



JPB Board of Directors  
Meeting of April 2, 2026

Correspondence as of March 27, 2026

#     Subject

1.     Fwd: SVBC City of San Mateo Caltrain bike policy change
2.     Please don't ban family bikes from Caltrain!
3.     Bike car rules
4.     Banning Cargo Bikes
5.     Please don't ban family bikes from Caltrain!
6.     Please don't ban family bikes from Caltrain!
7.     Please don't ban family bikes from Caltrain!
8.     Please don't ban family bikes from Caltrain!
9.     Please don't ban oversized bikes from Caltrain!
10.    Please don't ban family bikes from Caltrain!
11.    Please don't ban family bikes from Caltrain!
12.    Please don't ban family bikes from Caltrain!
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.    Bike Ban
18.    Please don't ban family bikes from Caltrain!



19. Please don't ban family bikes from Caltrain!
20. Public Comment: Please don't ban family bikes from Caltrain!
21. Please don't ban family bikes from Caltrain!
22. Please don't ban family 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 backtrack on families and sustainable transport
27. Please don't ban family bikes from Caltrain!
28. Please don't ban family bikes from Caltrain!
29. This aint it.
30. Please don't ban family bikes from Caltrain!
31. Please don't ban family bikes from Caltrain!
32. Please don't ban useful bikes from Caltrain!
33. WiFi connection problems North of San Carlos
34. Please don't ban family bikes from Caltrain!
35. Public Comment: Please don't ban family bikes from Caltrain!
36. Don't ban bike attachments from Caltrain
37. Please don't ban family bikes from Caltrain!
38. Please don't ban family bikes from Caltrain!
39. Please don't ban family bikes from Caltrain!



40. Please don't ban family bikes from Caltrain!
41. Please don't ban family bikes from Caltrain!
42. Please disavow Bay Area Council actions
43. NO NO NO ban of family bikes from Caltrain!
44. Please don't ban family bikes from Caltrain!
45. Please don't ban family bikes from Caltrain!
46. Please don't ban family bikes from Caltrain!
47. Please don't ban family bikes from Caltrain!
48. Please don't ban family bikes from Caltrain!
49. Bike rule update
50. Please don't ban family bikes from Caltrain!
51. Please don't ban family bikes from Caltrain!
52. FW: Please don't ban family bikes from Caltrain!
53. FW: Please don't ban family bikes from Caltrain!
54. Please don't ban family bikes from Caltrain!
55. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
56. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
57. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
58. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
59. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
60. Re: Please don't ban family bikes from Caltrain! – *Staff Response*



61. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
62. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
63. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
64. Orlando Nell – Fleet Design
65. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
66. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
67. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
68. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
69. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
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71. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
72. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
73. Re: NO NO NO ban of family bikes from Caltrain! – *Staff Response*
74. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
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77. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
78. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
79. Re: Don't ban bike attachments from Caltrain– *Staff Response*
80. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
81. Re: Please don't ban family bikes from Caltrain! – *Staff Response*



82. Re: Please don't ban useful bikes from Caltrain! – *Staff Response*
83. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
84. Please don't ban family bikes from Caltrain!
85. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
86. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
87. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
88. RE: The "new" bike rules, and an off-ramp from the PR disaster– *Staff Response*
89. RE: Comments for Bicycle and Active Transportation Advisory Committee (BATAC) Meeting on March 19, 2026, 5:45 pm– *Staff Response*
90. RE: Please don't ban family bikes from off peak caltrain– *Staff Response*
91. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
92. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
93. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
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95. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
96. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
97. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
98. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
99. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
100. RE: Protect Family and Cargo Bike Access on Caltrain– *Staff Response*
101. RE: Please don't ban family bikes from Caltrain! – *Staff Response*



102. RE: The bike policy should be reconsidered and limited to crowded rush hour trains– *Staff Response*
103. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
104. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
105. Lost pers on March 23rd at 9:00 p.m. a ladyon purse
106. Incredible amount of panic resulting in failure of helping and accomodatjng passengers
107. Please don't ban family bikes from Caltrain!
108. Re: Please don't backtrack on families and sustainable transport– *Staff Response*
109. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
110. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
111. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
112. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
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116. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
117. Re: Bike Ban– *Staff Response*
118. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
119. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
120. RE: We can do better. Don't ban bikes on caltrain! – *Staff Response*
121. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
122. RE: Please don't ban family bikes from Caltrain! – *Staff Response*



- 123. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 124. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
- 125. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
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- 133. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
- 134. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 135. Re: Please don't ban family bikes from Caltrain! Board (@caltrain.com)"  
<board@caltrain.com>n! – *Staff Response*
- 136. RE: Don't ban bikes from Caltrain– *Staff Response*
- 137. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
- 138. RE: Reconsider proposed bike rules on Caltrain! – *Staff Response*
- 139. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
- 140. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 141. Re: Please don't ban oversized bikes from Caltrain! – *Staff Response*
- 142. Re: Bikes + train = a combination that can work– *Staff Response*
- 143. Re: Please don't ban family bikes from Caltrain! – *Staff Response*



- 144. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
- 145. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
- 146. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
- 147. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
- 148. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
- 149. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
- 150. Re: This aint it. – *Staff Response*
- 151. Re: The proposed bike policy is a mistake– *Staff Response*
- 152. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
- 153. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
- 154. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
- 155. Re: Don't ban cargo bikes from Caltrain– *Staff Response*
- 156. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
- 157. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 158. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
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165. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
166. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
167. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
168. RE: Please don't ban family bikes from Caltrain! Makes you far worse than Sacramento on climate, health and support of families– *Staff Response*
169. Re: "Bikes on Board" Comment for today's meeting– *Staff Response*
170. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
171. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
172. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
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176. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
177. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
178. RE: Don't ban my bike! We need practical solutions, not blanket bike bans on Caltrain! – *Staff Response*
179. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
180. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
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182. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
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- 197. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 198. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 199. RE: bikes on Caltrain– *Staff Response*
- 200. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 201. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 202. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 203. RE: Suggestion for cargo bike allowance. – *Staff Response*
- 204. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 205. RE: Please don't ban family bikes from Caltrain! – *Staff Response*



- 206. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
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- 212. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 213. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 214. RE: Public comment - Bikes on Board– *Staff Response*
- 215. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 216. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 217. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 218. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 219. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 220. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 221. RE: Caltrain needs families– *Staff Response*
- 222. RE: Caltrain Bike Policy Update -- Feedback from a Daily Rider– *Staff Response*
- 223. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 224. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 225. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 226. RE: Please don't ban family bikes from Caltrain! – *Staff Response*



- 227. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 228. RE: Please don't ban family bikes from Caltrain! – *Staff Response*
- 229. Trains should leave terminus every 15 min
- 230. Proposal regarding lithium battery safety and e-scooters in public transit

**From:** Annemarie Baltay  
**To:** Caltrain, Bac (@caltrain.com); Public Comment  
**Subject:** Fwd: SVBC City of San Mateo Caltrain bike policy change  
**Date:** Thursday, March 19, 2026 2:02:08 PM

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

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

Hello -

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

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

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

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

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

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

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

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

Hello fellow San Mateans!

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

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

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

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

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

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

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

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

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

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

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

To view this discussion visit

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

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

**From:** [Matt Sorgenfrei](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Thursday, March 19, 2026 4:55:56 PM

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**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.

Matt Sorgenfrei  
[matt.sorgenfrei@gmail.com](mailto:matt.sorgenfrei@gmail.com)

San Francisco, California 94118

**From:** [surfer michael](#)  
**To:** [Public Comment](#)  
**Subject:** Bike car rules  
**Date:** Thursday, March 19, 2026 5:11:18 PM

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You don't often get email from yogawithsurfermike@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.

The baskets rule is absolutely unacceptable how am I supposed to carry my stuff it's bad enough I have to carry it up a flight of steps unlike Bart which is love all and that's why I hardly ever take Caltrain inconvenient and I pedal 10 miles rather than take Cal train but I'm taking time to voice my opinion I think it's unacceptable to even think bikes with baskets should not be allowed thank you for your kind attention and enjoy your day

**From:** [Deborah Goldeen](#)  
**To:** [Public Comment](#)  
**Subject:** Banning Cargo Bikes  
**Date:** Thursday, March 19, 2026 6:01:09 PM

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[You don't often get email from [deborah.goldeen@sonic.net](mailto:deborah.goldeen@sonic.net). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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

It's unclear if there is going to be discussion/decision on banning cargo bikes in the bike cars tonight's BATAAC meeting.

The proposal to ban bikes with tires wider than 3" is, I feel, sound and enforceable. Most of the super fat tired bikes are kids using CalTrain to go joyride in neighborhoods where they won't be recognized and also men taking their electric powered motorcycles on the train. But the cargo bikes? That's moms and dads taking their kids to daycare or school.

My friend Bryanna was forced out of Palo Alto due to rising rents. She works in Palo Alto and has a spot at a good daycare center in Palo Alto so she bought a 71&1/2" cargo bike in order to be able to use CalTrain instead of a car to get her daughter to daycare and then herself to work. Aren't these the kind of people you want to be using CalTrain?

Deborah Goldeen, Palo Alto

**From:** [Sprague Terplan](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 4:41:12 AM

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**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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- 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.

Sprague Terplan  
[sprague.terplan@gmail.com](mailto:sprague.terplan@gmail.com)

362 Corbett Avenue  
San Francisco , California 94114

**From:** [Brooke Ray Demko](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 11:10:24 AM

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**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.

Brooke Ray

Caltrain daily rider for 10yrs, e-biking mother of 4, SF resident

Brooke Ray Demko  
brookeray@gmail.com

San Francisco, California 94131

**From:** [Lamar Anderson](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 11:48:08 AM

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

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.

Lamar Anderson  
laclarkson@gmail.com

San Francisco , California 94131

**From:** [Carolyn Mitsi Hanrahan](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 11:55:17 AM

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

Caltrain Board of Directors,

Dear CalTrain,

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. Please?\*\*\*

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.

Cordially,  
Carolyn Hanrahan, MPA

Carolyn Mitsi Hanrahan  
carolynhanrahansf@gmail.com

San Francisco, California 94115

**From:** [Claire Gunter](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban oversized bikes from Caltrain!  
**Date:** Friday, March 20, 2026 11:59:57 AM

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

Caltrain Board of Directors,

Hello,

I read that you are proposing banning bikes with fat tires, child seats, cargo attachments, baskets, and panniers from all Caltrain trains. I believe this is a terrible idea that is going to hurt both the Caltrain system and its riders.

Bike car crowding during peak commute hours is a real problem. This we agree on. But, a blanket ban restricts use of Caltrain to a ridiculous point and while solving the rush hour problem, causes many more problems for off peak times. You are essentially saying that parents who use you to commute are no longer welcome. You are also keeping people who carry larger items by bike from getting into the city. That is a lot of exclusion and frankly, I don't think you have the ridership to whittle it all down to just "people who work in tech and carry a laptop." That is also not at all in the spirit of sustainable transportation, which Caltrain should be encouraging at all times.

Before resorting to a blanket ban, please consider the following options:

- 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

I really appreciate you considering alternatives to a blanket ban and am confident that there is a middle ground that is good for all sides. Please explore that before taking a vote that will cause a huge amount of stress for you and your riders.

Thank you,  
Claire Gunter

Claire Gunter

claire.gunter@gmail.com

San Francisco, California 94117

**From:** [John Peattie](#)  
**To:** [Public Comment](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 12:03:46 PM

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

Caltrain Public Comment,

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.

John Peattie  
jpeattie@gmail.com

1516 Fell Street  
San Francisco, California 94117

**From:** [nathan leiby](#)  
**To:** [Public Comment](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 12:08:08 PM

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

Caltrain Public Comment,

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.

nathan leiby  
nathanleiby@gmail.com

San Francisco, California 94114

**From:** [Richard Cox](#)  
**To:** [Public Comment](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 12:09:10 PM

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

Caltrain Public Comment,

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.

Richard Cox  
rick.cox@gmail.com

346 Hermann St  
San Francisco, California 94117

**From:** [DIEF DEXTER](#)  
**To:** [Public Comment](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 12:11:07 PM

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

Caltrain Public Comment,

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.

DIEF DEXTER  
diefdarryl@gmail.com

San Francisco, California 94142

**From:** [Cooper LaRhette](#)  
**To:** [Public Comment](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 12:25:34 PM

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

Caltrain Public Comment,

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.

Cooper LaRhette  
coopslarhette@gmail.com

San Francisco, California 94107

**From:** [MEGAN BRADY](#)  
**To:** [Public Comment](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 12:26:06 PM

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

Caltrain Public Comment,

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.

MEGAN BRADY  
mbrady88@hotmail.com

55 Dolores St #1  
San Francisco, California 94103

**From:** [Ted Tuttle](#)  
**To:** [Public Comment](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 1:06:26 PM

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

Caltrain Public Comment,

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.

Ted Tuttle  
tstuttle@gmail.com

Mill Valley, California 94941

**From:** [Vince Passanisi](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Bike Ban  
**Date:** Friday, March 20, 2026 1:27:07 PM

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

Caltrain Board of Directors,

I commute via bicycle and think that there needs to be some sort of nuance around this issue. It's been years since I've commuted on the busiest of trains at the busiest of times, but please reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains. My panniers don't take up that much space, and if these trains are to serve as means of commute, many of us need those pieces of cargo to get where we're going.

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 - this is me. 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. This is a big reason why I've structured my commute as such.
- 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.

Vince Passanisi  
vincepassanisi@gmail.com

San Mateo, California 94403

**From:** [Derrick McFerran](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 1:40:16 PM

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**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.

Derrick McFerran  
[derrickmcferran@gmail.com](mailto:derrickmcferran@gmail.com)

Richmond , California 94804

**From:** [Ren Fitzgerald](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 1:41:10 PM

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

Caltrain Board of Directors,

I strongly urge you to vote against the bike ban. This item will hit riders who the system will rely on most in the long-term: families, youth, and car-free commuters. Don't diminish the agency's ridership, now and in the future, with a non-solution to a real problem.

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
- Go hard for the funding measure! I haven't seen any communications from Caltrain about the fiscal crisis, and I pay close attention to the agency. Tell your riders why you can't run more trains and work with advocates where you can to pass the regional measure. More service is the solution, not less riders.

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.

Ren Fitzgerald  
vices-travel0x@icloud.com

San Mateo, California 94403

**From:** [katie@katiecausey.org](mailto:katie@katiecausey.org)  
**To:** [Public Comment](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 1:42:28 PM

You don't often get email from [katie@katiecausey.org](mailto:katie@katiecausey.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 Public Comment,

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.

katie@katiecausey.org

,

**From:** [Jessica Jenkins](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 1:44:58 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 was so excited when the new Caltrain cars were fully rolled out because I no longer needed to worry about whether I would be able to lift my family cargo bike or a bike laden with camping gear onto a gallery car. My regular commuting bike has a front basket that would apparently no longer be allowed, and often on the weekends I travel with my child on a cargo bike. We primarily use Caltrain on the weekends when the cars are mostly empty, why prevent family bikes then? And no bike baskets, really??? So many commuter bikes have a basket for carrying laptops; it's very practical for people using bikes for transportation instead of recreation.

This rule change would prevent me and my family from being able to use Caltrain in most cases. It would be a slap in the face for the many people that use transit and bikes for transportation. We're in a horrible climate crisis. As I type this, it's 80 degrees in March. Why would you prevent people from using mass transit? Please reconsider.

Sincerely,  
Jess Jenkins

Jessica Jenkins  
[jjenkins@gmail.com](mailto:jjenkins@gmail.com)  
569 Haight St  
San Francisco, California 94117

**From:** [Evan L](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 1:49:29 PM

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

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.

Evan L  
46.rewind\_satin@icloud.com

San Francisco, California 94123

**From:** [Allison Rose](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 2:07:35 PM

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**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 alternatives.

As a commuter from Palo Alto to San Francisco with only one family car, the only way I can get to work is to take the train. The train station is four miles from my house and 1.2 miles from my office on either end. Without biking I couldn't reliably or affordably get to work. Moreover, because we have one car, I sometimes need the flexibility of bringing my family bike so I can pick up the kids on the way to or from work. My husbands schedule doesn't always permit him to do both pick up and drop off. On those days, being able to bring my cargo bike on the train is critical. Timing is always tight on both ends and so walking is impractical.

Please understand that while annoying, this is a real access issue for our family and caltrain riders are enormously understanding when trains are crowded - after all we are all just trying to get to and from work. Please don't punish those of us who need this flexibility.

Thank you

Allison Rose  
[allison.rose@gmail.com](mailto:allison.rose@gmail.com)

Oakland, California 94618-1643

**From:** [Maya King](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 2:15:59 PM

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**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.

