

## BATAC Correspondence Packet Summary List

(as of March 19, 2026, 3:45 pm)

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3.	Dan Lieberman	ADVISORY: Next Generation Clipper Rolls Out Dec. 10
4.	James Kuszmaul	BikeLink locker availability during World Cup
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7.	Ian M	Bike Requirements in 2026
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14.	Laura Heath-Stout	please rethink new CalTrain oversize bikes policy in order to be inclusive of parents
15.	Brian Thomas	Oversized Bike Policy concerns
16.	Jamie Lang	Bicycle with seats changes
17.	Kelly Carpenter	Bike cars need more space for bikes
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19.	Matt Hill	Proposed Bike Restrictions Are a Step in the Wrong Direction
20.	Menlo Park	Do not restrict any bicycles!
21.	Daniel Karpelevitch	The "new" bike rules, and an off-ramp from the PR disaster
22.	Emily Klundt	Please don't ban family bikes on Caltrain
23.	Shruti Swamy	keep ebikes/kidseats on Caltrain
24.	Jacob Chamoun	Kids bike seats ban

25.	Colin Duffie	Caltrain bike restrictions
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27.	Joseph Ma	Comment about the new policy's
28.	David Perez	Scooters
29.	Allen Sun	March 19th feedback on bike regulations
30.	Benedict Chant	Bikes on trains.
31.	Benedict Chant Ed.M	Bikes and trains
32.	Katie Michel	Public comment - bike car capacity and regulations
33.	Troy Barba	Bike question
34.	Ryan Purpura	Comment on Proposed Caltrain Bicycle Policy
35.	Drew Ortega	Terrible new bike rules, delay rule change please
36.	Jacob Chamoun	Child bike seats
37.	Robin Pam	Please reconsider the bike attachment policy!
38.	Sweet Tea Dorminy	Please don't ban family bikes from Caltrain!
39.	Soja-Marie Morgens	Please don't ban family bikes from off peak caltrain
40.	Benz OuYang	Comments for Bicycle and Active Transportation Advisory Committee (BATAAC) Meeting on March 19, 2026, 5:45 pm
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42.	Dominic Barile	Please don't ban family bikes from Caltrain!
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46.	Phyllis Orrick	Please don't ban family bikes from Caltrain!
47.	Eric Knauft	Suggestion for cargo bike allowance.
48.	Teresa Hammerl	Please don't ban family bikes from Caltrain!
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51.	Catalina Cuervo	Please don't ban family bikes from Caltrain!
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53.	Alfred Twu	The bike policy should be reconsidered and limited to crowded rush hour trains
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59.	Lizzie Siegle	Please don't ban family bikes from Caltrain!
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61.	Peter Darche	Please don't ban family bikes from Caltrain!
62.	Mahdi Rahimi	Please don't ban family bikes from Caltrain!
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68.	Colleen Beach	Don't ban bikes from Caltrain
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70.	Jessamyn Conell-Price	Please don't ban family bikes from Caltrain!
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72.	Brendan Callum	Please don't ban family bikes from Caltrain!
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74.	Elisabeth Brandon	Please don't ban family bikes!
75.	Martin Horwitz	Please don't ban family bikes from Caltrain!
76.	Kristin Tieche	Please don't ban family bikes from Caltrain!
77.	Rachel Gilbert	Please don't ban family bikes from Caltrain!
78.	PAUL FOPPE	Please don't ban family bikes from Caltrain!
79.	SUSAN WITKA	Please don't ban family bikes from Caltrain!
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81.	Sylvana Tunesi	Please don't ban family bikes from Caltrain!
82.	JL Angell	Please don't ban family bikes from Caltrain! Makes you far worse than Sacramento on climate, health and support of families
83.	Mike Spiegel	Please don't ban family bikes from Caltrain!
84.	Kristen Thomas	Please don't ban family bikes from Caltrain!
85.	David Harris	Please don't ban family bikes from Caltrain!
86.	lindsay meisel	Please don't ban family bikes from Caltrain!
87.	ANDREW CASTEEL	Please don't ban family bikes from Caltrain!
88.	Justin Truong	Please don't ban family bikes from Caltrain!
89.	Katherine Dumont	Don't ban my bike! We need practical solutions, not blanket bike bans on Caltrain!
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92.	Quynh Bui	Please don't ban family bikes from Caltrain!
93.	Caephren McKenna	Please don't ban family bikes from Caltrain!
94.	Pavel Paramonov	Please don't ban family bikes from Caltrain!
95.	Susan George	Please don't ban family bikes from Caltrain!
96.	nile nash	Please don't ban family bikes from Caltrain!
97.	Elena Caceres	Please don't ban family bikes from Caltrain!
98.	Sharad Bagri	Please don't ban family bikes from Caltrain!
99.	Dante Briones	Please don't ban family bikes from Caltrain!
100.	Katie Pfeiffer	Please don't ban family bikes from Caltrain!
101.	Jason Cheng	Please don't ban family bikes from Caltrain!
102.	Caroline Rubin	Please don't ban family bikes from Caltrain!
103.	tasha taylor	Please don't ban family bikes from Caltrain!
104.	Volker Eckl	Please don't ban family bikes from Caltrain!
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106.	Kristan Sartor Elman	Please don't ban family bikes from Caltrain!
107.	Heidi Moseson	Please don't ban family bikes from Caltrain!
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109.	Ken Joye	bikes on Caltrain
110.	Allegra Mautner	Please don't ban family bikes from Caltrain!
111.	Ivan Gonzalez	Please don't ban family bikes from Caltrain!
112.	Molly Sands	Please don't ban family bikes from Caltrain!
113.	Patrick Linehan	Please don't ban family bikes from Caltrain!
114.	Sam Wagner	Please don't ban family bikes from Caltrain!
115.	John McBirney	Please don't ban family bikes from Caltrain!
116.	Natasha Saravanja	Please don't ban family bikes from Caltrain!
117.	Nick Brosnahan	Please don't ban family bikes from Caltrain!
118.	Jeremy Stoppelman	Please don't ban family bikes from Caltrain!
119.	thalia lubin	Please don't ban family bikes from Caltrain!
120.	Joaquin Cunanan	Please don't ban family bikes from Caltrain!
121.	Giuliano Carlini	Please don't ban family bikes from Caltrain!
122.	Dogan ozkan	Please don't ban family bikes from Caltrain!
123.	Deborah Gallegos	Please don't ban family bikes from Caltrain!
124.	Seth Barberee	Please don't ban family bikes from Caltrain!
125.	Ryan James	Please don't ban family bikes from Caltrain!
126.	Monica Hannon	Please don't ban family bikes from Caltrain!
127.	Diane Solomon	Please don't ban family bikes from Caltrain!
128.	Leo Kucewicz	Please don't ban family bikes from Caltrain!
129.	Dennis Bournique	Please don't ban family bikes from Caltrain!
130.	Matthew Coleman	Please don't ban family bikes from Caltrain!
131.	Nicole Villeneuve	Caltrain needs families
132.	EJ	Caltrain Bike Policy Update -- Feedback from a Daily Rider
133.	Cuong Phu Trinh	Comment regarding bicycles on transit
134.	Marie Duffy	Please don't ban family bikes from Caltrain!
135.	Elise Cunanan	Please don't ban family bikes from Caltrain!
136.	Allison Macqueen	Please don't ban family bikes from Caltrain!

137.	Lala Wu	Please don't ban family bikes from Caltrain!
138.	James Clossen	Please don't ban family bikes from Caltrain!
139.	Sarah Boudreau	Please don't ban family bikes from Caltrain!
140.	Ben Mangiafico	Please don't ban family bikes from Caltrain!
141.	Jon Gaull	Please don't ban family bikes from Caltrain!
142.	Janelle Wong	Please don't ban family bikes from Caltrain!
143.	Donovan Lacy	Please don't ban family bikes from Caltrain!
144.	Scott Feeney	Don't ban cargo bikes from Caltrain
145.	Rona Gundrum	Bikes on Board
146.	Jonathan Mullen	Bike Stacking efficiency
147.	Liam Searson	Please don't ban family bikes from Caltrain!
148.	Trevor Tubelle	Please don't ban family bikes from Caltrain!
149.	Heather Wolnick	Please don't ban family bikes from Caltrain!
150.	Shirley Johnson	keep Caltrain available for all bike sizes
151.	Diane Solomon	Feedback for Proposed New Caltrain Bicycle Rules
152.	Daniel Karpelevitch	Improvements to stacking bikes on trains
153.	Annemarie Sundstrom	Fwd: SVBC City of San Mateo Caltrain bike policy change
154.	Rishav Rout	Please don't ban family bikes from Caltrain!
155.	Brian Thomas	The proposed bike policy is a mistake
156.	Rishav Rout	Please don't ban family bikes from Caltrain!
157.	Melyssa Mendoza	Please don't ban family bikes from Caltrain!
158.	Noelle paffett-lugassy	FW: Please don't ban family bikes from Caltrain!
159.	Srinivasan Vijayaraghavan	FW: Please don't ban family bikes from Caltrain!
160.	Max Mautner	FW: Comment on Bike Car rules & enforcement

**From:** [Adrian Brandt](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](#)  
**Cc:** [Bargar, Cliff \[cliff.bargar@gmail.com\]](#)  
**Subject:** Another onboard e-bike theft  
**Date:** Tuesday, December 2, 2025 12:20:57 PM

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Details here:

<https://www.reddit.com/r/caltrain/s/DojOnsZ4bv>

**From:** [liebermand@samtrans.com](mailto:liebermand@samtrans.com) on behalf of [Dan Lieberman](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** NEWS: Caltrain Seeks Four Representatives for Bicycle & Active Transportation Advisory Committee  
**Date:** Wednesday, December 3, 2025 3:27:18 PM

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LOGO\_Caltrain\_150px



## NEWS

Dec. 3, 2025

Media Contact: Dan Lieberman, 650.622.2492

### **Caltrain Seeks Four Representatives for Bicycle & Active Transportation Advisory Committee**

Caltrain is seeking four Caltrain riders to apply for its Bicycle & Active Transportation Advisory Committee (BATAAC), which serves as the primary venue to integrate the interests and perspectives of customers who primarily use active transportation - bicycling, scootering and other related modes of transportation - to access to the Caltrain system into the planning processes. The openings are for:

- One representative of a public agency from San Francisco County
- One public agency representative from San Mateo County
- One bicycle advocacy group representative from San Mateo County
- One member of the general public from Santa Clara County.

The committee is comprised of nine volunteer members from San Francisco, San Mateo and Santa Clara counties. One member from each county is a public agency staff member responsible for planning and/or policy development related to transportation, one is a member of a bicycle advocacy organization, and one is a member from the general public who uses Caltrain.

Applications are due by **Friday, January 2**, and are available at [www.caltrain.com/bataac](http://www.caltrain.com/bataac) or by calling 650.508.6391.

The BATAAC meets every other month at 5:45 p.m. All meetings are open to the public.

###

*About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with*

*commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi and the first railroad to convert from diesel to electric power in a generation.*

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**From:** [liebermand@samtrans.com](mailto:liebermand@samtrans.com) on behalf of [Dan Lieberman](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** ADVISORY: Next Generation Clipper Rolls Out Dec. 10  
**Date:** Tuesday, December 9, 2025 9:00:14 AM

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## **MEDIA ADVISORY**

Dec. 9, 2025

Media Contact: Dan Lieberman, 650.622.2492 (cell)

### **Next Generation Clipper Rolls Out Dec. 10**

**What:** Rollout of Next Generation Clipper

**When:** Wednesday, December 10, 2025

**Where:** On Caltrain, from San Francisco to San Jose and all the way to Gilroy

**Who:** Bay Area residents that enjoy convenient access to transit

**Why:** A faster, more flexible Clipper system is debuting across Bay Area transit, including Caltrain, on Dec. 10. The upgrade introduces modern payment technology and new rider conveniences.

### **Key Features**

- Tap and Ride is a new way to pay for Caltrain using the existing Clipper readers. Riders can tap a contactless debit or credit card (Visa, Mastercard, American Express, or Discover), or use mobile wallets like Apple Pay or Google Pay. Each rider must use their own card or device, and only Adult fares apply. Users must tap their card before boarding the train and tap off at Caltrain station validators upon reaching their destination.
- All account management, including balance, payment methods, and autoloading settings, can be handled in the Clipper app or online.
- Value loads and pass updates process more quickly than before.

Riders using one-way tickets or non-Monthly Pass products must tap on and tap off for every trip to avoid additional zone charges. Monthly Pass holders should continue tapping on and off once per month until their card is transitioned to

the new system; after that, they will also need to tap for every trip.

Existing Clipper cards will transition automatically over an 8–12 week period. Beginning Dec. 10, riders can check whether their card has been upgraded by calling **Clipper Customer Service at 877-878-8883**.

###

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**From:** [James Kuszmaul](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** BikeLink locker availability during World Cup  
**Date:** Tuesday, February 17, 2026 8:40:31 PM  
**Attachments:** [image.png](#)

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Caltrain BATAAC & Staff,

For the Super Bowl, the Mountain View BikeLink lockers were closed for several days for security reasons (see email below; the actual closure extended well into Monday morning, and I know at least one person whose commute that day was messed up by it).

My question/request would be to find out if there are any similar plans to do so for the World Cup games---said games will be on weekdays and during the summer, likely corresponding to even more cyclists being affected than were by the Super Bowl. My hope is that no such closures will occur this summer, but if they do, I would ask that Caltrain work with BikeLink to ensure that such closures are for as little time as possible, are messaged more than 2 days in advance (as they were for the Super Bowl), and that the lockers reopen at the advertised time.

Hi BikeLink User,

The Transportation Safety Administration and Caltrain have requested that locker access at Mountain View Station be temporarily shut off for Super Bowl operations.

**Locker access at Mountain View Station will be unavailable from Friday, 2/6 at 1 AM, through Sunday, 2/8 at midnight.** Lockers will still be available at other stations during that time.

**Please remove your bike and all personal items from the lockers by the close of business (COB) Thursday, 2/5, and do not park in a locker during the closure period.**

We apologize for the inconvenience and appreciate your understanding.

You are receiving this email because you have used the **BikeLink eLockers at Mountain View Station** within the last six months.

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BikeLink  
800 Heinz Ave, Suite 11  
Berkeley CA 94710

[www.BikeLink.org](http://www.BikeLink.org)  
24hr support: (888) 540-0546  
Office: (510) 239-7459

Thank you for your time,

James Kuszmaul

**From:** [liebermand@samtrans.com](mailto:liebermand@samtrans.com) on behalf of [Dan Lieberman](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** NEWS: Diridon Station Program Hires Program Director  
**Date:** Friday, February 27, 2026 1:55:57 PM

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## NEWS

Feb. 27, 2026

Media Contact: Dan Lieberman, 650-622-2492

### **Diridon Station Program Hires Program Director**

The Diridon Station Steering Committee has hired William (Bill) Sirois as the director to lead the implementation of the Diridon Station Program.

The program will transform and modernize San Jose Diridon Station to enable future growth and mark its significance as a major regional transit hub in the statewide rail network, as well as support the transit-oriented expansion and growth of downtown San Jose. The program is being led by a partnership of five agencies: Caltrain, the city of San Jose, the Santa Clara Valley Transportation Authority (VTA), the California High-Speed Rail Authority (CHSRA), and the Metropolitan Transportation Commission (MTC).

Sirois will serve a three-year term in the position, where he is charged with advancing the program through environmental review. Sirois will lead the program team, as well as set up a long-term governance entity that will ultimately deliver the program and obtain funding for the next phases of work.

The program director will report to the [Diridon Station Steering Committee](#) comprised of voting members from the five partner agencies and ex officio member Rod Diridon Sr. and a Bay Area Rapid Transit (BART) representative.

Sirois spent over 20 years at the Regional Transportation District in Denver, and was instrumental in advancing the [Denver Union Station](#) project, which has been built and is operating. The project is nationally recognized as a marquee of what future transit stations should be.

"Caltrain and its partners are investing in more than a transportation hub; Diridon will be a catalyst for regional connectivity and growth," said Caltrain Board Member and Santa Clara County Supervisor Margaret Abe-Koga. "This project will deliver lasting benefits for the city of San José, Santa Clara County, and the Bay Area as a whole."

"I've had a lot of personal experience in that area [Denver Union Station] and just seeing the renaissance of that particular area, pulling in the sport

franchises, private sector, retail, is commensurate of what we want for Diridon," said Diridon Steering Committee Chair and San Jose Councilmember Michael Mulcahy. "I'm excited to have unanimous approval for someone that has had experience directly applicable to our project."

###

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**From:** [Ian M](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** Bike Requirements in 2026  
**Date:** Sunday, March 1, 2026 2:50:08 PM

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from external senders.

Hello,

I was just reading through the updated requirements for bikes. I see that attachments like panniers aren't going to be allowed. I'm always traveling with panniers on my bike, especially when I'm on Caltrain. I'm really not sure what I'm going to do if this is going to be a requirement going forward. I need those bags to carry my things. I see many others using attachments like this when I ride too. I want to make sure there's space for everyone who needs it in bike cars, but this is going to impact a lot of people and I think it will hurt bike usage rather than help. Please don't make smaller bike attachments like panniers and baskets banned on Caltrain. Thank you.

- Ian M

**From:** [Chris Parry](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** Concerns about Caltrain's 2026 Bike Rules  
**Date:** Sunday, March 1, 2026 5:36:29 PM

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Caltrain Bicycle and Active Transportation Advisory Committee members,

I'm writing to express my concerns about Caltrain's new 2026 Bike rules. I ride Caltrain several times a month, and I nearly always use bring one of my bikes along for the Caltrain. As a bicycle commuter, I usually have a pannier attached to my bike so that I can carry gear and supplies.

