



JPB Board of Directors
Meeting of April 2, 2026

Correspondence as of March 20, 2026

Subject

1. The "new" bike rules, and an off-ramp from the PR disaster
2. Caltrain Bayshore Elevator - again
3. Please reconsider the bike attachment policy!
4. March 19, 2026 SJPA Special Board Meeting Information
5. Public Comment: Please don't ban family bikes from off peak caltrain
6. Public Comment: FW: Comments for Bicycle and Active Transportation Advisory Committee (BATAAC) Meeting on March 19, 2026, 5:45 pm
7. Please don't ban family bikes from Caltrain!
8. Please don't ban family bikes from Caltrain
9. Please don't ban family bikes from Caltrain!
10. VTA's BART Phase II: April 2026 Construction Update
11. Please don't ban family bikes from Caltrain!
12. Public Comment: FW: Suggestion for cargo bike allowance.
13. Please don't ban family bikes from Caltrain!
14. Please don't ban family bikes from Caltrain!
15. Please don't ban family bikes from Caltrain!
16. Please don't ban family bikes from Caltrain!
17. Please don't ban family bikes from Caltrain!



18. Protect Family and Cargo Bike Access on Caltrain
19. Please don't ban family bikes from Caltrain!
20. Please don't ban family bikes from Caltrain!
21. The bike policy should be reconsidered and limited to crowded rush hour trains
22. Please don't ban useful bikes from Caltrain!
23. Please don't ban family bikes from Caltrain!
24. Please don't ban family bikes from Caltrain!
25. Please don't ban family bikes from Caltrain!
26. Please don't ban family bikes from Caltrain!
27. We can do better. Don't ban bikes on caltrain!
28. Please don't ban family bikes from Caltrain!
29. Please don't ban family bikes from Caltrain!
30. Please don't ban family bikes from Caltrain!
31. Please don't ban family bikes from Caltrain!
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33. Please don't ban family bikes from Caltrain!
34. Please don't ban family bikes from Caltrain!
35. Please don't ban family bikes from Caltrain!
36. Please don't ban family bikes from Caltrain!
37. Don't ban bikes from Caltrain
38. Reconsider proposed bike rules on Caltrain!



39. Please don't ban family bikes from Caltrain!
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53. Please don't ban family bikes from Caltrain!
54. Please don't ban family bikes from Caltrain!
55. Please don't ban family bikes from Caltrain!
56. Don't ban my bike! We need practical solutions, not blanket bike bans on Caltrain!
57. Please don't ban family bikes from Caltrain!
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76. FW: Please don't ban family bikes from Caltrain!
77. bikes on Caltrain
78. FW: Please don't ban family bikes from Caltrain! Makes you far worse than Sacramento on climate, health and support of families
79. Please don't ban family bikes from Caltrain!
80. Please don't ban family bikes from Caltrain!



81. Please don't ban family bikes from Caltrain!
82. FW: Please don't ban family bikes from Caltrain!
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84. Please don't ban family bikes from Caltrain!
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88. Please don't ban family bikes from Caltrain!
89. FW: Please don't ban family bikes from Caltrain!
90. Please don't ban family bikes from Caltrain!
91. Please don't ban family bikes from Caltrain!
92. March 19 MM & CP Meeting Item 8 Caltrain at-grade crossing safety funding misappropriation
93. Please don't ban family bikes from Caltrain!
94. Public Comment: FW: Public comment - Bikes on Board
95. Please don't ban family bikes from Caltrain!
96. Please don't ban family bikes from Caltrain!
97. Please don't ban family bikes from Caltrain!
98. Please don't ban family bikes from Caltrain!
99. Please don't ban family bikes from Caltrain!
100. Please don't ban family bikes from Caltrain!
101. Caltrain needs families



102. Caltrain Bike Policy Update -- Feedback from a Daily Rider
103. Please don't ban family bikes from Caltrain!
104. Please don't ban family bikes from Caltrain!
105. Please don't ban family bikes from Caltrain!
106. Please don't ban family bikes from Caltrain!
107. Please don't ban family bikes from Caltrain!
108. Please don't ban family bikes from Caltrain!
109. Feedback on South County Connector Survey and Service Frequency
110. Please don't ban family bikes from Caltrain!
111. Please don't ban family bikes from Caltrain!
112. Please don't ban family bikes from Caltrain!
113. Please don't ban family bikes from Caltrain!
114. Don't ban cargo bikes from Caltrain
115. Please don't ban family bikes from Caltrain!
116. Please don't ban family bikes from Caltrain!
117. Please don't ban family bikes from Caltrain!
118. FW: March 19, 2026 SJJPA Special Board Meeting Information
119. Please don't ban family bikes from Caltrain!
120. The proposed bike policy is a mistake
121. Public Comment: Comment on Bike Car rules & enforcement

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

Some people who received this message 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.

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: [C Florkowski](#)
To: [Paula McCarroll](#); [Board \(@caltrain.com\)](#)
Subject: Caltrain Bayshore Elevator - again
Date: Sunday, March 15, 2026 11:03:25 PM
Attachments: [image001.png](#)

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

Dear Paula,

I am writing to you again about the elevator on the Caltrain Bayshore southbound platform. I am also sending this message to the Caltrain board.

This morning (Sunday, March 15th) shortly after 9am, I arrived at the Caltrain Bayshore station with my bike for a trip to the Ferry Building. Before heading north, I checked both NB and SB elevators to make sure they were working.

About three hours later, I traveled SB from SFK and got off at Bayshore. There was a man on the southbound platform with a bike who, when I asked, said he'd just used the elevators to reach the SB platform.

I approached the elevator, pushed the call button, the elevator came down, and the doors opened. I got in the elevator with my bike and pushed the button to go up. The doors closed and nothing happened for a half-minute. Then the doors opened. I tried again with the same result. Then I made this video to document the problem. <https://www.youtube.com/watch?v=ZFucY-umce8>

I heard several people come down the stairs from the upper level and I called out to see if I could get one of them to call the elevator back up. It turned out one of those people was a guy in a hardhat and work vest who was here to check on the elevator. He said he tried to call the elevator up, but it did not respond.

