



On April 25, 2019, the City of Davis held the first Stakeholder Advisory Committee (SAC) meeting for the Davis Amtrak Station Access and Connections Study. The meeting took place from 2:30 – 4:00 p.m. at the Veterans Memorial Center, located 203 East 14th Street in Davis.

The following project team members attended the meeting:

City of Davis	Fehr and Peers	AIM Consulting
Ginger Hashimoto	Adrian Engel	Gladys Cornell
Mike Webb	Greg Behrens	Nicole Porter
Eric Lee		
Ash Feeney		
Ike Njoku		
Tracie Reynolds		
Anne Brunette		
Brian Abbanat		

Eight stakeholder representatives participated in the meeting, representing the following organizations:

1. College Cab
2. Lyft
3. Old East Davis Neighborhood Association
4. Sacramento Area Council of Governments (SACOG)
5. UC Davis
6. Unitrans
7. Village Cab of Davis
8. Visit Yolo

Five other stakeholder representatives from the following organizations received an invitation, but could not attend the first meeting:

1. Caltrans
2. Capitol Corridor Joint Powers Authority
3. Davis Chamber of Commerce
4. Olive Drive Neighborhood
5. Yolo County Transit District

The meeting objectives included:

- Introduce the Davis Amtrak Station Access and Connections Study’s purpose and objectives
- Outline the study process and schedule
- Present key findings from initial existing conditions analysis
- Discuss opportunities and constraints related to enhancing access to the Amtrak depot and long-range site improvements



- Obtain input on draft user survey questions

Project Overview

The Davis Amtrak Station Access and Connections Study will identify long-range opportunities to increase ridership, improve multimodal accessibility, and enhance station safety. In addition, the study will examine the potential benefits of implementing such changes including relieving congestion on local roadways, reducing vehicle miles travelled, and stimulating economic activity downtown. The study is funded by a Caltrans planning grant.

Stakeholder Discussion

Below is an overview of the stakeholder discussion. Comments have been sorted by topic.

Transportation options

- When considering the future of transportation options in the City, the project team should make sure to look at JUMP bikes, autonomous shuttles, TNCs, and other smart mobility solutions to solve the first and last mile connection issues.
- Cab companies in Davis would like to be included in the first and last mile discussion.
- Cabs in Davis are still providing transportation services to residents, especially early in the morning. Lyft and Uber drivers do not provide reliable service before 4am, even with reservations. Cabs play a crucial role in making those rides happen, which is a big consideration with regard to Amtrak commuters who may need transportation during certain hours.

Potential improvements

- Informational signs and designated curb space could help accommodate cabs and TNCs at the station.
- Cabs in Davis could use help with building awareness that taxis are still here. There are no taxis operating in Woodland anymore. People still need taxi-type transportation services that are quick and planned.
- Signage that includes information about taxi services, or a taxi cab stand would be helpful to riders.
- People drive through First, Second, and H Street very fast. Please consider speed tables or more signage to help mitigate the speeding.
- There is no stop sign for vehicles that exit the site.

Access

- There is a leg of Second Street that doesn't go through the station, near J Street. It stops near the garden area, where the rail tracks split. There is an unused space there which UPRR uses as a dumping space – perhaps this could be a new access point to the station.
 - The rose garden area was set aside on purpose; it is currently a private crossing. The City landscaped the area so parking spaces wouldn't be built there, as they might have had to be removed later.



- Access from Olive Drive to the Amtrak station has been considered before, with the addition of an undercrossing for bicyclists and pedestrians. The City determined an undercrossing was infeasible due to the costs associated with constructing a temporary shoo fly to reroute trains during construction. Instead, the City is seeking funding to construct an overcrossing connecting Olive Drive, just west of Hickory Lane, to the eastern portion of the Amtrak station
 - There is a PG&E major gas line in that area as well.
- Is there a study focused on pedestrian and bicycle access to the site to and from the west side of Davis Commons?

Bus considerations

- Unitrans' fixed route access to the station is a big issue. The highest number of Unitrans collisions takes place at the intersection of 2nd and H Street. Buses going westbound on 3rd Street turn west onto H Street to get to the station. However, buses have to stop before the railroad tracks prior to making that turn. Sometimes there is a long queue of cars, and the sharp street corner obstructs drivers' views. When the buses turn, they are committed to the turn and cannot stop while on the tracks. Meanwhile, cars behind the bus become impatient and try to drive around the bus – which causes collisions.
- Unitrans is now planning a reroute a block away from the station to reduce collisions near the site. It makes sense to serve the station, but we want to do it safely.
- Unitrans currently serves the station four times an hour, with two routes total that run from 7am to 7pm.

Rail considerations

- Keep in mind the station also serves long distance trains such as the Starlight and freight trains. The East / West freight line is heavily used. The project team should not only look at how the station fits within an urban type of setting, but also how the station is constrained by its use.
- When the train comes through Davis, riders have a good view of downtown. That was a conscious decision made by the nearby buildings. Please incorporate that vision into this study as much as you can.

Parking

- The Downtown Davis Plan is not recommending additional parking structures. Will the project team explore the possibility of building another parking structure near or at the train station as part of this study?
- I would like to see a number of estimated parking spots that would be available in each of the alternatives developed as part of this study. It would also be helpful to know the anticipated cost of each alternative developed, along with strategies for how the City can fund the alternatives.

Bicycle parking



- I think UC Davis students park their bicycles at the station when they take the train for a weekend trip. It would be interesting to see what percentage of bicycle parking is being used for daily trips versus long-term trips.

Other

- Who takes care of the landscaped open space by Olive Drive?
 - Project team response: The City of Davis owns and maintains that land.
- When the City made improvements to the site in previous years, the entire site was declared historic.

Next Steps

The next steps in the Davis Amtrak Station Access and Connection study include a user survey, which will engage residents and existing train station visitors in an online discussion focused on their current use of the station, current travel behaviors, and potential improvements, amenities, and programming that could help increase ridership. The survey will take place through the end of June, and a public workshop will take place during the summer. The project team will then incorporate stakeholder and community feedback to develop alternatives for the study, which will be presented in the late fall at a second and final public workshop.

Appendix

- Meeting agenda
- Presentation slides