

### **Re: More pedestrian deaths on the tracks?**

Another person killed along the Caltrain tracks on Monday. Trains were delayed and extremely late for at least 3 hours, contrary to the report in the Mercury News (I experienced it). Let's imagine how many deaths, car collisions, and massive delays will take place every week in the future when the "high speed" trains are running as well, and Caltrain has more trains per hour. The backwards-thinking anti-progressives in Palo Alto and San Mateo County want to keep all the dozens of at-grade crossings along the line, and that will doom the entire project. I think the rail authority deserves to be sued until it does things right.

Thomas Travers San Jose

**Grade separation saves lives both in vehicles and on foot. Another benefit people are not thinking of is grade separation will make the railroad much quieter because trains blow their horns mostly at grade crossings and the horns are easily the loudest sound from trains. What is the biggest complaint people have about trains; the horns! NB**

### **Re:Coast Daylight Needed!**

Incidentally, I liked your comments regarding the Coast Daylight. I just traveled from San Mateo to San Diego, and rather than arrive at Old Town at 1230am via the Starlight, I decided to fashion my own "Daylight" by using a Caltrain express to San Jose, then the Amtrak bus to San Luis Obispo, followed by the single-level service to San Diego.

The Amtrak bus was completely full, with mostly through passengers to Southern California, and at both San Luis Obispo and Goleta, I was joined by several hundred co-eds starting their Spring Break. So, I support a Surfliner service extension between LA and SF, and as we all know, it's that bus ride that is holding back ridership. And, the scenery is world-class.

Prior to arrival at Union Station, we were informed that the single-level cars were to be replaced by the double-deckers, due to equipment failure. Kudos to all involved in a flawless cross-platform transfer, with the several hundred co-eds and I boarding the Surfliner equipment, with a standing room only crowd to Fullerton. One might envision through service on the Coast Line much sooner than via Tehachapi/Grapevine. We just need the equipment and the cooperation of UP/SP.

Axel Vogt

**Your experience demonstrates both the viable market of the Coast and the value of having good bus connections to fill up a train. It is hard to read the mind of management of the UP. I was just looking at a recent Caltrans report that says the UP made it clear that to add more trains on the San Joaquin to Oakland and Sacramento that the State would need to pay to double track from Port Chicago to Martinez, a third track from Martinez to Oakland and double track between Stockton and Sacramento. That sounds clear cut and reasonable to me. I hope the State is ready to fund these projects by 2018 to allow speeds up to 90 miles per hours north of Madera. But on the Coast Line the UP is demanding that the State pay to insure the Coast Line can handle the traffic without delays of their San Joaquin Line in case those trains have to be rerouted in an emergency to the Coast Line. This just to extend one existing train north of San Luis Obispo to San Francisco. The capacity of the Tehachapi Loop I also learn is now 50 freight trains a day of both UP and BNSF trains. NB**

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