



# BAY CROSSINGS

*"The Voice of the Waterfront"*

July 2014 Vol.15, No.7



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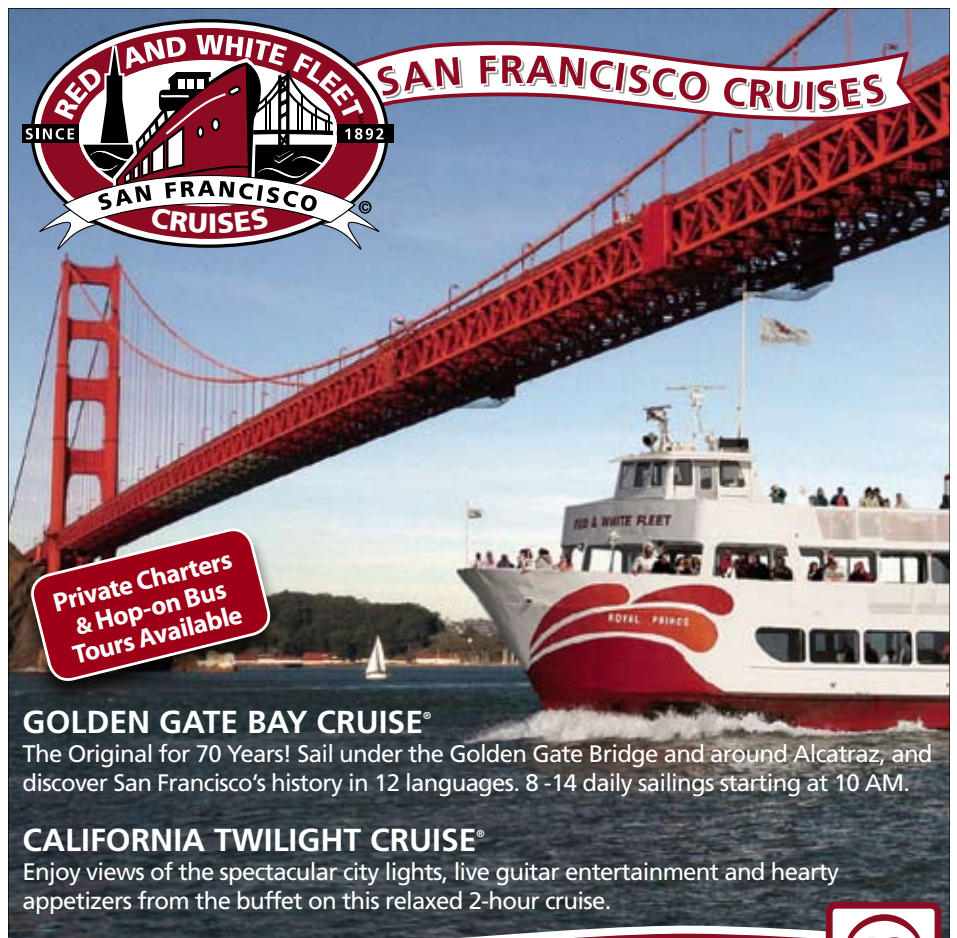
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*"The Voice of the Waterfront"*

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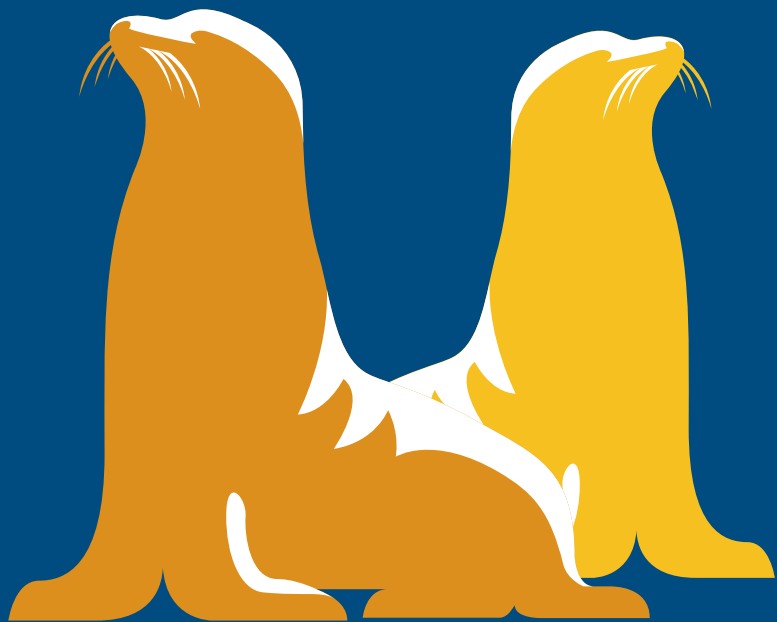
Work crews earlier this year began the first phase of a complex three-part process to dismantle the two-mile-long original East Span of the Bay Bridge, with the middle portion of the old bridge's cantilever section over the deep water east of Yerba Buena Island already giving way to a 600-foot void that is clearly visible to motorists traversing the adjacent new span. Project schedules call for the old gray span to be gone completely by the end of 2016. See page 14 for more information and photos. Photo by Joel Williams

### Corrections & Letters

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

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# Port of Oakland Update

BY PATRICK BURNSON

**P**ort of Oakland Director of Maritime John C. Driscoll has now been at his post for nearly a year. In this interview, he shares some of the lessons he's learned so far and relates his vision for the future.

**Bay Crossings:** *We see a trend toward more regional port cooperation in the Puget Sound and San Pedro Bay. Will Oakland begin to work more closely with Bay Area ports in the future?*

**John Driscoll:** The Port of Oakland will continue to collaborate with regional and statewide ports. A good example is related to the port security grant program. The Ports of Oakland, Richmond, San Francisco and Stockton are interdependent upon the same contiguous body of water. We worked together to develop a five-year plan to enhance maritime security in our region. Also, we are a member of the California Association of Port Authorities, an organization dedicated to maintaining California's leading role in the maritime industry. Even though our ports are competitors, together we can be more effective in addressing issues of common interest such as infrastructure and port security funding, as well as in



Port of Oakland Director of Maritime  
John C. Driscoll

sharing the latest innovations on environmentally friendly technology to enhance our operations.

**BC:** *Industry analysts suggest that the new G6 alliance may have a negative impact on Oakland. What assurances can you give shippers that enough direct inbound calls will be sustained?*

**Driscoll:** We anticipate that as a result of these alliances we will see larger vessels in the 8,000 to 10,000 TEU range calling ports more frequently. We are big-ship

ready with two mega-terminals, ample capacity, deep water at 50 feet and post-Panamax cranes. These alliances could actually bring us new cargo. The development of alliances is clearly a focused effort on the part of the shipping lines to consolidate business and reduce costs. Because the Port of Oakland has the capacity and infrastructure to handle bigger containerships, we are in a good position to establish new inbound service calls. We have already had ship calls at the Oakland seaport in the 14,000 TEU range. We can accommodate some of the largest vessels in the world with our existing facilities.

**BC:** *Starting early next year, the resurrected U.S. carrier SeaLand will be coming back under the auspices of Maersk Line to serve the existing intra-Americas service network. Given your experience with both lines, will you be exploring the potential for more calls at Oakland?*

**Driscoll:** We are definitely interested in growing more business volume and are looking at every opportunity to do that, including intra-Americas service. Not only do we have the capacity and infrastructure to build our maritime business, we have other advantages. The Port of Oakland has two Class I railroads, UP and BNSF, at the seaport which means efficient and convenient rail access to inland points in the United States. The other advantage the Port of Oakland has for intra-Americas goods movement is the Marine Highway between the Ports of Oakland and Stockton. This is an opportunity to move heavy cargo on the new barging service and avoid the over-the-road weight restrictions.

**BC:** *With the Panama Canal expansion moving ahead on deadline, what changes may shippers expect in your operations?*

**Driscoll:** I don't think the percentage of cargo through the canal will change significantly. Some shippers may choose to take the slower route through the canal if they can find a way that works for them both financially and operationally. Import cargo favors inland point connections—so the West Coast will continue to attract imports.

At the Port of Oakland we will continue to move a lot of export cargo, in particular time-sensitive goods such as agricultural and reefer cargo. The Port of Oakland remains a strong, viable port of choice because of its proximity to Asia as well as some of the factors

I've already discussed. We are already seeing some containerships at the Oakland seaport that are too large for the expanded Panama Canal to handle. Additionally, we reconfigured some of our terminals last year and created operationally the third-largest marine terminal on the U.S. West Coast. This enhances our ability to handle the trend

toward larger containerships on the trans-Pacific routes.

Ultimately, beneficial cargo owners will be asking themselves some critical questions when considering moving their goods through the Panama Canal: Would the route through the Panama Canal require a beneficial cargo owner to provide significantly more inventory due to the longer amount of time the goods are on the water? Would more time on the water drive up supply chain costs due to more vessel fuel consumption? Will Gulf Coast and East Coast ports be able to finance and construct the infrastructure needed to support large import volumes?

*Patrick Burnson is the past president and current board member of the Pacific Transportation Association, based in San Francisco.*  
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We are definitely interested in growing more business volume and are looking at every opportunity to do that.

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# One of the Bay's Most Unique Jobs Is Now Hiring

BC STAFF REPORT

**E**ast Brother Light Station, Inc., a nonprofit corporation, is seeking applicants for keepers of East Brother Light Station, a small island in San Francisco Bay that is the home of an intact 1874 lighthouse and fog signal. After more than two years of distinguished service, the current keepers, Richard Foregger and Jude Haukom, will be leaving in September 2014.

The successful candidates for this extraordinarily unique job opportunity will be a couple, one of whom must possess a Coast Guard commercial boat

operator's license. They will operate the five-room inn, serving both dinner and breakfast, as well as providing ferry service for guests and performing all other tasks from chef to maid. High-quality culinary experience and capability will be a critical qualification. The inn is open four days a week, and the island is also available for day use and special events. The new keepers will start in late September 2014.

