



JPB Board of Directors
Meeting of May 7, 2026

Correspondence as of April 17, 2026

Subject

1. Question about Bayshore Caltrain Station
2. Please don't ban family bikes from Caltrain!
3. Item 8 Approve a Two-Year Professional Services Contract with HNTB Corporation
4. BSVII Project: April 2026 Construction Notice (Brokaw Road Gas Tie-In)
5. Churchill Closure discussion - A search for a solution and grace for all of us in this time of shock and grief.
6. Complaint
7. Request for Increased Train Service to Gilroy and Expanded Commuter Access
8. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
9. Re: Please don't ban family bikes from Caltrain! – *Staff Response*
10. Churchill Closure discussion Support Option B - expedited installation of Quiet Zones corridor wide. Please expedite Quiet Zone construction corridor wide.
11. Please don't ban cargo bikes from Caltrain!

From: [Kevin Qin](#)
To: [Board \(@caltrain.com\)](#); [Public Comment](#)
Subject: Question about Bayshore Caltrain Station
Date: Friday, April 10, 2026 11:37:45 AM

[Some people who received this message don't often get email from qinquinn@gmail.com. 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.

Hi,

I live in Visitation Valley (population >30,000) the largest population center closest to the Bayshore Caltrain station.

1. Currently pedestrian access to Bayshore Station is difficult. Access would be greatly improved if there was a direct road connecting the station to Sunnydale Ave, Visitation Ave, and/or Leland Ave.

Are there plans to increase accessibility in the future?

2. Can the fare for travel within San Francisco (stations: San Francisco, 22nd St, Bayshore) be capped at \$2.85?

This would encourage ridership within San Francisco as it would meet the current \$2.85 inter-agency transfer discount.

Best,
Kevin
Sent from my iPhone

From: [Utkarsh Nath](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Sunday, April 12, 2026 11:56:13 PM

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

Caltrain Board of Directors,

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

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

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

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

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

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

Thank you for your consideration.

Utkarsh Nath
utkarsh.nath@yahoo.com

34462 Alberta Terrace
Fremont, California 94555

From: [Roland Lebrun](#)
To: [SFCTA Board Secretary](#)
Cc: [SFCTA CAC; Board \(@caltrain.com\); cacsecretary \[@caltrain.com\]; MTC Commission](#)
Subject: Item 8 Approve a Two-Year Professional Services Contract with HNTB Corporation
Date: Monday, April 13, 2026 4:57:44 PM
Attachments: [Item 8 Approve a two-year contract with HNTB for the PAX Bridging Study.pdf](#)

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

Dear Chair Melgar,

Please find attached a letter substantiating and elaborating on the comments I made at the March 25 CAC meeting

Thank you in advance for your consideration

Roland Lebrun

SFCTA April 14 2026, Board Meeting

Item 8 Approve a Two-Year Professional Services Contract with HNTB Corporation in an Amount Not to Exceed \$1,050,000 for Consulting Services for the Pennsylvania Avenue Extension Bridging Study

Dear Chair Melgar,

The intent of this letter is to substantiate and elaborate on the comments I made at the March 25 CAC Meeting (<https://www.sfcta.org/sites/default/files/2026-04/SFCTA Board Item3 CommunityAdvisoryCommitteeReport 2026-04-14.pdf> page 7 which read as follows:

“HNTB, the selected contractor, previously contributed to significant project issues, including cost increases, challenges with Union Pacific, and inflated estimates on multiple rail projects. He explained that in his upcoming letter to the Board of Supervisors, he would describe potential construction methods, which he asserted could include a trench from Cesar Chavez Street to 22nd Street and over \$2 billion in cost to extend to 7th Street and connect to The Portal.”