Maya King  
[kingofdots@gmail.com](mailto:kingofdots@gmail.com)

San Francisco, California 94107

**From:** [Brett Lider](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 3:22:28 PM

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**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.

Brett Lider  
blider@gmail.com

3670 18th Street,  
San Francisco, California 94110

**From:** [Kearstin M. Dischinger](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Please don't backtrack on families and sustainable transport  
**Date:** Friday, March 20, 2026 3:35:12 PM

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

Caltrain Board of Directors,

Please don't backtrack the real mode shift progress the Bay Area has made. I have been listening for 20 years as decision makers make unsustainable policy choices because families need cars. Please support the families who are doing the work and making sustainable transportation choices.

The Bay Area needs to stop backtracking on progress. My kid prefers to be biked because that's what he has always known. Help families educate the next generation by modeling sustainable transportation choices!!

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.

Kearstin M dischinger  
kearstin.marie@gmail.com  
454 17th Avenue  
San Francisco, California 94121

**From:** [Francisco Hulse](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 3:47:50 PM

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

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

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:

- Put one more bike car on each train! Caltrain can help SFBA residents to live car-free or at least use their cars less. (Stop privileging cars!)
- 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.

Francisco Hulse

[hulse@pipeline.com](mailto:hulse@pipeline.com)

2754B Folsom St.

San Francisco, California 94110-3311

**From:** [Emily McDonnell](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 4:04:07 PM

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**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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Thank you for your consideration.

Emily McDonnell  
emilyhmcdonnell@gmail.com

San Francisco, California 94110

**From:** [David Kim](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** This aint it.  
**Date:** Friday, March 20, 2026 4:27:02 PM

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

Caltrain Board of Directors,

Hi Caltrain staff,

I am a bike commuter between San Francisco and Stanford University.

While my bike meets your current regulations, I have also become a father and hope to be able to bike my son to daycare while resuming my normal commute to Stanford every morning.

The ban appears to be a reductive or quick fix a more fundamental problem of increasing space for bikes or running more trains more frequently. '

Well I understand there needs to be an upper limit for size in terms of bike, Restricting child bikes is probably a step too far. Please think of a better solution besides punishing those with families.

Thank you  
Davey Kim

David Kim  
[daveymkim@gmail.com](mailto:daveymkim@gmail.com)

San Francisco, California 94109

**From:** [Aneerban Bhattacharya](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 4:43:29 PM

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

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.

Aneerban Bhattacharya  
aneerban@yahoo.com

San Mateo, California 94404

**From:** [JESSICA WOOD](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 4:52:53 PM

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**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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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.

JESSICA WOOD  
jessica.d.wood@gmail.com

San Francisco, California 94115

**From:** [Ruth Radetsky](#)  
**To:** [Public Comment](#)  
**Subject:** Please don't ban useful bikes from Caltrain!  
**Date:** Friday, March 20, 2026 5:21:20 PM

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You don't often get email from [ruth@radetsky.org](mailto:ruth@radetsky.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 Public Comment,

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.

If you ban panniers and child seats, you remove CalTrain as a commute option from a huge swath of current users: anyone who wants to take a kid to daycare; anyone who needs to go shopping on the way home; anyone who needs to carry more than a few papers or books around; anyone who needs to dress to be comfortable at 60 degrees in the early morning AND 90 degrees in the late afternoon; anyone whose life can't fit into a modest daypack.

I understand the temptation, maybe even need, to ban huge bakfiets from commute hour expresses. But banning panniers or child seats that fit within the width of handlebars from all trains is does not serve the needs of getting people out of their cars; it forces people who can afford cars back into cars and the hell of Bay Area traffic, and people who can't afford them into hugely longer bicycle commutes. Neither are appropriate.

Allowing bikes on CalTrain has revolutionized Bay Area commuting in the last 40 years. Don't go backwards.

Thank you.

Ruth Radetsky  
[ruth@radetsky.org](mailto:ruth@radetsky.org)

Woomera17, California 94110

**From:** [S.C.](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** WiFi connection problems North of San Carlos  
**Date:** Friday, March 20, 2026 5:22:17 PM

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Some people who received this message don't often get email from [cheesesurfer@gmail.com](mailto:cheesesurfer@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.

This week the Caltrain WiFi work is from San Carlos South, but shows that it is active but does not connect north of San Carlos. Is there a systems issue? It's been happening multiple days this week.

**From:** [Stuart Gansky](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 5:23:41 PM

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**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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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.

Stuart Gansky  
[stuart.gansky@gmail.com](mailto:stuart.gansky@gmail.com)

San Francisco, California 94122

**From:** [Kevin Flaherty](#)  
**To:** [Public Comment](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 5:29:42 PM

You don't often get email from kash@warmplanetbikes.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 Public Comment,

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.

Kevin Flaherty  
kash@warmplanetbikes.com

San Francisco, California 94112

**From:** [Bert Zhang](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Don't ban bike attachments from Caltrain  
**Date:** Friday, March 20, 2026 5:37:03 PM

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

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 am disabled and cannot otherwise bring groceries and other items with me to places without the use of nonstandard bikes. Transit needs to be accessible for all. If there is not enough capacity, the solution is to build more capacity, not restrict people from using existing capacity.

Thank you for your concern,  
Bert Zhang

Bert Zhang  
[bertzhang@rocketmail.com](mailto:bertzhang@rocketmail.com)

Oakland, California 94607

**From:** [Jessi Frenkel](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 6:12:55 PM

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**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.

Jessi Frenkel  
[jessi.frenkel@gmail.com](mailto:jessi.frenkel@gmail.com)

San Francisco, California 94117

**From:** [Colleen Pulawski](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 6:21:24 PM

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Thank you for your consideration.

Colleen Pulawski  
cepulawski@gmail.com

Berkeley, California 94709

**From:** [Jason Serafino-Agar](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 7:03:20 PM

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**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.

Jason Serafino-Agar  
jsa41510@gmail.com

San Francisco , California 94112

**From:** [Lucia Pacca](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 9:00:06 PM

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Thank you for your consideration.

Lucia Pacca  
lucia.pacca88@gmail.com

San Francisco, California 94133

**From:** [Sylvia Feng](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Friday, March 20, 2026 9:19:18 PM

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Caltrain Board of Directors,

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Thank you for your consideration.

Sylvia Feng  
sfeng926@gmail.com

San Francisco, California 94103

**From:** [Pedro Martinez](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Please disavow Bay Area Council actions  
**Date:** Saturday, March 21, 2026 1:52:04 AM

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Some people who received this message don't often get email from pfmartinez@proton.me. [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 members,

I'm writing because of a worrisome recent trend in the use of technology (AI, bots, identity theft) in sending faked lobbying emails to public agencies such as yourselves, and so seriously subverting the function of representative democracy, and our rights as residents to have our voices heard.

In particular, it was recently [exposed](#) that the Bay Area Council, a group of which you are a member, was running a secret front group that was pretending to be a grassroots, neighborhood affordability group. This group used a website and slick social media to encourage people to lobby the Air District on pollution control rules. Only apparently, that didn't work, because the Chronicle article showed that most or all of the emails submitted to the Air District used stolen identities and email addresses. And in a recent [letter](#) to the Chronicle, the Council CEO defended their approach, and dismissed any concerns of identity theft with a very defensive and unconvincing argument.

I am asking you to stand up for democracy and stand up for public boards everywhere by passing a resolution to condemn this kind of activity, and to make it very clear to the Bay Area Council that this behavior - both the identity theft as well as the fraud in setting up a secret front group - is not compatible with your values. I know the council does a great deal of good, and has been a good friend to the VTA, but it has no business pretending to be grassroots or stealing IDs, and should be told so by its members. And big business should not be lobbying against clean air for all of us!

And thank you for all your work! As a regular user of Caltrain, I'm still thrilled with the new schedule and electric trains, it makes so much of a difference for riders and for the planet.

Sincerely

Pedro Martinez

**From:** [Nate Cavalieri](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** NO NO NO ban of family bikes from Caltrain!  
**Date:** Saturday, March 21, 2026 1:58:35 AM

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Caltrain Board of Directors,

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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.

Nate Cavalieri  
[natecavalieri@gmail.com](mailto:natecavalieri@gmail.com)

San Francisco, California 94118

**From:** [Ben Gansky](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Saturday, March 21, 2026 3:49:33 AM

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Thank you for your consideration.

Ben Gansky  
bengansky@gmail.com

Berkeley, California 94709

**From:** [Mary Harmon](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Saturday, March 21, 2026 7:43:36 AM

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

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Thank you for your consideration.

Mary Harmon  
ellie@ellieharmon.com  
2175 Market Street Apt 415  
San Francisco, California 94114

**From:** [Elena Rein](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Saturday, March 21, 2026 9:50:31 AM

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Thank you for your consideration.

Elena Rein  
elenarein23@gmail.com

Berkeley, California 94703

**From:** [Jesse Atkinson](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Saturday, March 21, 2026 10:45:12 AM

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

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Thank you for your consideration.

Jesse Atkinson  
jesse@jsatk.us

San Francisco, California 94110

**From:** [Lauren Atkinson](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Saturday, March 21, 2026 11:13:48 AM

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Thank you for your consideration.

Lauren Atkinson  
[lauren.c.atkinson@gmail.com](mailto:lauren.c.atkinson@gmail.com)

San Francisco, California 94110

**From:** [Nicole Czakon](#)  
**To:** [Public Comment](#)  
**Subject:** Bike rule update  
**Date:** Saturday, March 21, 2026 11:53:08 AM

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

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

Hello,

I was informed recently that bike rules will be changing soon for Caltrain. Bikes with fixed panniers and child seats will no longer be allowed. I commute twice a week to work on Caltrain and I am a very loyal commuter. We live in a townhouse and we only have space for one commuting bike . I use this bike for both commuting as well as to take my young daughter to school and it has an attached child seat. The seat is very cumbersome to take off and if the proposed rule goes into place, I'll have to decide between riding with my kids or commuting to work with Caltrain. I will likely stop commuting with Caltrain and wait until we no longer need the attached child seat. I commute very early in the morning (7am) and return home at 6pm, and I have never seen the bike cars be too crowded that there is no space for my bike. I would love if you could reconsider this particular rule.

All the best  
Nicole

**From:** [Jym Dyer](#)  
**To:** [Public Comment](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Saturday, March 21, 2026 3:48:55 PM

You don't often get email from [jym+calbike@scorcher.org](mailto:jym+calbike@scorcher.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 Public Comment,

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Thank you for your consideration.

Jym Dyer  
jym+calbike@scorcher.org

San Francisco, California 94117

**From:** [Noriko Nakano](#)  
**To:** [Public Comment](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Sunday, March 22, 2026 8:46:10 AM

You don't often get email from mailbox001@moggiez.me. [Learn why this is important](#)

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

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

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

Thank you for your consideration.

Noriko Nakano  
mailbox001@moggiez.me

San Francisco, California 94115

---

**From:** Jason Dayvault  
**Sent:** Monday, March 23, 2026 10:26 AM  
**To:** Dan Provence; Baltazar Lopez  
**Cc:** Board (@caltrain.com)  
**Subject:** FW: Please don't ban family bikes from Caltrain!

Recovered from Board@ Junk --JJJ

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

From: Kevin Flaherty <kash@warmplanetbikes.com>  
Sent: Friday, March 20, 2026 5:29 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 kash@warmplanetbikes.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.
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Thank you for your consideration.

Kevin Flaherty  
kash@warmplanetbikes.com

San Francisco, California 94112

<[https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fclick.actionnetwork.org%2Fss%2Fo%2Fu001.ZbNyqOfLYPaP-d23SgKjnQ%2F4p4%2FZcXT5I\\_8RT6R\\_UE\\_ERTakA%2Fho.gif&data=05%7C02%7CBoardCaltrain%40samtrans.com%7C613b8c2f5c04431ef84d08de890142df%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639098835659031833%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiilwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoitWFPbClslldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=T%2BPiRC6A7MC9HC0f%2BtApynemhOkUk9cZ4QFtWGsbaIE%3D&reserved=0](https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fclick.actionnetwork.org%2Fss%2Fo%2Fu001.ZbNyqOfLYPaP-d23SgKjnQ%2F4p4%2FZcXT5I_8RT6R_UE_ERTakA%2Fho.gif&data=05%7C02%7CBoardCaltrain%40samtrans.com%7C613b8c2f5c04431ef84d08de890142df%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639098835659031833%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiilwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoitWFPbClslldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=T%2BPiRC6A7MC9HC0f%2BtApynemhOkUk9cZ4QFtWGsbaIE%3D&reserved=0)>

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**From:** Jason Dayvault  
**Sent:** Monday, March 23, 2026 10:27 AM  
**To:** Baltazar Lopez; Dan Provence  
**Cc:** Board (@caltrain.com)  
**Subject:** FW: Please don't ban family bikes from Caltrain!

Recovered from Board@ Junk

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

From: Mary Harmon <ellie@ellieharmon.com>  
Sent: Saturday, March 21, 2026 7:44 AM  
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
Subject: Please don't ban family bikes from Caltrain!

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

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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.

Mary Harmon  
ellie@ellieharmon.com  
2175 Market Street Apt 415  
San Francisco, California 94114

<[https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fclick.actionnetwork.org%2Fss%2Fo%2Fu001.ZbNyqOfLYPaP-d23SgKjnQ%2F4p4%2FQaqiehlISGm6g44\\_ABe3Eg%2Fho.gif&data=05%7C02%7CBoardCaltrain%40samtrans.com%7C76b32181f5734694715808de8901582b%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639098836020374380%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiilwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOIjoiTWFpbcjklldUijoyfQ%3D%3D%7C0%7C%7C%7C&sdata=DYbd6McUax8Y2%2Bdx7icYycEMpZpXxSO2XU1G0tPPFIA%3D&reserved=0](https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fclick.actionnetwork.org%2Fss%2Fo%2Fu001.ZbNyqOfLYPaP-d23SgKjnQ%2F4p4%2FQaqiehlISGm6g44_ABe3Eg%2Fho.gif&data=05%7C02%7CBoardCaltrain%40samtrans.com%7C76b32181f5734694715808de8901582b%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639098836020374380%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiilwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOIjoiTWFpbcjklldUijoyfQ%3D%3D%7C0%7C%7C%7C&sdata=DYbd6McUax8Y2%2Bdx7icYycEMpZpXxSO2XU1G0tPPFIA%3D&reserved=0)>  
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**From:** [Kalle Pieper](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 11:22:46 AM

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**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 am using my bike for grocery shopping and have fold-able/expandable baskets on the rack above my back wheel. to deny the use of your trains to me is ridiculous. you are not serving the environment or the population that is supporting you most.

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.

Kalle Pieper

kallepieper@yahoo.com

Berkeley, California 94704-2854

**From:** [Caltrain BOD Public Support Board \(@caltrain.com\)](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 3:12:09 PM

---

Dear Kalle Pieper,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Kalle Pieper <noreply@adv.actionnetwork.org>  
**Sent:** Monday, March 23, 2026 6:22:42 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

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 am using my bike for grocery shopping and have fold-able/expandable baskets on the rack above my back wheel. to deny the use of your trains to me is ridiculous. you are not serving the environment or the population that is supporting you most.

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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.

Kalle Pieper

kallepieper@yahoo.com

Berkeley, California 94704-2854

**From:** [Caltrain BOD Public Support](#)  
**To:** [Scott Yarbrough](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 3:16:04 PM

---

Dear Scott Yarbrough,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Scott Yarbrough <noreply@adv.actionnetwork.org>  
**Sent:** Monday, March 23, 2026 1:44:07 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Cyclists met with Caltrain staff prior to your decision to limit bike capacity on trains when Caltrain ordered the new Stadler consists, and Caltrain ignored cyclist feedback. Lack of capacity on rush hour trains was entirely predictable, because it was present 20 years ago during the diesel era of Bombardier consists. Do not violate rail transit regulations by limiting cyclists' ability to carry on to trains the items they need for travel because you made poor planning decisions during the electrification process.

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.

Scott Yarbrough

yarbrough.scott@gmail.com

4063 26th St.

San Francisco, California 94131

**From:** [Caltrain BOD Public Support](#)  
**To:** [delandsf@gmail.com](mailto:delandsf@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 3:18:46 PM

---

Dear Deland Chan,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Deland Chan <noreply@adv.actionnetwork.org>  
**Sent:** Monday, March 23, 2026 1:21:51 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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Thank you for your consideration.

Deland Chan  
delandsf@gmail.com

San Francisco, California 94109

**From:** [Caltrain BOD Public Support](#)  
**To:** [char.mooney@gmail.com](mailto:char.mooney@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 3:22:34 PM

---

Dear Charlotte Mooney,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Charlotte Mooney <noreply@adv.actionnetwork.org>  
**Sent:** Monday, March 23, 2026 5:27:51 AM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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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.

