

About the Davis Amtrak Station Access & Connections Study

In October 2017, the City of Davis applied to the California Department of Transportation's Sustainable Communities Planning Grant program to examine access and connection issues related to the Davis Amtrak Station. In December 2017, the State awarded the City \$250,000 to fund a comprehensive study.

Serving over 10 percent of the total Capitol Corridor ridership, the Davis station is the third most active station in the region. Despite its popularity, the station is fraught with challenges. Parking surveys show the lot fills well before the arrival of the first train and remains full until the late afternoon. Surveys also suggest that bicycle parking is regularly at or near capacity. Additionally, the current depot lacks modern amenities and safety features.

Given these challenges, the Davis Amtrak Access and Connections Study will seek to identify opportunities to increase ridership, improve accessibility for all types of travel, 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 traveled, and stimulating economic activity downtown.

User Survey Purpose

The project team and City of Davis administered an online user survey, hosted on the City of Davis website. The purpose of the user survey was to allow community members an opportunity to weigh-in on the future of the Davis Depot. Participants were asked questions regarding frequency of visits, barriers to access, and parking, all of which will help the City of Davis reach their goal of creating a more efficient, comfortable, and safe commuting experience.

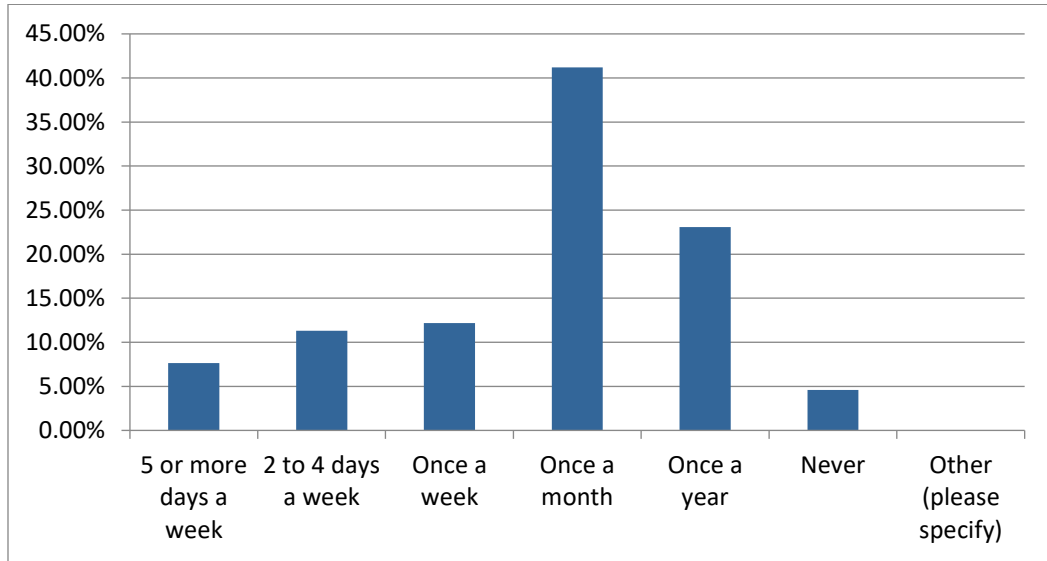
Summary of Feedback

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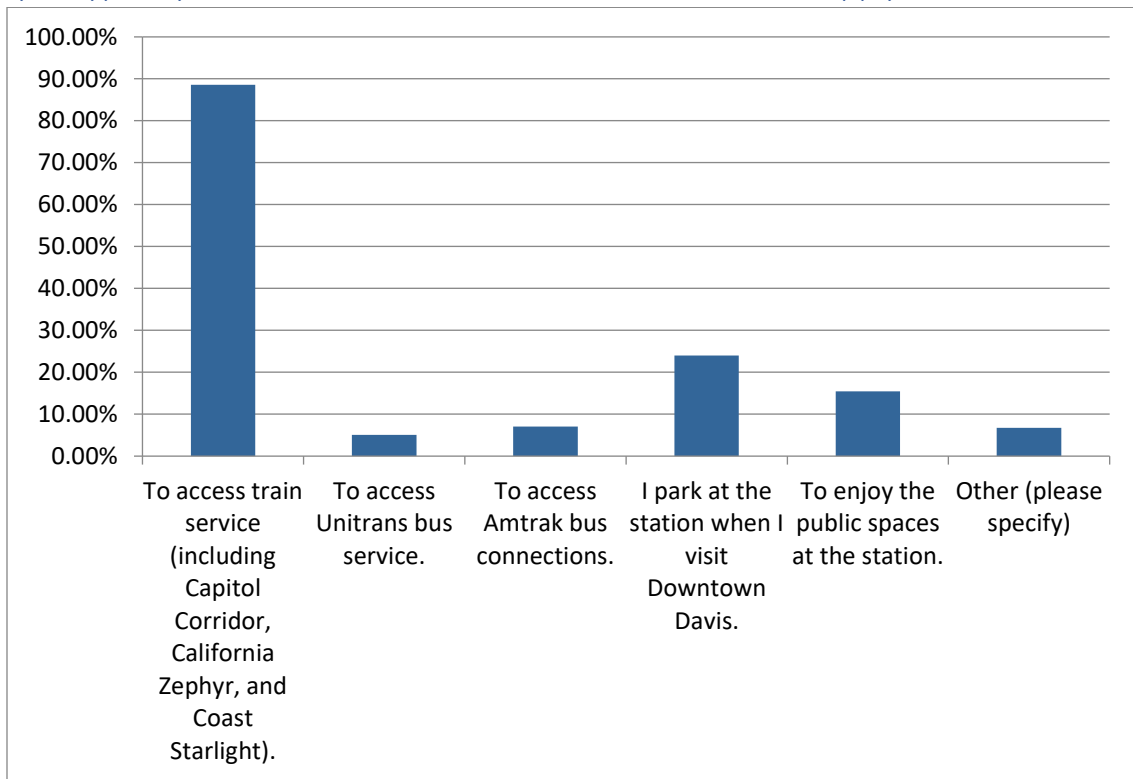
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The project team received over 1,000 responses from June 1st to July 1st, 2019. Below is a summary of feedback received, organized by survey question.

About how often do you visit the Davis Amtrak Station, including the station parking lot?



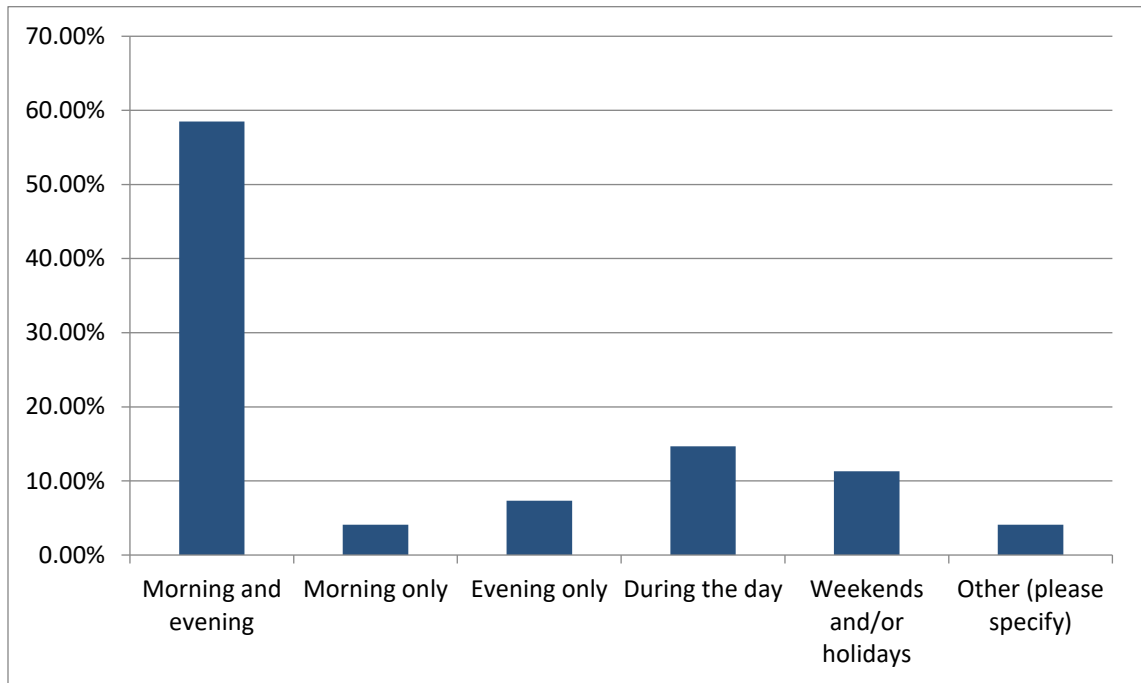
Why do you typically visit the Davis Amtrak Station? Select all that apply.



