

## Jan Tarantino

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**From:** McGlashan, Charles [CMcGlashan@co.marin.ca.us]  
**Sent:** Wednesday, January 09, 2008 5:52 PM  
**To:** Jan Tarantino  
**Subject:** FW: Doyle Drive

Can you please share this with the Board and Staff? Thanks.

Charles McGlashan  
 Supervisor  
 Marin County

District 3, Southern Marin  
 3501 Civic Center Drive  
 San Rafael, CA 94903  
 415-499-7331



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-----Original Message-----

**From:** KNygren@aol.com [mailto:KNygren@aol.com]  
**Sent:** Wednesday, January 09, 2008 11:09 AM  
**To:** McGlashan, Charles  
**Subject:** Doyle Drive

Charles,

I emailed you about this subject before, but I'm not sure you received it with all the mounds of email you get! I'm very concerned about the Doyle Drive "double taxation" and how it will affect Marin's alternative modes of transit, bus and ferry service.

If the tolls go up, with a double toll, the number of cars using the bridge and the bridges toll revenue will go down. The bridge district, Omit uses the revenue from their tolls to support Marin's ferry service as well as transit service. Thus, there will be less money to support their bus and ferry services. As a result, the district will need to either/and raise bus and ferry fares or further reduce service. Thus, the Doyle Dr. double toll will be a huge setback for Marin's transit needs. You'll hear the argument that initially the number of cars crossing the bridge will decline, but in a short while they'll go up again. I believe there is a point at which this will no longer happen since the cost of crossing the bridge will have reached their limit for the average commuter.

Doyle Drive should not be funded by an additional toll. Doyle Drive does need to be repaired, but it should be funded by the state and feds, just as approaches to other bridges are funded, such as the Bay Bridge approach, and not by an additional toll. We need to get MTC (Kinsey), Caltrans (with Steinhauser pushing), Midgen, Leno and Huffman, all pushing for the approach to be paid for by the state and feds. San Francisco should not be putting the burden on Marin and Sonoma residents which will hurt our local transit.

Also, rather than constructing a parking garage at Larkspur Landing for more free parking, the Bridge District should be charging for parking at Larkspur Landing as a disincentive for the auto use to the ferry terminal, and then with the funds from the parking, offer again a free shuttle service (paid for by the parking fees). The reason why the shuttle wasn't previously successful was people could park for free at the terminal. If there was free parking for their cars, why should they bother taking the shuttle.

Thanks for seriously considering my ideas.

Karen

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