Charlotte Mooney  
char.mooney@gmail.com

San Francisco, California 94118

**From:** [Caltrain BOD Public Support](#)  
**To:** [maisiechan@yahoo.com](mailto:maisiechan@yahoo.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 3:24:28 PM

---

Dear Mai-Sie Chan,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Mai-Sie Chan <noreply@adv.actionnetwork.org>  
**Sent:** Monday, March 23, 2026 1:18:12 AM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

Mai-Sie Chan  
maisiechan@yahoo.com

San Francisco, California 94129

**From:** [Caltrain BOD Public Support](#)  
**To:** [slustgarden@gmail.com](mailto:slustgarden@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 3:32:48 PM

---

Dear Steve Lustgarden,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Steve Lustgarden <noreply@adv.actionnetwork.org>  
**Sent:** Sunday, March 22, 2026 8:50:26 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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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.

Steve Lustgarden  
slustgarden@gmail.com  
28 Hanover Ct  
Santa Cruz, California 95062

**From:** [Caltrain BOD Public Support](#)  
**To:** [melissaanddaves@gmail.com](mailto:melissaanddaves@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 3:36:23 PM

---

Dear Melissa Davies,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Melissa Davies <noreply@adv.actionnetwork.org>  
**Sent:** Sunday, March 22, 2026 4:54:13 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I've been riding Caltrain (with a bike) since I was a kid myself! In my family, there are 3

generations of people-who-bring-their-bikes on Caltrain. I have personally seen how, through the decades, Caltrain has become more and more welcoming to people on bikes. And I can see how that has created a LEGACY for this vital transit service.

When families use Caltrain, that means the next generation grows up knowing just how important it is to keep Caltrain funded. My kid had his first Caltrain ride when he was just 2 months old. Being able to bring our family bike onto Caltrain means that we are actually able to use the service. We are a proud Caltrain family.

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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benefit for the most people.

Thank you for your consideration.

Warmly,  
Melissa Davies

Melissa Davies  
melissaanddavies@gmail.com  
117A Bartlett St  
San Francisco, California 94110

**From:** [Caltrain BOD Public Support](#)  
**To:** [mailbox001@moggiez.me](mailto:mailbox001@moggiez.me)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 3:48:46 PM

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Dear Noriko Nakano,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,  
Your Caltrain BOD Public Support Team

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**From:** Noriko Nakano <[mailbox001@moggiez.me](mailto:mailbox001@moggiez.me)>  
**Sent:** Sunday, March 22, 2026 8:46 AM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

Some people who received this message don't often get email from [mailbox001@moggiez.me](mailto:mailbox001@moggiez.me). [Learn why this is important](#)

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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.

Noriko Nakano  
[mailbox001@moggiez.me](mailto:mailbox001@moggiez.me)

San Francisco, California 94115

**From:** [Caltrain BOD Public Support](#)  
**To:** [mbravo@me.com](mailto:mbravo@me.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 3:50:16 PM

---

Dear Mardhen Bravo,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Mardhen Bravo <noreply@adv.actionnetwork.org>  
**Sent:** Sunday, March 22, 2026 12:28:41 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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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.

Mardhen Bravo

mdbravo@me.com

728 E 4th Ave

San Mateo , California 94401

Orlando Nell  
10 Martin Ln  
Woodside CA 94062-3666

Caltrain JPBX  
Attn: Board Secretary  
1250 San Carlos Ave  
San Carlos CA 94070-2420

Monday, March 16<sup>th</sup>, 2026

Via: USPS First Class Mail.

To the Caltrain Board of Directors,

I have been a loyal Caltrain rider since 2023. While I am relatively new compared to those who have ridden for decades, I joined the system during a pivotal transition toward electrification. I am writing to share my perspective on the new fleet's design and certain policies that I believe are hindering the passenger experience.

First, the current proposal to ban utility bikes—those equipped with baskets, child seats, or fenders—is a step backward. These riders have often completely replaced car trips with their bicycles, and pushing them back onto the roads contradicts our regional transit and climate goals. Instead of banning these bikes, Caltrain should focus on active education. Conductors should be empowered to guide riders on how to stack bikes efficiently to maximize available space. Furthermore, riders with foldable scooters should be required to carry them to their seats rather than taking up precious rack space, especially since their odd shapes disrupt the "stackability" of standard bicycles.

Regarding the new trainsets, the hardware itself needs refinement. The flip-down seats located between the bike racks are often underused and occupy space that could be much better utilized for dedicated vertical scooter parking. Removing these seats in favor of specialized racks would alleviate the tension between cyclists and scooter users. Additionally, the auditory environment on the new trains is quite harsh. The door-closing alarm is a continuous, high-pitched beep that is far louder than necessary, and it continues to blare even while the exterior steps are retracting. This creates an irritating experience for everyone on board. Systems like BART or the European versions of these same trainsets prove that safety can be maintained with a much more pleasant chime.

Finally, the reliability of the onboard information systems is currently unacceptable. I frequently see screens displaying system errors or "He's dead, Jim" messages. Even when the screens work,

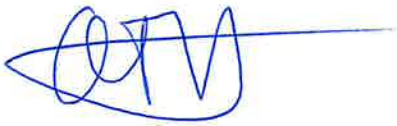
03/16/2026 14:00:27/00

the GPS often malfunctions in the San Francisco tunnels, announcing stops like San Jose or Sunnyvale while the train is still blocks from 22nd Street. This causes genuine panic for passengers who think they have missed their stop. When these automated systems fail, the manual announcements from the crew are often plagued by loud, high-pitched audio feedback that makes them impossible to understand.

I am asking the Board to address these quality-of-life issues and infrastructure glitches. We want the electric era of Caltrain to be world-class, but that requires a system that is both technically reliable and physically comfortable for the people who rely on it every day.

Sincerely,

Orlando Nell

A handwritten signature in blue ink, appearing to be 'Orlando Nell', with a long horizontal line extending to the right.

**From:** [Caltrain BOD Public Support](#)  
**To:** [carjoy92@gmail.com](mailto:carjoy92@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 4:10:44 PM

---

Dear Carmetta Joyner,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Carmetta Joyner <noreply@adv.actionnetwork.org>  
**Sent:** Sunday, March 22, 2026 4:45:51 AM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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Thank you for your consideration.

Carmetta Joyner  
carjoy92@gmail.com

San Francisco, California 94102

**From:** [Caltrain BOD Public Support](#)  
**To:** [antunezacupuncture@gmail.com](mailto:antunezacupuncture@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 4:19:23 PM

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Dear Erin Antunez,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Erin Antunez <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, March 21, 2026 11:20:34 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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Thank you for your consideration.

Erin Antunez  
antunezacupuncture@gmail.com

San Francisco, California 94131

---

**From:** Caltrain BOD Public Support  
**Sent:** Monday, March 23, 2026 4:27 PM  
**To:** jym+calbike@scorcher.org  
**Cc:** Board (@caltrain.com)  
**Subject:** Re: Please don't ban family bikes from Caltrain!

Dear Jym Dyer,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,  
Your Caltrain BOD Public Support Team

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

From: Jym Dyer <jym+calbike@scorcher.org>  
Sent: Saturday, March 21, 2026 3:49 PM  
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
Subject: Please don't ban family bikes from Caltrain!

Some people who received this message don't often get email from jym+calbike@scorcher.org. 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.

Jym Dyer  
jym+calbike@scorcher.org

San Francisco, California 94117

[https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fclick.actionnetwork.org%2Fss%2Fo%2Fu001.ZbNygOfLYPaP-d23SgKjnQ%2F4p4%2Fd1R9jH9\\_SPuPQjCQjAoKtQ%2Fho.gif&data=05%7C02%7CCaltrainBODPublicSupport%40caltrain.com%7Cc12b79d9ecc247a35cc108de8900202c%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639098830784239853%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIiOiJXaW4zMilslkFOIjoITWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=6qPcusgquX7ReH2V0cfyyTHTTVzpqNnP14MCBUG77WY%3D&reserved=0](https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fclick.actionnetwork.org%2Fss%2Fo%2Fu001.ZbNygOfLYPaP-d23SgKjnQ%2F4p4%2Fd1R9jH9_SPuPQjCQjAoKtQ%2Fho.gif&data=05%7C02%7CCaltrainBODPublicSupport%40caltrain.com%7Cc12b79d9ecc247a35cc108de8900202c%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639098830784239853%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIiOiJXaW4zMilslkFOIjoITWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=6qPcusgquX7ReH2V0cfyyTHTTVzpqNnP14MCBUG77WY%3D&reserved=0)

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**From:** [Caltrain BOD Public Support](#)  
**To:** [lauren.c.atkinson@gmail.com](mailto:lauren.c.atkinson@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 4:44:07 PM

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Dear Lauren Artkinson,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Lauren Atkinson <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, March 21, 2026 6:13:43 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with

fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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

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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.

Lauren Atkinson  
lauren.c.atkinson@gmail.com

San Francisco, California 94110

**From:** [Caltrain BOD Public Support](#)  
**To:** [jesse@jsatk.us](mailto:jesse@jsatk.us)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 4:45:37 PM

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Dear Jesse Atkinson,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Jesse Atkinson <[jesse@jsatk.us](mailto:jesse@jsatk.us)>  
**Sent:** Saturday, March 21, 2026 5:45:08 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

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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.

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Thank you for your consideration.

Jesse Atkinson  
jesse@jsatk.us

San Francisco, California 94110

**From:** [Caltrain BOD Public Support](#)  
**To:** [elenarein23@gmail.com](mailto:elenarein23@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 4:48:18 PM

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Dear Elena Rein,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Elena Rein <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, March 21, 2026 4:50:25 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Elena Rein  
elenarein23@gmail.com

Berkeley, California 94703

**From:** [Caltrain BOD Public Support](#)  
**To:** [ellie@ellieharmon.com](mailto:ellie@ellieharmon.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 4:49:52 PM

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Dear Mary Harmon,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Mary Harmon <[ellie@ellieharmon.com](mailto:ellie@ellieharmon.com)>  
**Sent:** Saturday, March 21, 2026 2:43:30 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

Some people who received this message don't often get email from [ellie@ellieharmon.com](mailto:ellie@ellieharmon.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.

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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.

Mary Harmon

[ellie@ellieharmon.com](mailto:ellie@ellieharmon.com)

2175 Market Street Apt 415

San Francisco, California 94114

**From:** [Caltrain BOD Public Support](#)  
**To:** [bengansky@gmail.com](mailto:bengansky@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 4:51:38 PM

---

Dear Ben Gansky,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Ben Gansky <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, March 21, 2026 10:49:29 AM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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Thank you for your consideration.

Ben Gansky  
bengansky@gmail.com

Berkeley, California 94709

**From:** [Caltrain BOD Public Support](#)  
**To:** [natecavalieri@gmail.com](mailto:natecavalieri@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: NO NO NO ban of family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 4:53:48 PM

---

Dear Nate Cavalieri,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,

Your Caltrain BOD Public Support Team

---

**From:** Nate Cavalieri <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, March 21, 2026 8:58:30 AM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** NO NO NO ban of family bikes from Caltrain!

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Thank you for your consideration.

Nate Cavalieri  
natecavalieri@gmail.com

San Francisco, California 94118

**From:** [Caltrain BOD Public Support](#)  
**To:** [sfeng926@gmail.com](mailto:sfeng926@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 4:55:15 PM

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Dear Sylvia Fong,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,

Your Caltrain BOD Public Support Team

---

**From:** Sylvia Feng <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, March 21, 2026 4:19:12 AM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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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.

Sylvia Feng  
sfeng926@gmail.com

San Francisco, California 94103

**From:** [Caltrain BOD Public Support](#)  
**To:** [lucia.pacca88@gmail.com](mailto:lucia.pacca88@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 4:59:41 PM

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Dear Lucia Pacca,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Lucia Pacca <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, March 21, 2026 3:59:59 AM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

**ATTENTION:** This email came from an external sender. 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.

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.

Lucia Pacca  
lucia.pacca88@gmail.com

San Francisco, California 94133

**From:** [Caltrain BOD Public Support](#)  
**To:** [jsa41510@gmail.com](mailto:jsa41510@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 5:01:18 PM

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Dear Jason Serafino-Agar,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Jason Serafino-Agar <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, March 21, 2026 2:03:15 AM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

Hi, 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.

Jason Serafino-Agar  
jsa41510@gmail.com

San Francisco , California 94112

**From:** [Caltrain BOD Public Support](#)  
**To:** [cepulawski@gmail.com](mailto:cepulawski@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 5:02:57 PM

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Dear Colleen Pulawski,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Colleen Pulawski <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, March 21, 2026 1:21:20 AM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

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.

Colleen Pulawski  
cepulawski@gmail.com

Berkeley, California 94709

**From:** [Caltrain BOD Public Support](#)  
**To:** [jessi.frenkel@gmail.com](mailto:jessi.frenkel@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 5:05:07 PM

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Dear Jessi Frenkel,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Jessi Frenkel <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, March 21, 2026 1:12:50 AM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

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.

Jessi Frenkel

jessi.frenkel@gmail.com

San Francisco, California 94117

**From:** [Caltrain BOD Public Support](#)  
**To:** [bertzhang@rocketmail.com](mailto:bertzhang@rocketmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Don't ban bike attachments from Caltrain  
**Date:** Monday, March 23, 2026 5:06:55 PM

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Dear Bert Zhang,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Bert Zhang <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, March 21, 2026 12:36:45 AM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Don't ban bike attachments from Caltrain

**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.

I am disabled and cannot otherwise bring groceries and other items with me to places without the use of nonstandard bikes. Transit needs to be accessible for all. If there is not enough capacity, the solution is to build more capacity, not restrict people from using existing capacity.

Thank you for your concern,  
Bert Zhang

Bert Zhang  
bertzhang@rocketmail.com

Oakland, California 94607

**Name:** Kevin Fisher  
**To:** [kevin.fisher@caltrans.ca.gov](mailto:kevin.fisher@caltrans.ca.gov)  
**Subject:** Re: Bike on Board Policy  
**Date:** Monday, March 26, 2020 10:04 AM

Dear Kevin Fisher,

Thanks for contacting Caltrans about the bikes-on-board rules. Caltrans is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike riding passengers to feel comfortable using Caltrans. In addition to bikes on board, Caltrans has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-bicycles available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrans introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (passenger) bags. After hearing from customers like you, Caltrans will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A pilot program related to bikes on board will be discussed at the April 23rd [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [public@caltrans.ca.gov](mailto:public@caltrans.ca.gov).

Sincerely,

Your Caltrans BOD Public Support Team

-----Original Message-----  
From: Kevin Fisher <[kevin.fisher@caltrans.ca.gov](mailto:kevin.fisher@caltrans.ca.gov)>  
Sent: Friday, March 20, 2020 9:29 PM  
To: Board <[board@caltrans.ca.gov](mailto:board@caltrans.ca.gov)>  
Subject: Please don't ban family bikes from Caltrans!

Some people who received this message don't often get email from [kevin.fisher@caltrans.ca.gov](mailto:kevin.fisher@caltrans.ca.gov). Learn why this is important? [Click here](#)

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

Caltrans Board of Directors

The writing to you is to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrans 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 Caltrans 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.

\* Business-oriented lanes: Give riders the tools to make informed decisions by prioritizing bike car availability and bike hampers so they can choose a less crowded train or an alternative.

\* Pannier-carrying restrictions: Limit or restrict the allowed bike classes or cargo restrict and bicyclists tips for riders who have that option — finding up bike car space for those who don't.

\* Pannier-carrying restrictions: Limit or restrict the allowed bike classes or cargo restrict and bicyclists tips for riders who have that option — finding up bike car space for those who don't.

\* Pannier-carrying restrictions: Limit or restrict the allowed bike classes or cargo restrict and bicyclists tips for riders who have that option — finding 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. Caltrans 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.

Kevin Fisher  
[kevin.fisher@caltrans.ca.gov](mailto:kevin.fisher@caltrans.ca.gov)

San Francisco, California 94112

<https://www.caltrans.ca.gov/boards-and-committees/active-transportation-committee>  
<https://www.caltrans.ca.gov/boards-and-committees/active-transportation-committee>

**From:** [Caltrain BOD Public Support](#)  
**To:** [stuart.gansky@gmail.com](mailto:stuart.gansky@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 5:12:05 PM

---

Dear Stuart Gansky,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

---

**From:** Stuart Gansky <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, March 21, 2026 12:23:36 AM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

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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- 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.