Compensation is a function of the level of business, occupancy level and the economy. In the last three years it has ranged from \$80,000 - \$100,000, trending upward, for the couple. Compensation includes a health plan and living quarters on the island.



Photo by Joel Williams

East Brother Light Station, built in 1874, is located just off Richmond's western shoreline.

Interested persons can download an application at [www.tombutt.com/pdf/ebls\\_application.doc](http://www.tombutt.com/pdf/ebls_application.doc).

The keepers' jobs reflect a unique mix of maritime history and modern hospitality. As guests arrive in the afternoon, they are welcomed by the innkeepers and shown to the parlor for champagne and hors d'oeuvres. As the sun begins to set, guests are welcome to ascend the spiral staircase to the lighthouse tower to catch a view of the shimmering San Francisco skyline.

Five rooms are available, with four having been former keepers' quarters, and they are located in the historic lighthouse itself. Each room, named for its view, has unique décor and a queen-size bed. One smaller and more rustic room, known as Walter's Quarters, is in the fog signal building. Being apart from the main building, it offers a unique sense of privacy. The nightly dinner served by the keepers is always a fine experience in haute cuisine. Those who want to visit the island without staying the night—for a picnic or to fish or just for an interesting excursion—can take a \$15 day trip on Saturdays during the summer months, beginning in May.

When overnight guests or visitors step onto East Brother Island, they take a step back into maritime history. In the mid-1800s, it was determined a lighthouse was needed to safely guide ships through the two-and-a-half mile waterway that connected San Francisco and the Pacific Ocean with Stockton, Sacramento and Vallejo's Mare Island Navy Yard. In 1873, the light station was commissioned by the federal government in order to prevent

vessels from straying off course in the dark or in the fog.

But the facility almost met its demise in the late 1960s, when the Coast Guard equipped the lighthouse with an automatic rotating beacon to cut staffing and maintenance costs.

Since the automated beacon no longer required the island be manned, the government announced that the old buildings would be demolished and a steel or concrete tower would be installed in their place to house the light. However, a group of Richmond residents vowed to save the beloved, old landmark. In 1971, East Brother Light Station was placed on the National Register of Historic Places. The station was saved from the wrecking ball, but no funds were available to restore or maintain the buildings. Throughout the 1970s, the structures fell into disrepair.

Eight years later, East Brother Light Station, a nonprofit citizens group, was formed in Richmond to restore the old buildings. The citizens' group raised money through private donations and matching government grants, and with the help of hundreds of volunteers, the equivalent of \$300,000 was put into the project. Rehabilitation and restoration was completed by 1980. Even the powerful diaphone fog horn—originally installed in 1934—still honks with the trademark two-tone bee-oooh sound.

The full history of the light station and the many colorful characters that have worked as keepers is available in the book, *East Brother: History of an Island Light Station*, which may be accessed, along with other information, online at [www.ebls.org](http://www.ebls.org).

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# Vessel Master Sam Moore

BY MATT LARSON

Sam Moore has been a vessel master—in other words, a captain—for Golden Gate Ferry since 1997. Currently you can find him at the helm of his favorite boat, *Mendocino*, departing from Larkspur to San Francisco as early as 5:45 a.m. He also mans the helm of the San Francisco Fire Department's boat on occasion—a position he's held for one shift a month over the past seven years.

On the fire boat, Moore's position is called "pilot," rather than captain or vessel master, as there is already fire captain on board. "It's so they don't confuse us," he said. "I'm not a fireman, I'm a marine employee, so the captain tells me what to do and I do it." Moore has assisted the fire department with numerous fires over the years, including the one on Yerba Buena Island in 2013 as well as a restaurant fire on Pier 39.

The fire boat may seem a bit more exciting than the commuter ferries, but from a captain's perspective, there are no two days alike on San Francisco Bay. "It's always changing," Moore said. "Just like they say about San Francisco, you'll experience three seasons in a day. The currents are different for every landing; you have to keep on top of your game and on your toes."

A San Rafael native and resident, Moore grew up around boats thanks to his father's marine engine repair business. "My family always had boats," said Moore. "I grew up playing around boats from the time I was a baby in diapers. Out of high school I took a job as a tugboat deckhand, then went to the California Maritime Academy and got a degree in marine transportation." Moore has certainly found his niche, and he enjoys his commute to work almost as much as the job itself.

"I ride my bicycle to get to work," he said. "I've got about a six-mile bike ride that I do." Biking to work in order to operate a mode of public transportation? "Can't get much greener than that!" For the past five years, Moore has been biking to work year-round, rain or shine. "Storms and everything." He does have a secret to his motivation: "I didn't register my truck with the DMV for a few years, so, that helped."

When he's not working on boats, "I'm thinking about boats," Moore said with a laugh. One epic journey he's always wanted to take is circumnavigating the east coast. "Going up the Mississippi River, Erie Canal, up to New York, down on to Florida. I think that'd be fun voyage to do someday." Moore also spends his time off with his wife and daughter.

Moore and his team are prepared for anything out on the water, or even



Photo by Curtis Brown

Captain Sam Moore at the Larkspur Ferry Terminal that he bikes to on workdays.

on the boat. In fact, Moore's current crew is about to be honored as a result of their response to a recent incident. "My crew was recognized as employees of the month," he said. Upon landing at the S.F. Ferry Building, the crew was notified that a passenger had passed out and stopped breathing, with no pulse. Thanks to an AED [automated external defibrillator] on board, as well as some expert training, they helped save the man's life. "All the training we've done all these years kicked in," he said. "The team did a fantastic job and we're all being recognized for it."

With a crew that's ready for anything,

as well as the ease of the water and general nature of the Bay, Moore believes that the ferry is the best way to travel. "I look around at the passengers that are riding my ferry when I get out from the wheelhouse and there's little social groups that sit there and socialize during the trip," he said. "People sit with the same group every day, either socializing, drinking coffee, sleeping, doing work—all that stuff you can't really do in a car."

So enjoy your time on the water, and make sure to congratulate Moore and his crew on a job well done the next time you board the early-morning Larkspur ferry.



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# Tug Fleet Helps Protect the Bay

BY DEB SELF

**W**hat happens when the engines of a large ship in San Francisco Bay suddenly lose power? The pilot loses the ability to steer the ship or stop it from drifting.

A dramatic rise in such incidents began in 2009, when a California law to help reduce global climate change went into effect. Ships are now required to use less-polluting diesel fuel when in state waters, including the Bay, instead of the

heavier bunker fuel that powers these ships across oceans. Using diesel reduces greenhouse gases and air pollution. But because large ship engines weren't designed for diesel, some have unexpectedly shut down in precarious situations.

One oil tanker that lost power came within 15 feet of the Marin Headlands before being surrounded by rescue tugs and guided safely under the Golden Gate Bridge. Other ships have lost power near the Bay Bridge, threatening to cause an oil spill into Bay waters. With larger and larger ships entering the Bay, our coastlines and wildlife are at risk.

Thankfully, the Bay has a large



Photo by Deb Self

*In the first-ever drill of its kind in the United States, tugboats successfully towed one of the largest container ships that enters San Francisco Bay. The Bay Area is now better prepared to prevent oil spills and other damage that could be caused if a big ship in the Bay suddenly loses engine power.*

number of tugboats ready to respond. To help protect the Bay and the coastline, the San Francisco Harbor Safety Committee (of which I'm a member) has new emergency response procedures for tug companies. I recently took part in a drill to practice the new procedures, testing whether local tugboats can rescue a giant cargo ship that has lost power and safely tow the ship where it needs to go.

In the first-ever drill of its type in the United States, three tugboats towed one of the largest container ships that enters San Francisco Bay. The ship, the *Centaurus*, is owned by CMA CGM, which volunteered its use in this drill. Almost a quarter-mile long and weighing 120,000 tons, the *Centaurus* was ready to depart from the Port of Oakland stacked with 11,000 full cargo containers. The towing test began when the pilot drove the *Centaurus* to the middle of the Bay, then put the engines in standby mode.

Three tugs from local towing companies, working singly and in pairs, successfully towed the ship, reaching speeds up to six knots (about seven miles per hour). They also succeeded in turning it around in the Bay. When the drill was finished, the *Centaurus* re-powered its engines and headed out the

Golden Gate on its way to Russia.

This towing drill was a joint effort by the San Francisco Harbor Safety Committee, U.S. Coast Guard and the container shipping industry. All of us share the goal of preventing another disaster like the oil spill that occurred in 2007, when the container ship *Cosco Busan* hit the Bay Bridge in heavy fog. That crash ripped open two of that ship's fuel tanks and poured more than 54,000 gallons of heavy bunker fuel into the Bay. Over 6,000 birds were killed and more were coated with oil. A suffocating oil ring contaminated the shorelines of the East Bay, Richardson Bay, Angel Island and Alcatraz.

The 2007 oil spill was caused by pilot error, not by the *Cosco Busan* losing engine power. But a ship losing power could cause comparable damage. Now, if the engines of a large ship do suddenly lose power in San Francisco Bay, the Bay will be safer. Response agencies will be prepared for coordinated, effective action, and tug companies know how to deal with very large ships. Baykeeper will keep working for maximum prevention of oil spills in San Francisco Bay, and the best achievable cleanup response if a spill occurs.



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*Deb Self is Executive Director of San Francisco Baykeeper, [www.baykeeper.org](http://www.baykeeper.org). Baykeeper uses on-the-water patrols of San Francisco Bay, science, advocacy, and the courts to stop Bay pollution. To report pollution, call Baykeeper's hotline at 1-800-KEEP-BAY, e-mail [hotline@baykeeper.org](mailto:hotline@baykeeper.org), or click "Report Pollution" at [www.baykeeper.org](http://www.baykeeper.org).*



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# Vanishing Act Follows Unveiling of New East Span

Photo by Noah Berger

*Piece by piece, the old East Span of the Bay Bridge is demolished, revealing a stunning twilight view of its replacement.*

BY JOHN GOODWIN

Last September's historic opening of the new Bay Bridge East Span truly was a landmark event, not only marking the culmination of a decades-long effort to deliver seismic safety on the Bay Area's state-owned bridges, but also setting the scene for a historic disappearing act.