Other

- The station is near my house, so I visit it.
- It has car charging stations.
- I drop off family who are taking the train.
- I commute to Davis from Roseville via Capitol Corridor (CC) with my bike for the first and last miles of my commute.
- I drive the bus and there is a stop at the station.
- I go with my children to watch the trains arrive/depart.
- I live right next to the tracks. I walk through the Davis Amtrak Station to get to/from Downtown.
- I pick up visitors from the train.
- I retrieve abandoned bikes from the bike racks.
- I walk from Old East Davis to Downtown through the train station plaza.
- I work for the Davis Community Transit and often drop people off at the station.
- It's part of my walking route.
- Last summer I looked at the spectacular Mexican Bird of Paradise plants and came by to see them up close as well. I hope they will be planted there again. I saw these plants for the first time when I was 3 blocks away and curious. I looked them up online and ordered some seeds. These beautiful plants are expensive and wonderful to look at. They are in the right place at the station.
- Parking and the bathroom.
- I am part of GoTrain and I ride my bike to my office.
- Picking up and dropping off friends and family at the Davis Amtrak Station.
- I play the piano which sometimes is there.
- Sometimes just to watch trains.
- I take my grandchildren to see the trains come and go.
- To buy future rail tickets at the self-serve machines.
- To get to work on the UC Davis campus.
- To meet people arriving or see them off on departures.
- To obtain information and buy tickets for Amtrak to Southern California.
- To pick up my wife who takes the train to San Francisco.
- Try to charge my electric car.
- Use car chargers also watch trains with my kids.
- Use the restrooms.
- Work.

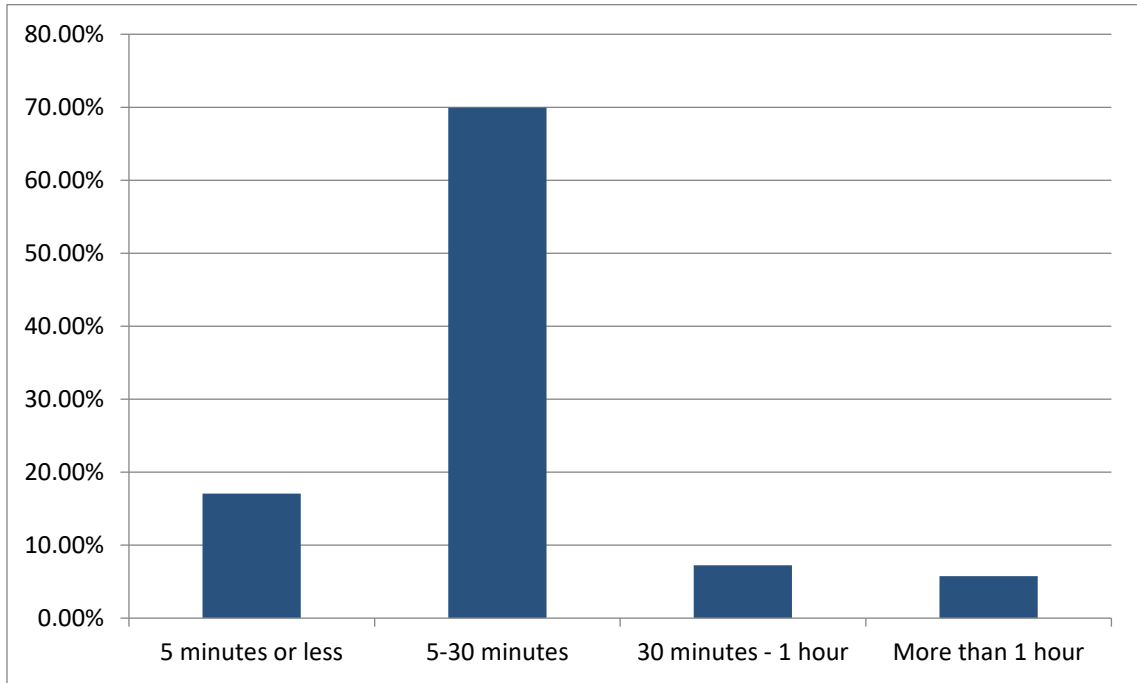
What time of day do you typically visit the Davis Amtrak Station?



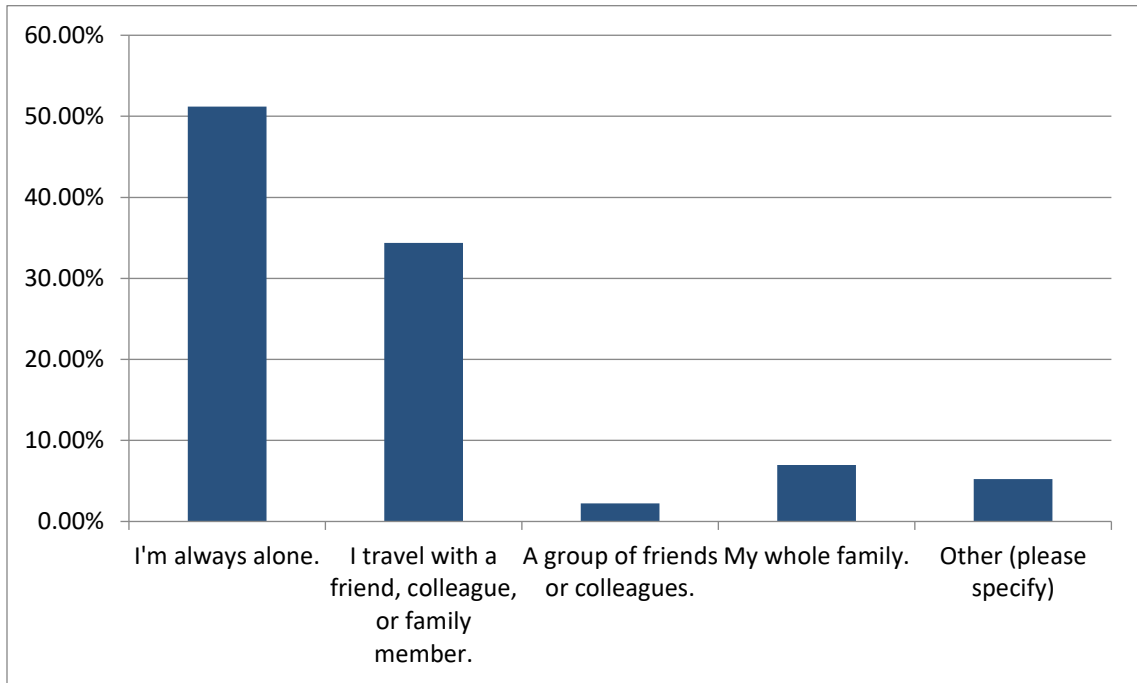
Other

- Afternoon.
- Daytime if I'm traveling, evening if I'm parking downtown.
- Depends on arrival and departure of desired train.
- Depends on schedule and need.
- During the day and evening, more often on weekends.
- Generally, in the early evening to hang out and otherwise whenever I am on the train, generally daytime.
- It depends on when the train or bus I am taking is leaving for my destination.
- It depends on why I'm taking the train.
- Just park nearby to go downtown, any time of day.
- Morning and evening for train access, during the day and evening for public space access.
- Most frequently when going to Sacramento, which is usually in the afternoon Monday thru Friday, or anytime during a weekend. Also, when going on trip to Bay Area.
- Sometimes during the day to access Capitol Corridor to get to meetings in Sacramento or Solano County.
- To attend an Oakland A's games or go to the Bay Area, so it depends on what event I'm going to.

How much time do you typically spend on the station property?



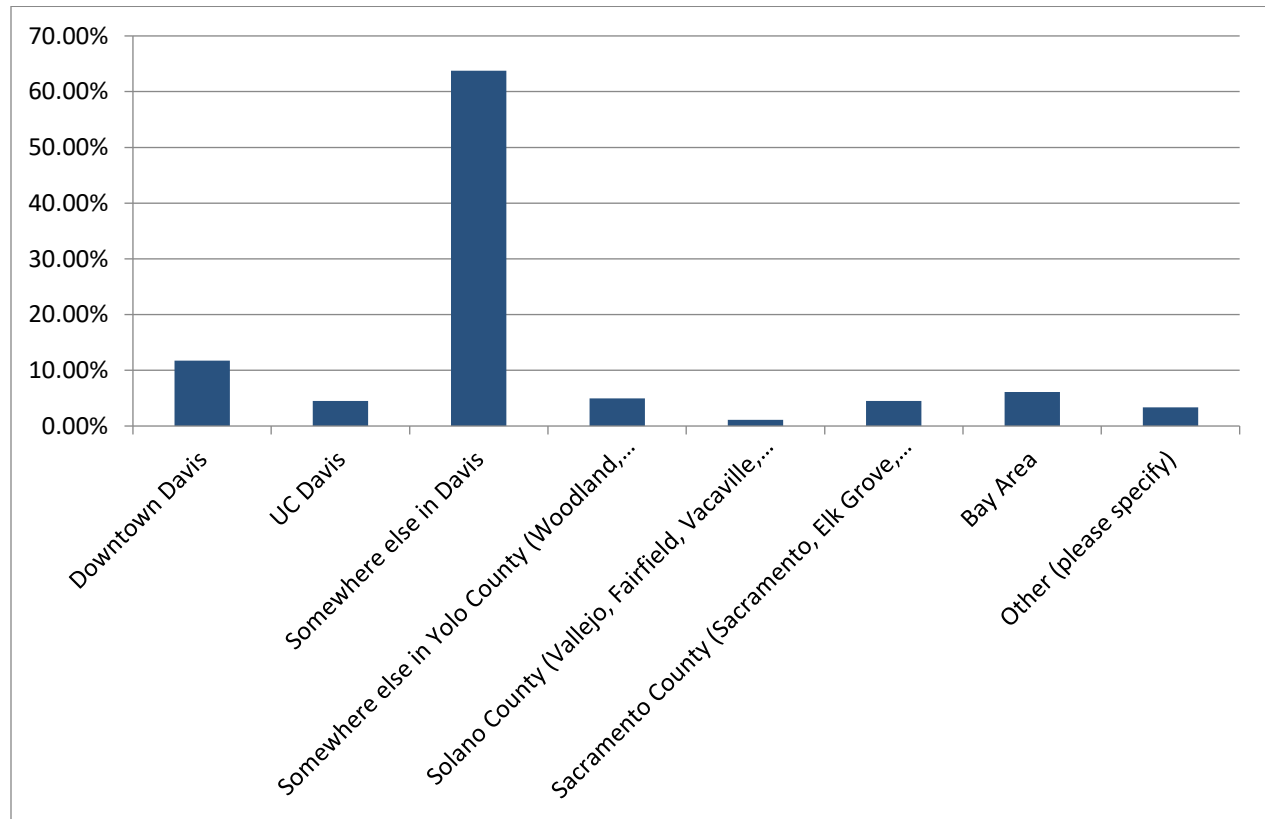
Who's typically with you at the Davis Amtrak Station?