I'm very concerned that the new Caltrain rules bar all oversized bikes and state that any bike with a basket or pannier is oversized. <https://www.caltrain.com/rider-information/bicycles/bikes-train> ("What Makes a Bike Oversized? ... Attachments such as baskets, panniers ...."). This rule is incredibly inconvenient for anyone commuting to work or school or using Caltrain to reach a shopping destination. If enforced, this would have the effect of discouraging many bicycle commuters from riding Caltrain.

The rules appear to be designed to address overcrowded bike cars. I'd note that much of the time when I ride Caltrain the bike cars have plenty of spare capacity. I would ask that any overcrowding rules be made discretionary rather than a blanket ban: "E.g., In the event that bike trains are overcrowded, Caltrain conductors have discretion to prohibit [X, Y, Z]."

Finally, from what I've seen most baskets and panniers do NOT interfere with the goal of stacking up to four bikes per rack. Bike baskets are typically centered over the front or back wheel and are usually narrower than the handlebars. Panniers come in a variety of shapes and sizes. When I ride Caltrain, I often ride with a single roll-up bag pannier attached to the side facing the inside of the train (i.e., away from other bikes). Usually, I'm able to grab an open rack, so my bike with a pannier has no impact on other bicyclists that want to stack their bikes next to mine.

Could BATAAC and Caltrain please revise the Bike rules to be more flexible with bicycle commuters.

Regards,

Chris Parry  
Mountain View resident/Bicycle commuter

**From:** [Samantha Sharp](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](#)  
**Subject:** 2026 Caltrain Bike Policy  
**Date:** Thursday, March 5, 2026 9:46:59 AM

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Hi There,

I am a regular commuter on Caltrain with my bike from my home in San Jose. Today I learned that Caltrain has a new bike policy in 2026 restricting "oversized" bikes, which has a very broad definition including bikes with baskets, panniers, and child seats. This information was shared with me by the train agent. There has been no notification of this new policy and also seemingly no opportunity for public comment before the policy was enacted.

I understand that bikes (especially cargo and e-bikes) have been getting bigger, which limits efficient storage on the Caltrain bike cars. However, this new bike policy seems to be an overreaction to this problem and severely limits bike commuters who often rely on baskets or panniers for their commutes. Additionally, this new policy completely restricts access to Caltrain by those using bikes with small children, which seems discriminatory. I have a basket on my bike allowing me to commute with my work items. I have regularly used Caltrain and am able to stack my bike on the racks with a total of four bikes as the Caltrain bike policy aims to achieve (<https://www.caltrain.com/rider-information/bicycles/bikes-train>) even with the basket on my bike.

As a regular bike commuter on Caltrain, I can think of some alternative approaches to solving this problem and wished there was an opportunity to provide public comment before this policy was enacted. First, the number of scooters on Caltrain has significantly increased in recent years. Having scooters share the racks with bikes on Caltrain seems like an inefficient use of space and I recommend reconfiguring bike cars to have a separate scooter storage section to efficiently store scooters. Perhaps scooter racks could be added allowing them to be stored perpendicularly that would be a more efficient use of space and would free up more space on the regular racks for bikes. Second, I have only experienced space constraints for bike storage on express trains. Perhaps it makes sense to add an additional bike car on express trains to allow more space for bike storage.

I appreciate your consideration of these comments to come to a more equitable solution to allow access to Caltrain by bike commuters. I hope to be able to attend the March 19 meeting to learn more about the issues related to the new policy, but I would also be happy to discuss it further with individual members prior to the meeting.

Thank you,  
Samantha Sharp

**From:** [Joanna Gubman](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](#)  
**Cc:** [Claire Amable SF Bicycle Coalition](#)  
**Subject:** Ebikes on Caltrain  
**Date:** Thursday, March 5, 2026 10:13:38 AM

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Dear Committee Members,

I understand that there is potentially going to be more restriction on taking family bikes like my Tern GSD with child seat on the Caltrain. I hope you will advocate for *more* accommodation for these bikes, not less.

As a mother who does not own a car, I can't use Caltrain with my four year old unless I can bring my ebike on board. Please don't exclude me and other parents & children from access to the Peninsula and South Bay. I need the bike for last mile access when I get out of the Caltrain, as Peninsula & South Bay destinations are often quite far from the station.

I recognize that ebikes can be harder to get on board. To that end, I suggest modifications to make ebike boarding faster and easier. In particular, you could have a boarding island for one of the bike cars that is similar to wheelchair boarding areas. This would allow us to roll our bikes up, stand ready on the platform, and then quickly roll into the car when it arrives. An alternative could be a ramp that extends outward from the train when it stops at the station.

Either approach would increase access not just for ebikes, but also for folks with mechanical bikes who find it challenging to carry them up and down the Caltrain stairs - including for women like me, who are not as strong or tall as the men these trains were clearly designed for.

Thank you for your commitment to equitable access.

Best,  
Joanna Gubman  
94114 resident

**From:** [liebermand@samtrans.com](mailto:liebermand@samtrans.com) on behalf of [Dan Lieberman](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** NEWS: Caltrain Board Adopts Corridor-Wide Right-of-Way Safety Strategy  
**Date:** Thursday, March 5, 2026 2:26:19 PM

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LOGO\_Caltrain\_150px



## NEWS

Mar. 5, 2026

Media Contact: Dan Lieberman, 650-622-2492

### **Caltrain Board Adopts Corridor-Wide Right-of-Way Safety Strategy**

*Strategy takes a consistent, data-driven approach to reducing trespassing, track intrusions, and preventable tragedies along the Caltrain corridor*

The Caltrain Board of Directors voted to adopt a new Caltrain Corridor Right-of-Way Safety Strategy (CROWS), a corridor-wide framework designed to strengthen ongoing safety enhancements on Caltrain’s right-of-way.

“Safety is Caltrain’s core value, and the need to make our tracks safer is reflected in everything we do,” said Caltrain Executive Director Michelle Bouchard. “After years of targeted improvements, this strategy establishes a consistent approach to reducing risk, strengthening accountability, and delivering the most effective treatments where they are needed most throughout the entire Caltrain corridor.”

Caltrain and its partners have implemented safety improvements at specific locations in response to known risk conditions, operational needs and available funding since the agency’s founding. While these investments have delivered meaningful benefits, the corridor continues to face serious challenges including repeated trespassing incidents and vehicle incursions onto the right-of-way, events that can result in death or serious injury, trauma to employees and the public and significant service disruptions.

The CROWS Strategy is designed to standardize and scale effective improvements, in order to accelerate deployment at identified high-risk locations, and strengthen ongoing maintenance and monitoring to ensure safety improvements remain effective over time. Staff are also seeking additional funding to expand proven measures to more locations throughout the corridor.

The CROWS Strategy combines education, outreach, enforcement, engineering improvements, and standards/procedure updates—organized around data-driven risk analysis and national best practices for trespass and suicide prevention.

The strategy includes:

1) Hazard and Risk Assessments (data-driven prioritization)

- Update a corridor-wide Threat and Vulnerability Assessment (TVA) that explicitly addresses trespass, suicide risk and grade-crossing hazards, incorporating applicable Federal Railroad Administration (FRA) tools and Caltrain data.
- Update the Grade Crossing Hazard Assessment using FRA accident prediction inputs and local collision/trespass history to support prioritization for separation, closure or improvements.

2) Enforcement (targeted deterrence and rapid response)

- Recurring, data-driven enforcement blitzes at high-risk crossings and trespass locations, providing opportunities to educate the public as well as citations for egregious behavior.
- Coordinated operations with cities and local police to increase presence at peak-risk times.
- Training and coordination with law enforcement on crisis intervention and rail-specific hazards, including appropriate 988 referral pathways.
- Expanded data collection and analytics (including heat maps by location/time) to deploy resources effectively and measure results.
- Potential License Plate Recognition pilot to deter grade-crossing violations, identify unauthorized vehicles, and support coordinated enforcement with local partners.

3) Education and Outreach (shared responsibility and safer behavior)

- A corridor-wide Safety Communications Strategy with consistent messaging: stay off the tracks, follow grade-crossing rules, and increase 988 Suicide & Crisis Lifeline visibility in appropriate locations and formats.
- Targeted outreach in communities near high-risk crossings and stations (e.g., schools, senior centers, businesses, and service providers).
- Seasonal and event-based campaigns using earned media, social media and station announcements.
- Partnerships with organizations such as Operation Lifesaver and local jurisdictions for ongoing joint education and enforcement events.

4) Engineering and Technology (physical and operational risk reduction)

- A corridor-wide plan to reduce access to the tracks (barriers, fencing, channelization, and design integration for grade separations and station rebuilds).
- Pilot and standardize treatments such as anti-trespass panels at high-risk access points.
- CCTV Master Planning for a unified system across crossings, stations, yards, and high-risk areas, including analytics/intrusion detection and defined monitoring/response protocols.
- Vegetation management focused on safety sightlines, fire risk, and limiting informal access paths into the ROW.
- Copper theft mitigation measures to protect critical signal and grade-crossing infrastructure and reduce service impacts.

#### 5) Standards and Procedure Updates (consistency and accountability)

- A Grade Crossing Design Standard incorporating current best practices (signage, lighting, channelization, barriers, CCTV expectations, and other treatments).
- Updated internal controls requiring TVA and hazard assessment use in scoping capital and third-party projects.
- Enhanced ROW access procedures and strengthened internal reporting systems to improve visibility, tracking, and corrective action.
- Ongoing transparency through quarterly safety reporting

Caltrain will continue to provide quarterly safety reports to the Board and share similar information with employees to support a stronger safety culture and continuous improvement. Reports include both lagging indicators reported to the FRA (which can reveal hazards after incidents occur), and leading indicators that help identify risk earlier and enable preventive action before incidents happen.

The public is reminded to stay off the tracks and railroad property, cross only at designated crossings and obey all warnings and posted signs.

If you or someone you know is struggling or in crisis, call or text 988 for free, confidential support 24/7.

###

*About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi and the first railroad to*

*convert from diesel to electric power in a generation.*

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*Free translation assistance is available. Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.*

This email was sent to [batac@caltrain.com](mailto:batac@caltrain.com)  
San Mateo County Transit District, 1250 San Carlos Ave., San Carlos, California 94070, USA  
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**From:** [Jamie Lang](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](#)  
**Subject:** Bicycle with seats changes  
**Date:** Tuesday, March 10, 2026 8:03:07 AM

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from external senders.

Hello,

I am reaching out to strongly oppose the proposed changes to Caltrain allowing/banning bicycles with seats on the trains.

So much for family accessibility. Your proposed ban sends a clear message that you are catering to tech bros and leaving out the local families. Shame on Caltrain for doing this. When the AI bubble bursts, we will be the ones left paying for your services. The tech bros will bust and leave.

I'm asking you to reconsider the ban on bikes with children seats and invest more into accessibility for families and true locals. We should not be prioritizing the people who are here today and gone tomorrow.

Jamie

Jamie Lang (She/Her)

**From:** [Daniel Karpelevitch](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](#); [cacsecretary \[@caltrain.com\]](#); [Board \(@caltrain.com\)](#)  
**Subject:** A Solution to Caltrain's Bike Capacity Problem  
**Date:** Tuesday, March 10, 2026 11:59:43 AM

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You don't often get email from [danieljkarpelevitch@gmail.com](mailto:danieljkarpelevitch@gmail.com). [Learn why this is important](#)

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Dear Members of the Caltrain Board of Directors, CAC, and BATAAC,

Since the beginning of 2026, 16 alerts have been sent out advising riders that a train had reached full bike capacity. Of those alerts, 15 of the 16 were for southbound morning Limited or Express trains, and 9 were for Express 510 alone. While we may not yet be at the capacity crush Caltrain experienced pre-pandemic, regularly having trains reach capacity serves as a damper on continued ridership recovery.

The pattern in these alerts is worth examining closely. The overwhelming concentration of bike capacity issues on southbound morning trains — rather than northbound ones — suggests that the problem is fundamentally about last-mile access in Silicon Valley, not first-mile access. BikeLink lockers have been a genuine success for riders who bike to a Caltrain station and don't need their bicycle at their destination. However, for someone traveling into Silicon Valley, where the last mile to many employers is not easily served by transit or on foot, a locker at the destination station offers no relief. This likely explains why we are seeing bike bumps on trains like Express 510 rather than on northbound services. Recent efforts to more strictly enforce onboard rules are a reasonable step, but if capacity is already being reached at or above the nominal maximum, enforcement alone will not resolve the underlying mismatch between supply and demand for last-mile cycling options.

With that context in mind, I would like to propose that Caltrain consider piloting an OV-Fiets-style station-based daily bike rental program at one or more high-demand Silicon Valley stations. For those unfamiliar, OV-Fiets is a Dutch rail-integrated bikeshare service that operates on a simple model: bikes are available for daily rental exclusively at train stations, users pick up a bike upon arrival and return it to the same station at the end of the day. At approximately €4.80 per day, it is priced below traditional bikeshare while serving a very different purpose — it is designed specifically for multimodal commuters, not point-to-point urban trips.

This model is a significantly better fit for Silicon Valley's commute geography than conventional bikeshare services like Bay Wheels. Systems like Bay Wheels are well-suited to dense urban environments where a single bike can serve many trips throughout the day. In a lower-density, office-park environment, a bike is more likely to make a single round trip daily, sitting idle the rest of the time. Worse, the point-to-point nature of traditional bikeshare creates rebalancing challenges that are difficult to solve when destinations are spread across a large area with unpredictable demand. Building sufficient dock infrastructure at every office location within biking distance of a Caltrain station would require enormous capital investment and would almost certainly result in significant over-building. A station-anchored model sidesteps these challenges entirely: the bikes stay at the station, and riders return them at the end of the day, so there is no need for rebalancing.

This also has favorable implications for operating costs. Because bikes are concentrated in one location, maintenance is efficient — a mechanic can visit a single station and service an entire fleet at once, rather than driving across a service area to address individual bikes scattered across many docks. Tasks as simple as tire inflation and brake adjustments become far easier to manage at scale. A pilot could be operated with a staff member on-site during commute hours, and future iterations could incorporate automated or self-service systems to reduce staffing needs further.

A pilot need not be complex or expensive to launch. A modest fleet of bikes parked at a platform-adjacent location, a waiver and deposit process, and staffed hours aligned with express and limited train departures would be sufficient to test the concept. Hours could be defined practically — pickup available from the first express or limited service of the morning through the last of the morning peak, and drop-off available from just before the first afternoon express or limited through the end of the evening peak, based on that station's schedule. Pricing integration with the Caltrain monthly pass — either bundled or available as an add-on — could further lower barriers and make the program attractive to regular commuters.

The potential demand upside is also worth highlighting. In addition to reducing pressure on bike car capacity from existing riders, a well-priced last-mile rental option could induce new ridership from commuters who currently do not take Caltrain because they lack a reliable way to reach their workplace from the station. The combination of BikeLink for the first mile and a station rental for the last mile could meaningfully expand the viable catchment area for Caltrain commuters in Santa Clara County.

I recognize that any new program requires resources and carries implementation risk, which is why I believe a limited pilot at a single busy Santa Clara County station, such as Palo Alto, Mountain View, or Sunnyvale, would be a prudent starting point. The infrastructure requirements are modest, the model is proven in comparable contexts abroad, and the station-anchored design makes it easy to scale gradually — or wind down — based on observed demand. I hope the board will consider this proposal and would welcome the opportunity to discuss it further.

Thank you for your time and for your continued work on behalf of Caltrain riders.

Respectfully,  
Daniel Karpelevitch

**From:** [Kelly Carpenter](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** Bike cars need more space for bikes  
**Date:** Tuesday, March 10, 2026 10:44:38 AM

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Hi BATAAC,

The new bike policy for caltrain is inexcusable. Years ago when you were designing the electric trains and asked for public input, all of your dedicated bike + train commuters said the limited bike capacity would absolutely become an issue. The electric train bike cars handle even *fewer* bikes than the previous design and that, indeed, has quickly become a problem especially as caltrain popularity has gained with more/faster service (yay!) and draws even more riders who bike/roll. For many daily commuters, Caltrain without a bike is not a realistic commute due to first/last mile challenges and this means: **Caltrain is dependent on its cyclists for ridership. Please, do not alienate us!** More bike capacity must be seen as a priority starting today if you hope to not lose riders.

Let's look at this as an opportunity! I'm thrilled the electric trains have boosted ridership + bikes and I think it's a great time to get creative on how to accept *even more* bikes as demand (hopefully) continues to grow with the electric service. The obvious, Caltrain-sustaining option is to build more bike capacity to encourage the growth of car-free transit enthusiasm. How can we allow more bikes on board? Whatever the capacity issue is today, I think we should be already looking to future-proof for even more capacity growth in the future. Foldable seats to allow for flexible space use depending on the train time? Addition of a bike-only car during commute hour? **Build it and we will come!**

Thanks for all you do fightin for bikes & active transportation on Caltrian!  
Kelly

**From:** [Cliff Bargar](#)  
**To:** [Baltazar Lopez](#)  
**Subject:** Fwd: Bike question  
**Date:** Tuesday, March 10, 2026 10:22:53 AM

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----- Forwarded message -----  
From: **Troy Barba** <[troybarba@gmail.com](mailto:troybarba@gmail.com)>  
Date: Tue, Mar 10, 2026 at 9:18 AM  
Subject: Bike question  
To: <[BATAC@samtrans.com](mailto:BATAC@samtrans.com)>

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Hello,  
Are E-bikes classification 2 allowed on the train?  
thanks  
troy

**From:** [Jonathan Mullen](#)  
**To:** [BATAc](#)  
**Subject:** Bike Stacking efficiency  
**Date:** Thursday, March 19, 2026 9:59:56 AM

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Hello,

I am unable to make the meeting today, but would like to submit the following for consideration.