He got in the elevator with me and tried getting the elevator to go - initially without success. I was on the phone with customer service at this point. Customer service asked for his name and I put the hardhat guy on the phone to talk to customer service. When I got the phone back, I confirmed customer service would submit a ticket and we ended the call. Then the hardhat guy asked me to get out of the elevator with my bike. I didn't want to, but he insisted - claiming I might 'get stuck in the elevator'.

I stepped out of the elevator with my bike. The doors closed. And the elevator went up to the second floor!

When he came back down with the elevator, I asked what he did. He claimed he did nothing. I pressed for an explanation, but he insisted that he didn't even have a key that would open the control box.

I got back in the elevator and we road up to the second floor where I was finally liberated from the Bayshore SB platform.

I want to know what he did to get the elevator to work.

And I while vandalism may be a periodic source of problems, I no longer believe it is the primary cause of the failure of this elevator. The elevator appears to simply be old and in need of a total overhaul or replacement. The failures are too intermittent, where within a single day the elevator can be working, then not working, then working, then not working in a repeating cycle.

And I really want to know what the hardhat guy did to get the elevator to work.

sincerely,
Chris Florkowski

On Friday, February 6, 2026 at 10:13:52 AM PST, Paula McCarroll <mccarrollp@samtrans.com> wrote:

Hello Chris,

Thank you for forwarding the videos. I have filed another report and included the videos so Caltrain can investigate.

I will get back to you about this.

Paula McCarroll, Customer Relations Specialist

Accessible Services

1250 San Carlos Ave San Carlos, CA 94070

Phone: 1.650.508.6335

Websites: [Caltrain](#) | [SamTrans](#) | [TA](#)



From: C Florkowski <chrisflorkowski@yahoo.com>
Sent: Thursday, February 5, 2026 1:48 PM
To: Paula McCarroll <mccarrollp@samtrans.com>
Subject: Re: Bayshore Elevator

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

Hello Paula,

I do not understand how they can say that. When I called you yesterday, the southbound platform elevator door was stuck in the open position. From the second floor, the elevator would not respond.

Here is a video of my experience yesterday. <https://youtube.com/shorts/ZH0UGQkftO8?feature=share> If they have not serviced the elevator, it is not working.

I have not been by the station today. I may try to ride by there later today if time permits.

thank you,

~Chris

On Thursday, February 5, 2026 at 01:35:52 PM PST, Paula McCarroll <mccarrollp@samtrans.com> wrote:

Good afternoon,

We spoke yesterday about the Bayshore Elevator not being operational and the report you filed on 2/2/2026. Caltrain is saying the elevator was working when they tested it in the morning of 2/2/26 but you stated it was out in the afternoon as well as yesterday afternoon right?

Did you by chance use it today?

Paula McCarroll, Customer Relations Specialist

Accessible Services

1250 San Carlos Ave San Carlos, CA 94070

Phone: 1.650.508.6335

Websites: [Caltrain](#) | [SamTrans](#) | [TA](#)



From: [Robin Pam](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please reconsider the bike attachment policy!
Date: Monday, March 16, 2026 3:36:16 PM

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 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: San Joaquin Joint Powers Authority <donotreply@sjjpa.com>
Sent: Monday, March 16, 2026 6:04 PM
To: Board (@caltrain.com)
Subject: March 19, 2026 SJJPA Special Board Meeting Information

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

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San Joaquin
Joint Powers Authority



Good afternoon,

The San Joaquin Joint Powers Authority Board meeting will be held this Thursday, March 19th at 12:00 pm. The meeting agenda is available for viewing and download on the SJJPA website at www.sjjpa.com.

Meeting Location:

Kings County Board of Supervisors Chambers
1400 W Lacey Blvd.
Hanford, CA 93230

You are invited to a Zoom webinar!

Join from PC, Mac, iPad, or Android:

<https://us06web.zoom.us/j/82522454870>

Phone one-tap:

+16694449171,,82522454870# US

+12532050468,,82522454870# US

[REDACTED]

Join via audio:

+1 669 444 9171 US

+1 253 205 0468 US

Webinar ID: 825 2245 4870

International numbers available: <https://us06web.zoom.us/j/82522454870>

[REDACTED]

Should you have questions related to the upcoming meeting, please do not hesitate to contact staff at clerk@sjrrc.com and we will be happy to assist you.

[REDACTED]

No longer want to receive these emails? [Unsubscribe](#).
San Joaquin Joint Powers Authority 949 E Channel St Stockton, CA 95202

From: [Soja-Marie Morgens](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from off peak caltrain
Date: Monday, March 16, 2026 10:19:42 PM

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

Caltrain Board of Directors,

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: [Public Comment](#)
To: [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 8:26:53 AM

From: Benz OuYang <benzzoy@yahoo.com>
Sent: Monday, March 16, 2026 7:51 PM
To: Public Comment <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 benzzoy@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: [Elliot Schwartz](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Tuesday, March 17, 2026 11:01:41 AM

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.

Elliot Schwartz
elliott.schwartz@gmail.com

2828 Bryant Street
San Francisco, California 94110-4810

From: [Dominic Barile](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Tuesday, March 17, 2026 11:33:26 AM

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

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Thank you for your consideration.

Dominic Barile
rogerrudick@gmail.com

642 Monterey Blvd
San Francisco, California 94217

From: [Andrew Lenz](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Tuesday, March 17, 2026 12:51:06 PM

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Caltrain Board of Directors,

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Thank you for your consideration.

Andrew Lenz
lenzap497@gmail.com

930 Rhode Island St
San Francisco, California 94107

From: VTA BART Phase II <vtabart@vtabsv.com>
Sent: Tuesday, March 17, 2026 1:01 PM
To: Board (@caltrain.com)
Subject: VTA's BART Phase II: April 2026 Construction Update

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**BART SILICON VALLEY
PHASE II EXTENSION PROJECT**

April 2026 Construction Update



[VTA's BART Silicon Valley Phase II Extension Project's April 2026 Construction Update](#) has just been published!