Other

- A family member drives me there in the morning and picks me up in the evening.
- Alone or with family or colleagues.
- Alone when commuting weekdays, with a friend or family member usually on weekends.
- Always meet fellow-travelers.
- Commuting alone or using the parking with family to go downtown.
- Depends on the nature of the visit, whether it is work related, private or simply passing by and dropping in for any specific interest.
- Either alone, with someone I am dropping off to catch a train, or with one or more of my kids to watch the trains go by.
- I pick up and drop off my wife for a weekly commute to San Francisco.
- I usually travel alone on the train for meetings in Oakland or San Francisco, but occasionally I travel with a colleague.
- If traveling on the train, by myself. If using the parking, with my family.
- My service dog and me.
- Other people I have met on the train who also commute to the Bay Area.
- Picking up or dropping off folks using the train.
- Someone stays with me until the train arrives.
- Students.

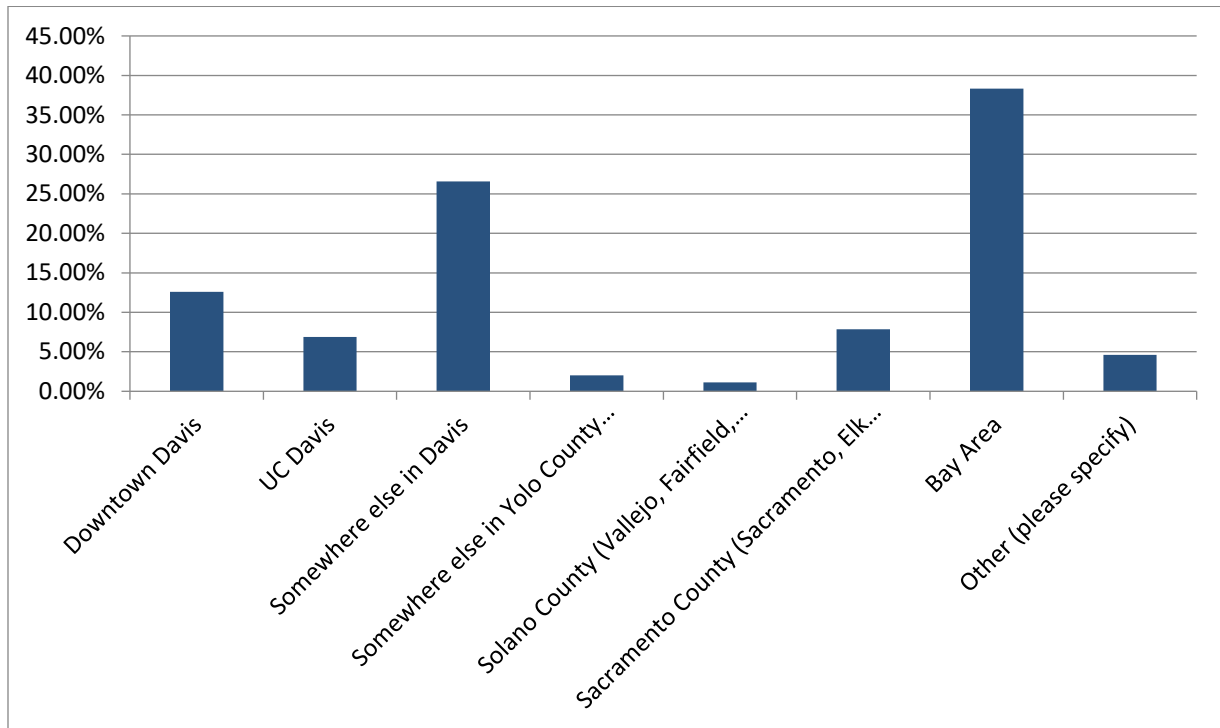
When you come to the Davis Amtrak Station, where does your trip typically begin? (Think about your first trip of the day.)



Other

- Auburn (commuting).
- Depends on whether I am departing from Davis or returning to Davis; Monday I depart, Friday I return.
- El Dorado County.
- I come in from Modesto to end up in Woodland. Then do the reverse several days later.
- Los Angeles.
- Placer County (Roseville via Capitol Corridor.)
- Rocklin.
- Roseville.
- Santa Cruz.
- West Davis (Stonegate).

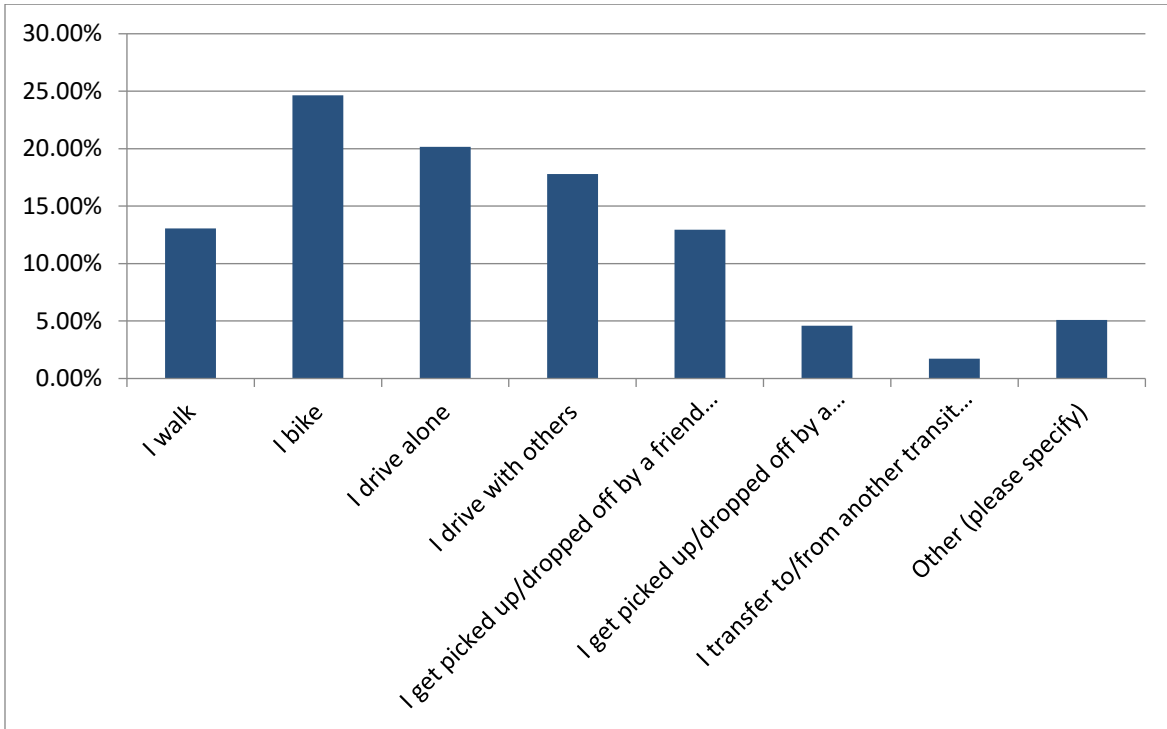
When you come to the Davis Amtrak Station, where does your trip typically end? (Think about your first trip of the day.)



Other

- Claremont, CA.
- California Natural Primate Research Center, UC Davis
- Dixon, CA
- Fresno.
- It depends. If we're just parking, then Downtown Davis. If we're taking the train, then probably another state!
- Los Angeles.
- Mondays I end in San Jose, Fridays I end in Davis.
- Oceanside or Fresno.
- Placer County
- Portland or Seattle, or Chicago, or Los Angeles, or Sacramento.
- Roseville.
- San Francisco.
- San Jose.
- Southern California.
- Stockton.
- The central valley.

