 p.m.	5:30	6:35	7:00
6:05	6:30	7:35	8:00
7:05	7:30		

No weekend service

FARES:

Alameda Harbor Bay Ferry passengers can purchase Ferry tickets, passes and books on board the ferries. Alameda Harbor Bay Ferry accepts cash, checks, Visa, Mastercard and Commuter Checks as payment for ferry tickets.

Fare:

One-way Adult	\$6.50
One-way Juniors (5-12)	\$3.25
Children (under 5)	Free
One-way Seniors (62 & over)	\$3.75
Disabled	\$3.75
Active Military	\$5.25
One-way Commute (book of 10)	\$55.00
One-way Commute (book of 20)	\$100.00
Monthly Pass (book of 40)	\$185.00
Free MUNI and AC Transit Transfers Provided	

Angel Island Ferry

TIBURON – ANGEL ISLAND

Weekdays (January - February 2011)

Mon-Fri: Ferry service by advance reservation for groups of 25 or more. Individuals may "piggyback" with scheduled groups.

Weekends (January - February 2011)

	10:00 a.m.	11:00	1:00 p.m.	3:00
Returning	10:20 a.m.	11:20	1:20 p.m.	3:30

FARES:

	Round Trip	(*Limit one free child, ages 2 and under, per paying adult.)
Adult (13 and over)	\$13.50	
Child (6 - 12)	\$11.50	
Children (3 - 5)	\$3.50	
Toddlers (ages 2 and under)	Free*	
Bicycles	\$1.00	

For the most current schedule and other information, visit <http://www.angelislandferry.com/>

Schedule Subject to change w/o notice



Fun on Ferries, Shoreline Snacking and Shopping, Take the Kids, Bikes on Boats, Fun on Ferries...

www.baycrossings.com

 **BLUE & GOLD FLEET**

415.773.1188

www.blueandgoldfleet.com



The enchanting nautical experience begins when passengers board Blue & Gold Fleet boats that sail on San Francisco Bay. Blue & Gold Fleet is the largest excursion and commuter ferry service provider in the Bay Area.



San Francisco Bay Cruise Adventure An hour long cruise along the City's historic waterfront, right past the PIER 39 sea lions, under the Golden Gate Bridge, by Sausalito, past Angel Island and around Alcatraz.

Sausalito & Tiburon A comfortable ride across the San Francisco Bay to the two Marin seaside villages of Sausalito and Tiburon to enjoy shopping, dining or an easy stroll around town.

Angel Island A California State park and wildlife reserve. Angel Island is both a great picnic destination with hiking, kayak tours, an hour-long fully-narrated TramTour, as well as a historical site dating back to the U.S. Civil War.

Vallejo Sail to Vallejo, a waterfront community that includes the city's Heritage District, Vallejo Naval and Historical Museum and family-friendly Six Flags Discovery Kingdom theme park.

Alameda & Oakland There's dining in Jack London Square, the Farmer's market on Sundays and jazz nightly.

**Blue & Gold Fleet at PIER 39
Beach Street & The Embarcadero
San Francisco**

WATERFRONT

Alviso Marina Boat Launch Ramp Honored With Award

When the new Alviso Marina Boat Launch Ramp opened in June 2010, it gave Santa Clara County boaters access to San Francisco Bay waters for the first time in 25 years. The former facility had been deemed unusable years ago due to silting and lack of dredging funds, and with the new ramp's opening on the Alviso Slough, the county hopes to recapture some of its nautical heritage, improve its recreational offerings for citizens, and strengthen the local economy.

However, the challenges the county faced in constructing this new, modern facility with two launch ramps—one for boats and one for paddlecraft—were numerous. The biggest were the ramp's location in an environmentally sensitive area, a tough environmental permitting process and significant construction restrictions designed to lessen the impact on the neighboring wetlands, home to several protected species.

For its ability to overcome all of these challenges and again offer boating access to San Francisco Bay, the Alviso Marina Boat Launch Ramp has been honored with a 2010 BoatUS Recreational Boating Access Award. BoatUS (Boat Owners Association of the United States) created the award program in 2007 to highlight successes in protecting water access as boaters and communities were losing marina slips, service yards and boat launching areas. The goal is to draw national attention to innovative solutions and share success stories so that others may help to solve their own waterway access challenges.