The challenges right now with the bike crowding on Caltrain is are, in my opinion, at least partially due to poor bike stacking. Many bikes without tags (why is it so hard to get these from caltrain?) and lots of unnecessary shuffling because stacks are not organized well. Caltrain could make some changes to make this better:

1. Provide bike tags more easily and more proactively (I have seen one conductor come through the bike car and put blank ones on all bikes missing a tag - this seems like an effective method)
2. Add signs telling people they need to have bike tags
3. Consider designating some stacks for popular destinations at the end of the line. One of the challenges in the middle of the line is, for example, going NB from RWC when every stack is topped by a bike going to Hillsdale, San Mateo, or SSF and people getting on are going to SF.
4. Add flip boards above the stacks to indicate where the top bike on the stack is going, one of the challenges people have is when it is busy it is difficult to know which stack is the best for you to use because you can't actually see where the stacks at the far end are going to. Its a lot of work to maneuver to the other end when it is crowded so if people aren't going to find the best stack for them to use on the other end. That's how we end up with 4+ stacks with only one bike going to the same place. If there were signs above each stack you could read from either end you could easily identify which stack to go to. Sometimes the bike car feels more full than it actually is because all the shuffling happening.
5. Look into better ways to store scooters, I think there is a solution that makes it easier for bike and scooter riders and is more space efficient for Caltrain if scooters are separated. Putting a bike on top of a stack of scooters doesn't work very well and tends to result in the bike tipping over and taking up even more space. I'd think you could fit at least double the number of scooters per area than bikes.

Thanks,

Jonathan Mullen

**From:** [benedict chant](#)  
**To:** [BATAC](#)  
**Subject:** Bikes and trains  
**Date:** Sunday, March 8, 2026 11:09:44 PM

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Bikes and trains are a beautiful mixture. Ban monster e-bikes and add another bike carriage in the middle. Put up signs saying "please remove panniers at rush hour." And all us gentle bike folk will follow the suggestion!  
Ben

Benedict Chant Ed. M  
(718) 724 3378

**From:** [Ken Joye](#)  
**To:** [BATAC](#)  
**Subject:** bikes on Caltrain  
**Date:** Wednesday, March 18, 2026 12:13:19 PM

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Caltrain Bicycle Advisory Committee,

I carried my bicycle onto Caltrain for decades, first to Santa Clara and later to San José. Because my employer offered a GoPass, I rode the train almost every work day.

Because I rode year-round, I always carried rain gear; because it is awkward to ride a bike wearing a back pack, I stowed my satchel in a collapsible basket. I even shopped for satchels which fit into that basket easily. As such, based upon my years of experience, I can say with confidence that I was familiar with fitting my bike on the rack with others.

The thought that you would ban rigs like mine is disconcerting, I hope there are more nuanced approaches which will work. We want people to ride the train rather than drive, please do not make it harder for “last mile” riders to do so.

I hope that you carefully consider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

thank you for considering this input!

Ken Joye  
kmjoye@gmail.com

Palo Alto, California 94306



**From:** [benedict chant](#)  
**To:** [BATAC](#)  
**Subject:** Bikes on trains.  
**Date:** Sunday, March 8, 2026 11:03:47 PM

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Bikes and trains are a beautiful mixture. Ban monster e-bikes and add another bike carriage in the middle. Put up signs saying “please remove panniers at rush hour.” And all us gentle bike folk will follow the suggestion!  
Ben

---

Benedict Chant  
Cell (718) 724 3378

**From:** [Eli PTK](#)  
**To:** [BATAc](#)  
**Cc:** [Customer Service](#); [Board \(@caltrain.com\)](#); [info@sfbike.org](#); [advocacy@bikesiliconvalley.org](#); [camable@sfbike.org](#)  
**Subject:** Caltrain Bike Policy Update -- Feedback from a Daily Rider  
**Date:** Wednesday, March 18, 2026 8:45:41 PM

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Hi,

Recently I saw that Caltrain is updating its bicycle guidelines:  
<https://www.caltrain.com/rider-information/bicycles/bikes-train>

I am providing my comments about the bicycle guideline update over email to establish a written record of them. These new bicycle guidelines, if enforced strictly, are excessively draconian restrictions for transit enthusiasts such as myself who rely on Caltrain for their daily commute and lifestyle instead of the far more expensive alternative of driving a car in soul-crushing city & highway traffic. Imposing harsher restrictions on bicycles instead of letting bike riders use their discretion on the availability of space aboard the train will counterintuitively discourage Caltrain ridership at a time when it is even more important to encourage people to use efficient public transit options. Much of Caltrain's service area runs through South Bay and Peninsula suburbs which are much less dense than downtown SF and SJ, and it is imperative to be able to draw in these suburban commuters by promoting bicycles on Caltrain as much as possible.

I want to emphasize this point above all others: any bicycle restrictions **should only be applied with discretion during peak commute hours** (which are the only times that bike cars meaningfully fill up), as during most other times of day the bike cars are nearly empty and have more than enough space to accommodate riders' different types of bicycles. I can personally attest to this as I have been a daily Caltrain commuter for years who rides at all times throughout the day. During late morning, midday, mid-afternoon, evenings, and weekends, the bike cars have almost always been **nearly empty at these off-peak times**. Imposing a strictly-enforced, inflexible, all-day blanket ban on certain types of bikes only hurts riders who rely on Caltrain throughout the day while only marginally improving, if at all, crowding during peak hours.

In my observations as a daily Caltrain rider, the main bottleneck from bikes comes **only at peak commute hours** and does not come from large or oversized bicycles; it simply comes from the higher quantity of riders during peak hours (even when almost all riders' bikes fit the size guidelines). I personally have observed for years that almost all of the bikes present in the bike cars during peak hours on a daily basis are not oversized and have no large attachments. As such, strictly enforcing these new bicycle guidelines, **especially during off peak hours**, will have little effect if any on reducing crowding, and will only make Caltrain less accessible to riders with different types of bicycles throughout the day.

The new Caltrain "oversized bicycles" guidelines are excessively limiting and, if they are applied, should **only be applied with discretion during peak commute hours** when the cars are obviously almost full and space is at a premium. Regarding the oversize guidelines:

1. **Tires wider than 3 inches:** the limiting factor in stacking bikes against each other comes mostly from the handlebars and the pedals. Tire width has little effect on bicycle stacking geometry, because the wheels of stacked bikes rarely come close to touching each other even when nested. Even if tire width did affect bike stacking, standard bike

tires are already 2 inches wide, so banning tires over 3 inches would theoretically only save a maximum of 1-2 inches per bike (4-8 inches per stack of 4, which only occurs during peak hours) which is negligible. Wide tires (>3 in) are absolutely beneficial to some people for making their ride smoother because of the increased suspension they provide, so this restriction will definitely hurt some riders and should certainly not be a first-line measure to increase bike rack space by banning certain bicycle types.

2. **Extra-long frames/longtails/extended bikes:** for those of us who live a car-free lifestyle such as myself and rely on Caltrain, it is essential to occasionally use an extended cargo bike for moving some necessary items. Of course I, along with other riders, use discretion and obviously never take this kind of bike onto the train at peak commute hours, because it does indeed take up more space. However, during weekends and off-peak hours when the bike cars are nowhere near full, there is absolutely enough space for an occasional cargo bike trip. Cargo bike users know this, and they are wise enough to not take their cargo bikes on Caltrain during peak commuting hours. Riders who need to use their larger bikes for essential errands should not be turned away if the bike car has more than enough space (as it almost always does during off-peak hours). Strictly enforcing a size limit on bikes at all times of the day, irrespective of how empty the bike cars are, greatly hurts those who are living a car-free lifestyle and almost certainly does little to free up bike space during peak commute hours. I rarely, if ever, have observed long-tailed or extended bikes during commute times; the vast majority of bikes at these times are standard-sized. I have only occasionally seen these longer bikes at off-peak times and on weekends used by families. A blanket restriction on these bikes will have only a marginal effect, if any, at decreasing peak-hour crowding, because riders rarely take cargo bikes on board during peak hours in the first place. However, a strict restriction on these bikes has the potential to greatly hurt other riders at different times of the day who are not contributing to Caltrain bike crowding.
3. **Attachments such as baskets and panniers:** Panniers and baskets are essential for some bike commuters to carry some items, especially from grocery trips, and to protect items from the rain. Due to the geometry of how bicycles stack against each other, strictly prohibiting bikes with panniers and baskets actually also has little effect on how much space is taken up. Front- and rear-mounted baskets sit above the wheels, and when stacked against other bikes, the bikes with these attachments can still nest with the others reasonably well without significantly reducing stacking capacity. I can personally attest to this, as for years in my daily commute I have used a rear-mounted basket, and even during busier hours there was rarely ever an issue with stacking 3 other bikes alongside my bike with a basket (during the uncommon times the bike car was ever that full). Empty pannier racks alone add virtually no extra bulk to a bicycle when mounted on the front or rear. Loaded pannier/saddle bags do in fact add some width, but the bags can be easily removed and carried by the rider to free up more space on the bike racks (again, rarely needed except for peak commute hours). I have seen that most of the time, even if the train is not crowded, riders with pannier bags will generally remove their bags anyway. As such, pannier/saddle bags are rarely a space bottleneck and should certainly not be grounds for refusing boarding throughout the day, especially as during most hours the bike cars have plenty of space. Many individuals such as myself rely on these mounted baskets to regularly carry enough items to make bike + Caltrain a truly viable alternative to driving cars and enable a car-free lifestyle.
4. **Attachments such as child seats:** while I am not a parent, some people rely on child seats for dropping their kids off on their commute or for leisurely rides. While child seats do in fact add some bulk, they actually can still nest reasonably well with stacked bikes for the same reason as baskets because they are mounted above the wheels and do

not significantly affect train rack capacity, especially during off-peak hours. Additionally, in my years of daily Caltrain riding, I rarely recall observing child seats during peak hours, or even at all throughout the day. Child seats for bikes are uncommonly used and are not a significant space bottleneck for bike capacity on Caltrain. A blanket ban on child seats, especially during off-peak hours, would unfairly hurt parents who rely on them, and would make Caltrain generally less accessible to families with young children. The bike cars, when not at full capacity, almost always have more than enough space to accommodate these kinds of attachments.

5. **Attachment such as trailers:** for the same reasons as long-tailed bikes and cargo bikes, a blanket ban should not necessarily apply to trailers. Of course trailers should not be taken aboard during peak commute hours, but this is essentially a non-issue because trailer users are already wise enough not to take trailers aboard during busy times. I have been a daily Caltrain commuter for years and not once have I seen a trailer during peak commute hours. The only times that I rarely ever saw a trailer was during off-peak times and weekends, when there was more than enough space to accommodate it. Some people occasionally use trailers to carry kids or items for essential errands, which allows them to live a fully car-free lifestyle. Banning trailers outright at all times during the day would hurt these commuters without meaningfully affecting crowding during peak hours. During most other times of the day, there is consistently more than enough space to accommodate an occasional rider with a bike trailer. Of course, discretion in limiting trailers aboard should still be exercised during peak hours.

For years I have ridden Caltrain almost daily, even on weekends, and for times other than peak commuting hours, the bike racks are nowhere near full. At off-peak times there is unequivocally enough space for these different types of bicycles, and it is not fair to strictly ban these bikes at all hours without consideration for how much space is actually on the train at any given moment. Many individuals such as myself can live a car-free lifestyle and get a huge amount of utility out of bicycles that would technically not meet the new size guidelines, and **it would be seriously detrimental to people like me if these restrictions are strictly enforced outside of peak hours when there is plenty of space in the bike cars.**

These new restrictions also don't solve the root issue that Caltrain failed to address earlier: Caltrain needs more bike capacity for peak hours. The need for higher on-board bike capacity and more bike cars was brought up years ago (e.g. in 2019, [LINK](#)) by advocacy groups, and it should have been an obvious conclusion that as Caltrain's popularity increases, it will exhaust its capacity for bikes much faster than normal seats. The current EMUs have 675 seats but can only accommodate 72 bikes -- which means theoretically only about 10% of the maximum number of riders can take bikes on board. This is not an adequate total bike capacity, and I observe on my daily Caltrain commute that during the times the train is only even moderately full during peak hours, bicycle space can run out quickly during these busy times. Many commuters such as myself can see that most riders already have standard bikes that fit the guidelines. **The on-board space issue almost exclusively comes from Caltrain's inadequate peak-hour bike capacity (even for standard bikes), not because too many people have oversized bikes.** The only viable solutions to meaningfully solve this issue by increasing bike capacity during peak hours should be either A) increasing the number of bike cars per train, or B) increasing the frequency of trains at peak hours.

As such, strictly imposing these restrictions will have little effect on freeing up space during peak commute hours because most riders already use bikes within the guidelines, and even those with slight additions (such as baskets) can still fit within essentially the same footprint

due to bicycle nesting/stacking geometry. Oversized cargo bikes and trailers are rarely present during busy times because riders already know that space is limited. **If the guidelines are strictly enforced throughout the day, especially during off-peak and uncrowded times, it will have little effect on reducing peak-hour crowding and will only hurt Caltrain enthusiasts who need to use larger bikes for essential errands who are already mindful of not using their larger bikes during peak hours.**

As such, I implore Caltrain that if these new measures are implemented, that they be employed conservatively and with discretion so that Caltrain can continue to attract more bicycle riders due to the added convenience of flexibly pairing rail commuting with different bicycles throughout the day. When using certain bicycle attachments, people such as myself can easily live a car-free lifestyle with the help of Caltrain, but this becomes much harder if these bicycle restrictions are strictly enforced, especially at off-peak hours.

Thank you for your consideration.

EJ

**From:** [Colin Duffie](#)  
**To:** [BATAc](#)  
**Subject:** Caltrain bike restrictions  
**Date:** Friday, March 6, 2026 8:04:52 PM

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Some people who received this message don't often get email from csduffie@gmail.com. [Learn why this is important](#)

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

I encourage you to consider relaxed rules on larger bikes and bikes with child seats on weekends and off peak hours.

Thank you for your consideration!

Colin Duffie  
Redwood City resident

**From:** [Nicole Villeneuve](#)  
**To:** [BATAC](#)  
**Subject:** Caltrain needs families  
**Date:** Wednesday, March 18, 2026 8:38:01 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with child seats and cargo attachments from Caltrain trains.

San Francisco is one of the few cities where families don't need a car to survive. Our transit system and our bike-friendly city working together is what makes that possible. Families need both just to do their day-to-day routines.

Please consider supporting these families and offering alternate options:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Nicole Villeneuve  
nicolevil@gmail.com

San Francisco, California 94115



**From:** [Jacob Chamoun](#)  
**To:** [BATAc](#)  
**Subject:** Child bike seats  
**Date:** Tuesday, March 10, 2026 11:16:53 AM

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Some people who received this message don't often get email from jnchamoun@gmail.com. [Learn why this is important](#)

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Hi BATAc,

I'm a working parent who does a bike + caltrain commute and picks up my toddler on the return trip using a bike seat. I also bike with my child in the bike seat on the weekends for leisure and ride the train with him and my bike. Hopefully someone on this committee knows how difficult it is to move a toddler around a substantial distance without a car. Disabled people need wheelchairs, kids need bike seats - I can't believe that Caltrain would deny boarding to a child on an empty weekend local train because they had to have a bike seat to get to/from the train.

I ride the train every day from San Mateo to Palo Alto/Cal Ave. Express trains are crowded enough to warrant a restriction on oversize bikes; however, the locals are not crowded, even during peak hours. For local trains a blanket ban on child bike seats is totally unwarranted. Please narrow the scope of the proposed ban on bike seat attachments to express trains only.

Jacob Chamoun  
[J.N.Chamoun@gmail.com](mailto:J.N.Chamoun@gmail.com)

**From:** [Joe Ma](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** Comment about the new policy on Bicycles  
**Date:** Saturday, March 7, 2026 8:05:29 AM

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You don't often get email from joe.ma1@gmail.com. [Learn why this is important](#)

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

To cal trans,

It seems to me this is a knee jerk reaction policy. Building policy based on current train size and capacity instead of adjusting train design and capacity to the reality of the community I sincerely hope you take a close look at the future of transportation and the realities we all face and come up with solutions that are forward facing. If the goal is to have more people use the train it's important to include the people that are already trying to reduce car usage bike people. That's all for now thank you for listening. -Joseph Ma San Jose resident

Sincerely - Joseph Ma

**From:** [Joe Ma](#)  
**To:** [BATAc](#)  
**Subject:** Comment about the new policy"s  
**Date:** Saturday, March 7, 2026 8:02:29 AM

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Some people who received this message don't often get email from joe.ma1@gmail.com. [Learn why this is important](#)

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

To cal trans,

It seems to me this is a knee jerk reaction policy. Building policy based on current train size and capacity instead of adjusting train design and capacity to the reality of the community I sincerely hope you take a close look at the future of transportation and the realities we all face and come up with solutions that are forward facing. If the goal is to have more people use the train it's important to include the people that are already trying to reduce car usage bike people. That's all for now thank you for listening. -Joseph Ma San Jose resident

Sincerely - Joseph Ma

**From:** [Cliff Bargar](#)  
**To:** [Baltazar Lopez](#)  
**Subject:** Fwd: Comment on Proposed Caltrain Bicycle Policy  
**Date:** Tuesday, March 10, 2026 10:23:02 AM

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

----- Forwarded message -----

From: **Ryan Purpura** <[ryan@rpurp.com](mailto:ryan@rpurp.com)>  
Date: Tue, Mar 10, 2026 at 8:00 AM  
Subject: Comment on Proposed Caltrain Bicycle Policy  
To: <[BATAC@samtrans.com](mailto:BATAC@samtrans.com)>

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello,

I would like to provide my thoughts on the proposed Caltrain bicycle policy as I will not be able to attend the BATAC meeting on March 19 in person.