Background

In January 2015, I alerted the VTA to a ground freezing failure that had resulted in a sinkhole on 4th Street during the construction of one of the five emergency evacuation cross-passages between the Central Subway twin-bore tunnels (<https://abc7news.com/post/sf-crews-work-to-repair-sinkhole-above-central-subway/457610/>)

This incident led VTA to award a **\$1M study contract to HNTB** to evaluate the feasibility of a 45-ft diameter single bore design to replace **the previous twin-bore design which had a cost estimate of \$4.7B at the time.**

https://www.vta.org/sites/default/files/documents/VTA_BSV_PII_SBS_Single_Bore_Tunnel_Technical_Studies.pdf

Please note that this study is nearly identical to what the SFCTA Board is being asked to approve today.

In October 2017, VTA awarded the contract for Program Management Team (PMT) services for the BART Silicon Valley Phase II Extension (BSVII) project to an **HNTB/WSP Joint Venture**

- **May 2021:** The FTA released a risk analysis calculating a potential "upper bound" cost of **\$9.148 billion**.
- **Late 2022/Early 2023:** VTA submitted a funding plan based on a cost of **\$9.318 billion** for the FTA "New Starts" program, including updated financing costs and inflation.
- **October 2023:** The projected cost was updated to **\$12.2 billion**.
- **2024–2025:** The project cost further increased to an estimated **\$12.7 billion** to **\$12.8 billion**.

VTA will terminate the HNTB/WSP Joint Venture at the May 14 BSVII Oversight Committee

Upcoming Board & Committee Updates



- April 9 BSVII Oversight Committee
 - Cost Reporting
 - Early Work & Pre-Tunneling Construction Overview
 - Funding Update
- May 7 VTA Board Meeting
 - Project Update
- May 14 BSVII Oversight Committee
 - Program Management Services Contract Award
 - Tunneling Options Update



19

<https://santaclaravta.iqm2.com/Citizens/FileOpen.aspx?Type=4&ID=14554&MeetingID=4553> (slide 19)

Respectfully presented for your consideration

Roland Lebrun

From: VTA BART Phase II <vtabart@vtabsv.com>
Sent: Monday, April 13, 2026 5:01 PM
To: Board (@caltrain.com)
Subject: BSVII Project: April 2026 Construction Notice (Brokaw Road Gas Tie-In)

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



BART SILICON VALLEY
PHASE II EXTENSION PROJECT

Construction Notice



Brokaw Road Gas Tie-In *Brokaw Road South of Coleman*

As soon as Thursday, April 23 from Monday to Friday



LEGEND

- █ Construction Area
- █ Single Lane Closed

Construction Activities

- Gas utility work will take place in the roadway to connect a new gas line to the existing system.
- Crews will carefully dig small test holes to locate underground utilities before work begins to ensure the activity can proceed safely.
- Once the connection is complete, crews will pave and restore the road to provide a safe and smooth driving experience.

What to Expect

- A lane closure on Brokaw will occur on a rotating basis during work activity for about one month. Work will only occur from Monday to Friday.
- Some noise may be experienced adjacent to the work area from construction equipment. Trucks and equipment will only be in the closed lane.

Sign up for construction updates at www.vtabart.org

Project Information

VTA's BART Silicon Valley Phase II Extension (Phase II Project) is a six-mile, four-station extension of BART from Berryessa / North San José Station (opened 2020) through downtown San José to the City of Santa Clara. The Phase II Project is planned to include an approximately five-mile subway, three stations with underground platforms (28th Street/Little Portugal, Downtown San José, and Diridon), one ground-level station (Santa Clara), a train maintenance and storage facility, and additional facilities.

Roadway Safety Tips

- Maintain a safe following distance.
- Plan your trip ahead.
- Slow down and follow posted speed limits.
- Be aware of your surroundings.
- Pay attention to safety signs.

Have a question for us about Phase II?

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



BART SILICON VALLEY PHASE II EXTENSION PROJECT

vtabart@vtabsv.com

(408) 321-2345 BART Silicon Valley Hotline



Copyright © 2026 Valley Transportation Authority, All rights reserved.

You are receiving this email because you opted in via our website.

Our mailing address is:

Valley Transportation Authority

2830 De La Cruz Blvd

1st Floor

Santa Clara, CA 95050

[Add us to your address book](#)

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#).