Stuart Gansky  
stuart.gansky@gmail.com

San Francisco, California 94122

**From:** [Caltrain BOD Public Support](#)  
**To:** [ruth@radetsky.org](mailto:ruth@radetsky.org)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban useful bikes from Caltrain!  
**Date:** Monday, March 23, 2026 5:14:31 PM

---

Dear Ruth Radetsky,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Ruth Radetsky <[ruth@radetsky.org](mailto:ruth@radetsky.org)>  
**Sent:** Friday, March 20, 2026 5:21 PM  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban useful bikes from Caltrain!

Some people who received this message don't often get email from [ruth@radetsky.org](mailto:ruth@radetsky.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.

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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.

If you ban panniers and child seats, you remove CalTrain as a commute option from a huge swath of current users: anyone who wants to take a kid to daycare; anyone who needs to go shopping on the way home; anyone who needs to carry more than a few papers or books around; anyone who needs to dress to be comfortable at 60 degrees in the early morning AND 90 degrees in the late afternoon; anyone whose life can't fit into a modest daypack.

I understand the temptation, maybe even need, to ban huge bakfiets from commute hour expresses. But banning panniers or child seats that fit within the width of handlebars from all trains is does not serve the needs of getting people out of their cars; it forces people who can afford cars back into cars and the hell of Bay Area traffic, and people who can't afford them into hugely longer bicycle commutes. Neither are appropriate.

Allowing bikes on CalTrain has revolutionized Bay Area commuting in the last 40 years. Don't go backwards.

Thank you.

Ruth Radetsky  
[ruth@radetsky.org](mailto:ruth@radetsky.org)

Woomera17, California 94110

**From:** [Caltrain BOD Public Support](#)  
**To:** [jessica.d.wood@gmail.com](mailto:jessica.d.wood@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 5:16:05 PM

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Dear Jessica Wood,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** JESSICA WOOD <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 11:52:48 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

JESSICA WOOD  
jessica.d.wood@gmail.com

San Francisco, California 94115

**From:** [Al Fiorini](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 5:22:30 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.

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Thank you for your consideration.

Al Fiorini  
[aafiorini@gmail.com](mailto:aafiorini@gmail.com)

1 Santa Rosa  
Santa Rosa , California 95404

**From:** [Caltrain BOD Public Support](#)  
**To:** [aneerban@yahoo.com](mailto:aneerban@yahoo.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 5:24:34 PM

---

Dear Aneerban Bhattacharya,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Aneerban Bhattacharya <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 11:43:25 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

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.

Aneerban Bhattacharya  
aneerban@yahoo.com

San Mateo, California 94404

**From:** [Caltrain BOD Public Support](#)  
**To:** [emilyhmcdonnell@gmail.com](mailto:emilyhmcdonnell@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 5:26:12 PM

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Dear Emily McDonnell,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Emily McDonnell <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 11:04:02 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

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.

Emily McDonnell  
emilyhmcdonnell@gmail.com

San Francisco, California 94110

**From:** [Caltrain BOD Public Support](#)  
**To:** [hulse@pipeline.com](mailto:hulse@pipeline.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 5:28:49 PM

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Dear Francisco Hulse,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Francisco Hulse <[hulse@pipeline.com](mailto:hulse@pipeline.com)>  
**Sent:** Friday, March 20, 2026 3:47 PM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

Some people who received this message don't often get email from [hulse@pipeline.com](mailto:hulse@pipeline.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:

- Put one more bike car on each train! Caltrain can help SFBA residents to live car-free or at least use their cars less. (Stop privileging cars!)
- 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.

Francisco Hulse

[hulse@pipeline.com](mailto:hulse@pipeline.com)

2754B Folsom St.

San Francisco, California 94110-3311

**From:** [Caltrain BOD Public Support](#)  
**To:** [danieljkarpelevitch@gmail.com](mailto:danieljkarpelevitch@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: The "new" bike rules, and an off-ramp from the PR disaster  
**Date:** Monday, March 23, 2026 6:26:02 PM

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To Daniel Karpelevitch,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

---

**From:** Daniel Karpelevitch <[danieljkarpelevitch@gmail.com](mailto:danieljkarpelevitch@gmail.com)>  
**Sent:** Sunday, March 15, 2026 7:04 AM  
**To:** Caltrain, Bac (@caltrain.com) <[batac@caltrain.com](mailto:batac@caltrain.com)>; cacsecretary [@caltrain.com] <[CACsecretary@caltrain.com](mailto:CACsecretary@caltrain.com)>; Board (@caltrain.com) <[Board@caltrain.com](mailto:Board@caltrain.com)>  
**Subject:** The "new" bike rules, and an off-ramp from the PR disaster

Some people who received this message don't often get email from [danieljkarpelevitch@gmail.com](mailto: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 BATAC,

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:** [Caltrain BOD Public Support](#)  
**To:** [benzoy@yahoo.com](mailto:benzoy@yahoo.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Comments for Bicycle and Active Transportation Advisory Committee (BATAC) Meeting on March 19, 2026, 5:45 pm  
**Date:** Monday, March 23, 2026 6:29:27 PM

---

To Benz OuYang,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

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Your Caltrain BOD Public Support Team

---

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

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

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

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

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

1. Educate/encourage cyclists to stack their bikes more efficiently, to make full use of the space. Conductors can call out riders who throw their bikes haphazardly onto the racks, taking up more space than if stacked better.
2. Educate/encourage cyclists to coordinate amongst themselves about their destinations while waiting for the train, so each bolus of cyclist-riders is able to board and stack bikes quickly, less chaotically, and correctly.
3. Educate/encourage cyclists to stack 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:** [Caltrain BOD Public Support](#)  
**To:** [sojamorgens@gmail.com](mailto:sojamorgens@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from off peak caltrain  
**Date:** Monday, March 23, 2026 6:32:25 PM

---

To Soja-Marie Morgens,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

---

**From:** Soja-Marie Morgens <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Monday, March 16, 2026 10:20 PM  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from off peak caltrain

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

Caltrain Board of Directors,

I 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.
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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.

Soja-Marie Morgens  
[sojamorgens@gmail.com](mailto:sojamorgens@gmail.com)

Mountain View, California 94043

**From:** [Caltrain BOD Public Support](#)  
**To:** [elliott.schwartz@gmail.com](mailto:elliott.schwartz@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 6:34:46 PM

---

To Elliot Schwartz,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Elliot Schwartz <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Tuesday, March 17, 2026 11:02 AM  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with

fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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

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

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

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

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

Thank you for your consideration.

Elliot Schwartz

[elliott.schwartz@gmail.com](mailto:elliott.schwartz@gmail.com)

2828 Bryant Street

San Francisco, California 94110-4810

**From:** [Caltrain BOD Public Support](#)  
**To:** [rogerrudick@gmail.com](mailto:rogerrudick@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 6:36:38 PM

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To Dominic Barile,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Dominic Barile <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Tuesday, March 17, 2026 11:33 AM  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with

fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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

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

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

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

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

Thank you for your consideration.

Dominic Barile

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

642 Monterey Blvd

San Francisco, California 94217

**From:** [Caltrain BOD Public Support](#)  
**To:** [lenzap497@gmail.com](mailto:lenzap497@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 6:39:00 PM

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To Andrew Lenz,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Andrew Lenz <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Tuesday, March 17, 2026 7:51:02 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

Andrew Lenz

[lenzap497@gmail.com](mailto:lenzap497@gmail.com)

930 Rhode Island St

San Francisco, California 94107

**From:** [Caltrain BOD Public Support](#)  
**To:** [divyasingh108@gmail.com](mailto:divyasingh108@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 6:40:55 PM

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To Divya Singh,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Divya Singh <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Tuesday, March 17, 2026 9:51:29 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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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.

Divya Singh  
[divyasingh108@gmail.com](mailto:divyasingh108@gmail.com)

San Francisco, California 94118

**From:** [Caltrain BOD Public Support](#)  
**To:** [jgw787@gmail.com](mailto:jgw787@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 6:42:43 PM

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To James Wen,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

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Your Caltrain BOD Public Support Team

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**From:** James Wen <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Tuesday, March 17, 2026 10:59:38 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with

fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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

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

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

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

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

Thank you for your consideration.

James Wen

[jgw787@gmail.com](mailto:jgw787@gmail.com)

157 Westwood Drive

San Francisco, California 94112

**From:** [Caltrain BOD Public Support](#)  
**To:** [poberkeley@gmail.com](mailto:poberkeley@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 6:44:43 PM

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To Phyllis Orrick,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

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Your Caltrain BOD Public Support Team

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**From:** Phyllis Orrick <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Tuesday, March 17, 2026 11:00:08 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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.
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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.

Phyllis Orrick  
[poberkeley@gmail.com](mailto:poberkeley@gmail.com)

Berkeley , California 94702

**From:** [Caltrain BOD Public Support](#)  
**To:** [srinivasanv93@gmail.com](mailto:srinivasanv93@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 6:46:37 PM

---

To Srinivasan Vijayaraghavan,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

---

**From:** Srinivasan Vijayaraghavan <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Tuesday, March 17, 2026 11:41:03 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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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.

Srinivasan Vijayaraghavan

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

1300 Funston Ave

San Francisco, California 94122

**From:** [Caltrain BOD Public Support](#)  
**To:** [teresa.hammerl@gmail.com](mailto:teresa.hammerl@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 6:48:14 PM

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To Teresa Hammerl,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

---

**From:** Teresa Hammerl <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Tuesday, March 17, 2026 11:58:08 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I'm 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.

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

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

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

Thank you for your consideration.

Teresa Hammerl

[teresa.hammerl@gmail.com](mailto:teresa.hammerl@gmail.com)

12th Avenue

San Francisco , California 94116

**From:** [Caltrain BOD Public Support](#)  
**To:** [robert.bolival@gmail.com](mailto:robert.bolival@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 6:49:47 PM

---

To Robert Benjamin Bolival,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Robert Benjamin Bolival <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 2:49:55 AM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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](mailto:robert.bolival@gmail.com)

San Jose, California 95117

**From:** [Caltrain BOD Public Support](#)  
**To:** [rjmaller@gmail.com](mailto:rjmaller@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Protect Family and Cargo Bike Access on Caltrain  
**Date:** Monday, March 23, 2026 6:51:24 PM

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To Jeremiah Maller,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Jeremiah Maller <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Tuesday, March 17, 2026 9:47 PM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Subject:** Protect Family and Cargo Bike Access on Caltrain

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

Caltrain Board of Directors,

I 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](mailto:rjmaller@gmail.com)

Oakland, California 94607

**From:** [Caltrain BOD Public Support](#)  
**To:** [cuervomc@gmail.com](mailto:cuervomc@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 6:53:09 PM

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To Catalina Cuervo,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Catalina Cuervo <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 6:43:17 AM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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](mailto:cuervomc@gmail.com)

San francisco, California 94158

**From:** [Caltrain BOD Public Support](#)  
**To:** [alfredtwu@gmail.com](mailto:alfredtwu@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: The bike policy should be reconsidered and limited to crowded rush hour trains  
**Date:** Monday, March 23, 2026 6:54:42 PM

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To Alfred Twu,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Alfred Twu <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 9:23 AM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Subject:** The bike policy should be reconsidered and limited to crowded rush hour trains

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

Caltrain Board of Directors,

I use Caltrain when going to the Peninsula, and when I do, I usually bring my bike, 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](mailto:alfredtwu@gmail.com)

Berkeley, California 94704

--

**From:** [Caltrain BOD Public Support](#)  
**To:** [jennanewgard@gmail.com](mailto:jennanewgard@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 6:56:23 PM

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To Jenna Newgard,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Jenna Newgard <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 5:02:53 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

Jenna Newgard

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

94118

San Francisco , California 94118

**From:** [Caltrain BOD Public Support](#)  
**To:** [lian.c.chang@gmail.com](mailto:lian.c.chang@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 6:57:54 PM

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To Lian Chang,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Lian Chang <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 5:04:21 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

Lian Chang

[lian.c.chang@gmail.com](mailto:lian.c.chang@gmail.com)

230 2nd Ave Unit 3

San Francisco, California 94118

**From:** [Matt Peterson](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Lost pers on March 23rd at 9:00 p.m. a ladyon purse  
**Date:** Monday, March 23, 2026 10:24:02 PM

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Some people who received this message don't often get email from mattpete999@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.

Lost her purse at South San Francisco northbound I'm now on the 168 there is one conductor here he said that he doesn't know if his train would have been 161. My concern is not of the personal more it's of the train driver knowing what number train he's on cuz I can't ask him and this conductor is a real a\*\*\*\*\* when I first met him a couple years ago why does he not know the number train he's on northbound

**From:** [Matt Peterson](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Incredible amount of panic resulting in failure of helping and accomodatjng passengers  
**Date:** Monday, March 23, 2026 10:39:43 PM  
**Attachments:** [20260323\\_223643.heic](#)

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Some people who received this message don't often get email from mattpete999@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.

This conductor is in panic mode he is the only one on the 168 going southbound local I get off at Redwood City he picked me up at South San Francisco and at 9:00 p.m. a lady lost her purse with a lot of money in it and that train was the 161 going northbound at 9:00 p.m. this man is failed to address whether or not this train was that train going northbound



**From:** [Joanne Yee](#)  
**To:** [Public Comment](#)  
**Subject:** Please don't ban family bikes from Caltrain!  
**Date:** Monday, March 23, 2026 11:58:01 PM

You don't often get email from joanne.yee@presidio.edu. [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 Public Comment,

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.

Joanne Yee  
joanne.yee@presidio.edu

San Francisco, California 94112

**From:** [Caltrain BOD Public Support](#)  
**To:** [kearstin.marie@gmail.com](mailto:kearstin.marie@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: Please don't backtrack on families and sustainable transport  
**Date:** Tuesday, March 24, 2026 3:20:24 PM

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Dear Kearstin Dischinger,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Kearstin M dischinger <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 10:35:08 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't backtrack on families and sustainable transport

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

Caltrain Board of Directors,

Please don't backtrack the real mode shift progress the Bay Area has made. I have been listening for 20 years as decision makers make unsustainable policy choices because families need cars. Please support the families who are doing the work and making sustainable transportation choices.

The Bay Area needs to stop backtracking on progress. My kid prefers to be biked because that's what he has always known. Help families educate the next generation by modeling sustainable transportation choices!!

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.

Kearstin M dischinger

kearstin.marie@gmail.com

454 17th Avenue

San Francisco, California 94121

**From:** [Caltrain BOD Public Support](#)  
**To:** [blider@gmail.com](mailto:blider@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 3:22:02 PM

---

Dear Brett Lider,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 3:22 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Brett Lider <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 10:22:23 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

Brett Lider

blider@gmail.com

3670 18th Street,

San Francisco, California 94110

**From:** [Caltrain BOD Public Support](#)  
**To:** [kingofdots@gmail.com](mailto:kingofdots@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 3:23:33 PM

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Dear Maya King,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 2:15 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Maya King <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 9:15:54 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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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.

Maya King

kingofdots@gmail.com

San Francisco, California 94107

**From:** [Caltrain BOD Public Support](#)  
**To:** [allison.rose@gmail.com](mailto:allison.rose@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 3:24:51 PM

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Dear Allison Rose,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 2:07 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Allison Rose <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 9:07:31 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

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 alternatives.

As a commuter from Palo Alto to San Francisco with only one family car, the only way I can get to work is to take the train. The train station is four miles from my house and 1.2 miles from my office on either end. Without biking I couldn't reliably or affordably get to work. Moreover, because we have one car, I sometimes need the flexibility of bringing my family bike so I can pick up the kids on the way to or from work. My husband's schedule doesn't always permit him to do both pick up and drop off. On those days, being able to bring my cargo bike on the train is critical. Timing is always tight on both ends and so walking is impractical.

Please understand that while annoying, this is a real access issue for our family and Caltrain riders are enormously understanding when trains are crowded - after all we are all just trying to get to and from work. Please don't punish those of us who need this flexibility.

Thank you

Allison Rose  
allison.rose@gmail.com

Oakland, California 94618-1643

**From:** [Caltrain BOD Public Support](#)  
**To:** [46.rewind\\_satin@icloud.com](mailto:46.rewind_satin@icloud.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 3:26:40 PM

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Dear Evan L.,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 1:49 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Evan L <noreply@adv.actionnetwork.org>

**Sent:** Friday, March 20, 2026 8:49:25 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

benefit for the most people.

Thank you for your consideration.

Evan L

46.rewind\_satin@icloud.com

San Francisco, California 94123

**From:** [Caltrain BOD Public Support](#)  
**To:** [jjenkins@gmail.com](mailto:jjenkins@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 3:28:37 PM

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Dear Jessica Jenkins,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 1:44 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Jessica Jenkins <noreply@adv.actionnetwork.org>

**Sent:** Friday, March 20, 2026 8:44:55 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

I was so excited when the new Caltrain cars were fully rolled out because I no longer needed to worry about whether I would be able to lift my family cargo bike or a bike laden with camping gear onto a gallery car. My regular commuting bike has a front basket that would apparently no longer be allowed, and often on the weekends I travel with my child on a cargo bike. We primarily use Caltrain on the weekends when the cars are mostly empty, why prevent family bikes then? And no bike baskets, really??? So many commuter bikes have a basket for carrying laptops; it's very practical for people using bikes for transportation instead of recreation.