Overall, I think the policy makes sense *on rush-hour trains only* -- where there is not enough bike space to meet demand. Outside of rush hour, there is plenty of space on the bike cars to accommodate panniers, child seats, larger bicycles, etc. There is prior art for having special train bike rules during rush hour -- an example is [NS in the Netherlands](#).

A simple rule could be that the new rules would only be enforced for trains operating during the times that Limited and Express trains operate.

Pictured is an example of a mid-day bike car -- completely empty except for me.



Sincerely,  
Ryan Purpura

**From:** [Cuong Phu Trinh](#)  
**To:** [BATAc](#)  
**Subject:** Comment regarding bicycles on transit  
**Date:** Wednesday, March 18, 2026 8:47:45 PM

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To Whom It May Concern:

I'm dismayed to see current headlines painting Caltrain's administrative decisions in a negative light; a reminder of yet a similar, yet different struggle from two decades ago when there wasn't enough rolling stock capacity for riders who arrived/ alighted Caltrain using bicycles. As many things have gotten larger over the years, unfortunately existing infrastructure hasn't sized upwards in proportion based on the needs of the traveling public. While automobile, clothing, bicycle, cargo attachment and child seat manufacturers have made business decisions based on human needs, the failure to properly design for increased sizes in newly designed and acquired transit vehicles is an unfortunate consequence of misguided decisionmaking by those who likely may not actually use transit themselves.

Caltrain provides a valuable service for multiple modes of commuters. As a former daily Caltrain commuter while interning at Bay Area employers, I stumbled upon my chosen research topic (your agency) as a byproduct of my commute. Back then, I was fortunate to board early enough in the scheduled train run that I wouldn't get bumped from the train, as riders who boarded just three stations later would have their bicycles be denied boarding.

While I am not an expert in providing solutions, I can only point to how people can choose to make transit work for them and I see that your constituency has figured that out quite well. Open jaw commutes arising from personal/ family needs is something that is very hard to plan for and address. It is very convenient to drive (alone) for one's commute, however there are many people that choose actions that benefit the greater society. That's why Caltrain works, with increased ridership that many other transit agencies (including BART) would ideally desire to achieve.

I charted my subsequent, post-journalism career out of an interest in exploring transportation needs. I cite Caltrain as a success story in growing ridership when many transit agencies (especially those serving the areas where I was born, raised and currently reside) are experiencing ridership growth challenges. I've spoken at conferences on the subject of engagement and building goodwill with their constituents and I wish that Caltrain and its constituent parties can find a workable solution to this issue, besides restrictions on modal choices for families and people with other mobility/ commute needs. I haven't seen much restrictions placed on parents bringing strollers or those bringing other mobility devices as much as restrictions that are placed on bicyclists. Otherwise, transit riders will vote with their feet, as your ridership base tends to be of higher income, more readily able to drive alone, as opposed to ridership of other agencies.

You might recall me being the author of a graduate thesis covering the previous event. Such is currently available for viewing at the California State Polytechnic University, Pomona library, or by viewing it online at the following link. (<https://bit.ly/caltrainbikecarthesis>)

Thank you for your work to resolve this matter.

- Cuong Phu Trinh

**From:** [Motonari Ito](#)  
**To:** [BATAc](#)  
**Subject:** Comment to Bicycle on Caltrain rule  
**Date:** Friday, March 6, 2026 9:55:38 PM

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Some people who received this message don't often get email from motonari.ito@gmail.com. [Learn why this is important](#)

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello,

My name is Moto. I noticed the bike requirements in 2026 (<https://www.caltrain.com/rider-information/bicycles/bikes-train>) forbid a bicycle with panniers, which I strongly disagree with.

As a father, I occasionally take Caltrain with my son for a bike ride. Parents need to carry a lot of things, and bike panniers are essential. The rule prevents us from using Caltrain.

Our bicycles are regular-size, non-electric types. I could see large cargo wagon e-bikes might cause space and other issues, but I don't believe our bicycles have ever caused problems with other passengers in the first place.

Perhaps better ways to solve the issue are:

- Dedicate a special space for large cargo wagon bikes, and if the space is occupied, the rider must skip the train.
- Ask other bike users to detach panniers and take them to the seat.

Thank you for the consideration.

**From:** [Jason Dayvault](#)  
**To:** [Dahlia Chazan](#); [Baltazar Lopez](#); [Dan Provence](#); [Lisa Peabody](#); [Christopher Harvey](#); [Navdeep Dhaliwal](#); [Annie De Lancia](#); [Dan Lieberman](#)  
**Cc:** [Casey Fromson](#); [Board \(@caltrain.com\)](#)  
**Subject:** FW: Comments for Bicycle and Active Transportation Advisory Committee (BATAC) Meeting on March 19, 2026, 5:45 pm  
**Date:** Tuesday, March 17, 2026 8:36:13 AM

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Hi all,

Please see customer email below re: ongoing Bikes on Board conversation.

As this was sent to PublicComment@ rather than Board@, Customer Service will not be responding to the customer directly.

Thanks.

All the best,  
Jason

**Jason Dayvault, Business Operations Project Manager** (he/him)

1250 San Carlos Ave, San Carlos, CA 94070

Cell: 650.730.7415 Email: [dayvaultj@caltrain.com](mailto:dayvaultj@caltrain.com)

Website: [Caltrain](#)

Caltrain logo with Safety Tagline



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**From:** Public Comment <[PublicComment@samtrans.com](mailto:PublicComment@samtrans.com)>  
**Sent:** Tuesday, March 17, 2026 8:27 AM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Subject:** FW: Comments for Bicycle and Active Transportation Advisory Committee (BATAC) Meeting on March 19, 2026, 5:45 pm

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**From:** Benz OuYang <[benzoy@yahoo.com](mailto:benzoy@yahoo.com)>  
**Sent:** Monday, March 16, 2026 7:51 PM  
**To:** Public Comment <[publiccomment@caltrain.com](mailto:publiccomment@caltrain.com)>  
**Subject:** Comments for Bicycle and Active Transportation Advisory Committee (BATAC) Meeting on March 19, 2026, 5:45 pm

You don't often get email from [benzoy@yahoo.com](mailto:benzoy@yahoo.com). [Learn why this is important](#)

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

I am sorry I cannot attend the meeting in-person, so I will send in my comments instead.

I'm a regular Caltrain rider since 2008 (back when trains had only 1 bike car), and here are my thoughts:

1. Educate/encourage cyclists to stack their bikes more efficiently, to make full use of the space. Conductors can call out riders who throw their bikes haphazardly onto the racks, taking up more space than if stacked better.
2. Educate/encourage cyclists to coordinate amongst themselves about their destinations while waiting for the train, so each bolus of cyclist-riders is able to board and stack bikes quickly, less chaotically, and correctly.
3. Educate/encourage cyclists to stacks bikes going to the same destination together, as much as possible. Bikes going to the same destination are often tied to different racks, causing subsequent riders to have to move bikes around to avoid stacking over others who may be alighting earlier. Result? Preventable chaos.
4. Riders with scooters should not use the bike racks particularly if the bike cars are getting full; fold and carry them. The scooters, while small, are odd-sized, and really mess up the stackability of the bicycles.
5. Remove those odd flip-down seats in the middle of the train car dividing racks. They take up space that can be dedicated to scooter parking. Bonus: introduce new scooter racks so folded scooters can be stacked vertically.

Wasn't Caltrain advised to put in more bike-carrying capacity way back when the electric trains were being planned? That should be a lesson on listening to regular ridership, but it looks like they're still not doing well enough; instead, the "bandaid" solution of banning certain types of bikes or having more bike parking suggests the decision makers have little experience with the challenges of the ridership. Banning utility bikes (such as bikes with baskets or child seats) will only push these riders back into cars. From the Bay Area transit point of view, that's a step back as road traffic is already bad; and isn't public transit about reducing road traffic?

**From:** [menlo park](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](#)  
**Subject:** Do not restrict any bicycles!  
**Date:** Friday, March 13, 2026 10:55:58 PM

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You don't often get email from menlopark860@gmail.com. [Learn why this is important](#)

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

My top priority is that anyone who's riding a bicycle of any type and wishes to bring it on Caltrain should be welcomed.

I think if one had to exclude something who would be bicycles that have enormous attachments that are not baskets, but rather are grocery and carry wagons that are multiply sizes larger than a bicycle.

I do not think electric bicycles or bicycles that have fat tires really take up any more room so those should not be discriminated against in any way.

I also think no changes should occur during 2026. People should be given many, many months notice on any proposed changes.

We should be encouraging people to utilize any type of bicycle transportation to complement Caltrain to further encourage public transportation and environmental consciousness.

This board should find a way to find solutions not restrictions.

Thank you.

Long-time rider and bicycle enthusiast, who is very tolerant and supportive of additional fellow bicyclists of all flavors.

**From:** [Scott Feeney](#)  
**To:** [BATAc](#)  
**Subject:** Don't ban cargo bikes from Caltrain  
**Date:** Thursday, March 19, 2026 9:09:14 AM

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Caltrain Bicycle Advisory Committee,

I'm shocked and dismayed to learn that, because of a crowding issue on peak commute hour trains, you're considering a policy that would ban cargo bikes, bikes with child seats, or even bikes with baskets, on all trains at all hours.

I have a cargo e-bike that I've taken on Caltrain on weekends and at off hours for bike camping trips and to access hiking in the hills on the Peninsula that I would be unable to access without my e-bike's motor. With these restrictions, I will lose access to nature on the Peninsula, and will simply not take those trips, hurting Caltrain's fare revenue at off hours when ridership is lower.

If these kinds of restrictions really must be taken at peak times, then please start out with a time-limited pilot followed by an evaluation, and focus the restriction narrowly on just the most crowded trains at those peak times. Thank you for your consideration.

Scott Feeney  
scott@oceanbase.org  
370 Shotwell St  
San Francisco, California 94110



**From:** [Colleen Beach](#)  
**To:** [BATAC](#)  
**Subject:** Don't ban bikes from Caltrain  
**Date:** Wednesday, March 18, 2026 10:25:50 AM

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Caltrain Bicycle Advisory Committee,

I'm a San Francisco resident and regular Caltrain rider. I don't own a car. I depend on Caltrain to get where I need to go, and I've been so happy to see the strong ridership growth since electrification.

The crowding problem is real, but it's concentrated on a handful of peak-hour express trains. Restricting all bike types on every run treats a rush-hour capacity issue as a system-wide equipment problem. There are better options:

- \* limiting oversize bikes to off-peak service
- \* publishing real-time bike car availability so riders can self-sort
- \* expanding outreach for the 500+ BikeLink lockers already in the system

These solve the space problem without pushing multimodal riders back into cars.

Caltrain carries more bikes than any heavy rail system in the country. That's something to be proud of.

I ask the board to adopt targeted, time-of-day restrictions on the most crowded trains rather than a blanket ban, and to evaluate any new policy after six months with public data on bike bumps and capacity.

Colleen Beach  
colleenbeach@proton.me  
807 Ulloa Street Apt 4  
San Francisco, California 94127



**From:** [Katherine Dumont](#)  
**To:** [BATAC](#)  
**Subject:** Don't ban my bike! We need practical solutions, not blanket bike bans on Caltrain!  
**Date:** Wednesday, March 18, 2026 11:01:51 AM

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Caltrain Bicycle Advisory Committee,

I'm a senior and I take my bike on Caltrain \*with panniers.\* My husband's bike has a permanently attached front basket. The bike attachments enable us to leave our car at home when we do our shopping and other errands and short trips.

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

Please don't discourage folks like me and my husband from choosing to take the train!

We're reducing traffic congestion and carbon emissions by leaving our car at home. This is a benefit to us and to everyone around us.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

I believe that Caltrain bike policy -- and the very bike cars themselves -- should be designed to serve \*real-life\* use cases. Anything less is unacceptable.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Katherine Dumont  
khdumont@gmail.com

Menlo Park , California 94025

**From:** [Diane Solomon](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** Feedback for Proposed New Caltrain Bicycle Rules  
**Date:** Thursday, March 19, 2026 12:15:52 PM

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You don't often get email from [diane\\_solomon@sbcglobal.net](mailto:diane_solomon@sbcglobal.net). [Learn why this is important](#)

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Caltrain Bicycle and Active Transportation Advisory Committee,

Many thanks for your service. Caltrain is a huge resource for me.

Please consider my recommendations for any new rules that restrict bicycles on Caltrain.

I am 72-years young. I live in San Jose in the 95125, and I frequently take my bicycle on Caltrain. I live a ten minute bicycle ride from the Diridon Station. I take my bike on Caltrain because there are no bicycle parking options there.

I'm not a daily weekday commuter. I'm not on Caltrain during peak week day commuter travel times.

Please use historical data to determine which peak-hour trains are commonly full and/or delayed due to slowness with boarding and un-boarding bikes, and only enforce any stricter rules during those hours.

By default, trains should allow any kind of legal standard bicycle, except for certain hours and or certain trains and these restrictions are clearly documented on line and inside the trains and train stations.

1] Please don't prohibit bicycles with attached standard sized metal baskets that are permanently attached to a bicycle's handlebar. This size is most common: 14.5" x 9.5" x 9".

My bicycle has this basket and my bicycle easily fits within Caltrain's bike car areas and the basket enables me to transport my ordinary day pack plus other small necessities gathered that day. Having a bike car and my bike basket enables me to use public transportation to San Francisco, Palo Alto, Mountain View, and the

Milbrae BART Station.

If stricter rules are still necessary on some non-bullet non-weekday peak hour commuter trains: child seats, front/rear baskets, collapsible side baskets, and removable panniers should still be allowed.

2] Please don't restrict bicycles that have built-in child carriers that attach to handlebars or the adult bike's rear wheel area.

If these are a problem during crowded weekday commute times, might you ban these on weekdays during crowded commute times?

You could also ban them during predictable hours on "game days" when your statistics show Caltrain will be highly used by folks traveling to sports or other big events at predictable hours.

You likely have information on where the problem times are for trains being too crowded.

3] Please allow child carriers that detach and can be placed in seating areas. If these are a problem during crowded commute times, might you ban these on weekdays during crowded commute times?

You could also ban them during predictable hours on "game days" when your statistics show Caltrain will be highly used by folks traveling to sports or other big events at predictable hours.

You likely have information on where the problem times are for trains being too crowded.

4] Yes, I think large heavy motorized and/or e-powered two-wheel vehicles with large tires should be prohibited.

5] Please consider adding signage to the bike cars that recommend bicycles be locked when placed there. There are too few places for bicyclists to sit near their bikes. The statistics prove that this new configuration has led to dramatic increases in bicycle thefts on Caltrain.

6] Many more and Free BikeLink lockers at stations, and your promotion of them, will enable cyclists to park their bikes at Caltrain Stations. When I go to the San Francisco

Station, there is no where to safely park my bike. The Tamian Station and Diridon Stations are NOT safe places for me to lock my bicycle up and get on a Caltrain.

Many thanks for your consideration and attention. Many thanks for Caltrain and your service to Caltrain.

With my best regards,

Diane Solomon,

Silicon Valley Bicycle Coalition member and former member of the City of San José's BPACFirst

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- 
- Who you are, where you live, why you ride Caltrain with your bike, and how often/when?
- How does / doesn't this impact you?
- Have you been on crowded trains where these rules would help you?
- What would need to change in order for you to not need/want to bring your bike on board Caltrain?  
How come you currently bring your bike on the train, instead of using a BikeLink locker or BayWheels?
- Do you have suggestions for any compromises that would benefit you?
- Suggestions from Haojun and I:
  -



**From:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**To:** [Baltazar Lopez](#); [Dan Provence](#)  
**Cc:** [Jason Dayvault](#)  
**Subject:** FW: Comment on Bike Car rules & enforcement  
**Date:** Thursday, March 19, 2026 3:21:41 PM

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FYI email to Public Comment for tonight's BATAAC.

Thanks,

Margaret

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**From:** Max Mautner <max.mautner@gmail.com>  
**Sent:** Thursday, March 19, 2026 1:12 PM  
**To:** Public Comment <publiccomment@caltrain.com>  
**Subject:** Comment on Bike Car rules & enforcement

You don't often get email from [max.mautner@gmail.com](mailto:max.mautner@gmail.com). [Learn why this is important](#)

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

I am providing comment on tonight's BATAAC meeting subject matter around bike car rules enforcement.

I think that it is reasonable to enforce a maximum weight, width, and length to 2-wheel vehicles brought onto the train.

I think as far as how to encourage riders to utilize bike parking:

- communicate bike locker locations via more/better wayfinding at the station (of which there is currently none that I'm aware of),
- clarify what the lockers are and how to use them. This can be done via more prominent stenciling on the lockers themselves (higher contrast stencil) & on the ground around the lockers (e.g. like Caltrain already has performed for marking the bike car positioning on the train platform)
- & advertises their existence better in the bike cars themselves (I have only ever seen the occasional paper pamphlet)

I also endorse rules enforcement on limited/express trains, while waiving them for weekend & local trains.

Thank you,  
Max Mautner

**From:** [Jason Dayvault](#)  
**To:** [Dahlia Chazan](#); [Baltazar Lopez](#); [Dan Provence](#); [Lisa Peabody](#); [Christopher Harvey](#); [Navdeep Dhaliwal](#); [Annie De Lancia](#); [Dan Lieberman](#)  
**Cc:** [Casey Fromson](#); [Board \(@caltrain.com\)](#)  
**Subject:** FW: Please don't ban family bikes from Caltrain!  
**Date:** Thursday, March 19, 2026 12:58:23 PM

---

FYI more communication re: Bikes on Board

Customer Service has received a copy of the message and will respond to the customer accordingly.