From: [John Melnychuk](#)
To: Vicki.Veenker@paloalto.gov; [Stone, Greer](#); [Burt, Pat \[Pat.burt@cityofpaloalto.org\]](mailto:Burt.Pat@cityofpaloalto.org); [Lauing, Ed](#); [Lu, George](#); [lythcott-Haims Julie](#); [Reckdahl, Keith](#)
Cc: Ed.Shikada@paloalto.gov; sdharap@pausd.org; board@pausd.org; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Churchill Closure discussion - A search for a solution and grace for all of us in this time of shock and grief.
Date: Tuesday, April 14, 2026 12:37:07 AM

Some people who received this message don't often get email from jdmelnchuk@icloud.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 Mayor, Vice Mayor, Members of the City Council, City Manager Shikada, President Shounak, the PAUSD Board, students, fellow residents, Caltrain Board:

I am writing about the tragic and complex issue of suicide by rail in our community.

This latest loss is not an isolated incident, but part of a troubling pattern of rail-related deaths in Palo Alto.

Council is being asked to act quickly in the wake of profound loss. That is an extraordinarily difficult position—especially given that there is no clearly proven solution to prevent future desperate acts. We should acknowledge this plainly: the tools available are imperfect, and the risk of unintended consequences is real.

In moments like this, the impulse to act immediately is understandable. But we must not confuse action with effectiveness. We cannot be certain that closing the Churchill Avenue crossing will reduce harm; it may instead displace risk to other, less visible or more dangerous locations. We should avoid decisions that feel decisive but do not meaningfully improve safety.

The grief felt by students, families, and neighbors is real. For some, supporting closure reflects not only a desire to reduce risk, but also a need to respond—to do something tangible in the face of tragedy. That instinct deserves compassion. At the same time, public policy must be guided by evidence, weighing of tradeoffs, and long-term impact—not urgency alone.

Council's decision to deploy trained safety monitors along the rail corridor was thoughtful and commendable. This step addresses immediate concerns while creating space to study what actually works. It may also help interrupt impulsive acts in ways that physical changes alone cannot.

We should use the remainder of one-year period deliberately:

- Gather and analyze data on incidents, behavior, and intervention effectiveness

- Evaluate a full range of options and their tradeoffs
- Consider system-wide impacts, including displacement of risk
- Engage transparently with all stakeholders, including Caltrain

Caltrain, in particular, should be an active and accountable partner. Its goals of faster and more frequent service may increase exposure to risk, and it should clearly explain how it will mitigate that risk in our community. Silence by Caltrain is understandable, but it shows a lack of accountability and courage.

This is a painful and urgent issue—but not one that will be solved well through haste. The most responsible course is to proceed with care, humility, and discipline.

We honor those we have lost not by acting quickly, but by acting wisely and with compassion and wisdom.

With respect,

John Melnychuk
Fairmeadow, Palo Alto

P.S: May I suggest that Mayor's Veenker's welcome to the discussion will be a key to achieving the most in this time of crisis. Perhaps her framing of the discussion by a community in grief that each of us and all Council members share may help to bring grace to all of us with differing reactions, thoughts and opinions.

From: [Ricky Jerome](#)
To: [Board \(@caltrain.com\)](#)
Subject: Complaint
Date: Tuesday, April 14, 2026 2:40:11 AM

Some people who received this message don't often get email from sosublime420@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.

Your conductor shines a laser all in my eyes and face , obviously intentionally...it was 230 in the morning and the conductor was whoever driving the train that went by winriver redding California at 230am

Elizabeth Ann Warren

525 Heatherwood Estates Drive • Hollister, CA 95023 • blueskylizzie@yahoo.com

Caltrain Board of Directors

1250 San Carlos Ave

San Carlos, CA 94070-1306.

Dear Caltrain,

10 April 2026

I am writing to you because I am hoping there is talk of adding more trains that go to Gilroy, as gas has getting too expensive for many people. The population in Hollister has doubled in the last decade with many people commuting into the Bay Area. Traffic is abysmal at commute times. It is important to plan for public transportation for our commuter communities.