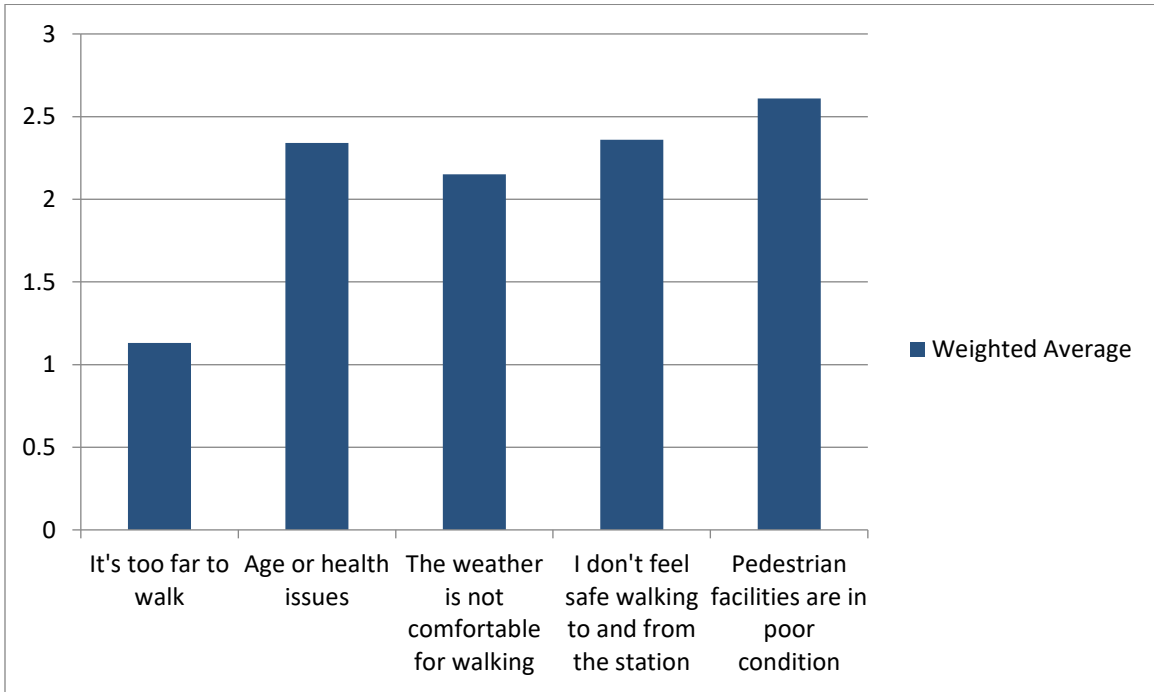
For your typical trip, how do you get to/from the Davis Amtrak Station?



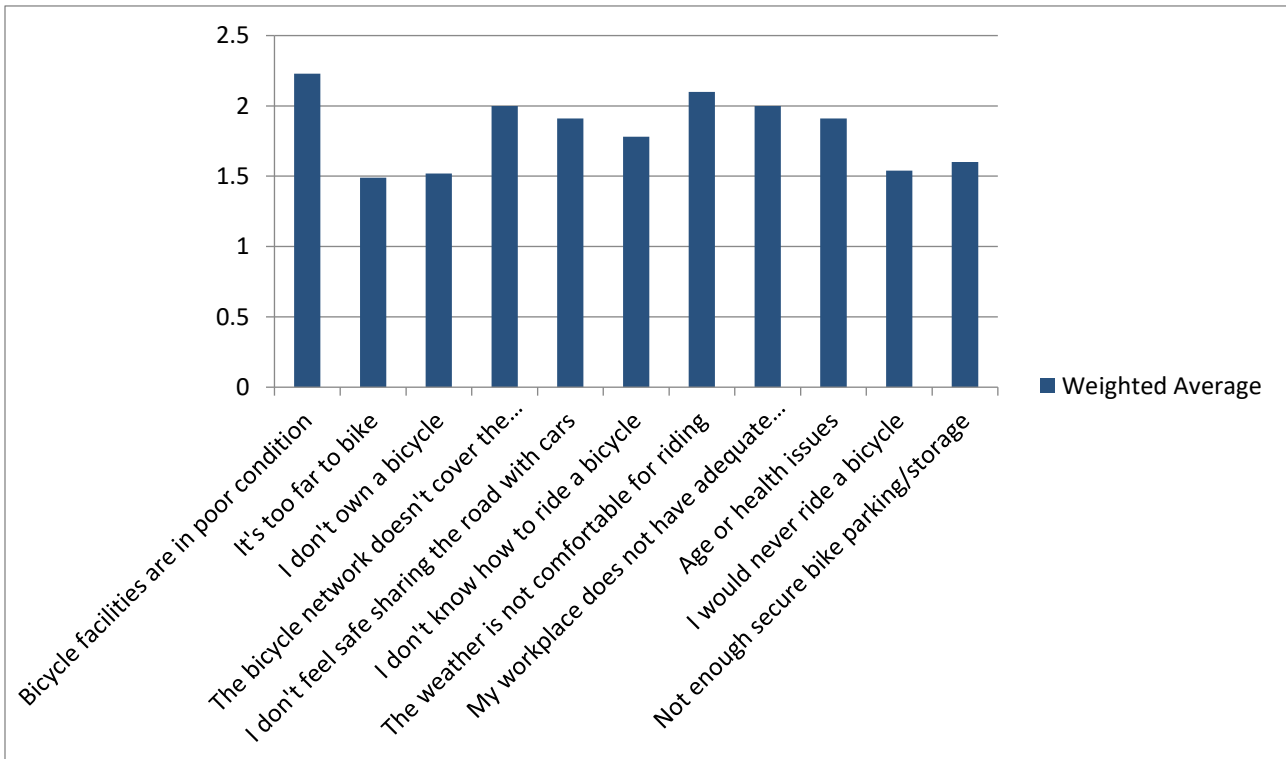
Other

- Amtrak.
- Bike, walk, Unitrans Bus, or Amtrak train.
- Capitol Corridor.
- Depends on time of year and weather. Combination of bike and car. Never by public transit.
- Electric scooter.
- I drive Unitrans buses.
- I park on J or I street and walk to the station from there.
- I take Unitrans.
- I walk 15 minutes or am dropped off by a cab or family member if I have too much luggage. I wish there were a Unitrans connection, but there isn't.
- JUMP Bike.
- Lyft if I am traveling, motorcycle if I am just hanging out.
- Taxi to get there and walk or bus from Amtrak.
- Unitrans
- Varies by length of absence from Davis.
- Walk from in the morning, get dropped off in the evenings.
- Walk, bike or drive depending where I am coming from and purpose of visit.

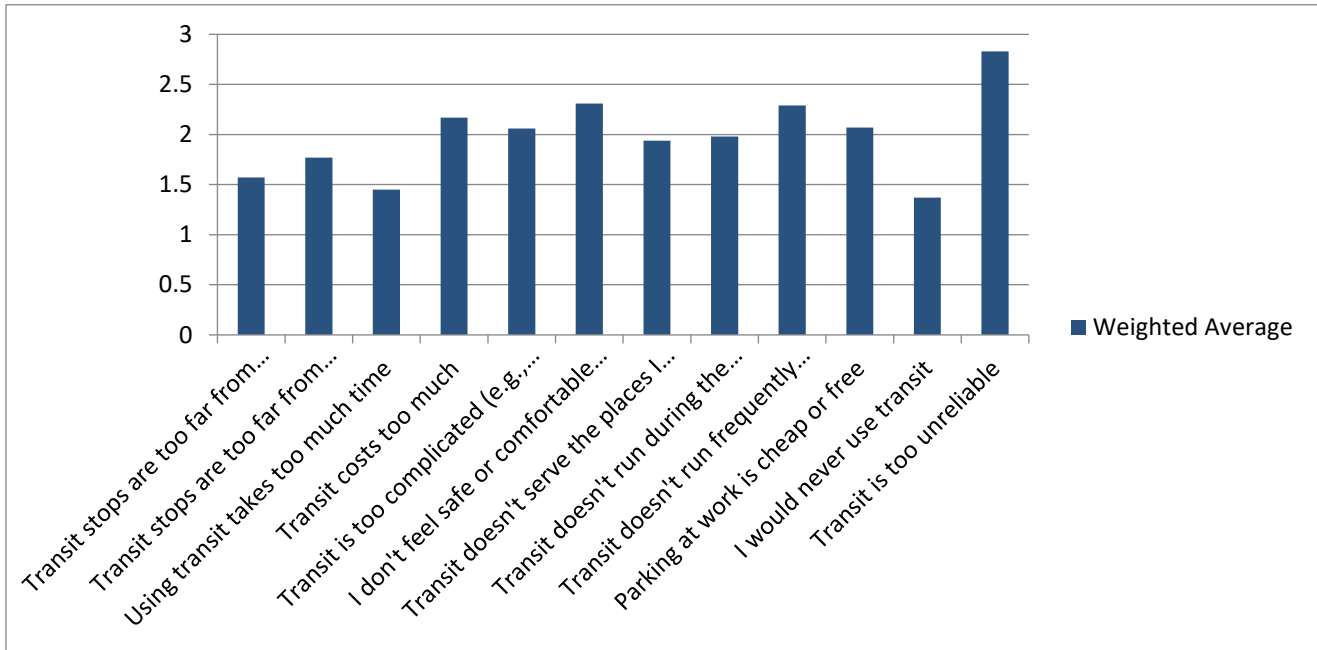
What prevents you from walking to and from the Davis Amtrak Station? Please select your top 3 reasons.



