DAVIS AMTRAK STATION ACCESS AND CONNECTIONS STUDY
Meeting Goals and Objectives

• Provide Project Overview
• Discuss survey results
• Discuss site access data collection
• Discuss access opportunity concepts
• Next steps
Overview of the Study

Funding source & study area

Identify opportunities to:

- Increase ridership
- Improve multimodal access
- Enhance station safety

Identify potential benefits

- Relieving congestion on local roadways
- Reducing regional vehicles miles traveled
- Stimulating economic development
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PROJECT AREA
PARKING DATA

• 145 existing parking spaces
• 75% of depot parkers are local
• Lot fills by 6:30am
Almost 1200 responses to online survey
• Diversity of age
• 1/3 regular station users
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USER SURVEY RESULTS

Variety of users
• Train riders
• Downtown visitors
• Station visitors

34% of regular users are typically at the station with a friend, colleague, or family member.

70% of regular users spend 5-30 Minutes at a time at the station.

15% of regular users visit the station to enjoy its public spaces.
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USER SURVEY RESULTS

Regular Station Users ranked their level of support for the following improvements:

- Clear Drop-off and Pick-up Area
- Better Restrooms
- More Bicycle Parking
- Public Art
- More Direct Pedestrian Paths
- Better Bus Service to the Station
- More Automobile Parking
- Better Signs and Information
- Coffee Shop, Restaurant, or Bar
- Electric Vehicle Charging Stations
- Indoor Bike Parking
- More Active Public Space
- Museum or Special Exhibit
- Bike Valet or a Bike Mechanic
- Retail Stores
- Office Space
- New Housing

Irregular and Non Station Users said the following Improvements would encourage them to use the station:

- Better Train Service
- More Automobile Parking
- Coffee Shop, Restaurant, or Bar
- Clear Drop-off and Pick-up Area
- Better Restrooms
- Better Bus Service to the Station
- More Direct Pedestrian Paths
- More Bicycle Parking
- More Active Public Space
- Better Signs and Information
- Museum or Special Exhibit
- Public Art
- Retail Stores
- Electric Vehicle Charging Stations
- Bike Valet or a Bike Mechanic
- Office Space
- New Housing
Our Point of View & User

Characteristics

- Woman in her mid 60s
- Sociable and easygoing
- Relies on Amtrak & others for transportation

Key Elements

- Amtrak was a place of gathering
- It was a symbol of the community
- She lost her sense of attachment to Amtrak
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NEAR TERM IMPROVEMENTS

TRAIN STATION CAFE

INFORMATIONAL AND WAYFINDING SIGNS

IMPROVED RESTROOMS
NEAR TERM IMPROVEMENTS

Art or educational exhibits
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NEAR TERM IMPROVEMENTS

Secure indoor
secure bicycle storage
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OPEN SPACES
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STATION ACCESS

40 Driveway Count
Informal Crossings (Bike/Ped)

Car
Bike
Ped

1,121
1,098
361

13

361

200 (Daily track crossings prior to 2011 fence installation)
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STATION ACCESS

MODE OF TRAVEL

CAR  BIKE  PED

DRIVEWAY COUNT

1  10  50
PLANNED CONNECTIONS

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- Two-Way Cycle Track on East Side
- Bicycle/Pedestrian Overcrossing to Olive Drive Neighborhood

- Shared Street
- Pedestrian Priority
- Transit Priority Corridor
- Shared Use Paths

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NEAR TERM ACCESS IMPROVEMENTS

Expand and improve curbside interface along H Street
Potential enhancements

- All weather shelter
- Lighting
- Bus / rail information
- Connection to Depot
STRUCTURED PARKING

- 100 spaces per floor
- $5 million per floor
- Two points of access
- Fire access around the building
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NEXT STEPS

• Exploring additional access points to station with Union Pacific
• Housing analysis for transit oriented development
• Site development scenarios
• Future mobility
• Commissions & committees
• Public workshop
• Draft study end of January
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DEPOT PARKING