I would like more frequent trains leaving the Gilroy station to head up to popular destinations along the peninsula. I have spoken with people who cannot make the drive to the peninsula for a variety of reasons: age, disabilities, or costs. People need busses and trains!

So, for the good for world and people near and far, please add more trains, you'll be doing more good for the world then what you believe. Having a station in Hollister would also be good for society. Our world needs to have good clean transportation!

Sincerely,

Elizabeth in Hollister

Elizabeth Warren

04/14/26 AM 8:18:33

From: [Caltrain BOD Public Support](#)
To: utkarsh.nath@yahoo.com
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: Please don't ban family bikes from Caltrain!
Date: Tuesday, April 14, 2026 11:08:37 AM

Dear Utkarsh Nath,

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

Sincerely,

Your Caltrain BOD Public Support Team

From: Board (@caltrain.com) <board@caltrain.com>
Sent: Sunday, April 12, 2026 11:56 PM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Subject: FW: Please don't ban family bikes from Caltrain!

From: Utkarsh Nath <noreply@adv.actionnetwork.org>
Sent: Monday, April 13, 2026 6:56:07 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.

Utkarsh Nath
utkarsh.nath@yahoo.com
34462 Alberta Terrace
Fremont, California 94555

From: [Caltrain BOD Public Support](#)
To: moegev@gmail.com
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: Please don't ban family bikes from Caltrain!
Date: Tuesday, April 14, 2026 11:11:07 AM

Dear Morris Gevartz,

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

Sincerely,

Your Caltrain BOD Public Support Team

From: Board (@caltrain.com) <board@caltrain.com>
Sent: Wednesday, April 8, 2026 11:59 AM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Subject: FW: Please don't ban family bikes from Caltrain!

From: Morris Gevartz <noreply@adv.actionnetwork.org>
Sent: Wednesday, April 8, 2026 6:59:46 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.

Morris Gevirtz

moegev@gmail.com

El Cerrito, California 94530

From: [John Melnychuk](#)
To: Vicki.Veenker@paltoalto.gov; [Stone, Greer](#); [Burt, Pat \[Pat.burt@cityofpaltoalto.org\]](mailto:Burt.Pat@cityofpaltoalto.org); [Lauing, Ed](#); [Lu, George](#); [lythcott-Haims Julie](#); [Reckdahl, Keith](#)
Cc: Ed.Shikada@paltoalto.gov; sdharap@pausd.org; board@pausd.org; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Churchill Closure discussion Support Option B - expedited installation of Quiet Zones corridor wide. Please expedite Quiet Zone construction corridor wide.
Date: Wednesday, April 15, 2026 1:53:46 PM

Some people who received this message don't often get email from jdmelnchuk@icloud.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 Mayor, Vice Mayor, Members of the City Council, City Manager Shikada, President Shounak, the PAUSD Board, students, fellow residents, Caltrain Board:

Rail Safety Committee should be commended for preparing an excellent analysis for residents and Council to consider.

I Support Option B - expedited installation of Quiet Zones corridor wide. Please expedite Quiet Zone construction corridor wide.

It is the only option to bring near term corridor wide safety benefits while avoiding duplicative administrative work and constructions costs. Shortest term risk has been mitigated with human track monitors at level crossings.

Option B seems likeliest to provide meaningful corridor wide benefits with the least potential for negative impacts and risks being shifted elsewhere.

It's the most immediately available upgrade. Also most cost and administratively effective of all the strategies since it avoids risk disruption of traffic patterns for pedestrians, for bicyclists, motorists and emergency vehicles. No risk of having to close and then proceed through a decertification of the crossing with FRA.

Thanks so much,

John Melnychuk
Fairmeadow, Palo Alto

From: [Rebecca Johnson](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban cargo bikes from Caltrain!
Date: Wednesday, April 15, 2026 10:06:58 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 long bikes from Caltrain trains.

Banning cargo bikes is going to affect many, many cyclists - it's unfair.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, 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.

Rebecca Johnson
rebeccaj@gmail.com

San Francisco, California 94121