Learn about recent and upcoming construction activities around the Project site, including construction progress made in March 2026, as well as anticipated work in April 2026.

Have a question for us about Phase II?

Visit www.vtabart.org or email us vtabart@vtabsv.com



BART SILICON VALLEY PHASE II EXTENSION PROJECT

vtabart@vtabsv.com

(408) 321-2345 BART Silicon Valley Hotline



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Valley Transportation Authority
2830 De La Cruz Blvd
1st Floor
Santa Clara, CA 95050

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From: [Divya Singh](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Tuesday, March 17, 2026 2:51:35 PM

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

Caltrain Board of Directors,

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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: [Public Comment](#)
To: [Board \(@caltrain.com\)](#)
Subject: FW: Suggestion for cargo bike allowance.
Date: Tuesday, March 17, 2026 3:51:41 PM

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

You don't often get email from eknauft@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 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: [James Wen](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Tuesday, March 17, 2026 3:59:43 PM

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.

James Wen
jgw787@gmail.com

157 Westwood Drive
San Francisco, California 94112

From: [Phyllis Orrick](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Tuesday, March 17, 2026 4:00:14 PM

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

Caltrain Board of Directors,

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: [Srinivasan Vijayaraghavan](#)
To: [Board \(@caltrain.com\)](#)
Subject: Please don't ban family bikes from Caltrain!
Date: Tuesday, March 17, 2026 4:41:07 PM

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

1300 Funston Ave
San Francisco, California 94122

From: [Teresa Hammer](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Tuesday, March 17, 2026 4:58:11 PM

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 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: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Tuesday, March 17, 2026 7:50:01 PM

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.

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: [Jeremiah Maller](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Protect Family and Cargo Bike Access on Caltrain
Date: Tuesday, March 17, 2026 9:47:21 PM

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

Caltrain Board of Directors,

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 ClaTrain rider and biker

Jeremiah Maller
rjmaller@gmail.com

Oakland, California 94607

From: [Catalina Cuervo](#)
To: [Board \(@caltrain.com\)](#)
Subject: Please don't ban family bikes from Caltrain!
Date: Tuesday, March 17, 2026 11:43:24 PM

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

Caltrain Board of Directors,

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: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 12:21:51 AM

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.

Edwin Gonzalez
ed-wing@hotmail.com

San Francisco, California 94115

From: [Alfred Twu](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: The bike policy should be reconsidered and limited to crowded rush hour trains
Date: Wednesday, March 18, 2026 9:23:01 AM

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, whi 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: [Heath Maddox](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban useful bikes from Caltrain!
Date: Wednesday, March 18, 2026 9:34:38 AM

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.

Crowding on Caltrain during peak hours is real, I know from experience. But banning bikes that are set up to carry something other than a single person is a terrible idea because it discriminates against a core group of people who rely upon bikes + transit to meet their mobility needs. This is the group of people transit agencies should be supporting in order to meet our collective regional goals on sustainability and mobility.

Before implementing any ban, please thoroughly evaluate alternatives, including:

- Targeted peak-hour restrictions
- Off-peak access for all bikes
- Promotion of existing alternatives to free up bike car space for those whose bike is truly needed for the last mile

I urge you to delay any vote on this proposal until these alternatives and others 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.

Heath Maddox
heathmaddox@gmail.com

Berkeley, California 94703

From: [Jenna Newgard](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:02:59 AM

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.

Jenna Newgard
jennanewgard@gmail.com

94118

San Francisco , California 94118

From: [Lian Chang](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:04:27 AM

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.

Lian Chang
lian.c.chang@gmail.com

230 2nd Ave Unit 3
San Francisco, California 94118

From: [Derek Gendvil](#)
To: [Board \(@caltrain.com\)](#)
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:06:42 AM

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.

Derek Gendvil
dgendvil@gmail.com

9030 w. Sahara Ave. #360
Las Vegas , Nevada 89117

From: [Brooke Kuhn](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:06:52 AM

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.

Brooke Kuhn
brookekuhn@gmail.com

604 Second Ave
San Francisco, California 94118

From: [Greg Dewar](#)
To: [Board \(@caltrain.com\)](#)
Subject: We can do better. Don't ban bikes on caltrain!
Date: Wednesday, March 18, 2026 10:08:07 AM

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

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 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

From: [Lizzie Siegle](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:11:59 AM

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.

Lizzie Siegle
lizzie.siegle@gmail.com

1177 California St, #701
San Francisco, California 94108

From: [Jorge Garcia](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:12:18 AM

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.

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Thank you for your consideration.

Jorge Garcia
jgarcia45@hotmail.com

306 Fell Street
San Francisco, California 94102-5143

From: [Peter Darche](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:13:29 AM

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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.

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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: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:17:11 AM

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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.

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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.

Mahdi Rahimi
m.s.rahimi@gmail.com

521 Ellsworth st
San Francisco , California 94110

From: [Brooks Ward](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:18:23 AM

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.

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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 Board \(@caltrain.com\)](#)
To: [Mark Board \(@caltrain.com\)](#)
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:19:45 AM

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.

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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.

Mark
rev.mark.cordes@gmail.com

1863 22nd Ave
San Francisco, California 94122

From: [Brittany C](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:22:30 AM

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.

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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: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:22:54 AM

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.

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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: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:25:14 AM

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.

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Thank you for your consideration.

Nathan Spindel
nathans@gmail.com

10 Grossland Way
Petaluma, California 94952

From: [Colleen Beach](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Don't ban bikes from Caltrain
Date: Wednesday, March 18, 2026 10:25:52 AM

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 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: [Jeff Pera](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Reconsider proposed bike rules on Caltrain!
Date: Wednesday, March 18, 2026 10:27:58 AM

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

Caltrain Board of Directors,

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.

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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.

Jeff Pera
jf.pera@icloud.com
762 23rd Avenue
San Francisco , California 94121

From: [Jessamyn Conell-Price](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:28:44 AM

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

Caltrain Board of Directors,

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.

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Thank you for your consideration.

Jessamyn Conell-Price
jessamyncp@gmail.com

San Francisco, California 94114

From: [Ruth Wong](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:31:35 AM

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

Caltrain Board of Directors,

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

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.