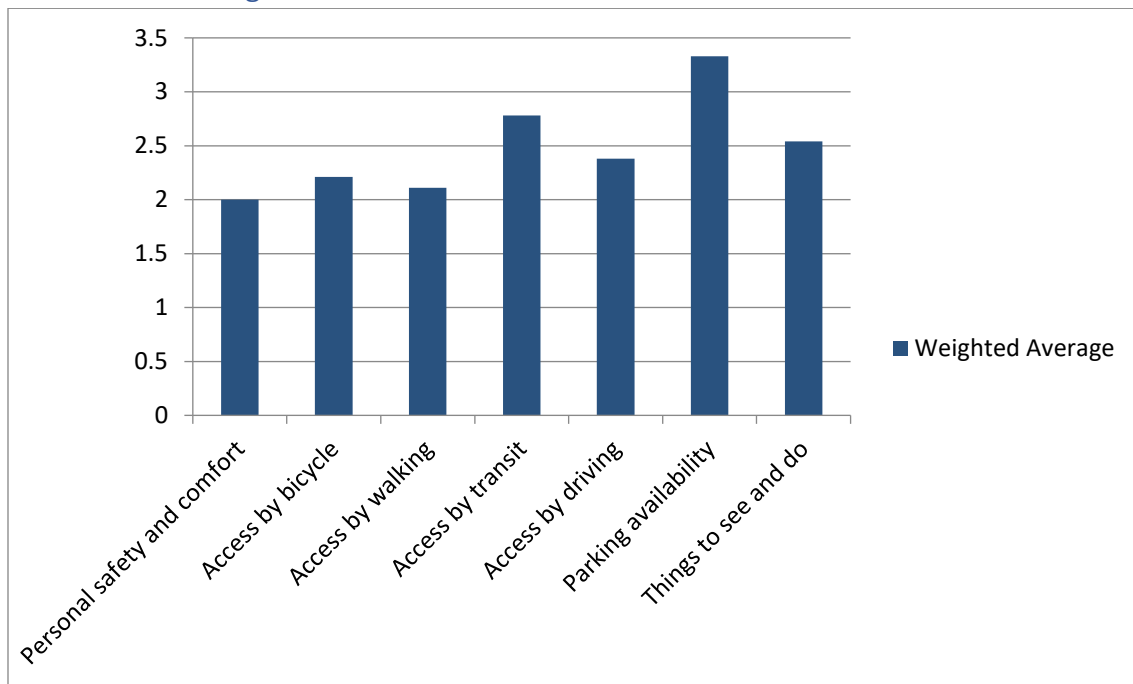
What prevents you from riding a bicycle to and from the Davis Amtrak Station? Please select your top 3 reasons.



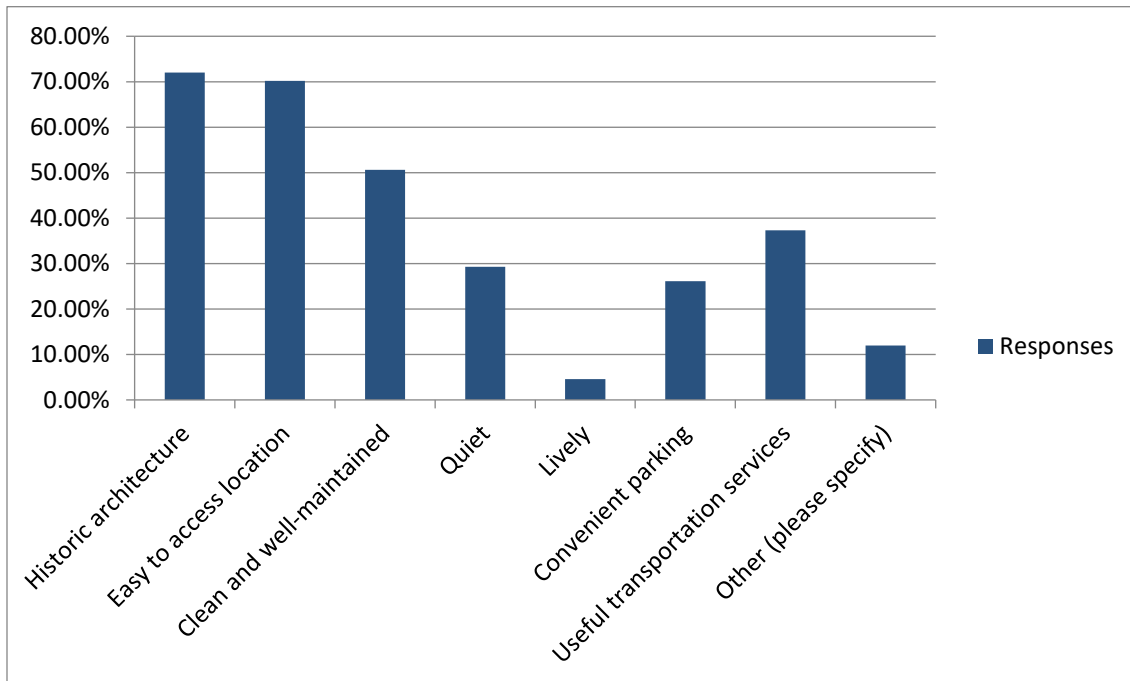
What prevents you from riding transit to and from the Davis Amtrak Station (e.g., Yolobus or Unitrans)? Please select your top 3 reasons



Please rate your level of satisfaction with your experience at the Davis Amtrak Station as it relates to the following factors.



What do you enjoy about the Davis Amtrak Station? Select all that apply.