Work crews earlier this year began the first phase of a three-part process to dismantle the two-mile-long original East Span. The middle portion of the old bridge's cantilever section over the deep water east of Yerba Buena Island has already given way to a 600-foot void that is clearly visible to motorists traversing the adjacent new span.

Project schedules call for the old gray span to be gone completely by the end of 2016, when its brilliant white

replacement will stand alone as the newest jewel in the world-renowned collection of architectural and engineering gems adorning San Francisco Bay.

Demolition of the old East Span is taking place roughly in the reverse order of how the structure was built from 1933 to 1936. By the time the operation is completed, over 58,000 tons of steel and 245,000 tons of concrete will have been removed.

Phase 1 — performed by a joint

venture between Oakland-based Silverado Contractors Inc. and Pleasanton-based California Engineering Contractors (CEC) — began with the careful dismantling of the 1,400-foot cantilever section, the tallest portion of the old bridge. Long before workers sliced through the middle of this section and separated the two halves of the cantilever, they made painstaking preparations to reduce structural tension, pulling the end of each section toward the rest of



Photo by Sam Burbank



Photo by Noah Berger



Photo by Sam Burbank

*In Phase 1 of the demolition of the old East Span of the Bay Bridge required painstaking preparations to reduce structural tension to ensure the halves wouldn't collapse and tip into the water below when the bridge was actually cut into two sections. By the time the operation is completed, over 58,000 tons of steel and 245,000 tons of concrete will have been removed.*



Photo by Sam Burbank

Demolition of the old East Span is taking place roughly in the reverse order of how the structure was built from 1933 to 1936, providing viewers with a unique window into the past.

the bridge to ensure the halves wouldn't collapse and tip into the water below.

Phase 2 of the demolition project will involve removal of the old bridge's truss section, which stretches from the east end of the cantilever to the Oakland shoreline. Caltrans expects to advertise the contract for this work by the end of July. Because the removal of one piece of a truss bridge can change the balance of loads throughout the rest of the structure and create a spring-action effect, Caltrans engineers are using a 3-D computer-modeling program to monitor how the forces are distributed.

As the demolition moves to Phase 3, contractors will venture beneath the bay waters to remove the 22 piers and associated foundations that supported the original span, possibly using implosive charges to speed the work.

View demolition webcams at [bata.mtc.ca.gov](http://bata.mtc.ca.gov), or get a front row view by walking or biking the path along the new East Span. See map at [baybridgeinfo.org](http://baybridgeinfo.org).



Photo by Sam Burbank

Project schedules call for the old gray span to be gone completely by the end of 2016.



Photo by Joel Williams

Pedestrians and cyclists can now travel across the new East Span almost all the way to Yerba Buena Island on the new Bay Bridge Trail. The trail is now open to visitors from 6 a.m. to 9 p.m. with access points in Emeryville and Oakland.



Photo by Joel Williams

After the western portion of the original bridge is removed, the pedestrian and bicycle pathway can be extended the full 2.2 miles between Oakland and Yerba Buena Island. The last quarter-mile of the pathway is closed weekdays and some Saturdays while these demolition activities are in progress.



IT CAME FROM  
BENEATH THE SEA

# River Otters: Watershed Ambassadors

BY MALLORY JOHNSON



Photo courtesy of Aquarium of the Bay

Over the last two centuries, river otters all but disappeared from the San Francisco Bay watershed. It wasn't until the environmental protections of the late twentieth century that otter populations began to recover.

Extending from the smallest seasonal streams high in the Sierras to the sprawling Delta and Bay, the San Francisco Bay watershed includes more than 65,000 square miles of forests and farmlands, rivers and lakes, cities and towns—over 40 percent of California's

land mass. Throughout the region, wherever you find healthy waterways, you are likely to find river otters.

North American river otters (*Lontra canadensis*) are an important part of the watershed ecosystem. River otters thrive in healthy habitat, which means clean water, diverse shoreline plants and access

to fish and other prey. Burrowing into the muddy banks of the shore, otters create dens called "holts" or "couches." With an underwater entrance to keep out predators, the holt is a safe place for otters to raise as many as five pups at a time.

Over the last two centuries, river otters all but disappeared from the San Francisco Bay watershed. While the fur trade was a significant cause, habitat destruction also shrank otter populations as expanding cities and agriculture leveled forests, filled in wetlands and polluted waterways. It wasn't until the environmental protections of the late twentieth century that otter populations began to recover. Now abundant, river otters inhabit approximately 75 percent of their original range.

Capable hunters, river otters enjoy a variety of food sources. As semiaquatic carnivores, their prey largely consists of fish, but they'll also snack on crustaceans, aquatic insects, frogs, rodents and even birds. Otters living in fresh or brackish (slightly salty) marshlands prefer to feast on abundant crayfish and crabs. As the health of a stream, river or the Bay changes, so does the amount of the otters' prey. In turn, so does the number of otters. In order to sustain a healthy population of otters, we need to protect and restore their habitat.

River otters are top predators, and are as important to their environment as their habitat is to them. Without river otters to regulate prey populations, an overabundance of smaller animals can deplete the other animals and plants in the food web, disrupting the balance and resilience of the whole system. In the absence of river otters,

the ecosystem can become unstable.

The marshlands found in the San Francisco Bay Area are immensely productive and diverse ecosystems that can support a thriving otter population. Unfortunately, with the development of the Bay, these wildlife havens have all but disappeared in the last 150 years. As restoration projects slowly restore leveled salt ponds back to tidal marshes, the otters will return to contribute to a healthy, diverse ecosystem.



Photo courtesy of Aquarium of the Bay

A new river otter exhibit opened at Aquarium of the Bay last summer.

River otter populations and ecosystem health go hand in hand. This makes otters a good indicator species, allowing us to learn how well our restoration efforts are working by monitoring otter populations. As charismatic and cute animals, they also serve as great ambassadors for connecting people with the importance of protecting their local watersheds.

You can learn more about river otters and even see them in action when you visit Aquarium of the Bay this summer. Find out more by visiting [www.aquariumofthebay.org](http://www.aquariumofthebay.org).



## SUPPORT THE BAY.

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# South Out the Gate

BY CAPTAIN RAY

Last month I wrote about an overnight trip to the north of the Golden Gate (#1 on the chart). This month, let's sail south, have an overnight stay in a safe and secure harbor, and come home the next day. Our destination is Pillar Point Harbor, about 20 miles south of the Golden Gate.

A major question facing all skippers headed south is when to make the turn in that direction. The farther west you go before turning south, the longer the trip will be. I have seen boats turn soon after passing Mile Rocks Light. Older charts show a "South Channel" paralleling the beach just south of the Cliff House Restaurant. Every few years, a boat gets caught in the breakers along that beach, so I never take that shortcut.

With the predominant swell coming from the northwest, it is often completely safe to cross the southern side of the bar surrounding the Gate. The swell would have to be quite big to break here, where the shallowest depths are over 30 feet. Even so, when I am with students for whom it is usually their first trip out the Gate, I always go out the Main Ship Channel.

The Main Ship Channel, as the name implies, is where the big ships cross the bar. It is 2,000 feet wide, dredged to a depth of about 50 feet and is about 2.5 miles long. There are four red buoys marking the south side and four green buoys marking the north. While 2,000 feet may sound quite spacious for a 45-foot sailboat, when there are two 850-foot container ships in that channel, I don't want to be there. I like to parallel the south side of the channel, just outside the red buoys where there is plenty of water for my boat and I am safe from

the big ships. At the outermost red buoy (R"2"), I turn south and it is approximately 20 miles to Pillar Point Harbor.

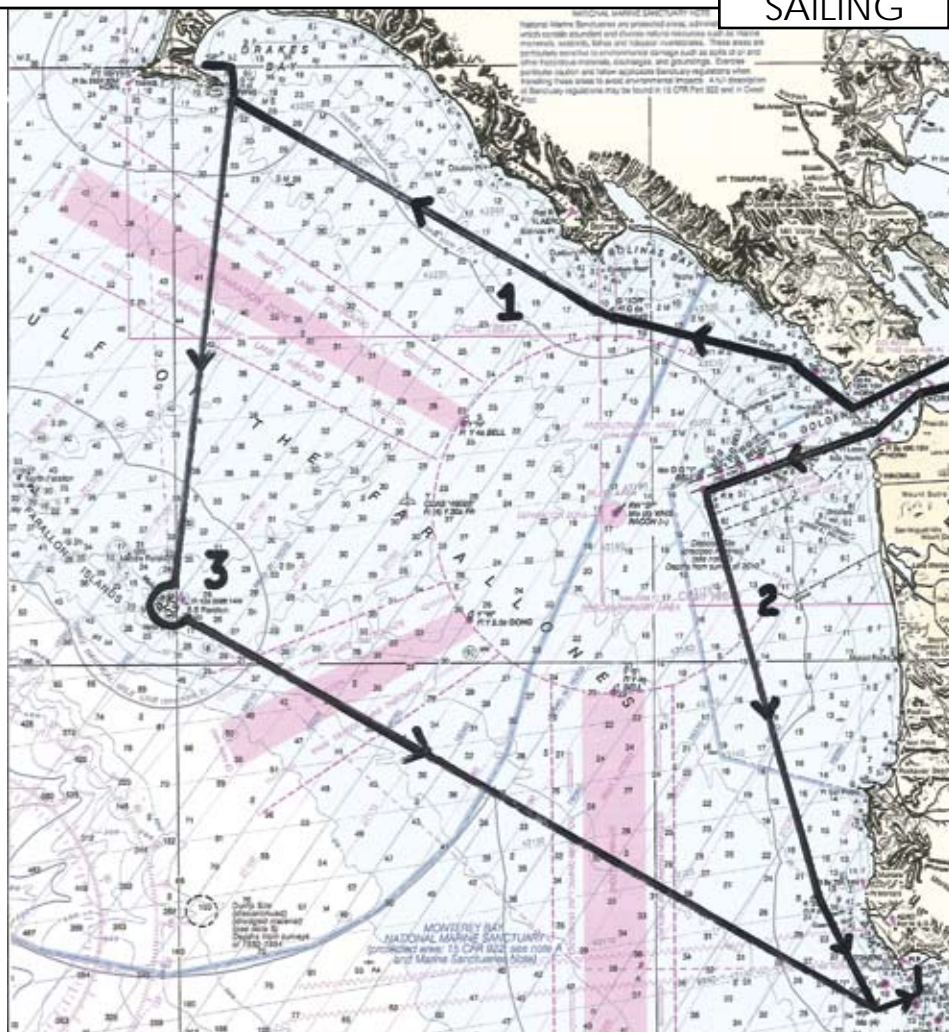
I shape our course (#2 on the chart) for the buoy that guards Colorado Reef off Pt. Montara (R"26") and from there to the sea-buoy at Pillar Point Harbor ("PP"). This keeps us well clear of the shore and also out of the lane used by large ships approaching San Francisco from the south. On this sail, I have seen several whale species: California greys, Pacific humpbacks, pilot whales, and once a blue. On several occasions, I've seen ocean sunfish and once a whale shark (the world's largest fish) that must have been 30 feet long. We compared it to the boat we were sailing, which was 34 feet long.