Ruth Wong
ruthgracewong@gmail.com

San Francisco, California 94103

From: [Brendan Callum](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:36:34 AM

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.

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Thank you for your consideration.

Brendan Callum
highandlow@gmail.com

344 Willard St N
San Francisco, California 94118

From: [Elisabeth Brandon](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes!
Date: Wednesday, March 18, 2026 10:40:18 AM

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

Caltrain Board of Directors,

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: [Martin Horwitz](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:41:00 AM

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.

Martin Horwitz
martin7ahorwitz@yahoo.com

1326 23rd Ave
San Francisco, California 94122

From: [Kristin Tieche](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:43:59 AM

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

Caltrain Board of Directors,

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: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:48:45 AM

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.

Rachel Gilbert
apoptosis66@gmail.com

Mountain View, California 94043

From: [PAUL FOPPE](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:49:15 AM

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.

PAUL FOPPE
hugfoppe@gmail.com

2935 JUDAH ST
SAN FRANCISCO, California 94122-1320

From: [SUSAN WITKA](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:49:47 AM

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.

SUSAN WITKA
witkasf@gmail.com

824 43rd Ave
San Francisco, California 94121

From: [Linda T](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:50:11 AM

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.

Linda T
campers.plow&y@icloud.com

Oakland, California 94612

From: [Sylvana Tunesi](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:52:31 AM

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.

Sylvana Tunesi
sylvana.tunesi@gmail.com

1340 6th Ave
San Francisco, California 94122

From: [Mike Spiegel](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:56:18 AM

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.

Mike Spiegel
mrmikespiegel@gmail.com

Redwood City, California 94061-3351

From: [Kristen Thomas](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:57:05 AM

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

Caltrain Board of Directors,

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
1660 Page st
San Francisco, California 94117

From: [David Harris](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:57:35 AM

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.

David Harris
Burlingame, CA

David Harris
davidharris1223@gmail.com

Burlingame, California 94010

From: [lindsay.meisel](mailto:lindsay.meisel@caltrain.com)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:58:41 AM

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.

lindsay meisel
lindsay.meisel@gmail.com

1700 lawton st
san francisco, California 94122

From: [ANDREW CASTEEL](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 11:00:44 AM

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.

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: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 11:01:15 AM

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.

Justin Truong
justintruong56@gmail.com

33 Junior Terrace
San Francisco, California 94112

From: [Katherine Dumont](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Don't ban my bike! We need practical solutions, not blanket bike bans on Caltrain!
Date: Wednesday, March 18, 2026 11:01:53 AM

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 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: kmrennie@gmail.com
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 11:09:51 AM

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.

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Thank you for your consideration.

kmrennie@gmail.com

From: [Kate Rudolph](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 11:12:56 AM

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.

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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.

Kate Rudolph
k8reindeer@gmail.com

San Francisco , California 94117

From: [Quynh Bui](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 11:17:32 AM

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.

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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.

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: [Noelle_paffett-lugassy](mailto:Noelle_paffett-lugassy@caltrain.com)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 11:22:14 AM

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:

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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.

Noelle_paffett-lugassy
noellenpl@gmail.com

San Francisco, California 94131

From: [Caephren McKenna](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 11:22:33 AM

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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.

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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.

Caephren McKenna
caephren@gmail.com

392 44th St
Oakland, California 94609

From: [Pavel Paramonov](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 11:30:21 AM

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.
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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.

Pavel Paramonov
San Francisco District 1 resident

Pavel Paramonov
pavel.paramonov@gmail.com
463 26th Ave Apt 402
San Francisco, California 94121

From: [Susan George](#)
To: [Board \(@caltrain.com\)](#)
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 11:36:31 AM

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

Caltrain Board of Directors,

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:

- 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.

Susan George

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

From: [nile.nash](mailto:nile.nash@caltrain.com)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 11:39:14 AM

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:

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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.

nile.nash
nile.nash@gmail.com

San Francisco, California 94112

From: [Elena Caceres](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 11:39:48 AM

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

Caltrain Board of Directors,

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.

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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.

Elena Caceres
osprey.spicier01@icloud.com
1634 22nd Avenue
San Francisco, California 94122

From: [Sharad Bagri](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 11:40:22 AM

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

Caltrain Board of Directors,

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Thank you for your consideration.

Sharad Bagri
sharad.bagri@gmail.com

Sunnyvale, California 94089

From: [Dante Briones](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 11:40:44 AM

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Caltrain Board of Directors,

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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: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 11:42:47 AM

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.

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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.
- 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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Thank you for your consideration.

Katie Pfeiffer

kpfeif@gmail.com

120 Lundys Ln

San Francisco, California 94110

From: [Jason Cheng](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 11:57:30 AM

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.

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.
- 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.

Jason

Jason Cheng

jason_h_cheng@hotmail.com

South San Francisco, California 94080

From: [Caroline Rubin](#)
To: [Board \(@caltrain.com\)](#)
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 11:58:05 AM

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:

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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.

Caroline Rubin
carolinesrubin@gmail.com

San Francisco, California 94121

From: [tasha taylor](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 11:58:39 AM

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.

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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.

tasha taylor
taylorlatasha0416@gmail.com

san francisco , California 94109

From: [Mackenzzy K Calvin](#)
To: [Board \(@caltrain.com\)](#)
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 12:02:17 PM

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.

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Thank you for your consideration.

Mackenzzy K Calvin
Mackenzzy.Calvin@gmail.com

San Francisco, California 94109

From: [Kristan Sartor Elman](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 12:03:11 PM

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.

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Thank you for your consideration.

Kristan Sartor Elman
kristansartor@gmail.com

1230 5th Ave
San Francisco, California 94122

From: [Heidi Moseson](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 12:07:30 PM

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.

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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.

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: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 12:09:46 PM

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.

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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.

Robin Pham
robin.pham@gmail.com

San Francisco, California 94103

From: Board (@caltrain.com)
Sent: Wednesday, March 18, 2026 12:13 PM
To: Board (@caltrain.com)
Subject: FW: Please don't ban family bikes from Caltrain!