All the best,  
Jason

**Jason Dayvault, Business Operations Project Manager** (he/him)

1250 San Carlos Ave, San Carlos, CA 94070

Cell: 650.730.7415 Email: [dayvaultj@caltrain.com](mailto:dayvaultj@caltrain.com)

Website: [Caltrain](#)

Caltrain logo with Safety Tagline



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**From:** Srinivasan Vijayaraghavan <noreply@adv.actionnetwork.org>

**Sent:** Tuesday, March 17, 2026 4:41 PM

**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>

**Subject:** Please don't ban family bikes from Caltrain!

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Srinivasan Vijayaraghavan  
[srinivasanv93@gmail.com](mailto:srinivasanv93@gmail.com)

1300 Funston Ave  
San Francisco, California 94122

**From:** [Jason Dayvault](#)  
**To:** [Dahlia Chazan](#); [Baltazar Lopez](#); [Dan Provence](#); [Lisa Peabody](#); [Christopher Harvey](#); [Navdeep Dhaliwal](#); [Annie De Lancia](#); [Dan Lieberman](#)  
**Cc:** [Casey Fromson](#); [Board \(@caltrain.com\)](#)  
**Subject:** FW: Please don't ban family bikes from Caltrain!  
**Date:** Thursday, March 19, 2026 1:32:48 PM

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FYI more communication re: Bikes on Board

Customer Service has received a copy of the message and will respond to the customer accordingly.

All the best,  
Jason

**Jason Dayvault, Business Operations Project Manager** (he/him)

1250 San Carlos Ave, San Carlos, CA 94070

Cell: 650.730.7415 Email: [dayvaultj@caltrain.com](mailto:dayvaultj@caltrain.com)

Website: [Caltrain](#)

Caltrain logo with Safety Tagline



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**From:** Noelle paffett-lugassy <noreply@adv.actionnetwork.org>

**Sent:** Wednesday, March 18, 2026 11:22 AM

**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>

**Subject:** Please don't ban family bikes from Caltrain!

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Noelle paffett-lugassy  
[noellenpl@gmail.com](mailto:noellenpl@gmail.com)

San Francisco, California 94131

**From:** [Jason Dayvault](#)  
**To:** [Dahlia Chazan](#); [Baltazar Lopez](#); [Dan Provence](#); [Lisa Peabody](#); [Christopher Harvey](#); [Navdeep Dhaliwal](#); [Annie De Lancia](#); [Dan Lieberman](#)  
**Cc:** [Casey Fromson](#); [Board \(@caltrain.com\)](#)  
**Subject:** FW: Public comment - Bikes on Board  
**Date:** Wednesday, March 18, 2026 5:31:03 PM

---

FYI more communication re: Bikes on Board

Customer Service has received a copy of the message and will respond to the customer accordingly.

All the best,  
Jason

**Jason Dayvault, Business Operations Project Manager** (he/him)

1250 San Carlos Ave, San Carlos, CA 94070

Cell: 650.730.7415 Email: [dayvaultj@caltrain.com](mailto:dayvaultj@caltrain.com)

Website: [Caltrain](#)

Caltrain logo with Safety Tagline



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**From:** Public Comment <[PublicComment@samtrans.com](mailto:PublicComment@samtrans.com)>  
**Sent:** Wednesday, March 18, 2026 4:02 PM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Subject:** FW: Public comment - Bikes on Board

Public Comment received for Caltrain. Please process - LLH

---

**From:** Rona Gundrum <[ronagundrum@yahoo.com](mailto:ronagundrum@yahoo.com)>  
**Sent:** Wednesday, March 18, 2026 3:59 PM  
**To:** Public Comment <[publiccomment@caltrain.com](mailto:publiccomment@caltrain.com)>  
**Subject:** Public comment - Bikes on Board

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Board and Committee members,

My name is Rona Gundrum. I am a member of the Redwood City Transportation Advisory Committee, however my comments here are my own.

I was dismayed to learn that bikes with child seats and baskets are not going to be allowed on bicycle train cars and the

impacts it would have on parents and other commuters who rely on the seats and baskets to ease their commute burdens as described in the San Francisco Chronicle on March 9.

If the goal is to get people out of their cars and use multi-modal forms of transportation, which includes walking, biking and public transportation, not allowing bikes with child seats and baskets is a step backwards and does nothing to help increase CalTrain ridership.

We should be doing everything possible to encourage multi-modal transit and increase CalTrain ridership. Perhaps adding one or more additional bike cars, particularly during heavier commute times, will help the problem of not having enough room to accommodate all types of bikes.

We also need to make it easier for someone with a class 2 e-bike that has slightly fatter tires to be able to bring their bikes on board. Not allowing these bikes on board can strand the rider when they reach their destination, as was the case for my nephew when he traveled by train to see his mother.

We have to make things easier for people who are trying to do all the right things, not throw obstacles in their way. The electrification of CalTrain did wonders for increasing CalTrain ridership and we need to keep that momentum going!

Thank you for your consideration.

**From:** [Jason Dayvault](#)  
**To:** [Dahlia Chazan](#); [Baltazar Lopez](#); [Dan Provence](#); [Lisa Peabody](#); [Christopher Harvey](#); [Navdeep Dhaliwal](#); [Annie De Lancia](#); [Dan Lieberman](#)  
**Cc:** [Casey Fromson](#); [Board \(@caltrain.com\)](#)  
**Subject:** FW: Suggestion for cargo bike allowance.  
**Date:** Tuesday, March 17, 2026 4:29:58 PM

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Hi all,

Please see customer email below re: ongoing Bikes on Board conversation. This was sent to the PublicComment@ email account.

As this was sent to PublicComment@ rather than Board@, Customer Service will not be responding to this email chain directly, but the email itself will be included in the Board Correspondence packet.

Thanks.

All the best,  
Jason

**Jason Dayvault, Business Operations Project Manager** (he/him)

1250 San Carlos Ave, San Carlos, CA 94070

Cell: 650.730.7415 Email: [dayvaultj@caltrain.com](mailto:dayvaultj@caltrain.com)

Website: [Caltrain](#)

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**From:** Public Comment <PublicComment@samtrans.com>  
**Sent:** Tuesday, March 17, 2026 3:52 PM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Subject:** FW: Suggestion for cargo bike allowance.

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**From:** Eric Knauft <[eknauft@gmail.com](mailto:eknauft@gmail.com)>  
**Sent:** Tuesday, March 17, 2026 3:48 PM  
**To:** Public Comment <[publiccomment@caltrain.com](mailto:publiccomment@caltrain.com)>  
**Subject:** Suggestion for cargo bike allowance.

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello,

I know you are considering whether or not to allow cargo bikes on caltrain, including any bikes with child seat attachments. I understand the need to avoid overcrowding on express and limited trains. I always ride local trains with my cargo bike with a child seat, which meets the current bike length criteria, and I have never had any issue with crowding. I strongly urge you to exempt local trains for which crowding is not an issue from any restrictions beyond the current bike policy.

Thank you,  
Eric Knauft

**From:** [Jason Dayvault](#)  
**To:** [Dahlia Chazan](#); [Baltazar Lopez](#); [Dan Provence](#); [Lisa Peabody](#); [Christopher Harvey](#); [Navdeep Dhaliwal](#); [Annie De Lancia](#); [Dan Lieberman](#)  
**Cc:** [Casey Fromson](#); [Board \(@caltrain.com\)](#)  
**Subject:** FW: The bike policy should be reconsidered and limited to crowded rush hour trains  
**Date:** Thursday, March 19, 2026 1:54:42 PM

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FYI more communication re: Bikes on Board

Customer Service has received a copy of the message and will respond to the customer accordingly.

All the best,  
Jason

**Jason Dayvault, Business Operations Project Manager** (he/him)

1250 San Carlos Ave, San Carlos, CA 94070

Cell: 650.730.7415 Email: [dayvaultj@caltrain.com](mailto:dayvaultj@caltrain.com)

Website: [Caltrain](#)

Caltrain logo with Safety Tagline



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**From:** Alfred Twu <noreply@adv.actionnetwork.org>

**Sent:** Wednesday, March 18, 2026 9:23 AM

**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>

**Subject:** The bike policy should be reconsidered and limited to crowded rush hour trains

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Caltrain Board of Directors,

I use Caltrain when going to the Peninsula, and when I do, I usually bring my bike, which has baskets and other attachments, as usually these trips involve some shopping. Most times there's just a few bikes in the bike car and plenty of space.

Many other Caltrain riders also need child seats, baskets, etc for their bikes. Therefore, I do not think Caltrain should ban such bikes.

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

Instead, the board should consider:

- Limiting the restrictions to the most crowded sections of the rush hour trains, which are the only place that limited bike space is an issue. For example, if space on a train is full from San Francisco to San Mateo, but empties out afterwards, oversize bikes could be restricted on the first part but not further down the line.

- Have real-time space data so that riders can know if there's space before going to the station.

- Adding lockers and bike share so that some people don't need to bring bikes on board.

-Run more rush hour trains.

Thank you

Alfred

Alfred Twu

[alfredtwu@gmail.com](mailto:alfredtwu@gmail.com)

Berkeley, California 94704

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**From:** [Brian Thomas](#)  
**To:** [Public Comment; Caltrain, Bac \(@caltrain.com\)](#)  
**Subject:** Fwd: Oversized Bike Policy concerns  
**Date:** Monday, March 9, 2026 9:00:27 PM

You don't often get email from [briandthomas@gmail.com](mailto:briandthomas@gmail.com). [Learn why this is important](#)

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----- Forwarded message -----

**From:** **Brian Thomas** <[briandthomas@gmail.com](mailto:briandthomas@gmail.com)>  
**Date:** Mon, Mar 9, 2026 at 8:22 PM  
**Subject:** Oversized Bike Policy concerns  
**To:** <[BATAC@samtrans.com](mailto:BATAC@samtrans.com)>

Hello,

**I am writing to express in the strongest possible terms that Caltrain's proposed oversized bike policy is a mistake.** The policy as currently proposed represents an unworkable hardship to some of your most dedicated riders, right as you come hat-in-hand hoping for additional funding. This policy tells me that my commute (25+ years, 20 of those with a bicycle) doesn't matter to you. **This will not win my vote in November, full stop.**

I understand the need to manage space on bike cars efficiently, and I don't know anyone who objects to that. Existing policies (e.g.- alternating handlebars) are completely unenforced in my experience, and surely we can do better. Similarly, there is a surge in what can only be described as motorcycles being dragged onto bike cars, and that should probably be addressed with a new policy.

However, **the proposed policy is an indiscriminate bludgeon.** The proposed policy 1) bans bicycles that present no issues in practice, and 2) offers no real alternative for a rider whose commute relies on a bicycle that doesn't comply.

1) Consider a very typical city commuter bicycle with a very typical child seat. The child seat is narrower than the bike's handlebars or pedals, and in any case extends mostly upwards, not outwards. This bicycle is trivially easy to park efficiently in your existing bike cars. At worst, two such bikes parked right next to each other would be unwieldy, but this is easily avoided. Note that this child seat is designed to carry a 40+ pound child safely in traffic, and is fixed in place with bolts and nuts. It is not removable in any practical sense. What is this parent supposed to do? They have to drop off a preschooler and then haul themselves promptly across town to the train station. Once at their destination, that bicycle is a crucial link in their "last mile" plan. **Your policy puts this rider in a car.** Is that Caltrain's hoped-for-outcome? Where can I find a reference to that in Caltrain's mission?

2) **Why on earth would the proposed policy make no distinction between crowded trains and empty trains?** A sensible policy would redistribute traffic across a larger array of trains and increase the efficiency of the system as a whole. I sometimes find myself on a mid-day

train northbound from the Peninsula to San Francisco. That train is, to be charitable, not crowded. Will I be left on the platform because my bicycle has a basket on the front (a basket narrower than my handlebars)? Will I be left on the platform because my non-electric, perfectly normal, non-cargo bicycle happens to be 6'2" long? **You could play a pickup soccer game on that bike car at 1pm, but I can't board with my bicycle?** IF a sweeping policy change is genuinely required (and I don't concede that at all), why would it not only apply to the most crowded trains? Conductors can monitor boarding once a bike car is approaching capacity (which they already generally do and should do in any case). Or perhaps **the policy could apply only to limited and express trains. Leave the locals alone.** It's clear to any regular rider that local trains are under-utilized, and that the trains most impacted by odd-sized bicycles are the commute hour expresses.

**This is a really frustrating time for anyone who believes in public transit** befitting a world class metropolis. The fiscal health of Caltrain, to say nothing of the broader interconnected transit systems of the Bay Area, is hanging by a thread. ***This is what you choose to work on?*** Is Caltrain flush enough that it is scrambling to alienate an entire customer segment with a policy that nitpicks, and nickle-and-dimes, and that would require conductors to carry tape measures? Right now you are deciding my vote on the transit funding measure that will appear on the ballot later this year. You are deciding the votes of everyone I know: people who don't ride the train all that often and don't care much about this measure until I tell them what I think. Please think about what you're doing. **This has all the fingerprints of a policy maker who thinks the issue at hand is a simple, logistical rounding error. It is not.**

Sincerely,  
Brian, a very long-time rider and cyclist

**From:** [Laura Heath-Stout](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** Fwd: please rethink new CalTrain oversize bikes policy in order to be inclusive of parents  
**Date:** Monday, March 9, 2026 4:39:47 PM

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from external senders.

Hello,

I sent the below message but received a bounceback email; I hope this one works!

Best,  
Laura Heath-Stout

----- Forwarded message -----

**From:** **Laura Heath-Stout** <[laura.heath.stout@gmail.com](mailto:laura.heath.stout@gmail.com)>  
**Date:** Mon, Mar 9, 2026 at 4:23 PM  
**Subject:** please rethink new CalTrain oversize bikes policy in order to be inclusive of parents  
**To:** <[BATAC@samtrans.com](mailto:BATAC@samtrans.com)>

Dear BATAC members,

I write to you with great concern as a regular CalTrain user. I commute from San Francisco to Palo Alto using a combination of my bicycle and CalTrain. Most days, I put my backpack and my four-year-old's backpack in my front bike basket, put my four-year-old in her seat on the back of my bike, ride to daycare, drop her off, ride to the SF 4th and King station, take my bike on the train to Palo Alto, then bike from Palo Alto Station to my office. At the end of the day, I reverse this commute.

I am deeply concerned about the new "oversize" bikes policy, as it will make my family's current system of commuting impossible. I understand that my bike takes up slightly more space than it would without its front basket and its child seat, but these are essential to my daily life, as I use my bike to carry my child as well as our belongings. While I can carry my own things on my back while riding, my daughter cannot wear her backpack while sitting in her child seat.

The new policy is discriminatory against parents, and will cause great hardship to parents who commute via bike and Caltrain.

It is also discriminatory against children: while my daughter does not take the train with me on a daily basis, we have enjoyed taking Caltrain together to visit various places on the peninsula. If I cannot carry her from our home to the train and from the train to our destination, we will not be able to make these trips.

I understand that there is not enough space on the trains for the number of bikes: the solution to this is to add more space for bikes, rather than to exclude parents and children from traveling by a combination of bike and train. Please rethink your policy.

Sincerely,  
Laura Heath-Stout

**From:** [Annemarie Baltay](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](#); [Public Comment](#)  
**Subject:** Fwd: SVBC City of San Mateo Caltrain bike policy change  
**Date:** Thursday, March 19, 2026 2:01:57 PM

You don't often get email from [annemarie.baltay@gmail.com](mailto:annemarie.baltay@gmail.com). [Learn why this is important](#)

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello -

I'd like to voice an opinion for tonight's [Caltrain BATAc](#) meeting, for Item 8. "Bike on Board Update".

I agree that peak, rush hour train bike cars are very full and I support the restrictions to the types of bikes allowed on board during those times.

I would strongly suggest that during quieter, non-commute hours (such as mid-day during the week or on the weekend), these types of larger or bulkier bikes be allowed. Oftentimes on these off-peak trains, there are only 1-2 bikes in the bike cars, and hence they are underutilized. This would allow people to utilize their family bikes on the weekend or make specific plans if they need to take a bike on board without a full out ban. Conductors could also be empowered to bump a bike if it is too large for that particular train.

Additionally, it would be great to actively promote bike parking or storage at various stations, to encourage people to consider not bringing their bike on board. Personally, I use the city-run bike shed at the Mountain View station, which is very very easy, but I find that most bike commuters don't know about this option. Reducing the need for people to bring their bike on board would alleviate crowding without having to outright ban or bump bikes.

A separate issue that I witness onboard is with bulky e-scooters. These can take up more space than a regular bike and their inherent design makes it difficult to secure them to the racks, which can cause extra disarray on already crowded bike cars. Perhaps we can consider how they can be more efficiently loaded into Caltrain.

Thank you for reading and thank you for all of the work you're doing for this issue.

Cheers,  
Annemarie Sundstrom  
San Mateo resident, daily Caltrain commuter, biker and cargo e-bike rider with my kids

----- Forwarded message -----  
From: **Max Mautner** <[max.mautner@gmail.com](mailto:max.mautner@gmail.com)>  
Date: Thu, Mar 19, 2026 at 12:24 PM  
Subject: SVBC City of San Mateo Caltrain bike policy change  
To: SVBC <[sanmateocity@bikesiliconvalley.org](mailto:sanmateocity@bikesiliconvalley.org)>

Hello fellow San Mateans!

You may have seen that Caltrain recently proposed new rules for bike cars (some are brand new, some are restating [existing rules](#)), and this month they were going to begin enforcement of the new rules / resume enforcement of existing rules that hadn't been enforced since the pandemic.

[The rules have been delayed so that they can get proper community feedback](#). Before the rollout was paused, the new/resumed rules included: full ban on these kinds of bikes:

- Bikes with attached child seats
- Fat tires (greater than 3 inches)
- Cargo bikes, extended e-bikes
- Bikes with other attachments (fixed panniers, baskets, or trailers)

Tonight, Thurs 3/19 at 5:45pm, is the first opportunity to give feedback to Caltrain staff, at the [Caltrain BATAc](#) (Bicycle and Active Transportation Advisory Committee) [meeting](#).