From "PP" (where we radio the harbormaster for a slip), it is only about 1.5 miles to the pass through the reef and then another mile to the outer breakwater. On the way in we pass Mavericks, the world-famous big-wave surf spot.

Once we are secure in our slip and the boat is tidied up, tradition requires us to adjourn to Barbara's Fish Trap and choose from its very large selection of beers.

By then it's 6:30 p.m. and I'm ready for a margarita before dinner at nearby Mezza Luna. An excellent Italian meal, sharing a fine red wine—then a leisurely stroll back to the boat and a good night's sleep. In the morning, we will sail back to the San Francisco Bay. A wonderful end to a great trip.

If you can make it a three-day weekend, sail up to Drakes Bay (as described last month), make a predawn departure and then round Southeast Farallon Island just after dawn (#3 on the chart). That's feeding time for the largest sea bird colony south of Alaska. There are a quarter of a million birds on these rocky isles, plus whales, sea lions and sharks. Then on to Pillar Point Harbor.



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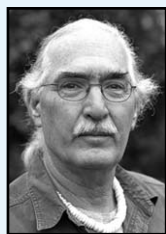
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**Ray Wichmann**, is a US SAILING-certified Ocean Passagemaking Instructor, a US SAILING Master Instructor Trainer, and a member of US SAILING's National Faculty. He holds a 100-Ton Master's License, was a charter skipper in Hawai'i for 15 years, and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





# S.F. Program Focuses on Apartments and Business to Achieve Zero Waste

BY BILL PICTURE

In May of 2013, *Bay Crossings* profiled the San Francisco Department of the Environment's Environment Now program, which at the time was dispatching job trainees to canvas residential neighborhoods in order to explain best waste-sorting practices to homeowners, with the objective of helping the City reach its goal of zero waste by 2020.

Back then, organizers had future plans for outreach to the owners, property managers and tenants of larger multi-unit buildings, whose security gates had prevented Environment Now team members from being able to go door-to-door spreading their green gospel.

A little over a year later, we've checked back in with Environment Now Coordinator Cara Gurney to see how the program has adapted to reach these previously hard-to-reach households, and what else can be done on the education front to ensure the City continues on the path of meeting its goal over the course of the next five-plus years.

"We're still chugging away at it," Gurney said. "What we learned right away is that for our message to be effective, we have to tailor it to that particular building's sorting system."

## Convenience is key

Gurney says that for the tenants of large buildings, like the ones in San Francisco's dense downtown area, doing the right thing can mean carrying waste down long hallways and steep flights of stairs to bins several floors away.

"It's not always convenient for tenants to recycle or compost, so we try to get into the building before we start knocking on



Photo by Peter Alexander

San Francisco's Environment Now green workforce training program is now working to enlist the support of businesses to help the City meet its goal of zero waste by 2020.

tenants' doors, to meet with the property managers and look at the system that's currently in place to see what kind of quick fixes can be made to make it as easy as possible for tenants," she said.

According to Gurney, some building owners and property managers already know which tenants are the worst offenders, but they lack the resources to educate residents about proper waste sorting methods. "Just providing access to the bins isn't enough," she said. "You have to let people know how to use them, and be able to answer their questions. Language and cultural differences can make that a tough job. Thankfully, our

team speaks multiple languages, so our message is better or easier received."

To date, the Environment Now team has canvassed over 250 buildings, allowing team members to explain the three-bin system to the tenants of more than 11,500 units.

"We don't have that many of the big buildings left," Gurney said. "And the feedback has been so positive. The building owners are happy to have us, the property managers are happy to have us, and the tenants are happy."

That said, the Environment Now team's job is an ongoing one. San Francisco's reputation as a transient

city is well-earned, with people coming and going all the time. "Every time a tenant moves out and someone new moves in, we're essentially back to square one," Gurney said. "That new tenant has to be reached and engaged in this conversation."

## Educating the business community

Turnover has made enlisting the support of businesses in the City's zero waste effort equally challenging. Many businesses—particular boutiques and restaurants—open and close their doors in what seems



like the blink of an eye. Gurney and her team therefore find themselves seeking the best way to embed the zero waste message into business culture at large so that it outlasts the sign hanging above any one shop door.

“Businesses are here one minute and gone the next,” she said. “Still, our approach has to be the same—a personal one.” Thus, the Environment Now team has been pounding the pavement, speaking with business owners and their employees about how they can keep recyclable and compostable materials out of landfills.

“We’re doing a lot more in-depth trainings with businesses,” Gurney explained. “And the key seems to be getting everyone involved. A lot of times that means doing multiple trainings, because they have different shifts. And again, employees come and go, so we have to revisit a business periodically to make sure that everyone is trained.”

While Gurney says businesses tend to be more on the ball than households when it comes to sorting due to the incentives that business owners receive for minimizing landfill-bound waste, Gurney says her team is still often surprised by what they find in bins.

“Composting is still a big challenge,” she said. “People are still putting a lot of

compostable items, like paper towels and food scraps, into the black bin. We’re surprised by that a lot.”

“We’re also still surprised to see so many plastic bags end up in the blue bins,” she added. “I get it, I guess. It’s plastic; blue is for plastic. But the City doesn’t yet have a process in place for recycling plastic film.”

### Green workforce experience under the belt

Gurney reports that 80 percent of the Environment Now graduates have gone on to get jobs, many of them with environmental organizations or green companies. A few have gone on to work for the San Francisco Conservation Corps, where they continue their zero waste efforts. One sits on the board of the West Oakland Greening Initiative. Another is working for an environmental consulting firm.

“Many of them look at this kind of work as a career, versus just a job,” she said. And even for those who land jobs outside of the green realm, Gurney believes the strong communication skills they acquire and hone during the program are a strong and valuable asset.

“This job they’re doing out there isn’t easy,” Gurney said. “In fact, it’s really



Photo by Peter Alexander

In-language materials are proving an essential tool for Environment Now team members attempting to educate diverse San Franciscans about best waste-sorting practices.

tough. It’s a mini-performance, you could say. You’re reading your audience, tailoring your message on the spot to suit that audience, and fielding a lot of curveballs. Those skills are transferrable to any job in any industry.”

For more information on the San Francisco Department of the Environment and its Environment Now green workforce job training program, visit [www.sfenvironment.org](http://www.sfenvironment.org).



Photo by Peter Alexander

Plastic films, such as plastic shopping bags and garbage bags, continue to confuse many San Franciscans, who mistakenly toss them into compost and recycle bins. The City currently has no process in place for recycling plastic films.

## Take SolTrans for Summer Fun!



### Special Route Added - Benicia to Gateway Plaza in Vallejo

Movies, shopping and dining are just a short bus ride away. From July 7 - Aug 30, a special summer route (Route 20) will run between Benicia and Gateway Plaza, with a stop at Solano Community College, several times a day. See website for details.

When you need a ride, think SolTrans.

[www.soltransride.com](http://www.soltransride.com)



# Summertime Fun Returns to Jack London Square

**H**ead down to the Oakland waterfront for summertime fun at Jack London Square! The July calendar is packed with a slew of activities for everyone to enjoy including Pedalfest, the July 4th Festival of Family Fun, Jack of All Trades, Waterfront Flicks, Dancing Under the Stars, the East Bay SPCA Pet Adopt-a-thon and more.

Celebrate Independence Day at Jack London Square's annual July 4th Festival of Family Fun, from 11 a.m. to 4 p.m. Everyone is invited to the festivities that will fill the Oakland waterfront with a merry mix of dazzling performers including an Uncle Sam stilt walker, jugglers, magicians, hula hoopers, clowns and puppeteers. Free to attend, families will also enjoy activities including the interactive river

environments of Riveropolis, a special petting zoo, sidewalk chalk art, a mobile craft workshop and more.

Jack of All Trades returns on July 12 with more than 100 local vendors selling hand-crafted items, designs, art, specialty food products, antiques, memorabilia and more! Free to the public, this popular Oakland market is the perfect place to score something unique, as well as enjoy interactive workshops, live entertainment and delicious food-truck eats. Jack of All Trades takes place on the second Saturday of each month.

Pedalfest brings a celebration of all things bicycling to Jack London Square for the Bay Area's premier bicycle festival on Saturday, July 26. This annual event will fill the Oakland waterfront with more than 20,000

biking enthusiasts, bicycle-themed entertainment, food and exhibits. Free to attend, Pedalfest-goers will enjoy bicycling daredevils performing in a 30-foot banked wooden Whiskeydrome; dazzling two-wheeled stunts by pro riders; a Rock the Bike pedal-powered stage featuring live music; Oaklandish's kids bicycle parade; a bicycle rodeo for children; pedal-powered food; unicycles; two penny bikes; and a dazzling collection of new, vintage and handmade bikes.

