

**Factors influencing Sausalito Ferry Service for Bikes**

**These people would pay to leave sausalito- and many do!**

1. Size/speed/configuration of ferries
  - a. See <https://www.youtube.com/watch?v=KnnqpV1r1H4>

2. Boarding challenges
  - a. Heavy bikes including tandems/trailers
  - b. No assistance from ferry crew



3. Eliminated service on busy mid-summer days (for Giants games?)



Historical Perspective:

# CONTROL OF SAN FRANCISCO FERRY STIRS A STORM

By WALLACE TURNER, Special to the New York Times

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**SAUSALITO, Calif., Feb. 6**— The California Public Utilities Commission has become a party to a quarrel between powerful interests that are contesting control of a valuable ferry route between Fishermen's Wharf and this community across the bay.

The quarrel involves public versus private enterprise, the Golden Gate Bridge, officials of this city in Marin County and questions over the propriety of the Crowley Maritime Corporation's campaign donations to California politicians.

The situation also provides a glimpse of how public business is done in California. The issue is whether the ferries that carry tourists between here and the wharf are to be operated by the Crowley corporation or the Golden Gate Bridge District, a public body governed by a group of directors appointed by the counties north and south of the Golden Gate. At stake is revenue from a six-mile trip over a stretch of the bay whose beauty is irresistible to tourists.

The Public Utilities Commission said Thursday that for the moment nobody would operate the service. It ordered a halt to a leased ferry operation started Monday by the bridge district. It will hold more hearings this month. **Bridge District Controls Dock**

Crowley, meanwhile, has ferries ready to put on the run from Sausalito to Fishermen's Wharf, but has no landing rights on the only ferry dock that Sausalito will allow on its waterfront. The dock is controlled by the bridge district's ferry service to the San Francisco Ferry Building, which is a mile away from the tourist-rich traffic of the wharf area. The bridge district has asked Crowley to pay a \$600,000 one-time fee for use of the dock.

The Legislature approved a bill last summer, which became effective Jan. 1, that would let the Public Utilities Commission arbitrate disputes over use of such shoreside facilities. Passage of that law has focused attention on Crowley's campaign contributions.

Attachment B1

The corporation donated \$47,600 to legislative campaign funds last year. One check for \$10,000 was passed to Speaker of the Assembly Willie L. Brown Jr. of San Francisco, but he refused to accept it and directed that it be put in a Democratic campaign fund.

Gov. Edmund G. Brown Jr. signed the bill Sept. 24. In November and December, eight Crowley executives contributed a total of \$7,500 to the governor's campaign fund for the United States Senate.

"Many corporations are contributors in lobbying efforts in this state," said Brent Stienecker, Crowley's senior vice president, in an interview. "In fact, in a corporation of our size it is not unusual at all." Bill Would Cut Subsidy

Mr. Brown has pushed a bill through the Assembly that would reorganize the bridge district. It would also cut limit the subsidy per passenger mile to no more than the subsidy for the district's bus system. The ferry subsidy is 24 cents per passenger mile, as against 7 cents for the bus system.

Supervisor Barbara Boxer of Marin County, a director of the Golden Gate Bridge District, said the effect of the bill would be to turn the ferry business on San Francisco Bay over to Crowley.

The district's ferries are subsidized by about \$6 million a year in Golden Gate Bridge tolls, which have increased to \$1 on weekdays and \$2 on weekends to make up the ferry losses. The subsidy goes to the Larkspur-San Francisco fleet of 700-passenger ships that have seldom been fully used since they were built eight years ago. The Sausalito-Ferry Building run makes money; the cross-bay tourist excursions from Fishermen's Wharf would make more for the holder of a monopoly on the route, which is what the fight is about.

Sausalito's City Council is allied with Crowley, which has discussed paying the city 5 to 10 percent of its fares, according to Jerry Cormack, Sausalito's planning director.

"We are the goose that lays the golden eggs," said Vice Mayor Robin Sweeney of Sausalito, the most desirable tourist trip terminal for the ferries. "It's a major altercation between Crowley and the Golden Gate Bridge District, with Sausalito caught in the middle."