DSO & CS - Recovered from Junk Email folder. Please process - LLH

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

From: Lee Mei <lee.mei@att.net>
Sent: Wednesday, March 18, 2026 10:40 AM
To: Board (@caltrain.com) <Board@Caltrain.com>
Subject: Please don't ban family bikes from Caltrain!

Some people who received this message don't often get email from lee.mei@att.net. Learn why this is important <<https://aka.ms/LearnAboutSenderIdentification>>

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:

- 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.
- 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.

Lee Mei
lee.mei@att.net
630 BUSH ST
MOUNTAIN VIEW, California 94041

<<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fclick.actionnetwork.org%2Fss%2Fo%2Fu001.ZbNyqOfLYPaP-d23SgKjnQ%2F4p1%2FzuiV8e9pTFilNoRqPoWOuA%2Fho.gif&data=05%7C02%7CBoardCaltrain%40samtrans.com%7Cef0c60d2458a4a274b4108de85225141%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639094579592010861%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIiIlAiOiJXaW4zMilslkFOljoitWFBpbCIsIldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=EKt%2F0v443e%2BkXtYJzkG7CMi8RNUltkL4IDeRDCAImTU%3D&reserved=0>>

From: [Ken Joye](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: bikes on Caltrain
Date: Wednesday, March 18, 2026 12:13:21 PM

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

Caltrain Board of Directors,

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: Board (@caltrain.com)
Sent: Wednesday, March 18, 2026 12:13 PM
To: Board (@caltrain.com)
Subject: FW: Please don't ban family bikes from Caltrain! Makes you far worse than Sacramento on climate, health and support of families

DSO & CS - Recovered from Junk Email folder. Please process - LLH

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

From: JL Angell <jangell@earthlink.net>
Sent: Wednesday, March 18, 2026 10:53 AM
To: Board (@caltrain.com) <Board@Caltrain.com>
Subject: Please don't ban family bikes from Caltrain! Makes you far worse than Sacramento on climate, health and support of families

Some people who received this message don't often get email from jangell@earthlink.net. Learn why this is important <<https://aka.ms/LearnAboutSenderIdentification>>

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 (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

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fclick.actionnetwork.org%2Fss%2Fo%2Fu001.ZbNyqOfLYPaP-d23SgKjnQ%2F4p1%2FNa_KHicCS42Z0Gftt4I9TQ%2Fho.gif&data=05%7C02%7CBoardCaltrain%40samtrans.com%7C8cc7d7787c2d48a9108308de85226cd2%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639094580088995177%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiilwLjAuMDAwMCIiIlAiOiJXaW4zMilslkFOIjoiTWFpbCIslldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=tR2TvGDACytNUUcm9olxAFRUWLCNfYBQO0T9qVAvTyQ%3D&reserved=0>

From: [Allegra Mautner](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 12:20:53 PM

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.

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Thank you for your consideration.

Allegra Mautner
allegra.mautner@gmail.com

San Francisco, California 94110

From: [Ivan Gonzalez](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 12:25:29 PM

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Thank you for your consideration.

Ivan Gonzalez
ivanglez43@gmail.com

226 27th Street
San Francisco , California 94131

From: [Molly Sands](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 12:32:49 PM

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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.

Molly Sands
sands.mol@gmail.com

1408 NOE ST
SAN FRANCISCO, California 94131

From: Board (@caltrain.com)
Sent: Wednesday, March 18, 2026 12:39 PM
To: Board (@caltrain.com)
Subject: FW: Please don't ban family bikes from Caltrain!

DSO & CS - Recovered from Junk Email folder. Please process. - LLH

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

From: Patrick Linehan <plinehan@plinehan.com>
Sent: Wednesday, March 18, 2026 12:34 PM
To: Board (@caltrain.com) <Board@Caltrain.com>
Subject: Please don't ban family bikes from Caltrain!

Some people who received this message don't often get email from plinehan@plinehan.com. Learn why this is important <<https://aka.ms/LearnAboutSenderIdentification>>

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.

Patrick Linehan
plinehan@plinehan.com
251 Foerster Street
San Francisco, California 94112

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fclick.actionnetwork.org%2Fss%2Fo%2Fu001.ZbNyqOfLYPaP-d23SgKjnQ%2F4p1%2Fa_oRA1SmT7KJA3pJ3r3aew%2Fho.gif&data=05%7C02%7CBoardCaltrain%40samtrans.com%7Ccb a27459462c43f7f28208de8525f888%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639094595279318914%7 CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIiIlAiOiJXaW4zMilslkFOIjoiTWFpbCIsI ldUjjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=5vUazKXjLSGGiOO%2FvrOj2Ci52MvfapxW2yj0uSyy6T8%3D&reserved=0>

From: [Sam Wagner](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 12:45:35 PM

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.

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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 Board \(@caltrain.com\)](#)
To: [John McBirney John McBirney Board \(@caltrain.com\)](#)
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 1:06:39 PM

Some people who received this message don't often get email from drjohn@mcbirney.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.

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. 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:

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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,
John McBirney, SF resident, cyclist and CalTrain user.

John McBirney John McBirney
drjohn@mcbirney.com
233 Franklin St Apt 502
San Francisco, California 94102

From: [Natasha Saravanja](#)
To: [Board \(@caltrain.com\)](#)
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 1:08:39 PM

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.

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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.

Natasha Saravanja
nysarav@gmail.com

3827 Cesar Chavez st
SF, California 94131

From: [Nick Brosnahan](#)
To: [Board \(@caltrain.com\)](#)
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 1:37:37 PM

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

Caltrain Board of Directors,

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

San Francisco , California 94117

From: [Jeremy Stoppelman](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 1:57:32 PM

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:

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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.

Jeremy Stoppelman
jstoppelman@gmail.com

3450 SACRAMENTO ST, 101
San Francisco, CA, California 94118

From: [thalia.lubin](mailto:thalia.lubin@caltrain.com)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 2:02:40 PM

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

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Caltrain Board of Directors,

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.
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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: Board (@caltrain.com)
Sent: Wednesday, March 18, 2026 2:52 PM
To: Board (@caltrain.com)
Subject: FW: Please don't ban family bikes from Caltrain!