The Bay Area's favorite summer dance series continues, taking place Friday nights through August 29. Dancers of all experience levels are invited to kick up their heels for an



Jack London Square's Pedalfest is the Bay Area's premier bicycle festival.

evening of free dance lessons while grooving to different themes each week including the merengue, salsa and bachata. These festive, free dance lessons begin at 8:30 p.m., followed by a dance party at 9:15 p.m. to try out all the new moves.

In addition to all the special events, visitors can dine at a variety of contemporary restaurants including Bocanova, Forge Pizza, Haven, Lungomare and more. Visitors can easily bike, ferry, BART or drive to Jack London Square. For additional information, visit [www.jacklondonsquare.com](http://www.jacklondonsquare.com).

**JACK LONDON SQUARE**

# WATERFRONT FLICKS

**THURSDAY**

<b>JULY 10</b>		<b>FERRIS BUELLER'S DAY OFF</b>
<b>JULY 25</b>		<b>DESPICABLE ME 2</b>
<b>AUG 7</b>		<b>MAN OF STEEL</b>
<b>AUG 21</b>		<b>THE LEGO STORY</b>

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## DANCING UNDER THE STARS

<b>JULY 11</b>	<b>MERENGUE</b>
<b>JULY 18</b>	<b>SALSA</b>
<b>JULY 25</b>	<b>BACHATA</b>
<b>AUG 1</b>	<b>ELECTRIC SLIDE</b>
<b>AUG 8</b>	<b>ARGENTINE TANGO</b>
<b>AUG 15</b>	<b>NIGHTCLUB 2-STEP</b>
<b>AUG 22</b>	<b>HUSTLE</b>
<b>AUG 29</b>	<b>SALSA</b>

**FRIDAYS**  
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 9:15 PM DANCE PARTY  
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# Modernism and Mod Boat Culture

BY PAUL DUCLOS

The Fine Arts Museums of San Francisco present *Modernism from the National Gallery of Art: The Robert and Jane Meyerhoff Collection*, an exhibition of 46 paintings and sculptures by many of the leading figures in postwar American art. The de Young is the sole venue for this exhibition, which includes works by Jasper Johns, Ellsworth Kelly, Roy Lichtenstein, Brice Marden, Barnett Newman, Robert Rauschenberg, Mark Rothko and Frank Stella.

Among the featured paintings will be Stella's *Flin Flon IV* (1969), Jasper Johns' *Perilous Night* (1982) and Roy Lichtenstein's *Painting with Statue of Liberty* (1983). A centerpiece of the exhibition will be Barnett Newman's *The Stations of the Cross: Lema Sabachthani* (1958–1966), a cycle of 15 paintings which will be presented in a dedicated room and experienced as the artist intended—as a single work in an intimate, contemplative space. A film of Newman discussing this work will be screened in the media room near the Herbst Exhibition Galleries.

“The Fine Arts Museums of San Francisco's longstanding relationship with the National Gallery of Art has enabled numerous works from the nation's capital to be shown in our city,” said Colin B. Bailey, director of the Fine Arts Museums of San Francisco. “Over the course of 50 years, Robert and the late Jane Meyerhoff assembled an unparalleled collection, and this marks the first time that a significant portion of it has been displayed outside the

Baltimore-Washington area.”

In the late 1950s, the Baltimore-based real estate developer and philanthropist Robert E. Meyerhoff and his wife, Jane Meyerhoff, began collecting works by artists who rose to prominence in the wake of World War II. Over time, the Meyerhoffs also focused on the generation of artists who followed the abstract expressionists—Johns, Kelly, Lichtenstein, Rauschenberg and Stella—all of whom became close friends of the couple.

By the 1990s, the Meyerhoff Collection had expanded to include the rising cohort of artists who sought to reinvigorate the practice of painting in the postmodern era, such as Eric Fischl, Nancy Graves, Brice Marden, David Salle and Terry Winters. Seen together, the works in this exhibition allow visitors to explore deeply the visual and intellectual concerns that have defined American art since the middle of the 20th century.

Victoria Colella, a remarkable artist, cultural guide and author, has just released the third edition of her engaging book, *The Sausalito Wooden Boat Tour*. Now available in limited edition, it contains nearly 100 pages of color photos and illustrative works done in Colella's own studio.

While this slender volume serves as a splendid guide to this quirky harbor community, it also contains substantial scholarship and information missing from more sober historical accounts.

“After leading tours on the Sausalito

waterfront for 10 years, I've developed a unique perspective,” Colella writes. “Wooden boats and historic vessels lead the way with an expanded overview of Sausalito's nautical history and wooden boat heritage. More attention is given to the historic houseboat communities, the master mariners boats and highlights of downtown Sausalito. There is an updated directory of Sausalito marine services, better maps and finally the history of the Sausalito waterfront in song, “The Sausalito Sea Chanty.”

The cover of the book is a mural Colella painted for Clipper Yacht Harbor illustrating traditions of the sea being handed down from one generation to the next. It depicts tug captain Harold Sommers showing the ropes to his grandson, Andy. Sommers was also famous for his restoration of *The Wanderbird*.

Colella also writes with great animation about the Trident Restaurant,

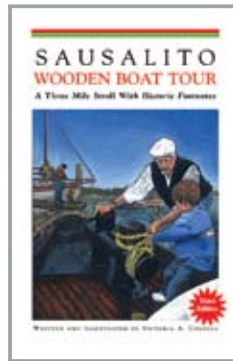
which many remember as a watering hole for the counterculture in the 1970s. Janis Joplin had her own table here, and when she wasn't tossing back Southern Comfort, she enjoyed the house specialty: the Tequila Sunrise.

Here's the recipe, as recalled by a former bartender:

## Tequila Sunrise

- Fill one chimney glass with crushed ice
- Add one shot of tequila
- Add one shot of sweet & sour
- Splash of soda
- Splash of orange juice
- Float creme de cassis, and accent with grenadine

Paul Duclos is the author of *Flags of Convenience*. Signed copies are on sale at the Bay Crossings store located in the center of the Historic San Francisco Ferry Building.



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

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**Correction:** We regret the unfortunate misspelling of the Turf Club at Golden Gate Fields that appeared in the June edition of *Bay Crossings*. Situated at the highest point at Golden Gate Fields, the Turf Club is a wonderful place to visit and offers a completely unobstructed, panoramic view of the action as well as the Berkeley hills. Along with private viewing screens at every table, the Turf Club boasts over 80 flat-screen, jumbo-screen, and regular monitors broadcasting simulcast racing from around the world, as well as a close-up view of the live action as it happens.

# WATERFRONT ACTIVITIES

- July 5**      **7PM – 11PM – Night Sailing - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Experience the beauty of San Francisco Bay at night! This course is designed to make you confident and capable at sailing our local waters after dark. Cost: OCSC Members \$101.25, Non-Members \$135.
- July 6**      **9:30AM – 12PM – Stand up Paddle Boarding, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**  
Come join Outback Adventures and learn why Stand Up Paddle Boarding is one of the fastest growing paddle sports in the industry. Learn paddle technique and get an opportunity to try many different kinds of board we will practice the skills in the protected waters of the Corte Madera Creek, no experience necessary. Cost is \$60 per person, 2.5 hour class.
- July 7 - 18**    **Captain OUPV (6-Pack/100GT) Course - Maritime Institute, San Rafael, 888-262-8020 [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com)**  
Why settle for just an OUPV license when our USCG approved Captain's course meets the requirement for not only the OUPV/6-PACK License; but also - OUPV up to 100 GT - Master or Mate Near Coastal less than 100 GT - Master or Mate Inland less than 100 GT. To register or view our complete schedule, visit [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com).
- July 8**      **Assistance Towing Endorsement Course - Maritime Institute, San Rafael, 888-262-8020 [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com)**  
This four (4) hour USCG Approved course meets the written examination requirement to receive an Assistance Towing endorsement on your OUPV 6-Pack or Master's License. This endorsement is required if you will be engaged in towing a disabled vessel for payment. To register or view our complete schedule, visit [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com).
- July 10**     **Auxiliary Sailing Endorsement Course - Maritime Institute, San Rafael, 888-262-8020 [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com)**  
This Four (4) hour U. S. Coast Guard approved course meets the written examination requirement for a candidate holding a USCG Master or Mate license to obtain a Sailing or Auxiliary Sailing Endorsement. Course subjects include Rules of the Road, Parts of the sailing vessel & sail and Sailing terms and definitions. To register or view our complete schedule, visit [www.MaritimeInstitute.com](http://www.MaritimeInstitute.com).
- July 11**     **6:30PM – 9:30PM – Moonlight Paddle, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**  
Navigating your kayak by moonlight is a mystical experience you won't soon forget. This unique kayak tour allows for a grand view of the moon rising into the night's sky. We will paddle leisurely while admiring the moon's silvery light reflecting off the water's surface. Cost is \$65 per person, 3 hour experience.
- July 12**     **7:30PM - 10:30PM - Moonlight Kayaking, California Canoe & Kayak, Jack London Square, 800-366-9804, [www.calkayak.com](http://www.calkayak.com)**  
Moonlight paddling is enchanting! The water is calm and glassy on the Oakland Estuary and the city lights add to the ambiance. We enjoy a leisurely pace as the sun sets and the moon rises, illuminating a delightful evening. Cost is \$49 per person.
- July 13**     **10AM - 12:30PM - Family Adventure Sail, Call of the Sea, Sausalito, 415-331-3214, [callofthesea.org](http://callofthesea.org)**  
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous San Francisco sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved with sailing the schooner with the help of our professional captain and crew. Complimentary coffee, tea, juices, and light snacks will be served. This sail will include optional learning stations in seamanship and San Francisco Bay ecology. It is a great sail for families, though all are welcome! (\$50 adults, \$25 youth 6-12)

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](mailto:joel@baycrossings.com).