If you would like to provide feedback on these rules to Caltrain I'd suggest providing feedback to them at this evening's meeting!

You can [join from Zoom](#), or in-person in San Carlos, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue.

The discussion will happen during Item 8. "Bike on Board Update". If you want to speak, raise your hand on Zoom when Item 8 starts. There might be a lot of callers, so be prepared for a possible 1-minute time limit.

If you can't make the meeting, or you want to say something that takes more than 60 seconds, or you want to submit pictures, you can also email [batac@caltrain.com](mailto:batac@caltrain.com) and [publiccomment@caltrain.com](mailto:publiccomment@caltrain.com).

Or you can submit a form letter via <https://actionnetwork.org/letters/tell-caltrain-dont-ban-cargo-bikes>, if you agree with all the points in that letter.

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You received this message because you are subscribed to the Google Groups "SVBC City of San Mateo Local Team" group.

To unsubscribe from this group and stop receiving emails from it, send an email to [sanmateocity-unsubscribe@bikesiliconvalley.org](mailto:sanmateocity-unsubscribe@bikesiliconvalley.org).

To view this discussion visit

<https://groups.google.com/a/bikesiliconvalley.org/d/msgid/sanmateocity/CAB36%3DQoHY%3DQ4MP8eDvVuOOjN4Bqqrk26nsyEmr0WZh6ARLJE-Q%40mail.gmail.com>.

--

Annemarie Baltay Sundstrom  
cell: (650) 644-9003  
[annemarie.baltay@gmail.com](mailto:annemarie.baltay@gmail.com)

**From:** [Cliff Bargar](#)  
**To:** [Baltazar Lopez](#)  
**Subject:** Fwd: Terrible new bike rules, delay rule change please  
**Date:** Tuesday, March 10, 2026 10:23:14 AM

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----- Forwarded message -----

**From:** **Drew Ortega** <[drewsortega@gmail.com](mailto:drewsortega@gmail.com)>  
**Date:** Tue, Mar 10, 2026 at 5:47 AM  
**Subject:** Terrible new bike rules, delay rule change please  
**To:** <[BATAC@samtrans.com](mailto:BATAC@samtrans.com)>

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

New rules make 0 sense. Whoever designed them clearly is not a cyclist. Please delay the rule change and take more input from the community. I'm sure you will claim that you already took input from the community, but how were cyclists supposed to know that their needs were being discussed? I never saw any announcements to join in the discussion, and I assumed my interested would already be represented in those meetings.

Please delay the change and take another community input.

- Drew Ortega

**From:** [Daniel Karpelevitch](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** Improvements to stacking bikes on trains  
**Date:** Thursday, March 19, 2026 1:56:07 PM  
**Attachments:** [image.png](#)

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You don't often get email from danieljkarpelevitch@gmail.com. [Learn why this is important](#)

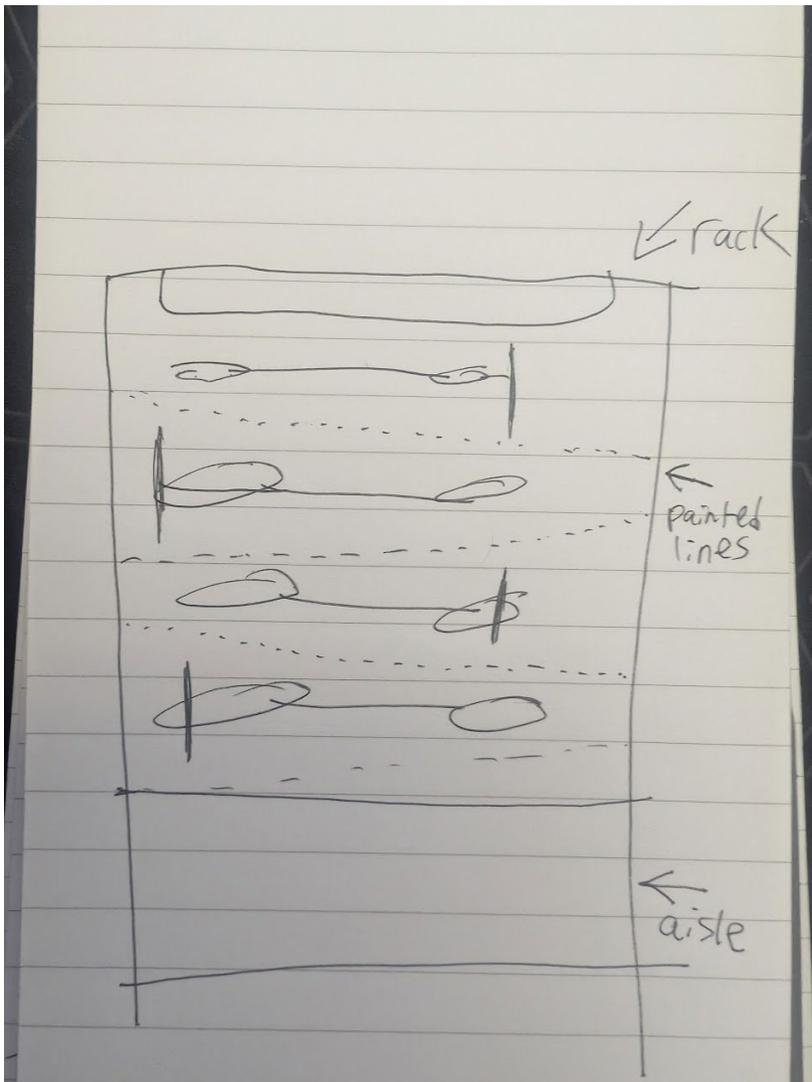
**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Hi BATAAC,

An improvement that could be easily and cheaply implemented that would improve bike capacity on capacity-constrained Limited and Express trains is to add lines painted in front of each bike rack to indicate how bikes should be stacked and the approximate width each bike should be in order to fit 4 bikes. As shown in my sketch, the lines would be angled to show that handlebars should go on the wider side while the narrower rear end of the bike should go on the narrower side. This would also give riders an indication if their rear panniers or other accessories are too wide to stack efficiently and encourage them to remove them.

While this will not solve the whole problem, it may have a meaningful impact on capacity and would be easy to implement.

Best regards,  
Daniel Karpelevitch



**From:** [Shirley Johnson](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** keep Caltrain available for all bike sizes  
**Date:** Thursday, March 19, 2026 11:16:46 AM

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You don't often get email from dr\_shirley\_johnson@yahoo.com. [Learn why this is important](#)

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Caltrain Bicycle and Active Transportation Advisory Committee,

Thank you for volunteering for the BATAAC. You are doing a service for the bicycle community and we appreciate you.

I am writing to encourage you to do everything you can to convince staff that it's a very bad idea to ban family bikes, cargo bikes, panniers, and the like. This would drive paying customers off of Caltrain and into their cars making our congested roadways even more crowded, contributing to air pollution, and using fossil fuels while an oil war is raging in the Middle East.

Furthermore, Caltrain is in a financial crisis. It makes no sense to push away paying customers just because they have larger bicycles. Caltrain needs the ticket revenue.

Sure, commute period trains can get crowded, but Caltrain should take a lesson from BART and trust passengers to use their discretion. BART does not restrict bicycle size, but advises customers not to board crowded trains if there isn't room for their bicycles.

For a long-term solution, Caltrain needs to add more bicycle capacity. The Joint Powers Board in 2015 unanimously approved more bicycle capacity on electric trains, but after a complete turnover of the board and a new CEO, staff convinced the new board to REDUCE bike capacity on electric trains compared to diesel trains. What a mistake that was! Now Caltrain is suffering the consequences.

Caltrain needs to adequately serve its customer base. That includes parents with bicycles with a child seat so they can drop their child off at day care on their way to work. That includes people with cargo bikes who need to carry tools to work. That includes people with panniers to carry items from a shopping trip.

Please help staff understand that an outright ban on larger bicycles is going in the wrong direction.

Thank you again for your service on the BATAAC.

Sincerely,  
Shirley Johnson  
Former Caltrain Bicycle Advisory Chair (2010 - 2011)

**From:** [Shruti Swamy](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** keep ebikes/kidseats on Caltrain  
**Date:** Tuesday, March 17, 2026 1:59:20 PM

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You don't often get email from shruti.a.swamy@gmail.com. [Learn why this is important](#)

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from external senders.

Hi there,

I'm writing to encourage you to find a solution to the overcrowding of the bike cars, due to the wonderful fact that people are taking Caltrain and biking instead of driving. I'm writing to you during a heatwave in March, unheard of until a couple of years ago. The fact that people are finding alternatives to driving must be encouraged and celebrated, not curtailed. I myself take my bike on Caltrain all the time, and know of friends who recently quit driving to the South Bay for their commute in favor of Caltrain ebike. This is a win! I am urging you to please look for a solution that will not compromise this success.

Yours,  
Shruti Swamy  
SF resident  
car-free mom, Caltrain rider

**From:** [Jacob Chamoun](#)  
**To:** [BATAc](#)  
**Subject:** Kids bike seats ban  
**Date:** Friday, March 6, 2026 4:34:03 PM

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Hi BATAc,

I'm a working parent who uses a bike with a child bike seat to get my kid to and from daycare and then me to work via caltrain. The new caltrain bike policy bans child bike seats. This change is very disruptive to my family and unfairly targets working parents. I urge you to recommend to relevant parties to narrow the scope of the ban to express trains only.

Jacob Chamoun  
San Mateo

**From:** [Allen Sun](#)  
**To:** [BATAc](#)  
**Subject:** March 19th feedback on bike regulations  
**Date:** Sunday, March 8, 2026 8:39:08 AM

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello,

I am a commuter and occasionally bring my bike on Caltrain for work and recreational use. I don't support the new restrictions on cargo bikes and size.

Discouraging use of Caltrain will lower ridership, revenue and increase traffic because people will shift to cars and other personal transport.

I'd instead propose to invest in more bike capacity, especially if standard seats are not being filled at the time. It feels like a poor management decision to turn away passengers rather than change to reflect the needs of your customers.

Thank you,  
Allen Sun

**From:** [JL Angell](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain! Makes you far worse than Sacramento on climate, health and support of families  
**Date:** Wednesday, March 18, 2026 10:53:04 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem (e.g.. add space to meet demand). A blanket ban on these bike types is the wrong approach and may violate discrimination laws. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging to meet climate and health goals.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary (as you work on increasing capacity to meet demand).
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

JL Angell  
jangell@earthlink.net  
2391 Ponderosa Rd

Rescue, California 95672

**From:** [Elliot Schwartz](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 17, 2026 11:01:38 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Elliot Schwartz  
elliot.schwartz@gmail.com  
2828 Bryant Street  
San Francisco, California 94110-4810



**From:** [Dominic Barile](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 17, 2026 11:33:21 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Dominic Barile  
rogerrudick@gmail.com  
642 Monterey Blvd  
San Francisco, California 94217



**From:** [Andrew Lenz](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 17, 2026 12:51:02 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Andrew Lenz  
lenzap497@gmail.com  
930 Rhode Island St  
San Francisco, California 94107



**From:** [Divya Singh](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 17, 2026 2:51:30 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Divya Singh  
divyasingh108@gmail.com

San Francisco, California 94118



**From:** [James Wen](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 17, 2026 3:59:40 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

James Wen  
jgw787@gmail.com  
157 Westwood Drive  
San Francisco, California 94112



**From:** [Phyllis Orrick](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 17, 2026 4:00:09 PM

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Caltrain Bicycle Advisory Committee,

As someone who has almost stopped driving completely (age-related reasons) I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I ride a recumbent trike — that's correct THREE wheels — I worry enough about elevator access. But if I'm traveling home from shopping I need panniers.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Phyllis Orrick

poberkeley@gmail.com

Berkeley , California 94702

**From:** [Teresa Hammerl](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 17, 2026 4:58:09 PM

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Caltrain Bicycle Advisory Committee,

I'm a mom of two kids who ride on the bike with me and I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Teresa Hammerl  
teresa.hammerl@gmail.com  
12th Avenue  
San Francisco , California 94116



**From:** [Robert Benjamin Bolival](#)  
**To:** [BATAAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 17, 2026 7:49:56 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

On the flipside, implementing such a ban would only drive riders away from Caltrain and force them to rely on single-occupancy vehicles, exacerbating the Bay Area's dependence on cars and increasing unhealthy emissions.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Robert Benjamin Bolival

robert.bolival@gmail.com

San Jose, California 95117

**From:** [Catalina Cuervo](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 17, 2026 11:43:18 PM

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Caltrain Bicycle Advisory Committee,

Banning family bikes, bikes with child seats, from the trains would be terribly disruptive for my family.

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with child seats, cargo attachments, baskets, and panniers from Caltrain trains.

My husband commutes from the Caltrain depot on fourth and King to Mountain View then bikes 20 minutes from the station to his job after first dropping off our child at school in San Francisco. A child seat is on his bike.

If the bike were banned, he would not be able to take our child to school or not be able to bike to work after taking the train. We would be forced to drive, which contradicts our values and one of the main reason we choose to live in San Francisco— freedom from the tyranny of car traffic and long and dangerous commutes.

I depend on my husband's help with drop off at school as a health worker who has early and inflexible hours.

This proposed ruling would be disastrous for our family.

A blanket ban on family bike types is the wrong approach to solve the crowding problem. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate alternatives:

- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Catalina Cuervo  
cuervomc@gmail.com

San francisco, California 94158

**From:** [Edwin Gonzalez](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 12:21:48 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Edwin Gonzalez  
ed-wing@hotmail.com

San Francisco, California 94115



**From:** [Jenna Newgard](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:02:54 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Jenna Newgard  
jennanewgard@gmail.com  
94118  
San Francisco , California 94118



**From:** [Lian Chang](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:04:22 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Lian Chang  
lian.c.chang@gmail.com  
230 2nd Ave Unit 3  
San Francisco, California 94118



**From:** [Derek Gendvil](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:06:39 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Derek Gendvil  
dgendvil@gmail.com  
9030 w. Sahara Ave. #360  
Las Vegas , Nevada 89117



**From:** [Brooke Kuhn](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:06:46 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

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- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Brooke Kuhn  
brookekuhn@gmail.com  
604 Second Ave  
San Francisco, California 94118



**From:** [Lizzie Siegle](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:11:56 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
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I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Lizzie Siegle  
lizzie.siegle@gmail.com  
1177 California St, #701  
San Francisco, California 94108



**From:** [Jorge Garcia](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:12:15 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Jorge Garcia  
jgarcia45@hotmail.com  
306 Fell Street  
San Francisco, California 94102-5143



**From:** [Peter Darche](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:13:26 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

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I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Peter Darche  
pdarche+sfa@gmail.com

San Francisco, California 94110



**From:** [Mahdi Rahimi](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:17:07 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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Before implementing any ban, I ask the board to seriously evaluate these alternatives:

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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Mahdi Rahimi  
m.s.rahimi@gmail.com  
521 Ellsworth st  
San Francisco , California 94110



**From:** [Brooks Ward](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:18:21 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

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I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Brooks Ward  
brooks.ward@gmail.com  
1951 clement st  
SAN FRANCISCO, California 94121



**From:** [Mark](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:19:40 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Mark  
rev.mark.cordes@gmail.com  
1863 22nd Ave  
San Francisco, California 94122



**From:** [Brittany C](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:22:28 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

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I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Brittany C  
teeets@gmail.com

San Francisco, California 94118



**From:** [Kenneth Grosserode](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:22:51 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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Before implementing any ban, I ask the board to seriously evaluate these alternatives:

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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Kenneth Grosserode  
ken.grosserode@gmail.com  
351 Buena Vista Ave E, Unit 803E  
San Francisco, California 94117



**From:** [Nathan Spindel](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:25:10 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Nathan Spindel  
nathans@gmail.com  
10 Grossland Way  
Petaluma, California 94952



**From:** [Jessamyn Conell-Price](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:28:42 AM

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Caltrain Bicycle Advisory Committee,

Hi I am a San Francisco resident who grew up in Palo Alto, I visit my parents there often and want to use the train more to do so! I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Jessamyn Conell-Price  
jessamyncp@gmail.com

San Francisco, California 94114

**From:** [Ruth Wong](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:31:33 AM

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Caltrain Bicycle Advisory Committee,

We don't have a car, and taking our family bike to South Bay on the weekends is the only way we can visit our friends there. We don't mind accommodating rush hour. We understand that you have to deal with capacity. Please allow family cargo bikes where you can. Appreciate your service! We love the trains.

Ruth, mom of 3 in the Mission, San Francisco

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I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

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people.

Thank you for your consideration.

Ruth Wong  
ruthgracewong@gmail.com

San Francisco, California 94103

**From:** [Brendan Callum](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:36:29 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Brendan Callum  
highandlow@gmail.com  
344 Willard St N  
San Francisco, California 94118



**From:** [Lee Mei](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:39:47 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- add or convert to more bike cars to trains during peak commute runs!!
- ask bikes with attachments to wait till all simple bikes have been loaded.
- create different bike standing zones in the bike cars--center of car for the terminal stations of SF and Diordon, etc., to improve congestion and access.
- Just like many bus designs in other cities, create more standing passenger areas with good grab bars/slings, in order to save space to allow more bikes or wheel chairs. Provided fold-down seats for use when not crowded.
- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
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people.

Thank you for your consideration.

Lee Mei

lee.mei@att.net

630 BUSH ST

MOUNTAIN VIEW, California 94041

**From:** [Martin Horwitz](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:40:56 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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Thank you for your consideration.