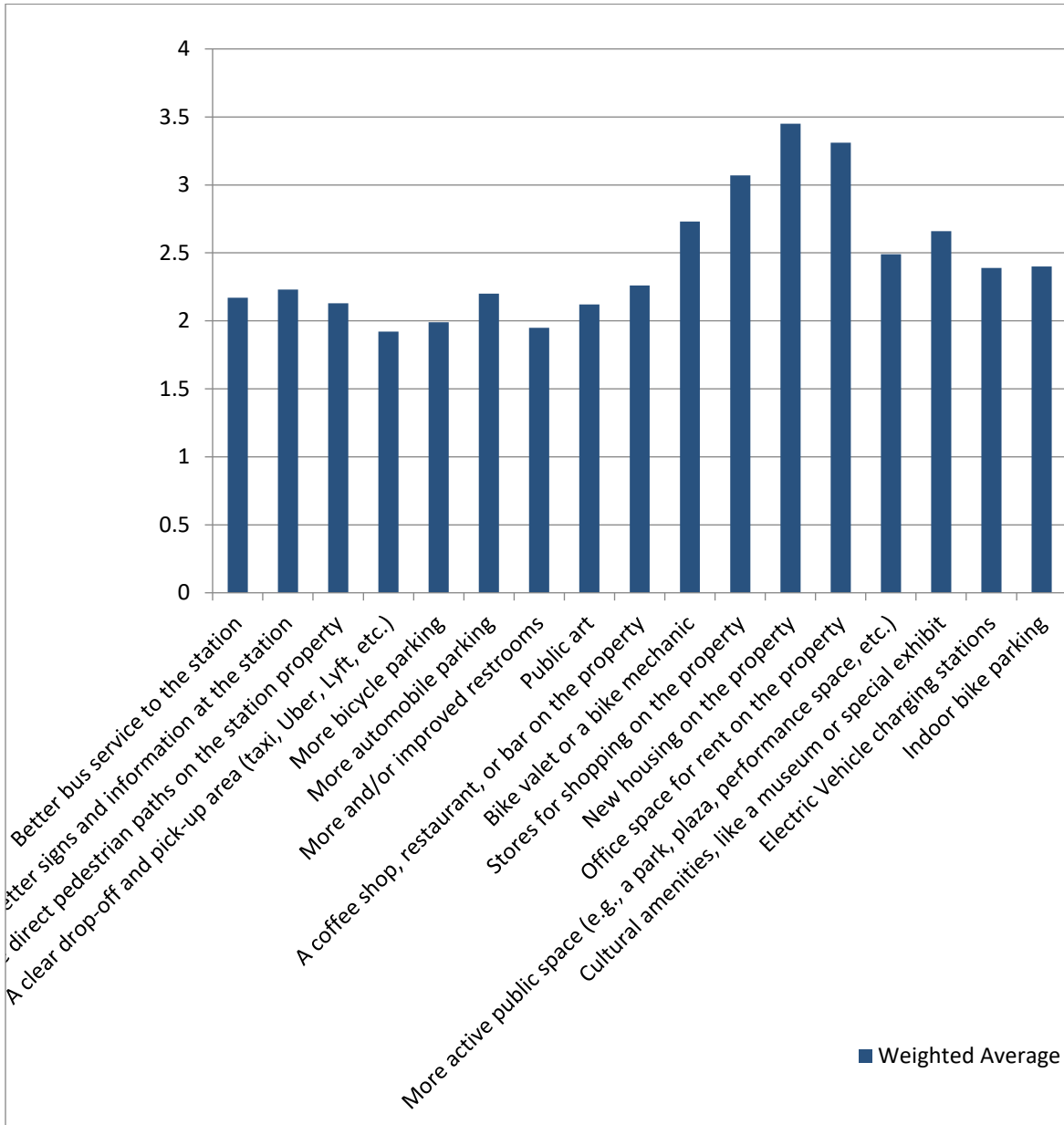


Other

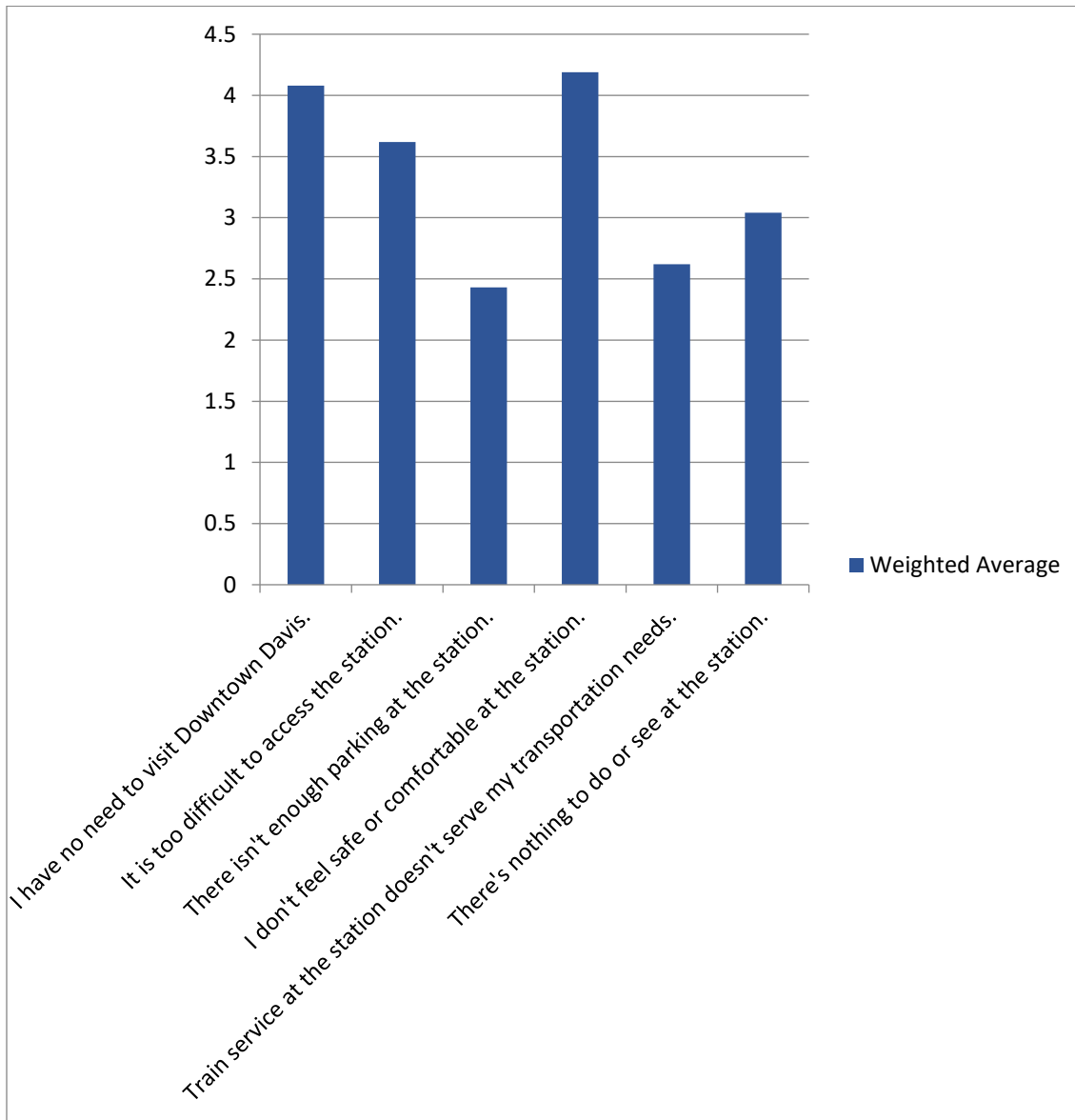
- Access to Capitol Corridor and free parking for multi-day train trips.
- Access to downtown.
- Accessibility to trains.
- Air conditioning on hot days.
- Ample bike parking, trees and shade, proximity to downtown cafes.
- Area for kids to play on the grass and rocks.
- Art.
- Bathrooms for train ticket holders in the station.
- Bike racks and bike lockers.
- Close enough to downtown to get food / drinks before boarding the train.
- Close to great restaurants and bakeries.
- Convenient parking, only when available.
- Excellent staff.
- Free parking.
- Gardens.
- Helpful and informative station agents.
- I like sitting on the grass / rocks adjacent to the tracks.
- I like the trees and landscape very much.
- Important feature of our community.

- Integration with downtown food service businesses.
- It's a full-service station.
- It's a charming, pretty place to start and end the day.
- Landscape features and public art are great for kids.
- Located 1 mile from my residence. Last year I rode Amtrak from Massachusetts to Davis, about 3 days, 3287 miles by train, then one mile to walk home.
- My children like to climb in the rock area and to watch trains come in and out of the station.
- Nice clean bathroom.
- Open long hours.
- Parking is "convenient" if I arrive an hour before my trip begins.
- Provides sustainable and convenient transportation options to the Bay Area.
- Restaurants and other amenities are within walking distance.
- Restroom, air-conditioned, rose garden.
- Safe; there are no homeless people not hanging out.
- Shaded seating outdoors.
- Shady area with the granite boulders is beautiful. Watching people get on and off the train is fun.
- The piano.
- There's always an Amtrak employee there when I need to talk to someone.
- Tickets are always available, and trains come regularly.
- Train watching.
- Usually I need to park the night before and now the City is taking over the lot.
- Watching trains with my grandchild.
- Would love to see light rail adjacent to Amtrak and along the northern spur. This would make ticket purchase and commuting anywhere, including the bay area, so much more convenient, inexpensive and forward thinking. "Third World countries" do it. Why can't we?

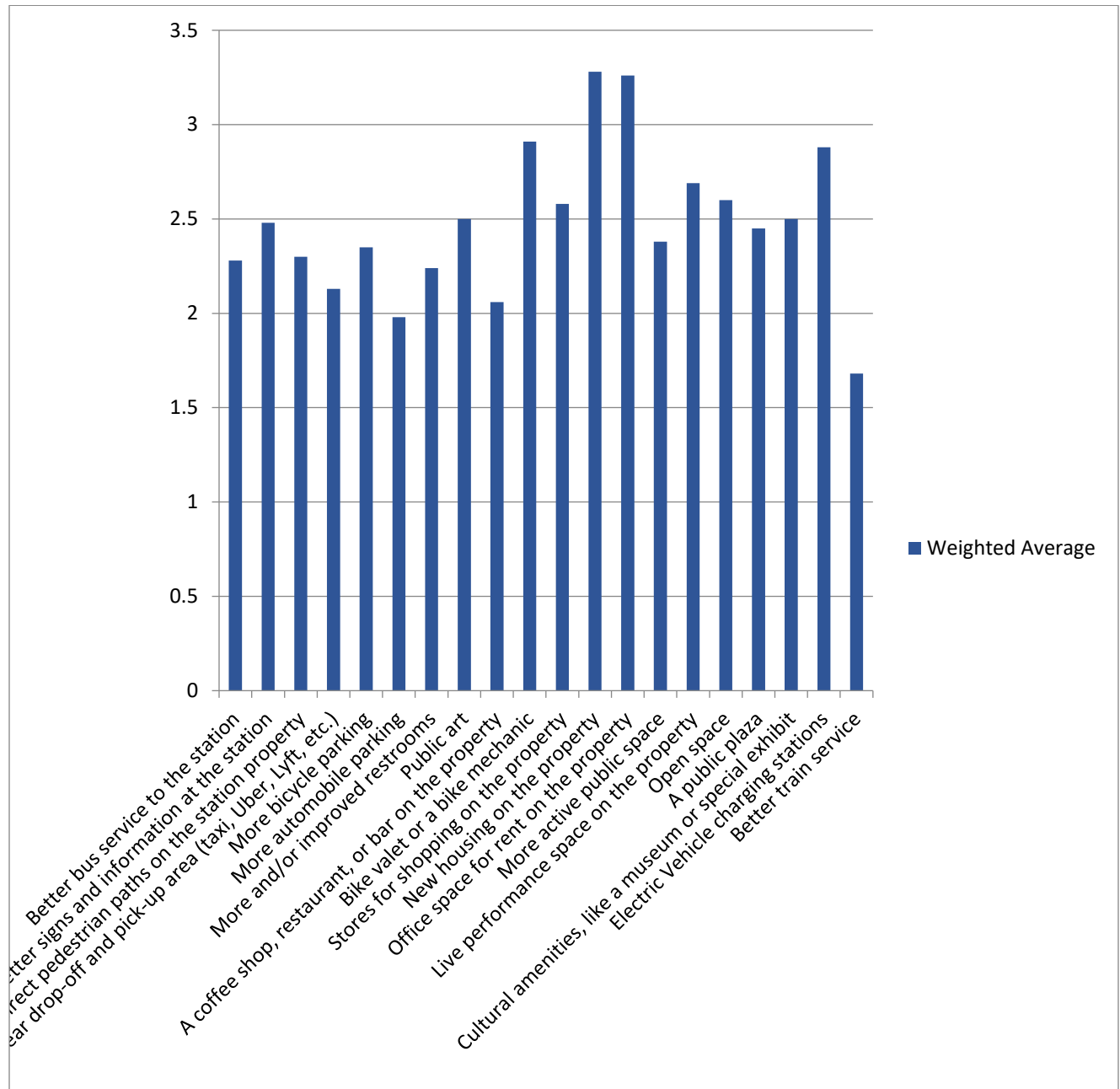
Please rank your level of support for the following potential improvements to the Davis Amtrak Station.