DSO & CS - Recovered from Junk Email folder. Please process. - LLH

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

From: Giuliano Carlini <stuff-1-actionnetwork.org@carlini.com>
Sent: Wednesday, March 18, 2026 2:48 PM
To: Board (@caltrain.com) <Board@Caltrain.com>
Subject: Please don't ban family bikes from Caltrain!

Some people who received this message don't often get email from stuff-1-actionnetwork.org@carlini.com. Learn why this is important <<https://aka.ms/LearnAboutSenderIdentification>>

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 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.
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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.

Giuliano Carlini
stuff-1-actionnetwork.org@carlini.com

Belmont, 94002

<<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fclick.actionnetwork.org%2Fss%2Fo%2Fu001.ZbNyqOfLYPaP-d23SgKjnQ%2F4p1%2FN2lqp13nQzS9tH6SktmqwA%2Fho.gif&data=05%7C02%7CBoardCaltrain%40samtrans.com%7C1ae2db829e604956af4d08de8538a43f%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639094675468990389%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIiLCJlOiIjXW4zMmIsIkFOIjoiTWFpbCIsIldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=yJQbmf1NaIKsuWfPZIJT7Bu%2B3zxbpT72WrRRJybWZoY%3D&reserved=0>>

From: [Dogan ozkan](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 3:14:25 PM

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.

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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.

Dogan ozkan
barisicindogan@gmail.com

318 Noble St.
fairbanks, Alaska 99701

From: [Deborah Gallegos](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 3:24:31 PM

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.

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Thank you for your consideration.

Deborah Gallegos
deborah.gallegos@gmail.com

325 Avalon Ave
San Francisco, California 94112

From: Roland Lebrun
To: Balfao, Elaine [board.secretary@vta.org]
Cc: Board ([@caltrain.com]); cacssecretary ([@caltrain.com]); citycouncil@morganhill.ca.gov; greg.bozzo@cityofgilroy.org; dion.bracco@cityofgilroy.org; tom.dine@cityofgilroy.org; terence.fugazzi@cityofgilroy.org; zachary.hilton@cityofgilroy.org; carol.marques@cityofgilroy.org; kelly.ramirez@cityofgilroy.org
Subject: March 19 MM & CP Meeting Item 8 Caltrain at-grade crossing safety funding misappropriation
Date: Wednesday, March 18, 2026 3:43:36 PM
Attachments: image.png

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

Dear Chair Sell and Committee Members,

The intent of this email is to bring to your attention a misappropriation of 2016 Measure B Caltrain Corridor Capacity Enhancements funds earmarked for Morgan Hill and Gilroy to a grade-crossing safety pilot program in Palo Alto and request that the funding for this pilot program originate from the Caltrain Grade Separation category earmarked for Sunnyvale, Mountain View and Palo Alto instead.

Background:

In 2016, the voters of Santa Clara County approved Measure B to "*increase Caltrain capacity, in order to ease highway congestion*" and "*improve safety at crossings*" <https://www.vta.org/sites/default/files/2025-08/2016%20Measure%20B%20Ballot.pdf> (PR-8405-1ENG)

This resulted in VTA establishing two separate cost categories: "*Caltrain Grade Separation; Caltrain Capacity Improvements*" as follows: <https://www.vta.org/sites/default/files/2025-08/2016%20Measure%20B%20Ballot.pdf> (PR-8405-1ENG)

- "*Caltrain **Grade Separation**—Estimated at \$700 Million of Program Tax Revenues in 2017 dollars.*"

"*To fund grade separation projects along the Caltrain corridor in the cities of **Sunnyvale, Mountain View, and Palo Alto**, separating the Caltrain tracks from roadways to provide increased safety benefits for drivers, bicyclists, and pedestrians and also reduce congestion at the intersections.*" <https://www.vta.org/sites/default/files/2025-08/2016%20Measure%20B%20Ballot.pdf> (PR-8405-2ENG)

- "*Caltrain Corridor **Capacity Improvements**—Estimated at \$314 Million of Program Tax Revenues in 2017 dollars.*"

"*To fund Caltrain **corridor capacity improvements and increased service in Santa Clara County** in order to ease highway congestion, including: **increased service to Morgan Hill and Gilroy**, station improvements, level boarding, extended platforms, and service enhancements.*" <https://www.vta.org/sites/default/files/2025-08/2016%20Measure%20B%20Ballot.pdf> (PR-8405-2ENG)

The Issue:

The staff report wrongly characterizes "At-grade safety improvements" as "*improving Caltrain operations and corridor capacity by reducing the risk of conflicts between road and rail traffic.*" https://santaclaravta.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=4663&MediaPosition=&ID=10147&CssClass= (Executive Summary).

Conclusion

Please consider directing staff as follows:

1. Allocate \$1.95M to this project from the 2016 Measure B Caltrain Grade separation category.
2. Comply with the 2016 Measure B Ballot language as approved by the voters of Santa Clara County when preparing future allocations for review by VTA oversight committees.