This rule change would prevent me and my family from being able to use Caltrain in most cases. It would be a slap in the face for the many people that use transit and bikes for transportation. We're in a horrible climate crisis. As I type this, it's 80 degrees in March. Why would you prevent people from using mass transit? Please reconsider.

Sincerely,  
Jess Jenkins

Jessica Jenkins  
jjenkins@gmail.com  
569 Haight St  
San Francisco, California 94117

**From:** [Caltrain BOD Public Support](#)  
**To:** [katie@katiecausey.org](mailto:katie@katiecausey.org)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 3:33:46 PM

---

Dear Katie,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 1:42 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

---

**From:** katie@katiecausey.org <katie@katiecausey.org>  
**Sent:** Friday, March 20, 2026 8:42:10 PM (UTC+00:00) Monrovia, Reykjavik  
**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 katie@katiecausey.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 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.

[katie@katiecausey.org](mailto:katie@katiecausey.org)

,

**From:** [Caltrain BOD Public Support](#)  
**To:** [vices-travel0x@icloud.com](mailto:vices-travel0x@icloud.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 3:47:42 PM

---

Dear Ren Fitzgerald,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 1:41 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

---

**From:** Ren Fitzgerald <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 8:41:04 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>

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

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

Caltrain Board of Directors,

I strongly urge you to vote against the bike ban. This item will hit riders who the system will rely on most in the long-term: families, youth, and car-free commuters. Don't diminish the agency's ridership, now and in the future, with a non-solution to a real problem.

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
- Go hard for the funding measure! I haven't seen any communications from Caltrain about the fiscal crisis, and I pay close attention to the agency. Tell your riders why you can't run more trains and work with advocates where you can to pass the regional measure. More service is the solution, not less riders.

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.

Ren Fitzgerald

vices-travel0x@icloud.com

San Mateo, California 94403

**From:** [Caltrain BOD Public Support](#)  
**To:** [derrickmcferran@gmail.com](mailto:derrickmcferran@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 3:53:57 PM

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Dear Derrick McFerran,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 1:40 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Derrick McFerran <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 8:40:12 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

Derrick McFerran  
derrickmcferran@gmail.com

Richmond , California 94804

**From:** [Caltrain BOD Public Support](#)  
**To:** [vincepassanisi@gmail.com](mailto:vincepassanisi@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: Bike Ban  
**Date:** Tuesday, March 24, 2026 3:56:16 PM

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Dear Vince Passanisi,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 1:27 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Bike Ban

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**From:** Vince Passanisi <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 8:27:03 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Bike Ban

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

Caltrain Board of Directors,

I commute via bicycle and think that there needs to be some sort of nuance around this issue. It's been years since I've commuted on the busiest of trains at the busiest of times, but please reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains. My panniers don't take up that much space, and if these trains are to serve as means of commute, many of us need those pieces of cargo to get where we're going.

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 - this is me. 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. This is a big reason why I've structured my commute as such.
- 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.

Vince Passanisi

vincepassanisi@gmail.com

San Mateo, California 94403

**From:** [Caltrain BOD Public Support](#)  
**To:** [dgendvil@gmail.com](mailto:dgendvil@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 3:57:49 PM

---

To Derek Gendvil,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Derek Gendvil <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 5:06:38 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with

fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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

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

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

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

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

Thank you for your consideration.

Derek Gendvil

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

9030 w. Sahara Ave. #360

Las Vegas , Nevada 89117

**From:** [Caltrain BOD Public Support](#)  
**To:** [brookekuhn@gmail.com](mailto:brookekuhn@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 3:59:42 PM

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To Brooke Kuhn,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Brooke Kuhn <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 5:06:45 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with

fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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

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

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

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

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

Thank you for your consideration.

Brooke Kuhn

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

604 Second Ave

San Francisco, California 94118

**From:** [Caltrain BOD Public Support](#)  
**To:** [greg@dewar.us](mailto:greg@dewar.us)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: We can do better. Don't ban bikes on caltrain!  
**Date:** Tuesday, March 24, 2026 4:01:30 PM

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To Greg Dewar,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Greg Dewar <[greg@dewar.us](mailto:greg@dewar.us)>  
**Sent:** Wednesday, March 18, 2026 10:08 AM  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** We can do better. Don't ban bikes on caltrain!

Some people who received this message don't often get email from [greg@dewar.us](mailto: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](mailto:greg@dewar.us)

1289 2nd Avenue Apt 6

San Francisco, California 94122

**From:** [Caltrain BOD Public Support](#)  
**To:** [lizzie.siegle@gmail.com](mailto:lizzie.siegle@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:03:05 PM

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To Lizzie Siegle,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Lizzie Siegle <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 5:11:55 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with

fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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

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

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

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

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

Thank you for your consideration.

Lizzie Siegle

[lizzie.siegle@gmail.com](mailto:lizzie.siegle@gmail.com)

1177 California St, #701

San Francisco, California 94108

**From:** [Caltrain BOD Public Support](#)  
**To:** [jgarcia45@hotmail.com](mailto:jgarcia45@hotmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:05:18 PM

---

To Jorge Garcia,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Jorge Garcia <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 5:12:14 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with

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

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

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

Thank you for your consideration.

Jorge Garcia

[jgarcia45@hotmail.com](mailto:jgarcia45@hotmail.com)

306 Fell Street

San Francisco, California 94102-5143

**From:** [Caltrain BOD Public Support](#)  
**To:** [pdarche+sfa@gmail.com](mailto:pdarche+sfa@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:07:16 PM

---

To Peter Darche,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Peter Darche <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 5:13:25 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with

fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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

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

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

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

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

Thank you for your consideration.

Peter Darche  
[pdarche+sfa@gmail.com](mailto:pdarche+sfa@gmail.com)

San Francisco, California 94110

**From:** [Caltrain BOD Public Support](#)  
**To:** [tstuttle@gmail.com](mailto:tstuttle@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:07:16 PM

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Dear Ted Tuttle,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 1:06 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Ted Tuttle <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 8:06:07 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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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.

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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.

Ted Tuttle  
tstuttle@gmail.com

Mill Valley, California 94941

**From:** [Caltrain BOD Public Support](#)  
**To:** [m.s.rahimi@gmail.com](mailto:m.s.rahimi@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:09:44 PM

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To Mahdi Rahimi,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** Mahdi Rahimi <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 5:17:05 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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Caltrain Board of Directors,

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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.

Mahdi Rahimi

[m.s.rahimi@gmail.com](mailto:m.s.rahimi@gmail.com)

521 Ellsworth st

San Francisco , California 94110

**From:** [Caltrain BOD Public Support](#)  
**To:** [brooks.ward@gmail.com](mailto:brooks.ward@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:11:25 PM

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To Brooks Ward,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Brooks Ward <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 5:18:20 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with

fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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

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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.

Brooks Ward

[brooks.ward@gmail.com](mailto:brooks.ward@gmail.com)

1951 clement st

SAN FRANCISCO, California 94121

**From:** [Caltrain BOD Public Support](#)  
**To:** [coopslarhette@gmail.com](mailto:coopslarhette@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:12:54 PM

---

Dear Cooper LaRhette,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 12:25 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Cooper LaRhette <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 7:25:30 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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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.

Cooper LaRhette  
coopslarhette@gmail.com

San Francisco, California 94107

**From:** [Caltrain BOD Public Support](#)  
**To:** [rev.mark.cordes@gmail.com](mailto:rev.mark.cordes@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:13:10 PM

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To Mark,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** Mark <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 5:19:39 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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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.

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Thank you for your consideration.

Mark

[rev.mark.cordes@gmail.com](mailto:rev.mark.cordes@gmail.com)

1863 22nd Ave

San Francisco, California 94122

**From:** [Caltrain BOD Public Support](#)  
**To:** [teeets@gmail.com](mailto:teeets@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:14:56 PM

---

To Brittany C.,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** Brittany C <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 5:22:27 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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Caltrain Board of Directors,

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Thank you for your consideration.

Brittany C  
[teeets@gmail.com](mailto:teeets@gmail.com)

San Francisco, California 94118

**From:** [Caltrain BOD Public Support Board \(@caltrain.com\)](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:15:10 PM

---

Dear Joanne Yee,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Sent:** Tuesday, March 24, 2026 10:48 AM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

---

**From:** Joanne Yee <joanne.yee@presidio.edu>  
**Sent:** Monday, March 23, 2026 11:58 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 [joanne.yee@presidio.edu](mailto:joanne.yee@presidio.edu). [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.
- 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.

Joanne Yee

[joanne.yee@presidio.edu](mailto:joanne.yee@presidio.edu)

San Francisco, California 94112

**From:** [Caltrain BOD Public Support](#)  
**To:** [aafiorini@gmail.com](mailto:aafiorini@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:19:33 PM

---

Dear Al Fiorini,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Monday, March 23, 2026 5:22 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Al Fiorini <noreply@adv.actionnetwork.org>  
**Sent:** Tuesday, March 24, 2026 12:22:25 AM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>

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

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

Caltrain Board of Directors,

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Thank you for your consideration.

Al Fiorini

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

1 Santa Rosa

Santa Rosa , California 95404

**From:** [Caltrain BOD Public Support](#)  
**To:** [ken.grosserode@gmail.com](mailto:ken.grosserode@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:20:02 PM

---

To Kenneth Grosserode,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** Kenneth Grosserode <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 5:22:50 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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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.

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

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

Thank you for your consideration.

Kenneth Grosserode

[ken.grosserode@gmail.com](mailto:ken.grosserode@gmail.com)

351 Buena Vista Ave E, Unit 803E

San Francisco, California 94117

**From:** [Caltrain BOD Public Support](#)  
**To:** [diefdarryl@gmail.com](mailto:diefdarryl@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:21:06 PM

---

Dear Dief Dexter,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 12:11 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** DIEF DEXTER <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 7:11:01 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>

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

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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.

DIEF DEXTER

diefdarryl@gmail.com

San Francisco, California 94142

**From:** [Caltrain BOD Public Support](#)  
**To:** [nathans@gmail.com](mailto:nathans@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:22:12 PM

---

To Nathan Spindel,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** Nathan Spindel <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 5:25:09 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with

fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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

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

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

Thank you for your consideration.

Nathan Spindel  
[nathans@gmail.com](mailto:nathans@gmail.com)  
10 Grossland Way  
Petaluma, California 94952

**From:** [Caltrain BOD Public Support](#)  
**To:** [rick.cox@gmail.com](mailto:rick.cox@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain"Board (@caltrain.com)" <board@caltrain.com>n!  
**Date:** Tuesday, March 24, 2026 4:23:06 PM

---

Dear Richard Cox,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 12:09 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

---

**From:** Richard Cox <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 7:09:05 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>

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

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Caltrain Board of Directors,

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Thank you for your consideration.

Richard Cox

[rick.cox@gmail.com](mailto:rick.cox@gmail.com)

346 Hermann St

San Francisco, California 94117

**From:** [Caltrain BOD Public Support](#)  
**To:** [colleenbeach@proton.me](mailto:colleenbeach@proton.me)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Don't ban bikes from Caltrain  
**Date:** Tuesday, March 24, 2026 4:23:47 PM

---

To Colleen Beach,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** Colleen Beach <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 10:26 AM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Subject:** Don't ban bikes from Caltrain

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

Caltrain Board of Directors,

I'm 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](mailto:colleenbeach@proton.me)

807 Ulloa Street Apt 4

San Francisco, California 94127

--

**From:** [Caltrain BOD Public Support](#)  
**To:** [nathanleiby@gmail.com](mailto:nathanleiby@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:24:45 PM

---

Dear Nathan Leiby,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,

Your Caltrain BOD Public Support Team

---

**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 12:08 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

---

**From:** nathan leiby <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 7:08:03 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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Caltrain Board of Directors,

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Thank you for your consideration.

nathan leiby

nathanleiby@gmail.com

San Francisco, California 94114

**From:** [Caltrain BOD Public Support](#)  
**To:** [jf.pera@icloud.com](mailto:jf.pera@icloud.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Reconsider proposed bike rules on Caltrain!  
**Date:** Tuesday, March 24, 2026 4:25:26 PM

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To Jeff Pera,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Jeff Pera <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 10:28 AM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Subject:** Reconsider proposed bike rules on Caltrain!

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

Caltrain Board of Directors,

I got the following letter from Streets for All SF - their suggestions seem reasonable.

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

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

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

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

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

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

Thank you for your consideration.

Jeff Pera

[jf.pera@icloud.com](mailto:jf.pera@icloud.com)

762 23rd Avenue

San Francisco , California 94121

**From:** [Caltrain BOD Public Support](#)  
**To:** [jpeattie@gmail.com](mailto:jpeattie@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:26:03 PM

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Dear John Peattie,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** John Peattie <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 7:03:44 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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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.

John Peattie  
jpeattie@gmail.com  
1516 Fell Street  
San Francisco, California 94117

**From:** [Caltrain BOD Public Support](#)  
**To:** [jessamyncp@gmail.com](mailto:jessamyncp@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:27:05 PM

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To Jessamyn Connell-Price,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Jessamyn Conell-Price <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 5:28:41 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

Hi I am a San Francisco resident who grew up in Palo Alto, I visit my parents there often

snd want to use the train more to do so! I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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

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.

Jessamyn Conell-Price  
[jessamyncp@gmail.com](mailto:jessamyncp@gmail.com)

San Francisco, California 94114

**From:** [Caltrain BOD Public Support](#)  
**To:** [claire.gunter@gmail.com](mailto:claire.gunter@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban oversized bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:27:12 PM

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Dear Claire Gunter,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 11:59 AM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban oversized bikes from Caltrain!

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**From:** Claire Gunter <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 6:59:52 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban oversized bikes from Caltrain!

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

Caltrain Board of Directors,

Hello,

I read that you are proposing banning bikes with fat tires, child seats, cargo attachments, baskets, and panniers from all Caltrain trains. I believe this is a terrible idea that is going to hurt both the Caltrain system and its riders.

Bike car crowding during peak commute hours is a real problem. This we agree on. But, a blanket ban restricts use of Caltrain to a ridiculous point and while solving the rush hour problem, causes many more problems for off peak times. You are essentially saying that parents who use you to commute are no longer welcome. You are also keeping people who carry larger items by bike from getting into the city. That is a lot of exclusion and frankly, I don't think you have the ridership to whittle it all down to just "people who work in tech and carry a laptop." That is also not at all in the spirit of sustainable transportation, which Caltrain should be encouraging at all times.

Before resorting to a blanket ban, please consider the following options:

- 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

I really appreciate you considering alternatives to a blanket ban and am confident that there is a middle ground that is good for all sides. Please explore that before taking a vote that will cause a huge amount of stress for you and your riders.

Thank you,

Claire Gunter

Claire Gunter

[claire.gunter@gmail.com](mailto:claire.gunter@gmail.com)

San Francisco, California 94117

**From:** [Caltrain BOD Public Support](#)  
**To:** [themovingpixel@gmail.com](mailto:themovingpixel@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: Bikes + train = a combination that can work  
**Date:** Tuesday, March 24, 2026 4:28:45 PM

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Dear Ligia Abuabara,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 11:55 AM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Bikes + train = a combination that can work

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**From:** Ligia Abuabara <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 6:55:40 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Bikes + train = a combination that can work

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

Caltrain Board of Directors,

Dear Caltrain board and advisory committee,

It's great that Caltrain is having the problems that come with too much popularity. That said, of course they are still problems. I understand why Caltrain is considering a policy to ban bikes with child seats, cargo attachments, etc. However, these things are necessary for families and all people who use bikes for commuting, rather than just for play. At a time when our roads are more crowded than ever and fossil fuel prices are leaping higher, this is not a time to force people back into cars. Please reconsider the proposed policy.

KidSafe SF has proposed 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 California needs: please find a way to get it to work, don't forbid it.

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 so much for your consideration,

Lee Abuabara

Bicyclist, parent of a bicyclist, mom and train rider.

Ligia Abuabara

themovingpixel@gmail.com

1279 2nd Avenue

San Francisco, California 94122

**From:** [Caltrain BOD Public Support](#)  
**To:** [carolynhanrahansf@gmail.com](mailto:carolynhanrahansf@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:37:38 PM

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Dear Carolyn Mitsi Hanrahan,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 11:55 AM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Carolyn Mitsi Hanrahan <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 6:55:13 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

Dear CalTrain,

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. Please?\*\*\*

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.

