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Letter: BART, best for the Bay

Editor,

The extension of BART to San Jose was recently started. With now three possible different means of transportation: BART, Caltrain and the coming high-speed rail, it's about time to reduce excessive costs and improve our current transportation and travel systems.

BART travels from SFO, under the Bay to cities like Richmond, Concord, Walnut Creek, Oakland and Hayward, out to Pleasanton, down to Fremont and soon to San Jose. It would be more practical to complete BART and have it go up and down the Peninsula, not having to take multiple modes of transportation to get to a location. In addition, it would be great to have BART go somehow near the Dumbarton Bridge and even across 237, and some day out to Tracy and possibly Stockton, circulating the entire Bay Area and East Bay.

High-speed rail could then be applied to run from San Diego up through the Central Valley, then up through California to Oregon and possibly Washington state. It's too fast and dangerous to go down the Peninsula. Those wanting to travel north or south on the high-speed rail could take BART from San Francisco to a new high-speed rail or BART station possibly located somewhere in the Central Valley if BART would expand as far as Tracy or Stockton.

Having high-speed rail in the East Bay or Central Valley instead of on the Peninsula will save many houses from being removed and a four-track system will not be needed. The millions of dollars that Caltrain wants to spend on electrifying its trains could be used instead to add BART tracks on the Peninsula and possibly out farther in the East Bay.

As a past commuter and for those I know who currently commute, having BART extend would be a better idea and used more than the high-speed rail.

Frank George
San Mateo