Martin Horwitz  
martin7ahorwitz@yahoo.com  
1326 23rd Ave  
San Francisco, California 94122



**From:** [Kristin Tieche](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:43:57 AM

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Caltrain Bicycle Advisory Committee,

I am the Vice Chair of the San Francisco Bicycle Advisory Committee, and I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains. Or add another bike car!
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Kristin Tieche  
ktieche@gmail.com  
2277 Fulton Street, Apt 304  
San Francisco, California 94117



**From:** [Rachel Gilbert](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:48:42 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Rachel Gilbert  
apoptosis66@gmail.com

Mountain View, California 94043



**From:** [PAUL FOPPE](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:49:14 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

PAUL FOPPE  
hugfoppe@gmail.com  
2935 JUDAH ST  
SAN FRANCISCO, California 94122-1320



**From:** [SUSAN WITKA](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:49:46 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

SUSAN WITKA  
witkasf@gmail.com  
824 43rd Ave  
San Francisco, California 94121



**From:** [Linda T](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:50:07 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Linda T  
campers.plow8y@icloud.com

Oakland, California 94612



**From:** [Sylvana Tunesi](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:52:26 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Sylvana Tunesi  
sylvana.tunesi@gmail.com  
1340 6th Ave  
San Francisco, California 94122



**From:** [Mike Spiegel](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:56:14 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Mike Spiegel  
[mrmikespiegel@gmail.com](mailto:mrmikespiegel@gmail.com)

Redwood City, California 94061-3351



**From:** [Kristen Thomas](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:57:03 AM

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Caltrain Bicycle Advisory Committee,

Why don't you just impose these rules on some of the more crowded trains? Let larger bikes ride the less crowded trains.

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Kristen Thomas  
[Kdahlenthomas@gmail.com](mailto:Kdahlenthomas@gmail.com)

1660 Page st  
San Francisco, California 94117

**From:** [David Harris](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:57:31 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

David Harris  
Burlingame, CA

David Harris  
[davidharris1223@gmail.com](mailto:davidharris1223@gmail.com)

Burlingame, California 94010

**From:** [lindsay.meisel](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:58:36 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

lindsay meisel  
lindsay.meisel@gmail.com  
1700 lawton st  
san francisco, California 94122



**From:** [ANDREW CASTEEL](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 11:00:41 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

My family relies on combining trips on our ebike with transit trips to get around the bay area.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

ANDREW CASTEEL  
casteel@gmail.com  
571 Valley St.

San Francisco, California 94131

**From:** [Justin Truong](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 11:01:11 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Justin Truong  
justintruong56@gmail.com  
33 Junior Terrace  
San Francisco, California 94112



**From:** [kmrennie@gmail.com](mailto:kmrennie@gmail.com)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 11:09:45 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

kmrennie@gmail.com

,



**From:** [Kate Rudolph](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 11:12:53 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Kate Rudolph  
k8reindeer@gmail.com

San Francisco , California 94117



**From:** [Quynh Bui](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 11:17:27 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

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- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

I have communicated prior to this email:

Dear Caltrain,

My name is Quynh Bui, and I am a commuter who is actively trying to combine biking and

public transit for my daily commute, as opposed to driving.

The idea of biking to Caltrain, bringing my bike on the train, and biking to work seemed like an ideal solution for a sustainable commute. My bike has a child carrier and panniers. These accessories can be removed to comply with Caltrain's current bike rules.

However, after reviewing the current rules more closely, I realized that I am physically unable to lift my 50-pound e-bike onto the train. Because ramps are not allowed under the current rules, riders like me (5 ft 100 lbs) — who rely on heavier bikes but cannot physically lift them — are effectively excluded from bringing our bikes onboard.

As a law-abiding rider who genuinely wants to use Caltrain instead of driving, I have tried multiple commuting configurations to make this work:

#### Bike + Scooter Combination

I biked to Caltrain, parked my bike using the bike valet at 4th & King, and brought a folding scooter on the train.

#### E-bike + Folding Bike Combination

I purchased a folding bike that I carry on my e-bike. I bike to the station, leave my e-bike at the bike valet, and bring the folding bike on the train. However, the bike valet hours are restrictive and often do not align with my schedule.

#### Folding Bike Only

I commute using only my folding bike and bring it on the train. While this works for the train portion of my commute, it prevents me from picking up my children after work. I often have to go home, get my e-bike, and double back to pick them up.

Even under the current rules, bringing bikes on Caltrain can already be difficult for someone like me. The new restrictions planned for March appear to make bike access even more limited. In a region like the Bay Area — where traffic congestion is among the worst in the nation — policies that discourage bike-to-transit commuting seem counterproductive.

If Caltrain truly wants to encourage multimodal commuting and reduce car dependency, I encourage consideration of the following policy improvements:

1. Allow ramps or boarding assistance for heavier bikes such as e-bikes.  
Many modern bikes — including family bikes, cargo bikes, and e-bikes — are significantly heavier than traditional bikes. Allowing small portable ramps or providing boarding assistance would make Caltrain accessible to more riders.
2. Expand bike access across more train cars.  
Limiting bike space to only certain cars creates bottlenecks and conflicts. Expanding bike accommodation across additional cars would distribute demand and reduce stress during boarding.
3. Increase and extend bike valet hours at major stations.

Bike valet is a fantastic service, but the limited hours reduce its usefulness for commuters with variable schedules or family obligations.

4. Create designated e-bike or heavier-bike spaces.

As e-bike usage grows rapidly throughout the Bay Area, transit systems should adapt to support them safely and effectively.

5. Continue to prioritize bike-transit integration in Caltrain modernization efforts.

Bike access is critical to solving the first-mile and last-mile problem and reducing reliance on cars.

Many Bay Area residents want to reduce driving and rely more on transit and bicycles. I am one of those people. However, the current and proposed bike policies make it very difficult for riders like me to make Caltrain part of our daily lives.

I hope Caltrain will reconsider policies that restrict bike access and instead move toward solutions that support multimodal commuting for a wider range of riders.

Thank you for your time and consideration.

Sincerely,  
Quynh Bui

Quynh Bui  
qttbui@gmail.com

San Francisco, California 94121

**From:** [Caephren McKenna](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 11:22:29 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Caephren McKenna  
caephren@gmail.com  
392 44th St  
Oakland, California 94609



**From:** [Pavel Paramonov](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 11:30:17 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Pavel Paramonov  
San Francisco District 1 resident

Pavel Paramonov  
[pavel.paramonov@gmail.com](mailto:pavel.paramonov@gmail.com)

463 26th Ave Apt 402  
San Francisco, California 94121

**From:** [Susan George](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 11:36:28 AM

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Caltrain Bicycle Advisory Committee,

As a bike rider and car free person I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Susan George  
susanmarietg@gmail.com  
26 Bennington St.  
San Francisco , California 94110



**From:** [nile.nash](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 11:39:11 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

nile nash  
[nile.nash@gmail.com](mailto:nile.nash@gmail.com)

San Francisco, California 94112



**From:** [Elena Caceres](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 11:39:45 AM

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Caltrain Bicycle Advisory Committee,

The proposal to ban family bikes forces people into a last mile dilemma and will disincentivize people from taking green transit.

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Elena Caceres  
[osprey.spicier01@icloud.com](mailto:osprey.spicier01@icloud.com)

1634 22nd Avenue  
San Francisco, California 94122

**From:** [Sharad Bagri](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 11:40:20 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Sharad Bagri  
sharad.bagri@gmail.com

Sunnyvale, California 94089



**From:** [Dante Briones](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 11:40:39 AM

---

Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

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I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Dante Briones  
dbriones@gmail.com  
88 28th St  
San Francisco, California 94110



**From:** [Katie Pfeiffer](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 11:42:44 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Sell bicycle tickets - generate additional revenue that can support expanded service needed to transport bicycles
- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
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I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Katie Pfeiffer  
kpfeif@gmail.com  
120 Lundys Ln

San Francisco, California 94110

**From:** [Jason Cheng](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 11:57:26 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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As a SSF resident and daily bike commuter (with my child) to work for the past 3 years, our class 1 cargo e-bike is the preferred mode of transport for my kids (groceries, park, library, errands) around town. Off-peak access for all bikes on Caltrain, particularly on weekends, would truly open up the entire SF to peninsula stretch, and enable families and individuals to choose practical, multimodal transport options over use of autos/trucks.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
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I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Jason

Jason Cheng

[jason\\_h\\_cheng@hotmail.com](mailto:jason_h_cheng@hotmail.com)

South San Francisco, California 94080

**From:** [Jason Cheng](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 11:57:26 AM

---

Caltrain Bicycle Advisory Committee,

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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Jason

Jason Cheng

[jason\\_h\\_cheng@hotmail.com](mailto:jason_h_cheng@hotmail.com)

South San Francisco, California 94080

**From:** [Caroline Rubin](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 11:57:58 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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Before implementing any ban, I ask the board to seriously evaluate these alternatives:

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Thank you for your consideration.

Caroline Rubin  
carolinesrubin@gmail.com

San Francisco, California 94121



**From:** [tasha taylor](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 11:58:35 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

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Thank you for your consideration.

tasha taylor  
taylorlatasha0416@gmail.com

san francisco , California 94109



**From:** [Volker Eckl](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 12:00:50 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Volker Eckl  
[volker@wikimedia.org](mailto:volker@wikimedia.org)

San Francisco, California 94110



**From:** [Mackenzey K Calvin](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 12:02:14 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Mackenzey K Calvin  
Mackenzey.Calvin@gmail.com

San Francisco, California 94109



**From:** [Kristan Sartor Elman](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 12:03:08 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
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- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Kristan Sartor Elman  
kristansartor@gmail.com  
1230 5th Ave  
San Francisco, California 94122



**From:** [Heidi Moseson](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 12:07:25 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Heidi (a mom who bikes her kids to school/work on a family bike!)

Heidi Moseson  
hmoseson@gmail.com  
2582 Great Highway  
San Francisco, California 94116



**From:** [Robin Pham](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 12:09:42 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
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- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Robin Pham  
robin.pham@gmail.com

San Francisco, California 94103



**From:** [Allegra Mautner](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 12:20:48 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Allegra Mautner  
[allegra.mautner@gmail.com](mailto:allegra.mautner@gmail.com)

San Francisco, California 94110



**From:** [Ivan Gonzalez](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 12:25:24 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Ivan Gonzalez  
ivanglez43@gmail.com  
226 27th Street  
San Francisco , California 94131



**From:** [Patrick Linehan](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 12:34:03 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
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- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Patrick Linehan  
plinehan@plinehan.com  
251 Foerster Street  
San Francisco, California 94112



**From:** [Sam Wagner](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 12:45:31 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Sam Wagner  
coffee4747@icloud.com

San Francisco, California 94114



**From:** [John McBirney John McBirney](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 1:06:32 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains. Many of these bikes carry children or teenagers, making Caltrain and public transit part of their lives forever.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration,  
John McBirney, SF resident, cyclist and CalTrain user.

John McBirney John McBirney  
[drjohn@mcbirney.com](mailto:drjohn@mcbirney.com)  
233 Franklin St Apt 502

San Francisco, California 94102

**From:** [Natasha Saravanja](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 1:08:35 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Natasha Saravanja  
nysarav@gmail.com  
3827 Cesar Chavez st  
SF, California 94131



**From:** [Nick Brosnahan](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 1:37:33 PM

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Caltrain Bicycle Advisory Committee,

It's really unfortunate that Caltrain has become a victim of its own success here. You're so popular now that everyone wants to use your service and bring their bikes.

It's gonna be bad form to start banning the very secondary vehicles that people most want to use and that we all want them to use.

Any move you make here to ban certain types of bicycles is going to cause people to get SUVs instead and make car traffic worse.

The only type of "bike" you should be considering banning are e-motos. That stuff is stupid.

Instead, please consider focusing on more bike storage per train-set. I realize that you're space limited on platform length. Having only 2 cars per train is clearly not enough. Maybe every car should have half of the lower deck available for bike storage.

Or, consider running trains more often (every 15 minutes instead of every 30). That would effectively halve the number of bikes trying to get onboard each train.

Or, consider investing in level boarding that would make getting bikes on and off the trains easier (even if they're monster bucket bikes with 3 children in them).

Don't regress here Caltrain. You've got something good going. Don't mess it up.

Nick Brosnahan  
[nbrosnahan@gmail.com](mailto:nbrosnahan@gmail.com)

San Francisco , California 94117



**From:** [Jeremy Stoppelman](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 1:57:28 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Jeremy Stoppelman  
jstoppelman@gmail.com  
3450 SACRAMENTO ST, 101  
San Francisco, CA, California 94118



**From:** [thalia lubin](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 2:02:38 PM

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Caltrain Bicycle Advisory Committee,

I urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

Please delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Let's encourage more ridership, not less! Thank you for your consideration.

thalia lubin  
thalia@thaliaproductions.com  
11 palm circle  
woodside, California 94062



**From:** [Joaquin Cunanan](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 2:21:29 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
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- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Joaquin Cunanan  
[jcunanan@engineeralum.berkeley.edu](mailto:jcunanan@engineeralum.berkeley.edu)

San Francisco, California 94107



**From:** [Giuliano Carlini](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 2:47:47 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to demand you reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

Seven years ago many of us attended the meetings considering bike car storage on the new "EMU"s. We told y'all that exactly these issues would happen. And now they are happening. And instead of solving with the issue created by Caltrain itself, you are now just telling folks who need to bring the bikes they have and need "fat lot of luck", we are going to force you to use your car. Caltrain needs to encourage mode shift. It still is not back to parity with where it used to be. And so, y'all need to figure out how you are going to accommodate a wide variety of bike types.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Fix the bike car errors made back in 2019. Convert another car to store bikes, especially larger bikes. Caltrain caused this problem with a bad car design, ignoring the folks who actually used the service, Caltrain should fix its error.
- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Giuliano Carlini  
stuff-1-actionnetwork.org@carlini.com

Belmont, 94002

**From:** [Dogan ozkan](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 3:14:22 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Dogan ozkan  
barisicindogan@gmail.com  
318 Noble St.  
fairbanks, Alaska 99701



**From:** [Deborah Gallegos](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 3:24:28 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

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I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Deborah Gallegos  
deborah.gallegos@gmail.com  
325 Avalon Ave  
San Francisco, California 94112



**From:** [Seth Barberee](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 3:44:43 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

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I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Seth Barberee  
seth.barberee@gmail.com  
481 Northlake Dr, San Jose, California, 95117  
San Jose, California 95117



**From:** [Ryan James](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 4:50:59 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

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Thank you for your consideration.

Ryan James  
ryanwilsonjames@gmail.com  
4118 Montgomery St  
Oakland, California 94611



**From:** [Monica Hannon](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 6:06:52 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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Thank you for your consideration.

Monica Hannon  
monicahannon@gmail.com  
297 Summit Way  
San Francisco, California 94132



**From:** [Diane Solomon](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 6:24:54 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Diane Solomon  
[diane\\_solomon@Sbcglobal.net](mailto:diane_solomon@Sbcglobal.net)

San Jose, California 95125



**From:** [Leo Kucewicz](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 7:24:03 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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Before implementing any ban, I ask the board to seriously evaluate these alternatives:

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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

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Thank you for your consideration.

Leo Kucewicz  
j14lion@gmail.com

Bryn Mawr, Pennsylvania 19010



**From:** [Dennis Bournique](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 7:25:33 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Dennis Bournique  
o8l0fvfc@duck.com  
627 Shields  
San Francisco, California 94132



**From:** [Matthew Coleman](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 7:32:14 PM

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Caltrain Bicycle Advisory Committee,

Dead CBAC and Board,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Matthew Coleman  
Richmond District, San Francisco

Matthew Coleman  
Matthewbcoleman2017@gmail.com

San Francisco, California 94121

**From:** [Marie Duffy](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 8:51:58 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Best,  
Marie Duffy  
Hayes Valley, San Francisco

Marie Duffy

meduffy14@gmail.com

San Francisco, California 94102

**From:** [Elise Cunanan](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 9:28:51 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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Thank you for your consideration.

Elise Cunanan  
[elise@elisecunanan.com](mailto:elise@elisecunanan.com)

San Francisco, California 94107



**From:** [allison.macqueen.felder@gmail.com](mailto:allison.macqueen.felder@gmail.com)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 9:59:07 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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Thank you for your consideration.

[allison.macqueen.felder@gmail.com](mailto:allison.macqueen.felder@gmail.com)

,



**From:** [Lala Wu](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 10:44:50 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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Thank you for your consideration.

Lala Wu  
lala.t.wu@gmail.com  
57 Peters Avenue  
San Francisco, California 94110



**From:** [James Cnossen](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Thursday, March 19, 2026 3:09:06 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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Thank you for your consideration.

James Cnossen  
[jdcnosse@gmail.com](mailto:jdcnosse@gmail.com)

San Jose, California 95110



**From:** [Sarah Boudreau](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Thursday, March 19, 2026 7:23:25 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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Thank you for your consideration.