**California Canoe & Kayak**  
Jack London Square  
409 Water Street  
Oakland, CA 94607  
510-893-7833  
open 10 to 6

[calkayak.com](http://calkayak.com)

Sales - Rentals - Classes - Trips  
Kayaks - Canoes - Stand-up Paddle Boards



**OUTBACK ADVENTURES**      **Tours - Classes - Sales - Rentals**

Now Offering  
**Stand Up Paddleboarding**

[outbackadventures.com](http://outbackadventures.com) – 415.461.2222



# WATERFRONT ACTIVITIES

- July 16**      **6PM – 8PM – Women’s Wednesday Night Sail - OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Join the all-women’s Wednesday Night Sail boat skippered by OCSC GM Alicia Witham followed by food and refreshments back in our club room. Cost: OCSC Members \$45, Non-Members \$60
- July 19**      **9:30AM – 12PM – Stand up Paddle Boarding, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**  
Come join Outback Adventures and learn why Stand Up Paddle Boarding is one of the fastest growing paddle sports in the industry. Learn paddle technique and get an opportunity to try many different kinds of board we will practice the skills in the protected waters of the Corte Madera Creek, no experience necessary. Cost is \$60 per person, 2.5 hour class.
- July 19**      **4PM – 6PM – Free BBQ! – OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Join us for our monthly free BBQ! We will have burgers, hot dogs, salads, and beverages starting at 4pm and going to 6pm. If you are interested in joining the club, our managers are available to take you on a tour of the fleet and facilities. Cost: Members FREE, Non-Members FREE
- July 20**      **9AM - Noon - Stand Up Paddleboarding 101, California Canoe & Kayak, Jack London Square, 800-366-9804, [www.calkayak.com](http://www.calkayak.com)**  
SUP has become incredibly popular in a few short years because it’s so fun, easy, and another GREAT way to get on the water. (It’s good for you, too.) This 3-hour session in the sheltered water of the Oakland Estuary (launching from our dock at Jack London Square) will get you started, and you’ll be cruising in style in no time. Our SUP boards are great for novices - great for rentals, too, once you’ve completed the class. \$79 per person, includes SUP board and all gear.
- July 20**      **9:30AM – 2:30PM – Tomales Bay tour, Outback Adventures, Larkspur, 415-461-2222, [www.outbackadventures.com](http://www.outbackadventures.com)**  
Come experience one of the premier paddling destinations in California on this guided kayak tour! Wildlife abounds in this spectacular setting, one of the largest protected bays and coastal area in California. Half way through our paddling tour we will stop on a secluded beach only accessible by small water craft and eat lunch. Cost is \$85 per person, 5 hour experience.
- July 26**      **10AM - 2PM - Kayak Basics: California Canoe & Kayak, Jack London Square, 800-366-9804, [www.calkayak.com](http://www.calkayak.com)**  
Maximize your fun on the water! This 4 hour class on the Oakland Estuary emphasizes basic water safety using recreational kayaks. You will learn the basic paddle strokes and fundamental kayak maneuvers in a calm water setting. Class fee includes kayak, paddling gear, and a coupon for 50% off a future kayak rental (one hour)! Cost is \$79.
- July 26**      **7PM– 9PM – Bay Area Weather Seminar – OCSC Sailing, Berkeley, 510-843-4200, [www.ocscsailing.com](http://www.ocscsailing.com)**  
Learn about the weather patterns that make San Francisco Bay unique in a fun and friendly atmosphere. Cost: Members FREE, Non-Members: \$25
- July 27**      **10AM - 12:30PM - Family Adventure Sail, Call of the Sea, Sausalito, 415-331-3214, [callofthesea.org](http://callofthesea.org)**  
Climb aboard the classic schooner *Seaward* and see San Francisco from the water! Take in an unmatched view of the city front as you sail by famous San Francisco sights such as the Golden Gate Bridge, Alcatraz, and Angel Island. You can sit back and enjoy the view, or get involved with sailing the schooner with the help of our professional captain and crew. Complimentary coffee, tea, juices, and light snacks will be served. This sail will include optional learning stations in seamanship and San Francisco Bay ecology. It is a great sail for families, though all are welcome! (\$50 adults, \$25 youth 6-12)


**SAIL THE SCHOONER *SEAWARD!***

**Public Sunset Sails** with wine & cheese most Friday evenings.

**Public Family Adventure Sails** most Sunday mornings.

**Port:** Bay Model Visitor Center in Sausalito

**Cost:** Adults \$50, Youth (6-12) \$25, Children (under 6) free

 A 501 (c)(3) nonprofit educational organization. **To register visit [www.callofthesea.org](http://www.callofthesea.org).**

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# All Bay Area Ferry Schedules in One Place!

## Golden Gate Ferry

### LARKSPUR\*

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur	Depart Larkspur	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Larkspur
5:45	6:15	6:20	6:50	9:30am	10:30 a.m.	-----	-----
6:35 a.m.	7:05 a.m.	7:10 a.m.	7:40 a.m.	11:40	12:30 p.m.	12:40 p.m.	1:30 p.m.
7:00	7:30	7:35	8:05	1:40 p.m.	2:30	3:45	4:35
7:30	8:00	-----	-----	4:45	5:35	6:25	7:15
7:50	8:20	8:30	9:05	-----	-----	7:25	8:10
8:20	8:50	9:10	9:45	One-way Ferry Fares			
9:15	9:50	10:10	10:45				
10:10	10:45	10:55	11:30				
11:10	11:45	11:55	12:30 p.m.				
11:40	12:15 p.m.	12:25 p.m.	1:00				
12:40 p.m.	1:15	1:25	2:00				
2:15	2:50	3:00	3:30				
2:50	3:25	3:35	4:05				
3:40	4:15	4:25	4:55				
4:15	4:45	5:00	5:30				
-----	-----	5:20	6:05				
5:05	5:40	5:55	6:25				
5:40	6:15	6:25	6:55				
6:35	7:10	7:20	7:50				
7:25	8:00	8:10	8:40				
8:50	9:25	9:35	10:05				

\* Direct ferry service is provided to all 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 high-capacity Spaulding vessel, all other trips use high-speed catamarans. Weekend service is provided by a high-capacity Spaulding vessel.

### SAUSALITO

Weekdays (excluding Holidays)				Weekends and Holidays			
Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito	Depart Sausalito	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Sausalito
7:10 a.m.	7:35 a.m.	7:40 a.m.	8:10 a.m.	-----	-----	10:40 a.m.	11:10 a.m.
8:20	8:45	10:00	10:30	11:20 a.m.	11:50 a.m.	12:00 p.m.	12:30 p.m.
10:55	11:25	11:35	12:05 p.m.	12:45 p.m.	1:15 p.m.	1:25	1:55
12:15 p.m.	12:45 p.m.	12:55 p.m.	1:25	2:10	2:40	2:50	3:20
1:55	2:25	2:35	3:05	2:35	3:05	3:25	3:55
3:25	3:55	3:30	4:00	3:50	4:20	4:40	5:10
4:25	4:55	4:20	4:45	4:15	4:45	5:05	5:40
5:05	5:35	5:15	5:45	5:35	6:05	-----	-----
6:05	6:35	6:50	7:15	6:00	6:30	6:45	7:15
6:35	7:05	6:50	7:20	7:30	8:00	-----	-----
7:35	8:05	7:55	8:20	-----	-----	-----	-----

Contact Information | For the Golden Gate Ferry website, visit: <http://goldengateferry.org/>  
Toll free 511 or 711 (TDD) | 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). No ferry service on New Year's Day, Thanksgiving Day, and Christmas Day. The Larkspur line operates on a Modified Holiday Schedule on the day after Thanksgiving Day.

## Blue & Gold Ferry

### TIBURON COMMUTE

TIBURON – S.F. Ferry Building			
Weekdays			
Depart Tiburon	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Tiburon
5:35 a.m.	6:00 a.m.	6:05 a.m.	6:25 a.m.
6:40	7:05	7:10	7:30
7:50	8:15	8:20	8:40
8:45	9:10	---	---
---	---	4:25 p.m.	4:50 p.m.
4:55 p.m.	5:20 p.m.	5:25	5:50
5:55	6:20	6:30	6:55
7:05	7:30	7:35	7:55
---	8:50 *	8:55 *	9:15 *
9:20 *	10:05 *	---	---

### SAUSALITO

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

TIBURON – Pier 41			
Weekdays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
10:50 am	11:10am	11:15am	12:00pm
12:10pm	12:30pm	12:35pm	12:55
1:05	1:25	1:35	2:20
2:30	2:50	3:00	3:20
3:25	3:45	3:55	4:15
4:10	4:50	---	---
4:25	5:00	5:10	6:05
---	7:55	8:00	---
8:40 *	9:15 *	9:20 *	10:20 *

TIBURON – Pier 41			
Weekends and Holidays			
Depart Pier 41	Arrive Tiburon	Depart Tiburon	Arrive Pier 41
---	---	---	9:35 am
9:45am	10:30am	10:40am	11:35
11:45	12:35pm	12:45pm	1:15pm
2:20pm	2:50	3:00	3:40
3:50	4:50	5:00	5:30
5:40	6:35	6:45	7:15
7:25	8:10	8:15	8:45

FARES:		
	One-way	Round trip
Adult	\$11.00	\$22.00
Senior (65+)	\$ 6.75	\$13.50
Child (5-11)	\$ 6.75	\$13.50
20 Ticket Commute Book	\$140.00 (Mon. - Fri.)	