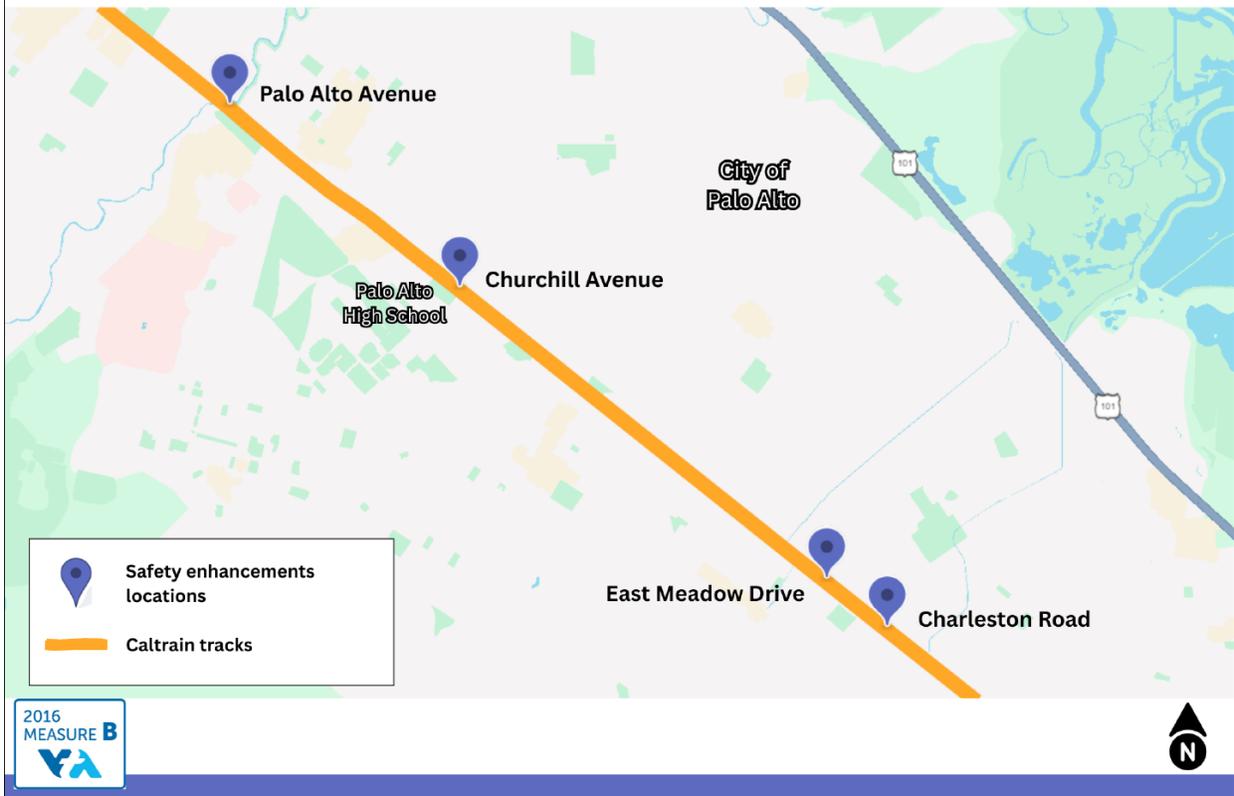
Thank you in advance for your consideration

Roland Lebrun

CC

Caltrain Board
Caltrain CAC
City of Morgan Hill Mayor and City Council
City of Gilroy Mayor and City Council

At-Grade Crossing Safety Enhancements Pilot Project



From: [Seth Barberee](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 3:44:46 PM

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.

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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.

Seth Barberee
seth.barberee@gmail.com

481 Northlake Dr, San Jose, California, 95117
San Jose, California 95117

From: [Public Comment](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: FW: Public comment - Bikes on Board
Date: Wednesday, March 18, 2026 4:01:57 PM

Public Comment received for Caltrain. Please process - LLH

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

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

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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: [Melyssa Mendoza](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 4:06:44 PM

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.

Melyssa Mendoza
biliary-swift.7w@icloud.com

San Francisco, California 94117

From: [Ryan James](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 4:51:01 PM

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

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Thank you for your consideration.

Ryan James
ryanwilsonjames@gmail.com

4118 Montgomery St
Oakland, California 94611

From: [Monica Hannon](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 6:06:55 PM

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

Caltrain Board of Directors,

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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: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 6:25:00 PM

Some people who received this message don't often get email from 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.

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.

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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.

Diane Solomon
diane_solomon@Sbcglobal.net

San Jose, California 95125

From: [Leo Kucewicz](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 7:24:06 PM

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

Caltrain Board of Directors,

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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.

Leo Kucewicz
j14lion@gmail.com

Bryn Mawr, Pennsylvania 19010

From: [Matthew Coleman](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 7:32:19 PM

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

Caltrain Board of Directors,

Dear 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: [Nicole Villeneuve](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Caltrain needs families
Date: Wednesday, March 18, 2026 8:38:07 PM

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 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: [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 8:45:47 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,

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: [Marie Duffy](#)
To: [Board \(@caltrain.com\)](#)
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 8:52:03 PM

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:

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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.

Best,
Marie Duffy

Hayes Valley, San Francisco

Marie Duffy
meduffy14@gmail.com

San Francisco, California 94102

From: [Elise Cunanan](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 9:28:56 PM

Some people who received this message don't often get email from elise@elisekunanan.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.

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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.

Elise Cunanan
elise@elisecunanan.com

San Francisco, California 94107

From: allison.macqueen.felder@gmail.com
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 9:59:10 PM

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.
- non express access for all bikes: Allow all family bikes and bikes with attachments on non express 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.

allison.macqueen.felder@gmail.com

From: [Lala Wu](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, March 18, 2026 10:44:54 PM

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.

Lala Wu
lala.t.wu@gmail.com

57 Peters Avenue
San Francisco, California 94110

From: [James Cnossen](#)
To: [Board \(@caltrain.com\)](#)
Subject: Please don't ban family bikes from Caltrain!
Date: Thursday, March 19, 2026 3:09:10 AM

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.
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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.

James Cnossen
jdcnosse@gmail.com

San Jose, California 95110

From: [Sarah Boudreau](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Thursday, March 19, 2026 7:23:30 AM

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.
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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.

Sarah Boudreau
boudreau.sarah.m@gmail.com

455 25th Avenue, Apt 2
San Francisco, California 94121

From: [Colin James](#)
To: [Board \(@caltrain.com\)](#)
Subject: Feedback on South County Connector Survey and Service Frequency
Date: Thursday, March 19, 2026 7:33:26 AM

Some people who received this message don't often get email from colin.james22@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.

Dear Peninsula Corridor Joint Powers Board,

I am writing to provide feedback on the recent survey regarding potential changes to the South County Connector morning service.

I want to start by saying that I am a long-time Caltrain rider and a strong supporter of the system. When I previously lived in San Mateo, I rode Caltrain daily. More recently, I made the decision to move to Morgan Hill as my family expanded, and one of the key factors in that decision was the availability of Caltrain service. Today, I commute from Morgan Hill to Mountain View and pay \$258 per month for that service.