To what extent do the following reasons prevent you from visiting the Davis Amtrak Station more often?



Would the following improvements encourage you to visit the Davis Amtrak Station more often?



What else would you like to tell us about your future vision for the Davis Amtrak Station?

- The train station functions very well as it is. The restrooms are never in use – we don't need more. We also do not need more bike parking there is plenty of that. Please do not add housing or commercial ventures into the space. It is just fine the way it is. Also – do not let the bike advocates have an undue influence or run this process. It's been shown in the past that the bike folks over advocate for bike specific needs only.
- Add a shaded waiting area and covered bike racks with solar panels.
- Make more use of a community bulletin board in station.
- Create an educational display comparing environmental impacts of rail compared to other transport.
- Create a photo exhibit of things to look for from train windows.
- Create "Train Tales," anecdotes from riders.
- Post information about upcoming cultural events in Sacramento or the Bay Area that are nearby the Amtrak stations.
- Create a sculpture made from train and rail parts.
- More fragrant planting.
- Create a "Friends of the Davis Station" volunteer group.
- I liked the "In the Key of Davis Piano", so perhaps have occasional evening performers.
- The homeless issue is very disruptive some days, especially with panhandling. Bike theft is also a big issue at the station, so I never ride my bike and park it there.
- The building bathrooms are so old – updated bathrooms would be great. The whole building needs to be updated and it would be nice to have a coffee shop on site that was open all the time.
- A clear pick up/ drop off area would be nice, because cars often block the entrance.
- The vending machines should be removed since they don't work consistently.
- We need a first/last mile connection to the train station. Bike sharing is good, but there are currently not enough JUMP Bikes at the station. Better bus connection is good, but it is useless if the bus schedule doesn't match the train schedule. We can develop the station to a transit hub, with different transportation modes, and provide better first/last mile connections.
- Remove all private automobile parking. Remove all bike lockers and build a single large group room based on Bike Link technology that is accessible to all types of bicycles (long bikes, cargo bikes, bikes with trailers) with charging facilities for e-bikes. Also maintain the existing bike racks near central track area.
- Make the station terminus for Downtown an autonomous shuttle. Make the station terminus for multiple bus lines, with dedicated timing when demand is present.
- Install lockers like ones at European stations. Allow cycle tourists with luggage on their bikes inside station to use the toilet and add showers.

- Turn most of the parking lot area into 4 to 5 story (height) multi-functional building.
- Add a direct bike-pedestrian access point to 3rd Street, and 1st and Olive.
- Add trees and an aesthetic water fountain.
- Use the station space to let people know about long-term Capitol Corridor plans.
- Add a few more benches.
- Create a giant parking lot with a few spaces for bikes. The primary demand is for cars.
- Add more charging stations as electric vehicle use increases rapidly. Also make it easier to access them rather than having to go to the back of the lot.
- A parking structure, rather than a parking lot, would be the single biggest benefit for most commuters. Electric vehicle charging that acknowledges that much of the weekday ridership is commuting to the Bay Area and needs 10 or 12 hours without incurring a parking fine would better encourage hybrid and electric commuting. Beyond those things, I feel the station is not well leveraged as a regional transit hub. Access to and from the station forces commuters through low-speed downtown streets and busy intersections, rather than more direct routing from the nearby freeway or larger boulevards. Regional bus connections are non-existent. Also, station maintenance is often poor, with trash littering the area for days. The track configuration often causes one train to wait while another one is taking on and letting off passengers. I feel there is much potential in the station, but the overall layout and planning have sharply limited the user experience.
- A parking structure is needed. There is never enough parking for passengers. Ideally five floors and one or two of those floors could be leased for revenue. Passengers do not pay and display a voucher on the dashboard; others do pay if parking for more than 3 hours. Other improvements: more lighting inside the building and remove the horrible smell. An attendant should always be there, event at night.
- Have a pay phone that works – it's been out of service for over two years.
- Make it so a permit is required to park at the station. Issue permits only to City of Davis residents and UCD students and staff to see if that alleviates the parking shortage.
- Add another entrance because of ridiculous traffic jams. Use the large unnecessary amount of open space around the terminal for more parking. Nothing is pretty if it doesn't serve people.
- Access from Southern Davis via Olive Drive would be nice. Having something like the Ferry Building in San Francisco would make the station even more lively.
- Accessibility to WIFI, especially in the waiting area of the station, is needed.
- Actively arrest the people who dismantle bikes at any time they wish.
- I like the station the way it is. It is a lovely, peaceful oasis of public space that has become more and more a rarity in increasingly urbanized Davis. Beyond perhaps slightly better maintenance of the station property, a pleasant coffee shop and/or bookstore would be a benefit and it would be a good fit for Amtrak patrons who wait endlessly for their

trains. A bar could be a liability around train tracks and would be less family-friendly for those traveling with kids. Lastly, increasing access to the station by non-car transportation would be a plus, but a parking structure in that location would just be a magnet for crime, and would change the historical and peaceful demeanor of the station as it is.

- Add more parking if office space and cultural amenities are added. Adding more parking would be desirable in any case.
- Adding more automobile parking would be a huge benefit for my daily commute – I could wake up 15 minutes later and have more time with my family if I knew that I would not have to "battle" for a parking spot.
- Additional access to the property, possibly from second street by the PG&E substation.
- Affordable options for UC Davis employees.
- Create an easier method of getting a parking permit.
- Anticipate unmet transit needs first. Only after that is done then project can be focused on a use for all. I strongly believe that I would choose a different station if the space that is the parking lot or any of the Amtrak station itself becomes a mix of commercial use property. A paid parking structure would fit well. Many other stations have one located close by.
- Any added coffee shop should be local and not another Starbucks.
- As a 5-day-per week commuter for 14 years, please do not charge me a parking fee for commuting to work every day. Improvements are welcomed; however, the questions are not well designed in terms for early morning commuters. At 5:00 a.m. in the morning, there is no public transportation, so some of the questions are not applicable.
- As our primary regional transit connection point, the station should support high density development – housing, offices, retail – including multiple storied buildings.
- Increase the amount of automobile parking and a more covered and comfortable space to wait for train is needed.
- Being able to reserve a parking spot for a car or bike would relieve a lot of stress!
- Better bike connectivity, connectivity by walking required.
- Better enforcement of parking regulations! Lots of people parking here are not actually riding the train.
- Better indoor seating. Re-purposing the unused tower building (across from the Station).
- Better non-automobile access to the station from all directions.
- Better use of space. There are abandoned railroad tracks that could be used for more parking, or possibly a restaurant. Access in and out of the station is problematic by automobile, especially at H & 2nd. I would support the city buying out the car wash and using that land for direct access to 3rd Street and potentially some additional parking. Also, charging for parking is a good idea and should be studied. More people would bike to the station.

- Better, more frequent high-speed train service to the bay area. The train service was better 80 years ago.
- Bike parking needs to be safer! So much theft and vandalism of bikes happens at the Davis Amtrak station. We want people to ride bikes as part of their multi-modal transportation, so we need to offer them a safe place to leave their bikes.
- Bring back the long-term bike lockers. They have a different functionality than the short term BikeLink ones.
- Build a second or third story on the station building.
- Can we please have wayfinding signs to prominent locations in Davis on the station? Can we also improve the location or the road that the Unitrans bus uses to access the bus stop at the station? The road is narrow, the turn is not bus friendly and there is a railroad crossing immediately after the turn. I don't think that is safe at all!
- Charge for parking!
- Charge for parking, and/or limit to those holding a ticket.
- Coffee shop, bistro tables and music would be a nice addition to the station.
- Convert the old "switching tower" to something useful and needed, but don't remove it.
- Convert the old tower into a coffee shop. Build up the rest of the property with small commercial spaces that buffer parking and residential above. Parking is important but don't over-prioritize this. Plan for future abandonment of the Woodland-Davis train line and envision an active urban greenbelt there. Incorporate the parking on H Street alongside the train tracks as part of any project and make the entire zone pedestrian friendly.
- Covered outdoor seating area is needed.
- I'm very concerned about the question on housing and office space for rent on the property given that there is no parking for the station, so where would they go? Give Davisites priority access to parking versus having those from other areas that are already serviced by a train station (Sacramento) drive here for the free parking.
- Covered and secure bike parking would be helpful.
- Create a mobility hub for Davis that prioritizes active and sustainable transportation by making these modes convenient, comfortable, and appealing. Improve information about train and bus statuses and schedules.
- Create an underground secure bicycle parking garage with repair/maintenance facilities and ample (200+) bicycle parking spaces. Charge for motor vehicle parking to discourage driving from Sacramento to park free at Davis (and to encourage locals to use other more sustainable modes of transportation) and use the revenue from parking to support station operations or improvements.
- Better enforce prohibitions on smoking in all station areas, including platforms.
- Create proper bike parking! That means protected and secure. And fits all manner of bike. Create better drop-off areas that are pull-throughs, and don't require driving through the rest of the lot. Connect to Olive Drive and the Pole Line over-crossing. All

these things will lower the demand for car parking.