Sarah Boudreau  
boudreau.sarah.m@gmail.com  
455 25th Avenue, Apt 2  
San Francisco, California 94121



**From:** [Ben Mangiafico](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Thursday, March 19, 2026 8:05:43 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

What's more, as a pannier user myself for the purpose of carrying small loads and a rider of almost solely off peak trains, having to take my panniers off makes taking my bike on Caltrain much more of a pain.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. I strongly consider you in particular to investigate a peak/off peak distinction such as is used in rail systems around the country, including New York City's commuter railroads. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Ben Mangiafico  
benmangiafico@gmail.com

San Carlos, California 94070

**From:** [Jon Gaull](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Thursday, March 19, 2026 8:15:00 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Jon Gaull  
jonbeesh@gmail.com  
117a Bartlett St  
San Francisco, California 94110



**From:** [Janelle Wong](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Thursday, March 19, 2026 8:27:58 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Janelle Wong  
janellewongbikes@gmail.com  
2356 Cecilia Avenue  
San Francisco, California 94116



**From:** [Donovan Lacy](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Thursday, March 19, 2026 9:07:52 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Donovan Lacy  
donovanlacysf@gmail.com  
701 Minnesota St., Apt 106  
San Francisco, California 94107



**From:** [Liam Searson](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Thursday, March 19, 2026 10:07:44 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Liam Searson  
lsearson123@gmail.com

San Francisco, California 94117



**From:** [Trevor Tubelle](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Thursday, March 19, 2026 10:26:26 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Trevor Tubelle  
[biz@tubelle.com](mailto:biz@tubelle.com)  
586 41st. Ave  
San Francisco, California 94121



**From:** [Heather Wolnick](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Thursday, March 19, 2026 12:32:19 PM

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Caltrain Bicycle Advisory Committee,

I usually ride a normal-sized bike with a small pannier on the back left. My pannier can fold up and I want to make sure this type is considered to be a bike without a pannier for any rules restricting bikes with panniers. Since when closed, it does not take up any more room than a regular bike.

I'm also writing to urge you to reconsider altogether the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Heather Wolnick  
hwolnick@gmail.com

San Mateo, California 94402

**From:** [Rishav Rout](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Thursday, March 19, 2026 12:57:45 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Rishav Rout  
rout.rishav@gmail.com  
1075 Valencia St, Apt. 1  
San Francisco, California 94110



**From:** [Rishav Rout](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Thursday, March 19, 2026 12:57:45 PM

---

Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Rishav Rout  
rout.rishav@gmail.com  
1075 Valencia St, Apt. 1  
San Francisco, California 94110



**From:** [Melyssa Mendoza](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 18, 2026 4:06:40 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Melyssa Mendoza  
biliary-swift.7w@icloud.com

San Francisco, California 94117



**From:** [Sweet Tea Dorminy](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 16, 2026 9:06:59 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

I personally take my 6 kids on rides with caltrain in the middle sometimes. This means I have a cargo bike for three of them, plus three other rides. But we're not riding at peak times at all, and it would be super sad for them to lose out on half of their most favorite trips.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Sweet Tea Dorminy

sweettea@dorminy.me

sunnyvale, California 94085

**From:** [Soja-Marie Morgens](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes from off peak caltrain  
**Date:** Monday, March 16, 2026 10:19:34 PM

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Caltrain Bicycle Advisory Committee,

I own two cargo bikes to ensure I can bike my daughters around 90% of the time. One is specifically as compact as possible for train rides with my daughter on off peak hours. I'm writing to urge you to reconsider the proposed bicycle policy that would child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't.

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Soja-Marie Morgens  
sojamorgens@gmail.com

Mountain View, California 94043



**From:** [Emily Klünder](#)  
**To:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** Please don't ban family bikes on Caltrain  
**Date:** Monday, March 16, 2026 9:19:53 PM

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from external senders.

Hello,

I am writing to express my strong opposition to the proposal to ban bikes with attachments, including family bikes, cargo bikes, and those with child seats or panniers, from Caltrain.

As a supporter of sustainable transportation, I believe Caltrain should be making it easier, not harder, for families and commuters to combine cycling with transit. These bikes are essential for parents dropping children off at school and for people who carry groceries or tools as part of their daily lives. A blanket ban would unfairly target these riders and force more people back into cars.

Please protect the ability of all riders to use Caltrain with the bikes they depend on. Smarter management, not a total ban, is the right way forward.

Thank you,

Emily

**From:** [Elisabeth Brandon](#)  
**To:** [BATAC](#)  
**Subject:** Please don't ban family bikes!  
**Date:** Wednesday, March 18, 2026 10:40:14 AM

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Caltrain Bicycle Advisory Committee,

Please reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you tailor the proposed solutions more precisely. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train use. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kinds of multimodal, sustainable transportation choices that Caltrain should be encouraging.

Before implementing any ban, I ask the Board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions only to the most crowded peak hour express trains — not to every service on the line. Evaluate the policy after 6 months to see how it's working and adjust it if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on the off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative means of transport.
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — thus freeing up bike car space for those who do not.

Parents who bike their kids to school and then commute to work are doing exactly what we should encourage more people to do: using sustainable, human-powered transportation integrated with mass transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve some space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Elisabeth Brandon  
ecb1385@yahoo.com  
P O Box 471933  
San Francisco , California 94147



**From:** [Robin Pam](#)  
**To:** [BATAC](#)  
**Subject:** Please reconsider the bike attachment policy!  
**Date:** Monday, March 16, 2026 3:36:13 PM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and it makes sense to solve it by restricting the bulkiest bikes during that time. But a blanket ban on these bike types is the wrong approach.

I've taken a family bike on Caltrain on the weekend before when it wasn't crowded to move it from San Francisco to Menlo Park, since Caltrain is often the only way to transport a larger bike from one city to another. It really wasn't a problem at all, and didn't impact bike space. Please continue to allow this kind of usage on Caltrain.

Before implementing any blanket ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Limit peak hour restrictions to a small number of the most crowded trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Robin Pam  
rsvprobin@gmail.com  
643 Mangels Ave

San Francisco, California 94127

**From:** [Matt Hill](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** Proposed Bike Restrictions Are a Step in the Wrong Direction  
**Date:** Wednesday, March 11, 2026 9:44:59 AM

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

To the Caltrain Bicycle & Active Transportation Advisory Committee,

I'm writing to express my deep disappointment with Caltrain's proposed rules banning cargo bikes, child seats, panniers, and other bike attachments from its trains. As someone who depends on bike-transit connections, I find these restrictions shortsighted and contrary to the region's transportation goals.

Banning bikes with child seats is particularly troubling. Families who use Caltrain for car-free trips with young children have made a deliberate, commendable choice to avoid driving. These are exactly the riders Caltrain should be welcoming and retaining — not turning away. When a parent with a child seat is told their bike isn't allowed on board, the outcome isn't that they leave the seat at home. The outcome is that they drive.

More broadly, I'd urge Caltrain to think carefully about the direction this policy takes. Rather than restricting the types of bikes allowed, Caltrain should be moving toward greater inclusivity — accommodating the full range of bikes people actually ride today. Long-tail cargo bikes, bakfiets (front-loading cargo bikes), and adaptive bikes for riders with disabilities are not fringe curiosities. They are practical, increasingly common vehicles that enable car-free living for families, small business owners, and people with mobility needs. A truly bike-forward transit system should have a plan to serve these riders, not exclude them.

I understand that bike car capacity is a real constraint — one that advocates flagged back in 2019 when the new electric trains were being designed. The overcrowding problem Caltrain is now trying to solve with restrictions was foreseeable and preventable. ***The answer to a capacity problem is more capacity, not fewer riders.***

I strongly urge Caltrain to:

1. Withdraw the proposed ban on bikes with child seats and panniers
2. Pause enforcement of restrictions on cargo bikes and long-tails while a genuine community process is conducted
3. Develop a long-term plan to accommodate diverse bike types, including adaptive and accessible bikes
4. Prioritize adding bike capacity — through additional bike cars, redesigned storage layouts, or dedicated space — on high-demand routes

Caltrain is rightly proud of carrying more bikes than any other heavy rail system in the country. I hope it will protect and build on that distinction rather than chip away at it.

Thank you for considering this feedback.

Matt Hill  
San Francisco

**From:** [Matt Sorgenfrei](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** Proposed Changes to Bike Policy on Caltrain  
**Date:** Friday, March 6, 2026 10:12:01 AM

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**Matt Sorgenfrei**  
<[matt.sorgenfrei@gmail.com](mailto:matt.sorgenfrei@gmail.com)>

Tue, Mar 3, 8:27 PM (3 days ago)

to publiccomment



Hello,

I am writing to voice my strong disagreement with the pending changes to the bike policy onboard CalTrain. The decision to ban all bikes with even just small child seats is capricious, wrong-headed, and frankly anti-family. It is also completely unacceptable to make such a massive change for working families without significant communication and warning.

Our family only has one car, and in order to get our two children to their places of care while also attending our jobs, it is vital that I be able to keep my bike with me onboard so that I can get to work in a timely manner.

How was the decision taken to make such draconian cuts to the bikes on board? Banning large cargo bikes (greater in length than, say, 6 feet) is one thing, but banning all bikes with child seats, regardless of size or style, is honestly anti-family.

I strongly urge Caltrain to temporarily pause the rollout of these new changes so that a different approach, one that is fair to the working families of the Bay Area, can be considered.

Thank you,

Matt

**From:** [Jeremiah Maller](#)  
**To:** [BATAC](#)  
**Subject:** Protect Family and Cargo Bike Access on Caltrain  
**Date:** Tuesday, March 17, 2026 9:47:18 PM

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Caltrain Bicycle Advisory Committee,

I am writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I appreciate the need to address it. But a blanket ban is too broad and would unfairly burden many of the riders Caltrain should be supporting.

This policy would force parents who drop their children off at school before commuting to choose between their family's morning routine and taking the train. It would also exclude riders who rely on their bikes to carry tools, groceries, food, or work equipment. These are not rare exceptions. They are everyday examples of people using bikes and transit together in exactly the way we should be encouraging.

Before adopting any ban, I urge the Board to consider more targeted alternatives:

Limit any restrictions to the most crowded peak-hour express trains, rather than all service.

Allow family bikes and bikes with attachments on off-peak trains.

Provide real-time bike car capacity and bike bump data so riders can make informed choices.

Promote alternatives such as BikeLink lockers and Bay Wheels where those options are available.

Parents who bike their children to school and then continue to work are doing exactly what we want more people to do: combine sustainable transportation with transit. A policy that penalizes them for that sends the wrong message.

I respectfully urge you to delay any vote on this proposal until these alternatives have been fully evaluated and shared with the public. Please pursue a flexible, evidence-based approach that addresses crowding without unnecessarily excluding riders.

Thank you,  
Jeremiah Maller  
Berkeley Resident  
Frequent CalTrain rider and biker

Jeremiah Maller  
[rjmaller@gmail.com](mailto:rjmaller@gmail.com)

Oakland, California 94607

**From:** [Katie Michel](#)  
**To:** [BATAc](#)  
**Subject:** Public comment - bike car capacity and regulations  
**Date:** Monday, March 9, 2026 7:42:25 AM

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Hello,

This is my public comment for the next BATAc meeting.

Caltrain needs to support bicyclists by adding another bike car. Not doing so is a public disservice that conflict with state and regional goals of increasing public and active transportation, decreasing vehicle miles traveled, and supporting connectivity through the bay. Please add more bike capacity and remove restrictions on paniers for commuters.

Best,  
Katie

**From:** [Jeff Pera](#)  
**To:** [BATAC](#)  
**Subject:** Reconsider proposed bike rules on Caltrain!  
**Date:** Wednesday, March 18, 2026 10:27:54 AM

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Caltrain Bicycle Advisory Committee,

I got the following letter from Streets for All SF - their suggestions seem reasonable.

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Jeff Pera  
jf.pera@icloud.com  
762 23rd Avenue

San Francisco , California 94121

**From:** [David Perez](#)  
**To:** [BATAc](#)  
**Subject:** Scooters  
**Date:** Saturday, March 7, 2026 4:27:00 PM

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Why does caltrain allow scooters in the passanger cars taking up seating and people taking up the handicap seats because they have suitcases and backpacks that can fit in the overhead racks but the conductors dont enforce that and then you have young adults taking the hanicap seats and again conductors do not tell them to sit in the proper seating area why are afraid of doing their job

**From:** [Daniel Karpelevitch](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](#); [cacsecretary \[@caltrain.com\]](#); [Board \(@caltrain.com\)](#)  
**Subject:** The "new" bike rules, and an off-ramp from the PR disaster  
**Date:** Sunday, March 15, 2026 7:03:56 AM

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Dear Caltrain Board, CAC, and BATAAC,

It's not often that esoteric details of bike rules on a train make the headlines of major newspapers. But in this case, all publicity is not good publicity. Talk of Caltrain being anti-parent for "banning child seats" is not good for Caltrain. We have already heard that Caltrain is "walking back" some of the policies for now. I would like to share my proposal for a modification to the rules that would allow them to still meet the goals of the organization while not causing a media firestorm or rider backlash.

**Make the rules apply only to Limited and Express trains.** This year, the only trains to have gotten an alert that the bike cars were at capacity were Limited and Express trains. Enforcing the rules on Local trains does not benefit anyone as there is not an issue with capacity. Also, allowing wider or longer bikes on Locals allows riders with those bikes to have a (slower) alternative to the Limited or Express train that they may have preferred to take. If someone who wasn't aware of the rules shows up at a station, they can be gently redirected to take next train which is not far behind, rather than being stuck with no options.

This would help heal the relationship with the public, which currently feels betrayed by the way the rules were framed and shared.

Best regards,  
Daniel Karpelevitch

**From:** [Alfred Twu](#)  
**To:** [BATAC](#)  
**Subject:** The bike policy should be reconsidered and limited to crowded rush hour trains  
**Date:** Wednesday, March 18, 2026 9:22:59 AM

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Caltrain Bicycle Advisory Committee,

I use Caltrain when going to the Peninsula, and when I do, I usually bring my bike, which has baskets and other attachments, as usually these trips involve some shopping. Most times there's just a few bikes in the bike car and plenty of space.

Many other Caltrain riders also need child seats, baskets, etc for their bikes. Therefore, I do not think Caltrain should ban such bikes.

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

Instead, the board should consider:

- Limiting the restrictions to the most crowded sections of the rush hour trains, which are the only place that limited bike space is an issue. For example, if space on a train is full from San Francisco to San Mateo, but empties out afterwards, oversize bikes could be restricted on the first part but not further down the line.
- Have real-time space data so that riders can know if there's space before going to the station.
- Adding lockers and bike share so that some people don't need to bring bikes on board.
- Run more rush hour trains.

Thank you  
Alfred

Alfred Twu  
alfredtwu@gmail.com

Berkeley, California 94704



**From:** [Brian Thomas](#)  
**To:** [BATAC](#)  
**Subject:** The proposed bike policy is a mistake  
**Date:** Thursday, March 19, 2026 1:01:33 PM

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Caltrain Bicycle Advisory Committee,

I am writing to express in the strongest possible terms that Caltrain's proposed oversized bike policy is a mistake. The policy as currently proposed represents an unworkable hardship to some of your most dedicated riders, right as you come hat-in-hand hoping for additional funding. This policy tells me that my commute (25+ years, 20 of those with a bicycle) doesn't matter to you. This will not win my vote in November, full stop.

I understand the need to manage space on bike cars efficiently, and I don't know anyone who objects to that. Existing policies (e.g.- alternating handlebars) are completely unenforced in my experience, and surely we can do better. Similarly, there is a surge in what can only be described as motorcycles being dragged onto bike cars, and that should probably be addressed with a new policy.

But the proposed policy has (at least) two important problems.

1) The policy represents an indiscriminate bludgeon that arbitrarily targets the kinds of things that make bicycles an actual, real world response to car dependency. Baskets and child seats aren't obstacles: they make it possible for me to use Caltrain as part of my commute. This policy puts me back in a car, plain and simple. That can't possibly be what Caltrain intends.

2) The policy is completely divorced from the reality of bike car overcrowding. Commute hour express trains are clearly overcrowded. Local trains at almost all times of day are not. I normally use local trains between San Francisco and Palo Alto, both in the morning around 8am and in the early afternoon (usually before 3:30). The morning locals are full, but not overly so. The mid day local trains are never even close to capacity. Why would your policy not distinguish between these?

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- \* Apply the restrictions only to the most crowded peak hour express trains — not every service on the line.
- \* All bikes should be allowed on off-peak and local trains.
- \* Help cyclists choose the least crowded trains by offering more up-to-date data.
- \* Don't overestimate how useful bike lockers are. I need my bicycle on both ends of my commute. The "last mile" problem puts me back in a car.

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Brian

Brian Thomas  
briandthomas@gmail.com  
1660 Page Street  
San Francisco, California 94117

**From:** [Patrick Fuentes](#)  
**To:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** Updated Caltrain rules for bikes  
**Date:** Sunday, March 1, 2026 1:50:01 PM

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Dear members of the Bicycle and Active Transportation Advisory Committee,

First, I want to thank you for what you do. I'm a local resident, a huge fan of the Caltrain system, and a big believer in the value of active transportation for communities.

I was surprised last night on the Caltrain when I reviewed the rules going into effect next month. They seem mostly reasonable to me, but a little bit of a bummer - no cargo bikes, etc.

The big surprise for me was:

***Attachments such as baskets, panniers, child seats, or trailers***

After I read this, I noticed that three of the five bikes in the bike car I was in last night didn't fit these criteria and would violate the new rules.

I have to imagine this would have a negative impact on active transportation and Caltrain usage. I have a spinal injury, and I'm unable to carry a backpack while cycling, so panniers and baskets are very critical to my usage of active transportation and the Caltrain. I would imagine that parents of small children and many other Caltrain riders would be similarly impacted. In short, this would eliminate many of the times that I ride the Caltrain, and it would make it more difficult for me to be the vocal advocate for the system that I am.

Are there already alternatives that have been discussed? Does it seem like there's a better path forward?

Best wishes,

Patrick

**From:** [Greg Dewar](#)  
**To:** [BATAC](#)  
**Subject:** We can do better. Don't ban bikes on caltrain!  
**Date:** Wednesday, March 18, 2026 10:08:04 AM

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Caltrain Bicycle Advisory Committee,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I know a lot of these emails are autogenerated but that's just because people are busy and don't always have time to compose a thoughtful email. But surely we can do better, and at a time when we are literally voting on whether we will even HAVE public transit, we shouldn't be messing with it right now.

-GSD

Greg Dewar  
greg@dewar.us  
1289 2nd Avenue Apt 6  
San Francisco, California 94122