The saga at Alviso Slough began in 2003 with two grants from the California Department of Boating and Waterways. A location was chosen in deeper water and where tidal action

could minimize silting. Permits were required at the local, state and federal level. With much persistence, ground was finally broken in September 2009. However, workers were limited to a very short window for in-water construction during low or incoming tides, making an eight-hour work shift impossible.



Photo courtesy of Santa Clara County Parks

Santa Clara county faced numerous challenges due to the environmentally sensitive area in which the Alviso Marina Boat Launch is located.

“Until this ramp opened, the closest public boating access was 25 miles away,” said BoatUS Vice President of Government Affairs Margaret Podlich. “How the county parks department and the ramp's supporters were able to methodically pass each hurdle in the permitting process and see this project to completion shows a lot of patience and real persistence. If Alviso can do it, it shows us that boating access can be improved even in sensitive areas,” added Podlich.

Over 600 people attended the ramp's opening ceremony and today, less than a year old, the ramp has seen significant use. County residents can be found walking the nature trails in the adjacent park and old salt ponds. But most importantly, they can enjoy the water again in a boat.

For more information or to see all of the 12 Access Award winners for 2010, go to www.BoatUS.com/AccessAwardWinner.

Port of SF Receives Proposals for Pier 70 Development

The Port of San Francisco announced in January that six parties submitted Pier 70 development proposals by the recent deadline. A 25-acre infill site on the central waterfront, the pier offers opportunities for thousands of new jobs to the local economy through development of 2.5 million square feet of new construction and rehabilitation of 260,000 square feet of historic structures.

The Port offered this real estate opportunity after three years of community planning, which resulted in the Pier 70 Preferred Master Plan. Development teams led by the following parties submitted responses: Build Inc.; Forest City Development California; Mission Bay Development Group; San Francisco Waterfront Partners; TMG Partners; and United States, Department of Veterans

Affairs, San Francisco Medical Center.

The Master Plan, which has widespread public support, comprehensively outlines all the elements of the plan including new development, historic preservation, and the creation of waterfront open space, while preserving a 17-acre ship repair operation, including the largest floating dry-dock on the west coast of the Americas. Review of the submissions will evaluate which developers are qualified, through experience and financial capacity, to meet the goals established in the Master Plan.

“Interest in Pier 70, and the waterfront as a whole, has escalated in recent months,” said Port Executive Director Monique Moyer. “Prospects of the 34th America’s Cup, the permanent closure of the Potrero Power Plant, the San Francisco Giants winning the 2010 World Series and Salesforce.com’s acquisition of nearby

parcels at Mission Bay, are all harbingers of success for Pier 70.”

“The development teams that submitted proposals have substantial experience in waterfronts, historic preservation and job creation,” said Project Manager Kathleen Diohep. “The Port is excited by the response and anticipates selecting a developer and entering into a development agreement by the end of 2011. With a strong development partner, the Port is poised to bring additional investment and job creation to the eastern part of San Francisco, while maintaining the historic nature of Pier 70,” she added.

Port staff is evaluating the six Pier 70 proposals and will seek direction from the Port Commission in March 2011. The developer selected through this process will work with the Port to develop the waterfront site and secure approvals for the

redevelopment of the entire 69-acre Pier 70 area. Pier 70 includes 40 historic buildings that have been recommended to be placed on the National Register of Historic Places. Future plans also include waterfront parks, offering access to the bay as part of the Blue Greenway open space system.

In 2008, San Francisco voters overwhelmingly endorsed Proposition D to streamline the entitlement process and allow the Port to access funds to facilitate development of Pier 70. The Port of San Francisco is an enterprise agency of the City and County of San Francisco that oversees a broad range of maritime, commercial, and public-access facilities along the City’s waterfront that are held in public trust for the people of San Francisco.

To view the Pier 70 Master Plan or other site-related documents please visit: www.sfport.com/pier70.

