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
DAVIS AMTRAK STATION ACCESS AND CONNECTIONS

CAPITOL CORRIDOR RIDERSHIP

Capitol Corridor Ridership at Davis, Average Weekday

Source: Capitol Corridor Joint Powers Authority, September 2018
DAVIS AMTRAK STATION ACCESS AND CONNECTIONS

FORECAST DAILY RIDERSHIP AT DAVIS

1,181
2019 daily weekday ridership

1,993
2040 forecasted daily weekday ridership

↑ 812
Estimated ridership growth, 2019-2040

In 2040, shifting 812 trips from driving alone would save

28,964
vehicle miles travelled every weekday

8.7
metric tons of greenhouse gas emissions every weekday

8.8
metric tons of CO₂ equivalent every weekday

Davis California
DAVIS AMTRAK STATION ACCESS AND CONNECTIONS

REGIONAL BENEFITS

What you see in this map:
- 20 Train Trips Per Weekday
- 3,808 Vehicle Miles Traveled Per Weekday
- 1,914 Capital Commuter Trips Per Weekday
- 440 Capital Commuter Hours Saved Per Weekday
DAVIS AMTRAK STATION ACCESS AND CONNECTIONS

SITE ACCESS
PARKING DATA

- 135+ existing parking spaces
- Lot fills by 6:30am
- >80% from Davis and Woodland
Almost 1,200 responses to online survey

- Diversity of age groups
- Rail commuters more likely to be White and affluent
- Over 2/3 regular station users
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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

Irregular and Non Station Users said the following improvements would encourage them to use the station:
1. Better Train Service
2. More Automobile Parking
3. Coffee Shop, Restaurant, or Bar
4. Clear Drop-off and Pick-up Area
5. Better Restrooms
6. Better Bus Service to the Station
7. More Direct Pedestrian Paths
8. More Bicycle Parking
9. More Active Public Space
10. Better Signs and Information
11. Museum or Special Exhibit
12. Public Art
13. Retail Stores
14. Electric Vehicle Charging Stations
15. Bike Valet or a Bike Mechanic
16. Office Space
17. New Housing
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STATION ACCESS

Driveway Count
- Informal Crossings (Bike/Ped)
- Car
- Bike
- Ped

200 (Daily track crossings prior to 2011 fence installation)
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PLANNED CONNECTIONS

DAVIS AMTRAK PLANNED CONNECTIONS

Two-Way Cycle
Track on East Side

Bicycle/Pedestrian
Overcrossing to
Olive Drive Neighborhood
DAVIS AMTRAK STATION ACCESS AND CONNECTIONS

STRATEGIES TO IMPROVE ACCESS

Highest Priority:
1. Grade-separated pedestrian and bicycle connection from Olive Drive to the station.

Included in the Downtown Davis Plan:
2. 3rd Street becomes a shared street
3. 2nd Street becomes pedestrian-priority
4. 1st Street and H Street become shared-use paths and transit-priority

Other Potential Improvements:
5. Adding sidewalk to the north side of the station driveway
6. Wayfinding and signage to guide new users between the platform, station building, and destinations in downtown and at UC Davis
7. Improved lighting along the platform, plaza, and parking lot
8. Additional seating and shade outside near the platform
9. Improved track crossing at the station driveway to make the surface more user-friendly for wheelchairs, strollers, and wheeling luggage
10. Activation of the plaza
   Sidewalk adjacent to class IV separated bikeway along the current railroad tracks parallel to H Street, providing off-street access from 3rd Street
11. Partial mode (walk, bike, transit) at-grade crossing of the track connecting to Old East Davis, as well as an additional grade-separated connection from Old East Davis
12. Track crossing

Shared street

Sidewalk providing off-street access

Improved track crossing

Improvement of plaza

Improvement of lighting

Improved wayfinding

More shade and seating

Activation of plaza

Bike

Walk

Transit

Student parking

Non-student parking

Flat track crossing
DAVIS AMTRAK STATION ACCESS AND CONNECTIONS

ACTIVATING THE DEPOT BUILDING

- Amtrak Lease Area
- Unused City Owned Area
- Common Area

LEGEND:
- MEN
- WOMEN
- PACKAGE & PARCEL STORAGE
- OFFICE
- TICKETING
- TICKET LOBBY
- WAITING ROOM
- STAIR
DAVIS AMTRAK STATION ACCESS AND CONNECTIONS

STRUCTURED PARKING

• 100 spaces per floor
• $5 million per floor
• Two points of access
• Fire access around the building
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KEY FINDINGS

Opportunities
• Existing high usage and demand of Capitol Corridor service
• Central location is widely accessible by multiple modes
• City owned building and site can streamline improvements
• Historical structure and interesting outdoor space

Constraints
• Single track crossing limits capacity for access & difficult to add
• Feels isolated at the rear of buildings and lacks regular activity
• Pick-up and drop-off facilities are under capacity
• Transit and vehicular access is limited by downtown grid