Cordially,

Carolyn Hanrahan, MPA

Carolyn Mitsi Hanrahan

carolynhanrahansf@gmail.com

San Francisco, California 94115

**From:** [Caltrain BOD Public Support](#)  
**To:** [laclarkson@gmail.com](mailto:laclarkson@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:39:27 PM

---

Dear Lamar Anderson,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 11:48 AM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Lamar Anderson <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 6:48:04 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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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.

Lamar Anderson  
laclarkson@gmail.com

San Francisco , California 94131

**From:** [Caltrain BOD Public Support](#)  
**To:** [orcas.marcher\\_15@icloud.com](mailto:orcas.marcher_15@icloud.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:40:46 PM

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Dear Michael Huang,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 11:46 AM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Michael Huang <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 6:46:36 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

Michael Huang

orcas.marcher\_15@icloud.com

San Francisco, California 94109

**From:** [Caltrain BOD Public Support](#)  
**To:** [t@anthonybishopric.com](mailto:t@anthonybishopric.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:42:36 PM

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Dear Anthony Bishopric,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 11:43 AM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Anthony Bishopric <t@anthonybishopric.com>

**Sent:** Friday, March 20, 2026 6:43:30 PM (UTC+00:00) Monrovia, Reykjavik  
**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 t@anthonybishopric.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.

CalTrans has an obligation to make transit work for last mile solutions and that includes bicycles of all kinds. By eliminating bicycles that accommodate families you are essentially driving these people back into cars and out of the Caltrain system. This is counterproductive at best.

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.

Anthony Bishopric  
t@anthonybishopric.com

San Francisco, California 94114

**From:** [Caltrain BOD Public Support](#)  
**To:** [brookeray@gmail.com](mailto:brookeray@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:45:39 PM

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Dear Brooke Ray Demko,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 11:10 AM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Brooke Ray Demko <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 6:10:21 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

Thank you for your consideration.

Brooke Ray

Caltrain daily rider for 10yrs, e-biking mother of 4, SF resident

Brooke Ray Demko

brookeray@gmail.com

San Francisco, California 94131

**From:** [Caltrain BOD Public Support](#)  
**To:** [sprague.terplan@gmail.com](mailto:sprague.terplan@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:47:42 PM

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Dear Sprague Terplan,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 4:41 AM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Sprague Terplan <noreply@adv.actionnetwork.org>  
**Sent:** Friday, March 20, 2026 11:41:03 AM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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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.

Sprague Terplan  
sprague.terplan@gmail.com  
362 Corbett Avenue  
San Francisco , California 94114

**From:** [Caltrain BOD Public Support](#)  
**To:** [matt.sorgenfrei@gmail.com](mailto:matt.sorgenfrei@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:51:10 PM

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Dear Matt Sorgenfrei,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Thursday, March 19, 2026 4:55 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Matt Sorgenfrei <noreply@adv.actionnetwork.org>  
**Sent:** Thursday, March 19, 2026 11:55:52 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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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.

Matt Sorgenfrei  
matt.sorgenfrei@gmail.com

San Francisco, California 94118

**From:** [Caltrain BOD Public Support](#)  
**To:** [daveymkim@gmail.com](mailto:daveymkim@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: This aint it.  
**Date:** Tuesday, March 24, 2026 4:54:37 PM

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Dear David Kim,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Friday, March 20, 2026 4:27 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: This aint it.

---

**From:** David Kim <noreply@adv.actionnetwork.org>

**Sent:** Friday, March 20, 2026 11:26:58 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** This aint it.

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

Caltrain Board of Directors,

Hi Caltrain staff,

I am a bike commuter between San Francisco and Stanford University.

While my bike meets your current regulations, I have also become a father and hope to be able to bike my son to daycare while resuming my normal commute to Stanford every morning.

The ban appears to be a reductive or quick fix a more fundamental problem of increasing space for bikes or running more trains more frequently. '

Well I understand there needs to be an upper limit for size in terms of bike, Restricting child bikes is probably a step too far. Please think of a better solution besides punishing those with families.

Thank you

Davey Kim

David Kim

daveymkim@gmail.com

San Francisco, California 94109

**From:** [Caltrain BOD Public Support](#)  
**To:** [briandthomas@gmail.com](mailto:briandthomas@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: The proposed bike policy is a mistake  
**Date:** Tuesday, March 24, 2026 4:56:21 PM

---

Dear Brian Thomas,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Thursday, March 19, 2026 1:01 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: The proposed bike policy is a mistake

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**From:** Brian Thomas <noreply@adv.actionnetwork.org>  
**Sent:** Thursday, March 19, 2026 8:01:32 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** The proposed bike policy is a mistake

**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 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:** [Caltrain BOD Public Support](#)  
**To:** [hwolnick@gmail.com](mailto:hwolnick@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 4:58:00 PM

---

Dear Heather Wolnick,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,

Your Caltrain BOD Public Support Team


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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Thursday, March 19, 2026 12:32 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

---

**From:** Heather Wolnick <noreply@adv.actionnetwork.org>  
**Sent:** Thursday, March 19, 2026 7:32:18 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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**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.

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

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

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

I urge you to delay any vote on this proposal until these alternatives have been fully

evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Heather Wolnick

hwolnick@gmail.com

San Mateo, California 94402

**From:** [Caltrain BOD Public Support](#)  
**To:** [biz@tubelle.com](mailto:biz@tubelle.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:02:47 PM

---

Dear Trevor Tubelle,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Thursday, March 19, 2026 10:26 AM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Trevor Tubelle <biz@tubelle.com>  
**Sent:** Thursday, March 19, 2026 5:26:25 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

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

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

Thank you for your consideration.

Trevor Tubelle

[biz@tubelle.com](mailto:biz@tubelle.com)

586 41st. Ave

San Francisco, California 94121

**From:** [Caltrain BOD Public Support](#)  
**To:** [lsearson123@gmail.com](mailto:lsearson123@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:04:41 PM

---

Dear Liam Searson,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Thursday, March 19, 2026 10:07 AM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Liam Searson <noreply@adv.actionnetwork.org>  
**Sent:** Thursday, March 19, 2026 5:07:43 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

Liam Searson

lsearson123@gmail.com

San Francisco, California 94117

**From:** [Caltrain BOD Public Support](#)  
**To:** [scott@oceanbase.org](mailto:scott@oceanbase.org)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Don't ban cargo bikes from Caltrain  
**Date:** Tuesday, March 24, 2026 5:06:54 PM

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Dear Scott Feeney,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Thursday, March 19, 2026 9:09 AM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Don't ban cargo bikes from Caltrain

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**From:** Scott Feeney <scott@oceanbase.org>  
**Sent:** Thursday, March 19, 2026 4:09:12 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Don't ban cargo bikes from Caltrain

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:** [Caltrain BOD Public Support](#)  
**To:** [donovanlacysf@gmail.com](mailto:donovanlacysf@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:08:24 PM

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Dear Donovan Lacy,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Sincerely,  
Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Thursday, March 19, 2026 9:07 AM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Donovan Lacy <noreply@adv.actionnetwork.org>  
**Sent:** Thursday, March 19, 2026 4:07:51 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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**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.

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:** [Caltrain BOD Public Support](#)  
**To:** [ruthgracewong@gmail.com](mailto:ruthgracewong@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:09:10 PM

---

To Ruth Wong,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Ruth Wong <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 5:31:32 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

We don't have a car, and taking our family bike to South Bay on the weekends is the only

way we can visit our friends there. We don't mind accommodating rush hour. We understand that you have to deal with capacity. Please allow family cargo bikes where you can. Appreciate your service! We love the trains.

Ruth, mom of 3 in the Mission, San Francisco

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

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

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

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

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

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

Thank you for your consideration.

Ruth Wong  
[ruthgracewong@gmail.com](mailto:ruthgracewong@gmail.com)

San Francisco, California 94103

**From:** [Caltrain BOD Public Support](#)  
**To:** [highandlow@gmail.com](mailto:highandlow@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:10:45 PM

---

To Brendan Callum,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

---

**From:** Brendan Callum <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 5:36:28 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with

fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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

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

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

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

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

Thank you for your consideration.

Brendan Callum

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

344 Willard St N

San Francisco, California 94118

From: [Lex Mei](mailto:lex@caltrans.ca.gov)  
To: [lex@caltrans.ca.gov](mailto:lex@caltrans.ca.gov)  
Cc: [lex@caltrans.ca.gov](mailto:lex@caltrans.ca.gov)  
Subject: [lex@caltrans.ca.gov](mailto:lex@caltrans.ca.gov)  
Date: Tuesday, March 16, 2020 12:28 PM

To: Lex Mei

Thank you for contacting Caltrans about the bikes-on-board rules. Caltrans is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrans. In addition to bikes on board, Caltrans has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-bikes available at all stations for premium on-board, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrans introduced an update to its oversized bike policy regarding devices with non-rotating wheels. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (passenger) bags. After hearing from customers like you, Caltrans will take a step back from enforcing these rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st Bicycles and Active Transportation Committee. This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://go.ctd.ca.gov/bike-protection-network> or <https://www.caltrans.ca.gov/2020/03/16/bike-protection-network>. You can also submit a comment to [BATACT@caltrans.ca.gov](mailto:BATACT@caltrans.ca.gov).

Your Caltrans BIOD Public Support Team

-----Original Message-----  
From: Lex Mei <[lex@caltrans.ca.gov](mailto:lex@caltrans.ca.gov)>  
Sent: Wednesday, March 18, 2020 10:40 AM  
To: Lex Mei <[lex@caltrans.ca.gov](mailto:lex@caltrans.ca.gov)>; [lex@caltrans.ca.gov](mailto:lex@caltrans.ca.gov)  
Subject: Please don't ban family bikes from Caltrans

Some people who received this message don't often get email from [lex@caltrans.ca.gov](mailto:lex@caltrans.ca.gov). Learn why this is important: <https://support.google.com/mail/answer/9190?hl=en>

ATTENTION: This email came from an external source. Do not open attachments or click on links unless you are sure.

Caltrans 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, helmets, and passengers from Caltrans trains.

I understand that bike car crowding during peak commuter 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 commencing 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 multi-modal, sustainable transportation choices Caltrans should be encouraging.

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

- ask to comment to more bike cars to reduce during peak commuter hours
- ask bike with attachments to wear off all single bikes have been loaded
- revise different bike standing rules in the bike cars versus of for the second stations of SF and Danville, etc., to improve competition and access
- Just like many bus designs in other cities, create more standing passenger areas with good grab bars/straps, 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 alerts: 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.

\*Passive seating alternatives: Invest in research for fold-down seats at origin stations and they should give for riders who have that option – leaving 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 ban on this proposal until those alternatives have been fully evaluated and presented to the public. Caltrans 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.  
Lex Mei  
[lex@caltrans.ca.gov](mailto:lex@caltrans.ca.gov)  
650 925-5317  
MOUNTAIN VIEW, California 94041

<https://go.ctd.ca.gov/bike-protection-network> or <https://www.caltrans.ca.gov/2020/03/16/bike-protection-network>. You can also submit a comment to [BATACT@caltrans.ca.gov](mailto:BATACT@caltrans.ca.gov).

**From:** [Caltrain BOD Public Support](#)  
**To:** [ecb1385@yahoo.com](mailto:ecb1385@yahoo.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes!  
**Date:** Tuesday, March 24, 2026 5:19:14 PM

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To Elisabeth Brandon,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Elisabeth Brandon <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 10:40 AM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Subject:** Please don't ban family bikes!

**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](mailto:ecb1385@yahoo.com)  
P O Box 471933  
San Francisco , California 94147

**From:** [Caltrain BOD Public Support](#)  
**To:** [martin7ahorwitz@yahoo.com](mailto:martin7ahorwitz@yahoo.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:21:49 PM

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To Martin Horwitz,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Martin Horwitz <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 5:40:55 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

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

**From:** [Caltrain BOD Public Support](#)  
**To:** [ktieche@gmail.com](mailto:ktieche@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:24:09 PM

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To Kristin Tieche,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Kristin Tieche <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 5:43:56 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I 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:** [Caltrain BOD Public Support](#)  
**To:** [hugfoppe@gmail.com](mailto:hugfoppe@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:27:06 PM

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To Paul Foppe,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** PAUL FOPPE <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 5:49:12 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

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

**From:** [Caltrain BOD Public Support](#)  
**To:** [apoptosis66@gmail.com](mailto:apoptosis66@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:28:41 PM

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To Rachel Gilbert,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Rachel Gilbert <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 5:48:41 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

Rachel Gilbert  
apoptosis66@gmail.com

Mountain View, California 94043

**From:** [Caltrain BOD Public Support](#)  
**To:** [campers.plow8y@icloud.com](mailto:campers.plow8y@icloud.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:30:27 PM

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To Linda T.,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Linda T <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 5:50:06 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

Linda T  
campers.plow8y@icloud.com

Oakland, California 94612

**From:** [Caltrain BOD Public Support](#)  
**To:** [witkasf@gmail.com](mailto:witkasf@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:35:28 PM

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To Susan Witka,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** SUSAN WITKA <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 5:49:45 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

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

**From:** [Caltrain BOD Public Support](#)  
**To:** [sylvana.tunesi@gmail.com](mailto:sylvana.tunesi@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:38:27 PM

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To Sylvana Tunesi,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Sylvana Tunesi <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 5:52:25 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

Sylvana Tunesi

[sylvana.tunesi@gmail.com](mailto:sylvana.tunesi@gmail.com)

1340 6th Ave

San Francisco, California 94122



**From:** [Caltrain BOD Public Support](#)  
**To:** [adhika23594@gmail.com](mailto:adhika23594@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: "Bikes on Board" Comment for today's meeting  
**Date:** Tuesday, March 24, 2026 5:40:40 PM

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Dear Radhika Nikam,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

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Sincerely,  
Your Caltrain BOD Public Support Team

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adhika23594@gmail.com>  
**Sent:** Thursday, March 19, 2026 8:40 AM  
**To:** Public Comment <[publiccomment@caltrain.com](mailto:publiccomment@caltrain.com)>  
**Subject:** "Bikes on Board" Comment for today's meeting

You don't often get email from [radhika23594@gmail.com](mailto:radhika23594@gmail.com). [Learn why this is important](#)

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

Hi Caltrain Board,

This is my public comment regarding the "Bikes on Board" agenda item on the agenda today, Mar 19, 2026.

Thank you for pausing the plan to ban certain types of bikes on all trains. I think it would've been a grave mistake to go ahead with enforcing that at all times, as it turns away a big customer base that uses active transportation \*because\* of the existence of Caltrain (including me).

While I am very familiar with the bike car rush on the express trains, why not limit bikes (based on type) on just the express trains during certain hours? So far, I have not seen overcrowding be an issue on the Limiteds, and certainly not on the Local trains. I don't understand why the first instinct here was to add a blanket ban.

To solve the overcrowding issue, please consider either:

1. Adding more bike cars (might cause induced demand, and difficult to implement)
2. Adding bike size/cargo bike restrictions on only 5XXs during rush hour. I think most people can work around this much better than what was previously proposed, and should not cause any meaningful drop in ridership.

Thank you for your consideration of this input,

Radhika

**From:** [Caltrain BOD Public Support](#)  
**To:** [janellewongbikes@gmail.com](mailto:janellewongbikes@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:41:57 PM

---

Dear Janelle Wong,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Thursday, March 19, 2026 8:28 AM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Janelle Wong <noreply@adv.actionnetwork.org>

**Sent:** Thursday, March 19, 2026 3:27:57 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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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.

Janelle Wong

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

2356 Cecilia Avenue

San Francisco, California 94116

**From:** [Caltrain BOD Public Support](#)  
**To:** [mrmikespiegel@gmail.com](mailto:mrmikespiegel@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:42:24 PM

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To Mike Spiegel,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

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Your Caltrain BOD Public Support Team

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**From:** Mike Spiegel <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 5:56:13 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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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.

Mike Spiegel  
mrmikespiegel@gmail.com

Redwood City, California 94061-3351

**From:** [Caltrain BOD Public Support](#)  
**To:** [jonbeesh@gmail.com](mailto:jonbeesh@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:43:45 PM

---

Dear Jon Gaull,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,  
Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Thursday, March 19, 2026 8:15 AM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

---

**From:** Jon Gaull <noreply@adv.actionnetwork.org>  
**Sent:** Thursday, March 19, 2026 3:14:59 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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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.

Jon Gaul

jonbeesh@gmail.com

117a Bartlett St

San Francisco, California 94110

**From:** [Caltrain BOD Public Support](#)  
**To:** [Kdahlenthomas@gmail.com](mailto:Kdahlenthomas@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:43:54 PM

---

To Kristen Thomas,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** Kristen Thomas <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 5:57:02 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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.