NEW LARKSPUR FERRY WEEKDAY WINTER SEASON SCHEDULE


Starts Tuesday, February 1, 2011 and remains in effect through March 31, 2011

Depart Larkspur	Arrive SF	Depart SF	Arrive Larkspur
4:51 am	Route 24 bus to Financial District		
5:22 am	Route 97 bus to Financial District		
5:50	6:20	6:25	6:55
6:35	7:05	7:10	7:40
7:10	7:40	7:45	8:15
7:50	8:20	8:30	9:05
8:20	8:50	9:10	9:45
9:15	9:50	10:10	10:45
10:10	10:45	10:55	11:30
11:10	11:45	11:55	12:30
12:40	1:15	1:25	2:00
2:20	2:55	3:05	3:35
3:05	3:35	3:45	4:15
3:45	4:15	4:25	4:55
4:25	4:55	5:05	5:35
5:05	5:35	5:45	6:15
5:45	6:15	6:25	6:55
6:25	6:55	7:05	7:35
7:25	8:00	8:10	8:45
8:50	9:25	9:35	10:10

Bold = pm times



Golden Gate Ferry will operate the Holiday Schedule on Presidents' Day, February 21, 2011.

For more information, visit www.goldengate.org or call **511** (say "Golden Gate Transit," then "operator") TDD: **711** 



AROUND THE BAY IN FEBRUARY

Exploratorium Offers Ultimate Valentine's Date

Looking for the perfect Valentine's weekend date with that special someone? The Exploratorium has you covered with the **Ultimate Date Tour**—a steamy walk through the museum's most romance-worthy exhibits on Saturday, February 12. Start off by visiting the **Heat Camera**. Try touching each other to see if you can figure out who's hotter. What about the chemistry between you? Hold hands and crank the electricity to see if sparks flow at the **Finger Tingler**. Next up: Everyone knows the keys to a solid relationship are trust and communication—the **Emotion Tracer** lie detector gives you a chance to find out those dirty little secrets. Take turns asking each other those burning questions and find out if the truth sets you free. If you've made it this far, head over to the **Everyone Is You and Me** exhibit where you can preview your potential progeny. Sit across from one another and position your faces so that your heads are the same size and your features are aligned. Adjust the light until an image appears that combines your beautiful faces. For more details on the **Ultimate Date Tour**, visit www.exploratorium.edu.

Real-Life Couples Perform in Valentine's Day Dance

James Graham Dance Theatre presents *Dance Lovers* at Kunst-Stoff Arts on Monday, February 14 at 8 p.m. Seven real-life couples will be presenting work. The performers represent a diverse involvement in the San Francisco Bay Area dance world. Contemporary ballet, social dance, performance art, theatre, contact improvisation, and modern dance scenes influence these duets. A common element is that the audience knows these two people are romantically involved. The audience is privy to this "secret" and will be able to discern what this does to each duet. Tickets are available at the door with a \$10-\$20 sliding scale. For more information, email dancelovers2011@gmail.com.

SF Beer Week is Back

Uf-da! It's gonna be one exciting SF Beer Week this year. SF Beer Week runs from February 11 through 20 and is about showcasing the amazing flavors, fun, and culture of beer—these are the types of high-quality events that your favorite breweries, restaurants, and bars are putting together. Call yourself Jacques or Jane Cousteau, because after going to a few events, you'll find yourself quite the explorer of the species, habitat, and culture of beer. Brewers and drinkers and foodies rub shoulders as they mingle throughout the mosaic of new beer releases, beer and food pairings, open brew days, and charitable events. There's even a beer brewed especially for SF Beer Week called Liquid Sour Dough, brewed by Bay Area brewers and bar owners at Sierra Nevada's Beer Camp last December. There are over 200 events scheduled, so visit www.sfbeerweek.com and find a way to join in on the fun.

Crystal Clear

The San Francisco Crystal Fair takes place at Fort Mason Center on February 26-27. It's the beginning of their 24th year and the shows are still spectacular. The Crystal Fair is a magical mix of crystals, minerals, beads, jewelry, metaphysical healing tools and the healing arts. With over 40 vendors at each show, there are thousands of items available at affordable prices. For more information, visit www.crystalfair.com or call (415) 383-7837.