Holiday Schedule in effect for: Day After Thanksgiving (Nov 23), & President's Day (Feb 18) No service on Thanksgiving Day (Nov 22), Christmas Day (Dec 25), & New Year's Day (Jan 1)

### BAY CRUISE

Depart Pier 39 Daily	
Daily Monday - Sunday	
10:45 a.m.	4:30 p.m.
12:15 p.m.	5:30
1:15	6:00
2:15	6:45
3:15	7:30

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

FARES: All prices include audio tour.		
Adult	\$28.00	Child (5-11) \$18.00
Junior (12-18)	\$22.00	Senior (62+) \$22.00

Discount fares available at [www.blueandgoldfleet.com](http://www.blueandgoldfleet.com)

## ROCKETBOAT

### Daily, Monday - Sunday

Depart from Pier 39 Effective June 2 - August 31	
12:30 p.m.	FARES:
1:15	Adult \$25.00
2:00	Senior (65+) \$21.00
3:30	Junior (12-18) \$21.00
4:15	Child (5-11) \$17.00
5:00	Holiday schedule on Memorial Day (May 27), Independence Day (July 4) and Labor Day (Sept 3)
5:45	
6:30	

Adult - \$25, Senior/Junior - \$21, Child - \$17

## Red & White

### BAY CRUISE Pier 43½

Monday through Sunday		FARES:
10:00 a.m.	3:00 p.m.	
10:45	3:45	Adult (18+) \$28.00
11:15	4:00 #	Youth (5-17) \$18.00
12:00 p.m.	4:15	Child (under 5) Free
12:30 #	5:00	# Bridge to Bridge
1:10	5:45 #	Adult (18+) \$36.00
1:40	6:15	Youth (5-17) \$24.00
2:15 #	7:00 ^	^ Sunset Cruise
2:30		Adult (18+) \$58.00
		Youth (5-17) \$40.00

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



### Bay Area Ferry Terminal Locations

Alameda Ferry Terminal  
2990 Main Street

Harbor Bay Ferry Terminal  
215 Adelphian Way, Alameda

Larkspur Landing Ferry Terminal  
101 E. Sir Francis Drake Boulevard

Oakland Ferry Terminal  
10 Clay Street @ Jack London Square

Sausalito Ferry Terminal  
Humbolt Street & Anchor Avenue

San Francisco:  
SF Ferry Building @ foot of Market Street  
Pier 41 @ Fisherman's Wharf

South San Francisco  
911 Marina Boulevard

Tiburon Ferry Terminal  
Tiburon Blvd. & Main St. in Tiburon

Vallejo Ferry Terminal  
289 Mare Island Way in Vallejo

## Angel Island Ferry

### TIBURON – ANGEL ISLAND

Weekdays and Weekends		
Tiburon to Angel Island	Angel Island to Tiburon	
<b>Monday - Friday</b> 10:00, 11:00, 1:00 p.m., 3:00	<b>Monday - Friday</b> 10:20, 11:20, 1:20 p.m., 3:30	
<b>Saturday - Sunday</b> 10:00 - 5:00 p.m. hourly	<b>Saturday - Sunday</b> 10:20 - 5:20 p.m. hourly	
Weekend schedule in effect for 4th of July.		
Ferry service by advance reservation for groups of 25 or more. Call (415) 435-2131 to find out if you can "piggyback" with groups		
FARES: Adult (13 and over) Child (6 - 12) Children (3 - 5) Toddlers (ages 2 and under) Bicycles	Round Trip \$13.50 \$11.50 \$3.50 Free* \$1.00	(*Limit one free child, ages 2 and under, per paying adult.)
For the most current schedule and other information, visit <a href="http://www.angelislandferry.com">www.angelislandferry.com</a> / Schedule Subject to change w/o notice		





# San Francisco Bay Ferry

VALLEJO		
VALLEJO – SAN FRANCISCO		
Travel time between Vallejo and San Francisco is approximately 60 minutes.		
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	9:55	-----
8:45	-----	-----
10:00	11:10	11:30 a.m.
11:30	12:45 p.m.	-----
2:00 * p.m.	3:30	3:10 p.m.
4:05	4:30	-----
4:45	5:15	-----
-----	6:00	-----
5:45 *	7:15	6:55
Weekends & Holidays		
8:30 a.m. *	10:00 a.m.	9:40 a.m.
10:00	11:10 #	11:30
11:30	12:45 p.m.	-----
2:30	3:40 #	4:00 p.m.
4:00 #	5:35	5:15
5:15	6:30	-----
7:30 *	9:00	8:40
# To Vallejo via Pier 41. * to FB via Pier 41. ** To Vallejo via Ferry Building.		
FARES: One-way		
Adult (13-64)	\$13.00	Call (707) 64-FERRY or visit www.sanfranciscobayferry.com for updated information.
Senior (65+)/Disabled/Medicare	\$6.50	
Child (6-12)	\$6.50	
DayPass	\$24.00	
Monthly Pass (Bus / Ferry)	\$290.00	
w/Muni	\$349.00	

Take the Ferry to GIANTS BASEBALL AT AT&T PARK FROM VALLEJO			
Weekday Day Games 12:45 PM Game Start Times			
Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later
Weekend & Holiday Games 1:05 PM Game Start Times; Other Start Times**			
Depart Vallejo	Arrive AT&T	Depart AT&T	Arrive Vallejo
11:00 am	12:00 noon	* see below	60 min. later
Weekday Night Games – Return Service Only 7:15 PM Game Start Times			
Return-Only Service	Depart AT&T	Arrive Vallejo	60 min. later
	*see below		
*Ferry departs AT&T Park 30 minutes after the last out.			

FROM OAKLAND/ALAMEDA				
Weekday Night Games 7:15 & 7:35 pm Games				
Leave Alameda	Leave Oakland	Arrive AT&T	Depart AT&T	Arrive Ala/Oak
6:05 p.m.	6:20 p.m.	6:55p.m.	*see below	25-30 min. later
ALL WEEKEND & HOLIDAY GAMES 1:05 pm Game Start Times**				
Leave Oakland	Leave Alameda	Arrive AT&T	Depart AT&T	Arrive Ala/Oak
11:30 a.m.	11:50 a.m.	12:20p.m.	*see below	25-30 min. later
*Ferry departs AT&T Park 20 minutes after last out. ** For Other Weekend and Holiday Game Start Times Visit www.SanFranciscoBayFerry.com/giants				

VALLEJO - ANGEL ISLAND			
Weekends Only			
Depart Vallejo	Arrive Pier 41	Depart Pier 41	Arrive Angel Is.
8:30 am	9:30 am	9:45 a.m.	10:10 a.m.
Depart Angel Is.	Arrive Ferry Bldg	Depart Ferry Bldg	Arrive Vallejo
4:30 p.m	6:00 p.m.	6:30 p.m.	7:30 p.m

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.	---	9:00 a.m.	9:15 a.m.	10:00	9:40 a.m.		
6:30 a.m.	6:40 a.m.	7:00	---	10:45	10:25	11:10 a.m.	11:25		
7:05	7:15	7:35	---	11:25	11:10	11:50	12:05		
7:35	7:45	8:05	---	1:10 p.m.	12:55 p.m.	1:30 p.m.	1:45 p.m.		
8:10	8:20	8:40	---	1:40	1:25	2:05	2:20		
8:40	8:50	9:10	---	3:25	3:10	3:45	4:00		
9:15	9:25	9:45	10:00 a.m.	4:45	4:25	---	5:15		
11:00	10:50	11:30	11:45	5:25	5:10	5:50	6:05		
1:35 p.m.	1:20 p.m.	2:00 p.m.	2:20 p.m.	6:25	6:10	6:50	7:05		
2:40	2:25	3:05	3:20	7:10	6:55	7:35	7:50		
5:05	4:50	5:30	---	8:50 #	8:35 #	9:15 #	9:30 #		
5:50	5:40	6:20	---	11:25 #	11:10 #	11:50	12:00		
6:20^	6:05^	---	6:50	Weekends and Holidays from San Francisco					
6:55	6:45	7:20	---	Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland		
7:55	7:45	8:25	8:40	8:30	---	9:10	8:55		
8:55	8:45	---	9:25	9:50 a.m.	10:00 a.m.	10:20 a.m.	10:35 a.m.		
Weekdays from San Francisco				10:30	10:45	11:05	11:20		
Depart S.F. Pier 41	Depart S.F. Ferry Bldg.	Arrive Alameda	Arrive Oakland	12:15 p.m.	12:30 p.m.	12:50 p.m.	1:05 p.m.		
---	6:30 a.m.	7:15 a.m.	7:05 a.m.	12:45	1:00	1:20	1:35		
---	7:00	7:45	7:35	2:30	2:45	3:05	3:20		
---	7:35	8:20	8:10	3:15	---	4:20	4:35		
---	8:05	8:50	8:40	4:30	4:45	5:05	5:20		
---	8:40	9:25	9:15	5:30	5:45	6:05	6:20		
10:15 a.m.	10:30	10:50	11:00	6:15	6:30	6:50	7:05		
12:45 p.m.	1:00 p.m.	1:15 p.m.	1:30 p.m.	8:00 #	8:15 #	8:30 #	8:45 #		
1:45	2:00	2:20	2:35	10:30 #	10:45 #	11:05	11:20		
4:00	4:30	4:45	5:05	# On July 4th this run canceled for fireworks					
5:00	5:20	5:40	5:50	ONE WAY FARES: 10 Ticket 20 Ticket Monthly					
---	5:40	6:00	6:15		Regular	Clipper	Book	Book	Pass
---	6:25	6:45	6:55	Adult (13+)	\$6.25	\$4.75	\$50.00	\$90.00	\$170.00
---	7:25	7:45	7:55	Youth (5-12)	\$3.50	\$3.50	PURCHASE TICKETS ONBOARD THE FERRY for information (MON. to FRI.) (415) 705 8291		
8:05	8:25	8:45	8:55	Senior (65+) *	\$3.10	\$3.10	* Restrictions apply, see sanfranciscobayferry.com for details		
^On Giants game days, departure goes directly to AT&T Park instead of Pier 41 from East Bay.				Active Military *	\$5.00	N/A	** One-way between Oakland and Alameda or between the SF Ferry Building and Pier 41. Fares subject to change.		