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Thank you for your consideration.

Kristen Thomas

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

1660 Page st

San Francisco, California 94117

**From:** [Caltrain BOD Public Support](#)  
**To:** [davidharris1223@gmail.com](mailto:davidharris1223@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:46:08 PM

---

To David Harris,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** David Harris <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 5:57:30 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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Caltrain Board of Directors,

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Thank you for your consideration.

David Harris  
Burlingame, CA

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

Burlingame, California 94010

**From:** [Caltrain BOD Public Support](#)  
**To:** [benmangiafico@gmail.com](mailto:benmangiafico@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:46:28 PM

---

Dear Ben Mangiafico,

Thanks for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Sincerely,  
Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Thursday, March 19, 2026 8:05 AM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Please don't ban family bikes from Caltrain!

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**From:** Ben Mangiafico <noreply@adv.actionnetwork.org>  
**Sent:** Thursday, March 19, 2026 3:05:42 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

---

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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.

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:** [Caltrain BOD Public Support](#)  
**To:** [casteel@gmail.com](mailto:casteel@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:48:13 PM

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To Andrew Casteel,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** ANDREW CASTEEL <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 6:00:40 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with

fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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.
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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.

ANDREW CASTEEL

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

571 Valley St.

San Francisco, California 94131

**From:** [Caltrain BOD Public Support](#)  
**To:** [justintruong56@gmail.com](mailto:justintruong56@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:51:07 PM

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To Justin Truong,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Justin Truong <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 6:01:11 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with

fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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

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

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

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

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

Thank you for your consideration.

Justin Truong

[justintruong56@gmail.com](mailto:justintruong56@gmail.com)

33 Junior Terrace

San Francisco, California 94112

**From:** [Caltrain BOD Public Support](#)  
**To:** [kh Dumont@gmail.com](mailto:kh Dumont@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Don't ban my bike! We need practical solutions, not blanket bike bans on Caltrain!  
**Date:** Tuesday, March 24, 2026 5:53:28 PM

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To Katherine Dumont,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Katherine Dumont <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 11:02 AM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Subject:** Don't ban my bike! We need practical solutions, not blanket bike bans on Caltrain!

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

Caltrain Board of Directors,

I'm 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.
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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.

Katherine Dumont

[kh Dumont@gmail.com](mailto:kh Dumont@gmail.com)

Menlo Park , California 94025

**From:** [Caltrain BOD Public Support](#)  
**To:** [Kevin Rennie](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 5:56:05 PM

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To Kevin Rennie,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** kmrennie@gmail.com <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 6:09:44 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

kmrennie@gmail.com

,

**From:** [Caltrain BOD Public Support](#)  
**To:** [k8reindeer@gmail.com](mailto:k8reindeer@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:00:15 PM

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To Kate Rudolph,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Kate Rudolph <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 6:12:53 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with

fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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

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

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

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

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

Thank you for your consideration.

Kate Rudolph  
[k8reindeer@gmail.com](mailto:k8reindeer@gmail.com)

San Francisco , California 94117

**From:** [Caltrain BOD Public Support](#)  
**To:** [qttbui@gmail.com](mailto:qttbui@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:05:16 PM

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To Quynh Bui,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Quynh Bui <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 6:17:26 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with

fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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

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

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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.

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](mailto:qttbui@gmail.com)

San Francisco, California 94121

**From:** [Caltrain BOD Public Support](#)  
**To:** [noellenpl@gmail.com](mailto:noellenpl@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:06:39 PM

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To Noelle Paffett-Lugassy,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Noelle paffett-lugassy <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 6:22:11 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with

fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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

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

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

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

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

Thank you for your consideration.

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

San Francisco, California 94131

**From:** [Caltrain BOD Public Support](#)  
**To:** [caephren@gmail.com](mailto:caephren@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:08:20 PM

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To Caephren McKenna,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Caephren McKenna <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 6:22:28 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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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.

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

**From:** [Caltrain BOD Public Support](#)  
**To:** [susanmarietg@gmail.com](mailto:susanmarietg@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:33:40 PM

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To Susan George,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

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Your Caltrain BOD Public Support Team

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**From:** Susan George <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 6:36:27 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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.

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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.

Susan George

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

26 Bennington St.

San Francisco , California 94110

**From:** [Caltrain BOD Public Support](#)  
**To:** [nile.nash@gmail.com](mailto:nile.nash@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:34:53 PM

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To Nile Nash,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** nile nash <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 6:39:10 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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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

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

San Francisco, California 94112

**From:** [Caltrain BOD Public Support](#)  
**To:** [pavel.paramonov@gmail.com](mailto:pavel.paramonov@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:09:30 PM

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To Pavel Paramonov,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

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Your Caltrain BOD Public Support Team

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**From:** Pavel Paramonov <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 6:30:16 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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Caltrain Board of Directors,

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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](mailto:pavel.paramonov@gmail.com)  
463 26th Ave Apt 402  
San Francisco, California 94121

**From:** [Caltrain BOD Public Support](#)  
**To:** [osprey.spicier01@icloud.com](mailto:osprey.spicier01@icloud.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:36:18 PM

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To Elena Caceres,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** Elena Caceres <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 6:39:45 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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](mailto:osprey.spicier01@icloud.com)

1634 22nd Avenue

San Francisco, California 94122

**From:** [Caltrain BOD Public Support](#)  
**To:** [sharad.bagri@gmail.com](mailto:sharad.bagri@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:37:21 PM

---

To Sharad Bagri,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** Sharad Bagri <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 6:40:19 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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Thank you for your consideration.

Sharad Bagri  
sharad.bagri@gmail.com

Sunnyvale, California 94089

**From:** [Caltrain BOD Public Support](#)  
**To:** [dbriones@gmail.com](mailto:dbriones@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:38:15 PM

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To Dante Briones,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

---

**From:** Dante Briones <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 6:40:38 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with

fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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

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.

Dante Briones

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

88 28th St

San Francisco, California 94110

**From:** [Caltrain BOD Public Support](#)  
**To:** [kpfeif@gmail.com](mailto:kpfeif@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:38:56 PM

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To Katie Pfeiffer,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Katie Pfeiffer <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 6:42:43 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

- 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
- 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.

Katie Pfeiffer  
kpfeif@gmail.com  
120 Lundys Ln  
San Francisco, California 94110

**From:** [Caltrain BOD Public Support](#)  
**To:** [jason\\_h\\_cheng@hotmail.com](mailto:jason_h_cheng@hotmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:39:39 PM

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To Jason Cheng,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

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Your Caltrain BOD Public Support Team

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**From:** Jason Cheng <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 6:57:26 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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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.

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

Thank you for your consideration.

Jason

Jason Cheng  
jason\_h\_cheng@hotmail.com

South San Francisco, California 94080

**From:** [Caltrain BOD Public Support](#)  
**To:** [carolinesrubin@gmail.com](mailto:carolinesrubin@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:40:20 PM

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To Caroline Rubin,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Caroline Rubin <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 6:57:57 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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Caltrain Board of Directors,

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- 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.

Caroline Rubin  
carolinesrubin@gmail.com

San Francisco, California 94121

**From:** [Caltrain BOD Public Support](#)  
**To:** [taylorlatasha0416@gmail.com](mailto:taylorlatasha0416@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:41:00 PM

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To Tasha Taylor,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** tasha taylor <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 6:58:34 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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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.

tasha taylor  
taylorlatasha0416@gmail.com

san francisco , California 94109

**From:** [Caltrain BOD Public Support](#)  
**To:** [Mackenzky.Calvin@gmail.com](mailto:Mackenzky.Calvin@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:44:44 PM

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To Mackenzky K. Calvin,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Mackenzky K Calvin <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 7:02:12 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
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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.

Mackenzey K Calvin  
Mackenzey.Calvin@gmail.com

San Francisco, California 94109

**From:** [Caltrain BOD Public Support](#)  
**To:** [kristansartor@gmail.com](mailto:kristansartor@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:45:35 PM

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To Kristain Sartor Elman,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** Kristan Sartor Elman <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 7:03:07 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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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.

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Thank you for your consideration.

Kristan Sartor Elman  
kristansartor@gmail.com  
1230 5th Ave  
San Francisco, California 94122

**From:** [Caltrain BOD Public Support](#)  
**To:** [hmoseson@gmail.com](mailto:hmoseson@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:46:21 PM

---

To Heidi Moseson,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** Heidi Moseson <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 7:07:24 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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Caltrain Board of Directors,

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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:** [Caltrain BOD Public Support](#)  
**To:** [robin.pham@gmail.com](mailto:robin.pham@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:46:59 PM

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To Robin Pham,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

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Your Caltrain BOD Public Support Team

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**From:** Robin Pham <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 7:09:41 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

Robin Pham  
robin.pham@gmail.com

San Francisco, California 94103

**From:** [Caltrain BOD Public Support](#)  
**To:** [allegra.mautner@gmail.com](mailto:allegra.mautner@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:50:31 PM

---

To Allegra Mautner,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

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Your Caltrain BOD Public Support Team

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**From:** Allegra Mautner <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 7:20:47 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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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.

Allegra Mautner  
allegra.mautner@gmail.com

San Francisco, California 94110

**From:** [Caltrain BOD Public Support](#)  
**To:** [kmjoye@gmail.com](mailto:kmjoye@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: bikes on Caltrain  
**Date:** Tuesday, March 24, 2026 6:51:45 PM

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To Ken Joyce,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Ken Joye <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 12:13 PM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Subject:** bikes on Caltrain

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

Caltrain Board of Directors,

I 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](mailto:kmjoye@gmail.com)

Palo Alto, California 94306

**From:** [Caltrain BOD Public Support](#)  
**To:** [ivanglez43@gmail.com](mailto:ivanglez43@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:53:25 PM

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To Ivan Gonzalez,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** Ivan Gonzalez <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 7:25:23 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

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

Thank you for your consideration.

Ivan Gonzalez  
ivanglez43@gmail.com  
226 27th Street  
San Francisco , California 94131

**From:** [Caltrain BOD Public Support](#)  
**To:** [sands.mol@gmail.com](mailto:sands.mol@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Tuesday, March 24, 2026 6:54:39 PM

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To Molly Sands,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** Molly Sands <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 7:32:42 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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Caltrain Board of Directors,

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Thank you for your consideration.

Molly Sands

[sands.mol@gmail.com](mailto:sands.mol@gmail.com)

1408 NOE ST

SAN FRANCISCO, California 94131

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**From:** Caltrain BOD Public Support  
**Sent:** Tuesday, March 24, 2026 6:56 PM  
**To:** plinehan@plinehan.com  
**Cc:** Board (@caltrain.com)  
**Subject:** RE: Please don't ban family bikes from Caltrain!

To Patrick Linehan,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

-----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,

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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%7C8c835c8d31924a05b91408de8a11aff4%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639100005723807053%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMmIsIkFOIjoiTWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=o1fTcygp%2B0en2kVhO0Y6cn0bM4z%2B3Xrwwwv0kPD49ads%3D&reserved=0](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%7C8c835c8d31924a05b91408de8a11aff4%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639100005723807053%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMmIsIkFOIjoiTWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=o1fTcygp%2B0en2kVhO0Y6cn0bM4z%2B3Xrwwwv0kPD49ads%3D&reserved=0)>

**From:** [Caltrain BOD Public Support](#)  
**To:** [eknauft@gmail.com](mailto:eknauft@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Suggestion for cargo bike allowance.  
**Date:** Wednesday, March 25, 2026 11:49:33 AM

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To Eric Knauft,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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

You don't often get email from [eknauft@gmail.com](mailto: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:** [Caltrain BOD Public Support](#)  
**To:** [coffee4747@icloud.com](mailto:coffee4747@icloud.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 11:50:59 AM

---

To Sam Wagner,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** Sam Wagner <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 7:45:30 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

Sam Wagner  
coffee4747@icloud.com

San Francisco, California 94114

**From:** [Caltrain BOD Public Support](#)  
**To:** [drjohn@mcbirney.com](mailto:drjohn@mcbirney.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 11:52:07 AM

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To John McBirney,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** John McBirney John McBirney <[drjohn@mcbirney.com](mailto:drjohn@mcbirney.com)>  
**Sent:** Wednesday, March 18, 2026 1:07 PM  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

Some people who received this message don't often get email from [drjohn@mcbirney.com](mailto: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 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. Many of these bikes carry children or teenagers, making Caltrain and public transit part of their lives forever.

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

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

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- 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,  
John McBirney, SF resident, cyclist and CalTrain user.

John McBirney John McBirney  
[drjohn@mcbirney.com](mailto:drjohn@mcbirney.com)  
233 Franklin St Apt 502  
San Francisco, California 94102

**From:** [Caltrain BOD Public Support](#)  
**To:** [nysarav@gmail.com](mailto:nysarav@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 11:52:53 AM

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To Natasha Saravanja,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Natasha Saravanja <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 8:08:34 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

Natasha Saravanja  
nysarav@gmail.com  
3827 Cesar Chavez st  
SF, California 94131

**From:** [Caltrain BOD Public Support](#)  
**To:** [nbrosnahan@gmail.com](mailto:nbrosnahan@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 11:53:36 AM

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To Nick Brosnahan,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Nick Brosnahan <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 8:37:32 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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:** [Caltrain BOD Public Support](#)  
**To:** [jstoppelman@gmail.com](mailto:jstoppelman@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 11:54:36 AM

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To Jeremy Stoppelman,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Jeremy Stoppelman <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 1:57 PM  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

Jeremy Stoppelman

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

3450 SACRAMENTO ST, 101

San Francisco, CA, California 94118

**From:** [Caltrain BOD Public Support](#)  
**To:** [thalia@thaliaproductions.com](mailto:thalia@thaliaproductions.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 11:56:53 AM

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To Thalia Lubin,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** thalia lubin <[thalia@thaliaproductions.com](mailto:thalia@thaliaproductions.com)>  
**Sent:** Wednesday, March 18, 2026 9:02:37 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

Some people who received this message don't often get email from [thalia@thaliaproductions.com](mailto:thalia@thaliaproductions.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 urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- 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.

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: [Caltrans Bicycling Support](mailto:Caltrans@caltrans.ca.gov)  
To: [staff@activesnetwork.org](mailto:staff@activesnetwork.org)  
Cc: [info@caltrans.ca.gov](mailto:info@caltrans.ca.gov)  
Subject: [Staff@activesnetwork.org](mailto:staff@activesnetwork.org)  
Date: Wednesday, March 24, 2010 11:38:42 AM

To: Giuliana Carlini

Thank you for contacting Caltrans about the bikes-on-board rules. Caltrans is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to find comfortable using Caltrans. In addition to bikes on board, Caltrans has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-bikelets available at all stations for parking on board, and controlled access bike rooms at select stations.

In response to comments from cyclists regarding restricted bikes, Caltrans introduced an update to its restricted bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (passenger) bags. After hearing from customers like you, Caltrans will take a step back from enforcing these rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A pilot pilot program related to bikes on board will be discussed at the April 21st Bicycle and Active Transportation Committee. This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://activesnetwork.org/updates>. You can also submit a comment to [staff@activesnetwork.org](mailto:staff@activesnetwork.org).

Your Caltrans Bicycling Support Team

Original Message  
From: Giuliana Carlini <staff@activesnetwork.org>  
Sent: Wednesday, March 18, 2010 7:48 PM  
To: [info@caltrans.ca.gov](mailto:info@caltrans.ca.gov)  
Subject: Please don't ban family bikes from Caltrans!

Some people who received this message don't when get email from staff@activesnetwork.org. Learn why this is important: <https://activesnetwork.org/updates>

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

Caltrans Board of Directors

We're writing to discuss your reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrans trains.

Seven years ago many of us attended the meetings considering bike car storage on the new "EMT's". We told you that exactly these issues would happen. And now they are happening. And instead of solving with the issue created by Caltrans itself, you are now just telling folks who need to bring the bikes they have and need "to let of back", we are going to force you to use your car. Caltrans needs to encourage mode shift. It still is not back to parity with where it used to be. And on you need to figure out how you are going to accommodate a wide variety of bike types.

Understand that bike car crowding during peak commutes 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 commencing 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 Caltrans should be encouraging.