City Hall Rotunda Dance Series Begins

A free public performance of Leung's White Crane Chinese Lion Dancing at noon on February 4 is part of the City Hall Rotunda Dance Series,



a partnership between Dancers' Group and World Arts West with San Francisco's Grants for the Arts and San Francisco City Hall. The dance group is a long-time San Francisco cultural tradition, most noted for their larger-than-life performances in the annual San Francisco Chinese New Year Parade. Come and join this dynamic lunchtime dance performance amidst the grandeur of San Francisco's City Hall. The high profile City Hall Rotunda Dance Series brings 10 of the Bay Area's most acclaimed dance companies to the Rotunda of San Francisco City Hall for free noon-time performances taking place the first Friday of each month. Events will primarily involve dance, but might also include music, theater or other performing art disciplines. Future Rotunda Dance Series performances will include Hālau o Keikiali'i (hula), Monique Jenkinson / Fauxnique, Hui Tama Nui (Tahitian), Ohlone Costanoan Rumsen Carmel Tribal Dance, AXIS Dance Company, and Gamelan Sekar Jaya.

New 'CalParks' App Offers State Park Trail Guides

California State Parks Foundation (CSPF) recently announced the release of its new iPhone application "CalParks." The free app allows users to take trail

guide information with them while they explore state parks and beaches across California. To develop and launch the app, CSPF partnered with EveryTrail, the leading online and mobile travel technology company. The CalParks app marks an exciting new time for visitors who want to explore California's many parks. While there is no shortage of park information available in print or online, it can be difficult to take that information along without cumbersome workarounds such as printing, emailing web pages, and lugging paperwork. In contrast, the CalParks app by EveryTrail offers visitors a detailed, media-rich, interactive and location-aware experience, complete with guides to over 45 parks. It is lightweight and always up-to-date with the latest park information. Users can download the app in the App Store today or find it on iTunes.

2011 Camp-California Guide Released

The California Association of RV Parks and Campgrounds recently released the 2011 Camp-California! The Camper's Guide to California is a free, four-color glossy magazine that lists more than 700 campgrounds and RV resorts throughout the Golden State. The directory includes listings of privately owned campgrounds as well as campgrounds in county, state and national parks, which you typically won't find in the same directory. The directory is free and can be picked up at most campgrounds that are affiliated with the California Association of RV Parks and Campgrounds as well as California Welcome Centers, Camping World and Bass Pro Shops stores throughout California. It can also be ordered online through Camp-California.com for a small fee to cover the cost of postage. The guide also includes locator maps that feature multiple campgrounds on the same page so you can see where the campgrounds are located in relation to places you might like to visit.

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

Give the gift of time with a faster, easier commute.



Get your FasTrak[®] toll tags
at Safeway, Walgreens
and Costco locations, or
go to bayareafastrak.org
or 511.org.



Get ClipperSM – the new
all-in-one transit fare card –
at select Walgreens stores
and other retail locations
or at clippercard.com and
511.org.

Sponsored by



METROPOLITAN
TRANSPORTATION
COMMISSION

www.mtc.ca.gov

There's no law that says we had to build the best pollutant containment system in the industry...

...but we did. In fact, there are many things that the people of Bay Ship & Yacht have done over the years that have gone above and beyond what was required. Simply because we believe that being the model for the 21st Century shipyard means continually exceeding the level of service and satisfaction demanded by our customers.

Which is why we implemented a "Best Practices" pollution management system that ensures that procedures are written to the highest-possible standard. Which is why we installed a sophisticated drainage system under the entire yard, to capture any pollutants and process them in a separate tank farm containment area. Why we switched out all diesel-fuel compressors to electric. Not required by law, but



we did it anyway. And to prevent a calamity from happening, we took the extraordinary step of installing storm water separators and isolation valves that can be rapidly shut off, thus preventing a continuous run-off of pollutants into the Bay.

It's because we set our standards higher than others that we have emerged as a leading shipyard, not only among the commercial, historical and military communities, but also among those seeking new construction and repair of super-yachts.

We take a long-term view of the future, and to maintain our position at the forefront of the industry, we've invested heavily in facilities, processes and proven technologies. Our customers expect nothing less of us, which is why they keep returning to Bay Ship & Yacht.

== *We are the 21st Century Shipyard* ==



2900 Main Street, #2100 • Alameda, CA 94501 • www.bay-ship.com