Harbor Bay Ferry (EAST END OF ALAMEDA/S.F.)			
Weekday Commute			
Depart Harbor Bay Island	Arrive S.F. Ferry Bldg.	Depart S.F. Ferry Bldg.	Arrive Harbor Bay Island
6:30 a.m.	6:55 a.m.	7:00 a.m.	7:25 a.m.
7:30	7:55	8:00	8:25
8:30	8:55	4:35 p.m.	5:00 p.m.
5:05 p.m.	5:30 p.m	5:35	6:00
6:05	6:30	6:35	7:00
7:05	7:30	7:35	8:00
No weekend or holiday service			
ONE WAY FARES: Regular Clipper			
Adult	\$6.50	\$5.00	
Youth (5-12)	\$3.25	\$3.25	
Children (under 5)	Free	Free	
Disabled / Seniors (62 & over)	\$3.75	\$3.75	
Active Military	\$5.25	N/A	
Commuter (book of 10)	\$55.00	N/A	
Commuter (book of 20)	\$100.00	N/A	
Monthly Pass (book of 40)	\$185.00	N/A	
Free MUNI and AC Transit Transfers Provided			

ALAMEDA/OAKLAND - ANGEL ISLAND				
Weekends Only				
Leave Oakland	Leave Alameda	Arrive Pier 41	Depart Pier 41	Arrive Angel Is.
9:00 am	9:10 am	9:35 am	9:45 am	10:10 am
Leave Angel Island	Arrive Alameda	Arrive Oakland		
3:35 pm	4:20 pm	4:35 pm		

SOUTH SAN FRANCISCO		
Weekday to SSF/Oyster Point		
Depart Alameda	Depart Oakland	Arrive SSF
6:30 a.m.	6:40 a.m.	7:15 a.m.
7:30	7:40	8:15
8:00	8:10	8:45
5:10 ** p.m.	4:55 p.m.	5:40 p.m.
Weekday to Alameda & Oakland		
Depart SSF	Arrive Oakland	Arrive Alameda
7:20 a.m.	8:05 a.m.	7:50 a.m.
4:20 p.m.	4:55 p.m.	5:10 p.m.
5:20	6:00 *	5:50
6:20	6:55	7:10
*Boat departs from Oakland first. **Boat arrives Alameda first.		
Wednesday & Friday midday SF service		
Depart SSF	Arrive Ferry Building	Arrive Pier 41
Wed & Fri 9:00 am	Wed & Fri 9:30 a.m.	Wed & Fri 9:45 a.m.
Depart Pier 41	Depart Ferry Building	Arrive SSF
Wed. only 1:50 p.m.	Wed. only 2:05 p.m.	Wed. only 2:40 p.m.
Fri. only 3:15 p.m.	Fri. only 3:30 p.m.	Fri. only 4:00 p.m.
One-way FARES:		
Adult		\$7.00
Youth (5-12 years)		\$3.50
Seniors (65+ yrs), Disabled, Medicare		\$3.50
Children under 5 (with an adult)		FREE
Short Hop2		\$1.50
Short Hop Senior, Disabled, Medicare		\$0.75

# AROUND THE BAY IN JULY

## 4<sup>th</sup> of July Waterfront Fireworks Displays

### San Francisco

PIER 39 Celebrates Independence Day with fun for the whole family, featuring musical entertainment and activities in the Entrance Plaza. Beginning from noon to 3 p.m., Mobility from the U.S. Air Force Band of the Golden West performs. Then dance into the night from 5 to 8 p.m. with Tainted Love playing all your favorites from the eighties. When the sun goes down around 9:30 p.m., stick around for the City of San Francisco's spectacular fireworks display over the Bay! View from PIER 39, Fisherman's Wharf, Aquatic Park or aboard the SS *Jeremiah O'Brien* (see page 13 for more info).

### North Bay

Sausalito - 10 a.m. Fourth of July parade followed by celebration at Dunphy Park at noon with live music all day. Food, dancing, family games, tug-of-war and famous traditional egg toss help make this an exciting event for the whole family. The celebration continues as the City of Sausalito Parks and Recreation Department hosts an evening of celebration at Gabrielson Park from 6 to 9:30 p.m. The celebration will feature live entertainment and end with a spectacular show of fireworks on San Francisco Bay at 9:20 p.m.

Marin County Fair - Fireworks every evening July 2 through July 6 at 9:30 p.m. Concerts, Chinese Circus of Beijing, educational/interactive exhibits, carnival rides, film festivals, arts and crafts and barnyard features. 10 Avenue of the Flags in San Rafael.

### East Bay

Berkeley Marina - Fireworks start at 9:35 p.m. Live entertainment all day,

face painting, arts & crafts, adventure playground, massages, dragon boat rowing and food from noon to 10 p.m. 201 University Avenue in Berkeley.

### Solano County

Vallejo (Waterfront) - The 161<sup>st</sup> Annual Vallejo July 4<sup>th</sup> Parade is on with the theme "Let Freedom Ring!" Parade step-off is 10 am. The 2014 Vallejo 4<sup>th</sup> of July Parade will travel on its traditional route beginning at Broadway and Tennessee, then turn left on Sonoma Blvd, then right on Georgia through downtown. Enjoy the day and return to the Vallejo waterfront for fireworks at approximately 9:15 pm.

Vallejo (Six Flags) - Fireworks shows from July 4 through July 6. Come for the rollercoasters, rides, animal exhibits and picnic in the park and stay for the fireworks. Park open from 10:30 a.m. to 10 p.m. 1001 Fairgrounds Drive in Vallejo.

Benicia - At Picnic in the Park & Fireworks, the fireworks start around 9 p.m. at the foot of First Street. Arts, crafts, hot food, live entertainment, and children's activities throughout the day from 12 p.m. to 7 p.m. at City Park on First and Military Streets in Benicia.

### Fourth of July Cruise

Enjoy an explosive evening of champagne, dessert and fabulous fireworks while cruising on the San Francisco Bay on the Presidential Yacht *Potomac* for the 4<sup>th</sup> of July from 7:30 to 10:30 p.m. For information and to purchase tickets, call (510) 627-1215.

### Picnic With Your Pooch

Come to Contra Costa Humane Society's Picnic With Your Pooch on Sunday, July 20<sup>th</sup> at Pleasant Hill Park picnic area, 147 Gregory Lane from 10 a.m. - 1 p.m. This unique event will have you enjoying a walk around the park, demonstrations, games and more. Enter to win a pet contest or a raffle prize, play musical chairs, enjoy a massage and goodies from the vendor booths such as Pet Food Express and Whole Foods, listen to KKDV music and then enjoy a picnic with your pooch courtesy of CCHS and Rubios. The person who walks the most laps wins a special prize. Tickets are \$25 each 13 and up, children under 13 and dogs are free. First 30 registered adult participants will receive a goody bag. Registration available in advance or at event. Bring your blanket and walking shoes, and a variety of dog food and bones will be provided. For more information, visit [www.cchumane.org](http://www.cchumane.org) or call (925) 279-2247 x306. All proceeds benefit CCHS animals and programs in Contra Costa County.

### Workout Wednesdays at JLS

Join CrossFit East Bay for a complimentary hour of outdoor exercise training on the waterfront. These are introductory sessions designed to introduce interested participants to the Constantly Varied Functional Fitness program. All levels are welcome and workouts will be both challenging and accessible to all. Workouts will take place on the Ferry Lawn in Jack London Square every Wednesday in July from 6 to 7 p.m. For more information, visit [www.crossfiteastbay.com](http://www.crossfiteastbay.com) or call (510) 910-2919.

### The 13th Annual Breastfest Beer Festival

Northern California's premier beer tasting event returns to Fort Mason on Saturday, July 12 from 2 to 6 p.m. The Breastfest Beer Festival helps raise funds for the nonprofit health center Charlotte Maxwell Complementary Clinic, which supports economically challenged women in their fight against cancer. Sample over 80 breweries, several cider houses and

wineries, while getting your groove on to live music from local band Daze on the Green. Tickets are \$55 in advance and \$65 at the door, and can be purchased on the website [www.thebreastfest.org](http://www.thebreastfest.org), at Marin Brewing Company in Larkspur or at Moylan's Brewing Company in Novato. Ticket price includes live music, food, unlimited tasting and a Breastfest commemorative cup. For additional information, call (415) 461-4677.

### Summer Beats Concert Series Returns to Alameda

The popular Summer Beats Concert Series will kick off Saturday, July 19 with Mike Amaral's California Beach Boys, a tribute rock band playing renditions of the original Beach Boys classic hits. The free, family-friendly concert series showcases many of the area's most notable performers, with musical styles ranging from surf to salsa. After the series' opening event, the concerts take place every other Saturday through Labor Day weekend. All performances take place in the Center Court from 5 to 7 p.m. Along with outstanding musical performances, the concert series features fun activities for kids including face painting, henna tattoos, raffles and much more. R&B Wine Cellars will pour some of its most popular vintages for adults to enjoy. For more information, visit [www.alamedasouthshorecenter.com](http://www.alamedasouthshorecenter.com).

### Opera at the Ballpark

San Francisco Opera and the San Francisco Giants invite you to Opera at the Ballpark on Saturday, July 5 at 8 p.m. for a free performance of Verdi's *La Traviata*, simulcast live from the War Memorial Opera House. You can also take the ferry from Larkspur and relax for the hour-long trip to AT&T Park. The ferry trip departs the Larkspur Terminal at 6 p.m. and returns 30 minutes after the conclusion of the performance. Tickets are \$11.50 each way and advance purchase is required.

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](mailto:joel@baycrossings.com).

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## Fremont Pacific Commons Ride & Drive Event Saturday, August 9, 2014 – 10 a.m. to 4 p.m.

Christy Street at Curie Street, Fremont

## Pleasanton Green Scene Ride & Drive Event Thursday, September 4, 2014 - 6 p.m. to 9 p.m.

Division Street at Railroad Avenue, Pleasanton

[facebook.com/TheBetterRide](https://www.facebook.com/TheBetterRide), or go to  
[energycenter.org/experienceelectric/events](http://energycenter.org/experienceelectric/events)



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