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

- Fix the bike car access made back in 2010. Current another car to more bikes, especially larger bikes. Caltrans caused this problem with a bad car design, ignoring the folks who actually need the service. Caltrans should fix its own.
- Improved maintenance: Apply the restrictions to the most crowded peak hour express trains – not every service on the line. Re-evaluate the policy after it's possible to achieve 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 alternative: Invest in outreach for BikesLink lockers at origin stations and Bicycleshops 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. Caltrans 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.  
Giuliana Carlini  
staff@activesnetwork.org

Reference: 94902

<https://activesnetwork.org/updates>  
activesnetwork.org/updates  
activesnetwork.org/updates

**From:** [Caltrain BOD Public Support](#)  
**To:** [barisicindogan@gmail.com](mailto:barisicindogan@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 11:58:53 AM

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To Dogan Ozkan,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Dogan ozkan <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 3:14 PM  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

Dogan ozkan

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

318 Noble St.

fairbanks, Alaska 99701

**From:** [Caltrain BOD Public Support](#)  
**To:** [deborah.gallegos@gmail.com](mailto:deborah.gallegos@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 11:59:51 AM

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To Deborah Gallegos,

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In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

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Your Caltrain BOD Public Support Team

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**From:** Deborah Gallegos <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 3:24 PM  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

Deborah Gallegos

[deborah.gallegos@gmail.com](mailto:deborah.gallegos@gmail.com)

325 Avalon Ave

San Francisco, California 94112

**From:** [Caltrain BOD Public Support](#)  
**To:** [seth.barberee@gmail.com](mailto:seth.barberee@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 12:00:49 PM

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To Seth Barberee,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** Seth Barberee <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 3:45 PM  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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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.

Seth Barberee

[seth.barberee@gmail.com](mailto:seth.barberee@gmail.com)

481 Northlake Dr, San Jose, California, 95117

San Jose, California 95117

**From:** [Caltrain BOD Public Support](#)  
**To:** [ronagundrum@yahoo.com](mailto:ronagundrum@yahoo.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Public comment - Bikes on Board  
**Date:** Wednesday, March 25, 2026 12:03:03 PM

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To Rona Gundrum,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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

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

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

Dear 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:** [Caltrain BOD Public Support](#)  
**To:** [ryanwilsonjames@gmail.com](mailto:ryanwilsonjames@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 12:05:29 PM

---

To Ryan James,

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Your Caltrain BOD Public Support Team

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**From:** Ryan James <[noreply@adv.actionnetwork.org](mailto:noreply@adv.actionnetwork.org)>  
**Sent:** Wednesday, March 18, 2026 4:51 PM  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

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Caltrain Board of Directors,

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Thank you for your consideration.

Ryan James

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

4118 Montgomery St

Oakland, California 94611

**From:** [Caltrain BOD Public Support](#)  
**To:** [biliary-swift.7w@icloud.com](mailto:biliary-swift.7w@icloud.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 12:06:35 PM

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To Melyssa Mendoza,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** Melyssa Mendoza <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 4:07 PM  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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Thank you for your consideration.

Melyssa Mendoza  
[biliary-swift.7w@icloud.com](mailto:biliary-swift.7w@icloud.com)

San Francisco, California 94117

**From:** [Caltrain BOD Public Support](#)  
**To:** [monicahannon@gmail.com](mailto:monicahannon@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 12:08:29 PM

---

To Monica Hannon,

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Your Caltrain BOD Public Support Team

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**From:** Monica Hannon <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 6:07 PM  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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Thank you for your consideration.

Monica Hannon

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

297 Summit Way

San Francisco, California 94132

**From:** [Caltrain BOD Public Support](#)  
**To:** [diane\\_solomon@Sbcglobal.net](mailto:diane_solomon@Sbcglobal.net)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 12:09:13 PM

---

To Diane Solomon,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

---

**From:** Diane Solomon <[diane\\_solomon@Sbcglobal.net](mailto:diane_solomon@Sbcglobal.net)>  
**Sent:** Wednesday, March 18, 2026 6:25 PM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

Some people who received this message don't often get email from [diane\\_solomon@Sbcglobal.net](mailto:diane_solomon@Sbcglobal.net). [Learn why this is important](#)

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Diane Solomon  
[diane\\_solomon@Sbcglobal.net](mailto:diane_solomon@Sbcglobal.net)

San Jose, California 95125

**From:** [Caltrain BOD Public Support](#)  
**To:** [j14lion@gmail.com](mailto:j14lion@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 12:10:01 PM

---

To Leo Kucewicz,

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**From:** Leo Kucewicz <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 7:24 PM  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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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](mailto:j14lion@gmail.com)

Bryn Mawr, Pennsylvania 19010

**From:** [Caltrain BOD Public Support](#)  
**To:** [Matthewbcoleman2017@gmail.com](mailto:Matthewbcoleman2017@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 12:10:58 PM

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To Matthew Coleman,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Matthew Coleman <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 7:32 PM  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

Dead CBAC and Board,

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

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

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.

Matthew Coleman  
Richmond District, San Francisco

Matthew Coleman  
[Matthewbcoleman2017@gmail.com](mailto:Matthewbcoleman2017@gmail.com)

San Francisco, California 94121

**From:** [Caltrain BOD Public Support](#)  
**To:** [nicolevil@gmail.com](mailto:nicolevil@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Caltrain needs families  
**Date:** Wednesday, March 25, 2026 12:14:39 PM

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To Nicole Villeneuve,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** Nicole Villeneuve <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 8:38 PM  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Caltrain needs families

**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](mailto:nicolevil@gmail.com)

San Francisco, California 94115

**From:** [Caltrain BOD Public Support](#)  
**To:** [eptk201@gmail.com](mailto:eptk201@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Caltrain Bike Policy Update -- Feedback from a Daily Rider  
**Date:** Wednesday, March 25, 2026 12:15:55 PM

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To EJ,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** Eli PTK <[eptk201@gmail.com](mailto:eptk201@gmail.com)>  
**Sent:** Wednesday, March 18, 2026 8:45 PM  
**To:** BATAC <[BATAC@samtrans.com](mailto:BATAC@samtrans.com)>  
**Cc:** Customer Service <[customerservice@caltrain.com](mailto:customerservice@caltrain.com)>; Board (@caltrain.com) <[board@caltrain.com](mailto:board@caltrain.com)>; [info@sfbike.org](mailto:info@sfbike.org); [advocacy@bikesiliconvalley.org](mailto:advocacy@bikesiliconvalley.org); [camable@sfbike.org](mailto:camable@sfbike.org)  
**Subject:** Caltrain Bike Policy Update -- Feedback from a Daily Rider

Some people who received this message don't often get email from [eptk201@gmail.com](mailto:eptk201@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.

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Hi,

Recently I saw that Caltrain is updating its bicycle guidelines:

<https://www.caltrain.com/rider-information/bicycles/bikes-train>

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

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

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

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

1. **Tires wider than 3 inches:** the limiting factor in stacking bikes against each other comes mostly from the handlebars and the pedals. Tire width has little effect on bicycle stacking geometry, because the wheels of stacked bikes rarely come close to touching each other even when nested. Even if tire width did affect bike stacking, standard bike tires are already 2 inches wide, so banning tires over 3 inches would theoretically only save a maximum of 1-2 inches per bike (4-8 inches per stack of 4, which only occurs during peak hours) which is negligible. Wide tires (>3 in) are absolutely beneficial to some people for making their ride smoother because of the increased suspension they provide, so this restriction will definitely hurt some riders and should certainly not be a first-line measure to increase bike rack space by banning certain bicycle types.
2. **Extra-long frames/longtails/extended bikes:** for those of us who live a car-free lifestyle such as myself and rely on Caltrain, it is essential to occasionally use an extended cargo bike for moving some necessary items. Of course I, along with other riders, use discretion and obviously never take this kind of bike onto the train at peak commute hours, because it does indeed take up more space. However, during weekends and off-peak hours when the bike cars are nowhere near full, there is absolutely enough space for an occasional cargo bike trip. Cargo bike users know this, and they are wise enough to not take their cargo bikes on Caltrain during peak commuting hours. Riders who need to use their larger bikes for essential errands should not be turned away if the bike car has more than enough space (as it almost always does during off-peak hours). Strictly enforcing a size limit on bikes at all times of the day, irrespective of how empty the bike cars are, greatly hurts those who are living a car-free lifestyle and almost certainly does little to free up bike space during peak commute hours. I rarely, if ever, have observed long-tailed or extended bikes during commute times; the vast majority of bikes at these times are standard-sized. I have only occasionally seen these longer bikes at off-peak times and on weekends used by families. A blanket restriction on these bikes will have only a marginal effect, if any, at decreasing peak-hour crowding, because riders rarely take cargo bikes on board during peak hours in the first place. However, a strict restriction on these bikes has the potential to greatly hurt other riders at different times of the day who are not contributing to Caltrain bike crowding.
3. **Attachments such as baskets and panniers:** Panniers and baskets are essential for some bike commuters to carry some items, especially from grocery trips, and

to protect items from the rain. Due to the geometry of how bicycles stack against each other, strictly prohibiting bikes with panniers and baskets actually also has little effect on how much space is taken up. Front- and rear-mounted baskets sit above the wheels, and when stacked against other bikes, the bikes with these attachments can still nest with the others reasonably well without significantly reducing stacking capacity. I can personally attest to this, as for years in my daily commute I have used a rear-mounted basket, and even during busier hours there was rarely ever an issue with stacking 3 other bikes alongside my bike with a basket (during the uncommon times the bike car was ever that full). Empty pannier racks alone add virtually no extra bulk to a bicycle when mounted on the front or rear. Loaded pannier/saddle bags do in fact add some width, but the bags can be easily removed and carried by the rider to free up more space on the bike racks (again, rarely needed except for peak commute hours). I have seen that most of the time, even if the train is not crowded, riders with pannier bags will generally remove their bags anyway. As such, pannier/saddle bags are rarely a space bottleneck and should certainly not be grounds for refusing boarding throughout the day, especially as during most hours the bike cars have plenty of space. Many individuals such as myself rely on these mounted baskets to regularly carry enough items to make bike + Caltrain a truly viable alternative to driving cars and enable a car-free lifestyle.

4. **Attachments such as child seats:** while I am not a parent, some people rely on child seats for dropping their kids off on their commute or for leisurely rides. While child seats do in fact add some bulk, they actually can still nest reasonably well with stacked bikes for the same reason as baskets because they are mounted above the wheels and do not significantly affect train rack capacity, especially during off-peak hours. Additionally, in my years of daily Caltrain riding, I rarely recall observing child seats during peak hours, or even at all throughout the day. Child seats for bikes are uncommonly used and are not a significant space bottleneck for bike capacity on Caltrain. A blanket ban on child seats, especially during off-peak hours, would unfairly hurt parents who rely on them, and would make Caltrain generally less accessible to families with young children. The bike cars, when not at full capacity, almost always have more than enough space to accommodate these kinds of attachments.
5. **Attachment such as trailers:** for the same reasons as long-tailed bikes and cargo bikes, a blanket ban should not necessarily apply to trailers. Of course trailers should not be taken aboard during peak commute hours, but this is essentially a non-issue because trailer users are already wise enough not to take trailers aboard during busy times. I have been a daily Caltrain commuter for years and not once have I seen a trailer during peak commute hours. The only times that I rarely ever

saw a trailer was during off-peak times and weekends, when there was more than enough space to accommodate it. Some people occasionally use trailers to carry kids or items for essential errands, which allows them to live a fully car-free lifestyle. Banning trailers outright at all times during the day would hurt these commuters without meaningfully affecting crowding during peak hours. During most other times of the day, there is consistently more than enough space to accommodate an occasional rider with a bike trailer. Of course, discretion in limiting trailers aboard should still be exercised during peak hours.

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

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

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

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

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

Thank you for your consideration.

EJ

**From:** [Caltrain BOD Public Support](#)  
**To:** [meduffy14@gmail.com](mailto:meduffy14@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 12:16:45 PM

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To Marie Duffy,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Marie Duffy <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 8:52 PM  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
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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](mailto:meduffy14@gmail.com)

San Francisco, California 94102

**From:** [Caltrain BOD Public Support](#)  
**To:** [elise@elisecunanan.com](mailto:elise@elisecunanan.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 12:17:33 PM

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To Elise Cunanan,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** Elise Cunanan <[elise@elisecunanan.com](mailto:elise@elisecunanan.com)>  
**Sent:** Wednesday, March 18, 2026 9:29 PM  
**To:** Board (@caltrain.com) <[Board@Caltrain.com](mailto:Board@Caltrain.com)>  
**Subject:** Please don't ban family bikes from Caltrain!

Some people who received this message don't often get email from [elise@elisecunanan.com](mailto:elise@elisecunanan.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,

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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.

Elise Cunanan  
[elise@elisecunanan.com](mailto:elise@elisecunanan.com)

San Francisco, California 94107

**From:** [Caltrain BOD Public Support](#)  
**To:** [allison.macqueen.felder@gmail.com](mailto:allison.macqueen.felder@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 12:21:13 PM

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To Allison MacQueen Felder,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** allison.macqueen.felder@gmail.com <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 9:59 PM  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

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

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

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

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- 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](mailto:allison.macqueen.felder@gmail.com)

,

**From:** [Caltrain BOD Public Support](#)  
**To:** [lala.t.wu@gmail.com](mailto:lala.t.wu@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 12:21:57 PM

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To Lala Wu,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to [BATAC@samtrans.com](mailto:BATAC@samtrans.com)

Your Caltrain BOD Public Support Team

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**From:** Lala Wu <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, March 18, 2026 10:45 PM  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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Caltrain Board of Directors,

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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

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Thank you for your consideration.

Lala Wu

[lala.t.wu@gmail.com](mailto:lala.t.wu@gmail.com)

57 Peters Avenue

San Francisco, California 94110

**From:** [Caltrain BOD Public Support](#)  
**To:** [jdcnosse@gmail.com](mailto:jdcnosse@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 12:22:44 PM

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To James Cnossen,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

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Your Caltrain BOD Public Support Team

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**From:** James Cnossen <noreply@adv.actionnetwork.org>  
**Sent:** Thursday, March 19, 2026 3:09 AM  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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

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Thank you for your consideration.

James Crossen  
[jdcnosse@gmail.com](mailto:jdcnosse@gmail.com)

San Jose, California 95110

**From:** [Caltrain BOD Public Support](#)  
**To:** [boudreau.sarah.m@gmail.com](mailto:boudreau.sarah.m@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Please don't ban family bikes from Caltrain!  
**Date:** Wednesday, March 25, 2026 12:23:32 PM

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To Sarah Boudreau,

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Your Caltrain BOD Public Support Team

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**From:** Sarah Boudreau <noreply@adv.actionnetwork.org>  
**Sent:** Thursday, March 19, 2026 7:23 AM  
**To:** Board (@caltrain.com) <Board@Caltrain.com>  
**Subject:** Please don't ban family bikes from Caltrain!

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Thank you for your consideration.

Sarah Boudreau

[boudreau.sarah.m@gmail.com](mailto:boudreau.sarah.m@gmail.com)

455 25th Avenue, Apt 2

San Francisco, California 94121

**From:** [Mary Hanley](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Trains should leave terminus every 15 min  
**Date:** Wednesday, March 25, 2026 9:58:31 PM

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Some people who received this message don't often get email from mkh521@gmail.com. [Learn why this is important](#)

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

Hi there,

I commute from San Mateo to San Francisco daily.

I love that there's 4 trains an hour at commute hour. It's great! However, they're bunched together. So often, I'll miss a train and need to wait closer to 25 min than 15 min.

I understand it can't be every 15 min everywhere because of the timing of bullet vs local trains.

But in the terminuses, I don't see why trains can't depart every 15 min. Please consider adjusting the times of the bullet train departures to be more evenly distributed between local trains.

Thanks for the consideration,  
Mary Hanley

**From:** [Andrea Creix](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Proposal regarding lithium battery safety and e-scooters in public transit  
**Date:** Thursday, March 26, 2026 9:19:42 AM

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Some people who received this message don't often get email from andrea creix4@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 team,

I am writing to share a proposal for consideration regarding current restrictions on electric scooters and personal mobility devices in public transportation.

These restrictions are fully understandable given the safety concerns surrounding lithium-ion battery thermal runaway and fire risks in enclosed, high-occupancy transit environments. In recent years, however, certified containment solutions have been developed to significantly mitigate these risks.

One example is the ICE BAG; (<https://scooterfireproof.com>), a certified fire-containment bag designed to limit the spread and impact of a potential battery fire in buses, trains, and stations, while also providing a safe storage solution for e-scooters at home and in other indoor environments where fire prevention is critical.

In this context, I would like to suggest exploring the possibility of allowing electric scooters under specific safety conditions, such as:

- Mandatory use of certified fire-containment systems
- Prohibition of charging or handling devices during transit
- Clear technical safety requirements for devices and containment solutions
- Public awareness initiatives promoting responsible use

This approach could help transit agencies evaluate new safety tools while supporting California's sustainability goals and improving first- and last-mile connectivity for riders.

Thank you for your time and consideration. I remain available to provide any additional information if helpful.

Kind regards,  
Andrea Creix