I also work in local government as a Recreation Manager and regularly rely on surveys and community input to inform decisions. I understand how challenging it can be to balance competing needs, gather meaningful feedback, and make service decisions within real constraints. With that perspective in mind, I wanted to share some candid feedback.

I found the structure of this survey to be frustrating and not very useful for providing meaningful input.

The survey asks riders to evaluate replacing an existing train with a new departure time, but it does not clearly identify which train would be removed or how the full schedule would be impacted across all stations. Without that information, it is not possible to make an informed decision. For many riders, even small changes in departure times can significantly disrupt work schedules, childcare arrangements, and daily routines. These are not flexible variables.

Additionally, the survey forces respondents into a limited set of choices that do not reflect how riders actually think about service changes. There is no option to indicate that the proposal depends on which train is being replaced, or that maintaining existing options is critical. As a result, the feedback collected may not accurately represent rider needs.

More importantly, the premise of replacing trains rather than adding service is concerning. For South County riders, the core issue is not choosing between slightly different departure times in the morning. The issue is having enough reliable options throughout the day to make the system workable.

There is a clear need for increased frequency, both in the morning and in the afternoon and evening commute periods. Replacing one train with another simply shifts the inconvenience from one group of riders to another. It does not improve the overall service or create the flexibility that riders need.

If the intent of the survey is to understand rider preferences, I would suggest a different approach. Rather than asking riders to choose between broad outcomes, each proposed schedule change should be presented individually with a simple yes or no response. For example, a question could be framed as: "Would you ride a train departing Gilroy at approximately 7:50am?" Yes or No. This type of question would allow Caltrain to gather more precise, actionable data and better understand which changes are viable and which are not.

Changing established train times can have a significant negative impact on riders who have built their daily routines around the current schedule. What riders in South County need is more options and greater frequency across the full commute window, not fewer.

I strongly encourage Caltrain to revisit both the structure of this survey and the underlying approach to service changes. Providing clearer, more complete information and focusing on expanding service rather than redistributing it would result in more meaningful input and better outcomes for riders.

I appreciate the opportunity to provide feedback and hope it is taken into consideration as future decisions are made.

Sincerely,

Colin James
colin.james22@gmail.com
(408)781-4087

From: [Ben Mangiafico](#)
To: [Board \(@caltrain.com\)](#)
Subject: Please don't ban family bikes from Caltrain!
Date: Thursday, March 19, 2026 8:05:48 AM

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.

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: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Thursday, March 19, 2026 8:15:03 AM

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.

Jon Gaull
jonbeesh@gmail.com

117a Bartlett St
San Francisco, California 94110

From: [Janelle Wong](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Thursday, March 19, 2026 8:28:00 AM

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.

Janelle Wong
janellewongbikes@gmail.com

2356 Cecilia Avenue
San Francisco, California 94116

From: [Donovan Lacy](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Thursday, March 19, 2026 9:07:56 AM

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.

Donovan Lacy
donovanlacysf@gmail.com

701 Minnesota St., Apt 106
San Francisco, California 94107

From: [Scott Feeney](#)
To: [Board \(@caltrain.com\)](#)
Subject: Don't ban cargo bikes from Caltrain
Date: Thursday, March 19, 2026 9:09:32 AM

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

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 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: [Liam Searson](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Thursday, March 19, 2026 10:07:48 AM

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.

Liam Searson
lsearson123@gmail.com

San Francisco, California 94117

From: [Trevor Tubelle](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Thursday, March 19, 2026 10:26:46 AM

Some people who received this message don't often get email from biz@tubelle.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.

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.
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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.

Trevor Tubelle
biz@tubelle.com
586 41st. Ave
San Francisco, California 94121

From: [Heather Wolnick](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Thursday, March 19, 2026 12:32:25 PM

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

Caltrain Board of Directors,

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.

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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.

Heather Wolnick
hwolnick@gmail.com

San Mateo, California 94402

From: Jason Dayvault
Sent: Thursday, March 19, 2026 12:41 PM
To: Board (@caltrain.com)
Subject: FW: March 19, 2026 SJJPA Special Board Meeting Information

See below for email from SJJPA

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

From: San Joaquin Joint Powers Authority <donotreply@sjjpa.com>
Sent: Monday, March 16, 2026 6:04 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Subject: March 19, 2026 SJJPA Special Board Meeting Information

Some people who received this message don't often get email from donotreply@sjjpa.com. Learn why this is important <<https://aka.ms/LearnAboutSenderIdentification>>

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March 19, 2026 SJJPA Special Board Meeting Information

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Good afternoon,

The San Joaquin Joint Powers Authority Board meeting will be held this Thursday, March 19th at 12:00 pm. The meeting agenda is available for viewing and download on the SJJPA website at <https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.sjjpa.com%2F&data=05%7C02%7CBoardCaltrain%40samtrans.com%7C0490d82c51b3484780f208de85ef6957%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639095460477203343%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUslIYiOilwLjAuMDAwMCIslIAiOiJXaW4zMilslkFOljoiTWFpbCislldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=MDpFrMfp%2FUJOCIC6gT%2BfwbRJZNQ4dTHfosPBvVv9oHE%3D&reserved=0>.

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Meeting Location:

Kings County Board of Supervisors Chambers
1400 W Lacey Blvd.
Hanford, CA 93230

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San Joaquin Joint Powers Authority 949 E Channel St Stockton, CA 95202

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From: [Rishav Rout](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Thursday, March 19, 2026 12:57:48 PM

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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.

Rishav Rout
rout.rishav@gmail.com

1075 Valencia St, Apt. 1
San Francisco, California 94110

From: [Brian Thomas](#)
To: [Board \(@caltrain.com\)](#)
Subject: The proposed bike policy is a mistake
Date: Thursday, March 19, 2026 1:01:38 PM

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Caltrain Board of Directors,

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: [Max Mautner](#)
To: [Public Comment](#)
Subject: Comment on Bike Car rules & enforcement
Date: Thursday, March 19, 2026 1:12:44 PM

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

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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