- Davis should focus on what makes Davis great: bicycle access. Dedicated bike and pedestrian paths to and from the station would help a lot. The current exit to the station is very difficult and dangerous to navigate by bike and foot. I have witnessed multiple close calls involving cars and bikes at that intersection. Oncoming traffic does not yield to bikes exiting the station like it should. This safety issue would be my number one priority in redesigning the station.
- The station needs more electric vehicle charging. Only a single charger is provided presently, as the second charger is for an obsolete standard.
- Do not allow commercial sales other than coffee. Do not let Sacramento commuters take up space to park free. Do not introduce meters. Earlier bus lines for earlier trains. More discounts, like \$10 round trips.
- Do not charge for parking.
- Do not make commuters/visitors pay for parking. You cannot balance the City of Davis' budget on commuters' backs. If I have to pay for parking on top of my monthly Amtrak ticket, I will spend less at downtown businesses.
- Earlier questions did not allow answer that cannot ride bike seven miles with luggage. I use the train for extended trips and have luggage. None of your questions took that into consideration.
- Enforce parking! I'm terrified I won't be able to park at the station when I need to – when I can, I walk, but sometimes I need a car in Davis and want to leave it and go back and forth by train rather than drive every day. Once there's paid parking downtown, what are train commuters supposed to do?
- Expanding the property to encompass the area east of the North/South Southern Pacific line on 3rd street (current location of the car wash and SPCA thrift store).
- Fenced play structure for kids.
- Fix parking for commuters those with jobs who bring back and spend money in Davis! That should be a priority. Stores, offices, and housing will only exacerbate the parking problem which is already out of control in Davis! Grandiose plans are great but not without infrastructure! Get steeped in real world realities. People must get to work whether in Sacramento, San Francisco or elsewhere on route to pay property taxes, spend money in local business, pay City assessments and salaries. Make it work folks! Why not survey at the station? Keep in mind schedules so coming back might be better than those trying to catch morning train. Taxis to station extremely unreliable and costly.
- Focus on having it be an efficient and accessible station. Focus on its function. Don't try to do too many things with it. More trains, more parking, better connectivity to other places in Yolo County, like an Amtrak bus to Woodland.
- Focus on universally accessible and family friendly features such as better walkways, family friendly restroom amenities, playable landscaping, etc.

- For drivers, it could be useful to be able to reserve a parking spot online while purchasing a ticket.
- For several years I commuted to the bay area via Amtrak. After the 5:30 a.m. train, the lot fills up, and it's largely filled by people from Sacramento who don't want to park at Amtrak there because it is not free. It means Davis residents can't park there. I think it would be fair to make it free to Davis residents, and charge for others. I know Davis people who drive to the bay area because they can't park in Davis to take the train.
- Functional and clean restrooms.
- Get more people to switch from cars to biking to the station. Also, more frequent service to Sacramento, and late service from the Bay Area (to make attending evening events possible.)
- Great facility but no overflow parking forces me to have to drive to the Bay Area rather than ride if past 6:30.
- Greater frequency, and more convenient rail routes to places like Los Angeles. Bring the high-speed rail to Davis.
- Have a waiting room where you can watch the trains even if you're not riding them. Kids like to go there and watch trains.
- Having signs like the ones on the platform but closer to the street and larger would be helpful.
- Build 15-20 stories of housing over a parking garage and charge market prices, framing a dynamic plaza outside the historic station house, instead of building a surface parking lot. Possibly include a pedestrian bridge over the track to connect housing off Olive Drive.
- Please protect the historical integrity of the train station.
- I always bike to the station and much more dedicated EV charging and expanded bike parking are the needs that will set the station up for the future, please prioritize these items!
- I am generally happy with the station. The one issue is that I have never been able to drive to the station and park my car to take the train. I live within walking distance, but it is difficult to walk with luggage. However, I have missed a train because I wanted to drive to the station and then could not park anywhere.
- I am significantly opposed to implementation of parking fees. I already pay more than \$6000 per year commuting to the Bay Area five days a week. I frequent Davis businesses about three times per week after my afternoon commute for restaurants and shopping.
- I am very happy that my town has a train station and I find it a nice option for getting to events and places outside of Davis. I have gone to the Bay Area, Washington and Colorado via train.
- I believe only one Unitrans goes to Amtrak. We need more frequent routes. The building itself seems old and it must be updated with modern amenities.

- I don't ride my bike because of luggage if I'm traveling overnight. Also, riding late at night would not be safe. More seating in the shade would be nice. Better signage of the train status.
- I find it disappointing that not only is the Depot parking lot small and usually full before 6:30 a.m, but now it will be paid parking. Amtrak provides a service that allows the public to travel without contributing to greenhouse gas emissions and congestion to the same degree as traveling via single-occupancy vehicle. Amtrak is by no means a cheap way to travel and tacking on parking fees is questionable, especially when many Amtrak riders (including myself) are residents of Davis and graduates of UC Davis who were unable to secure employment in Davis due to low job opportunities and therefore must travel outside the city or even county. I understand the economic benefit that comes from the parking fee and that the funds are "dedicated" to making improvements to downtown (improvements of course being subject to the opinion of the city and not the residents), but in which case why not convert all downtown street parking to paid? The people parking in downtown to access amenities actually in the downtown area such as restaurants or shopping should be paying towards said "improvements", not the people who park at an Amtrak dedicated parking lot to access the Amtrak, which just so happens to be in downtown (and most, if not all, people doing so at 6 a.m., well before most downtown businesses are even open).
- I find the Davis Amtrak Station perfect as it is.
- I find the station is very functional as is. The building could use a refresh inside. However, it is not a "destination" and I would not ask the city to prioritize funds for this enhancement. It serves a fine function as is. The bike and pedestrian access could be improved as could bike safety. If I were to park my bike all day, I would want to ensure it didn't get stolen. A coffee cart would be nice. I commute from Davis to San Francisco, so I am not there to visit the station, just there to catch the train. Think pragmatically.
- I had to report a broken electric box on the platform. It would be nice if Amtrak people checked now and then. I am glad to see not so much garbage and homeless people at East end of platform.
- I have used the Capitol Corridor train to commute to the bay area for over 5 years and the parking has really become worse since the Sacramento station started charging for parking. I wake up at 4:15 a.m. every day just to get to the station in time to find parking. A very large percentage of those parking at the Davis station are from Sacramento but they do not want to pay for parking. I have discussed this with several of the Sacramento riders and if parking was rectified at the Sacramento station, I strongly believe it would take the pressure off Davis parking.
- I hope the historic architectural character remains.
- I just feel like the land could be better utilized. I wish that the same amount of parking could be retained by building a garage, and the rest of the space could be used for retail/restaurant space on the ground floor with 3-4 floors of apartments above, like in

many other transit-oriented developments around the US and California. People should have to pay for parking so that there is enough parking for those who need it. Housing on the lot would also be perfect for people who commute via Amtrak. It would be even better if there was a way to do a pedestrian bridge or tunnel over to the other side of the tracks, in the Olive Drive area.

- I like it the way it is, but upgrades are always nice.
- I like the idea of improving the station's role as active public space.
- I like the tiled strawbale benches and all the paulownia trees. I think that the existing garden/green space could be activated more – with events or exhibits – since it is a lovely gem of a downtown park that is underappreciated.
- I love our iconic station and hope that future plans honor the context (how the building and site and surrounds work together) and don't dwarf the station on the site or patronize the station by treating it as a cute historic building or "Disney-fying" it.
- I love the Davis Amtrak station and use it regularly to visit friends in the Bay Area. Tickets are usually booked by a friend who is an Amtrak member.
- I love the Davis station, aside from the lack of parking for commuters. I would not appreciate the station as much if there is a lot of new development that increases congestion and parking issues; it would make it more difficult to navigate the station and catch a train, would delay time to walk/ride/drive to catch a train or increase density of people/buildings/activity to the extent that it takes away the charming small-town feel of the Davis station.
- I love the location and having a staffed station. The staff are great. I like the old-fashioned seating and building. I support more intensive use of the property and probably favor housing, but I wonder about the desirability with the noise.
- I love using Amtrak to commute to work. Unfortunately, when I sit inside during poor weather, the station office smells very bad (often like urine) and it appears to be because homeless people frequently rest inside. The smell continues after they leave the office. I am very concerned that anyone must be homeless in our resource-rich community and I don't support policies that ban homeless from public spaces. However, I would appreciate the public conversation about improving the station to include how to help the City and residents find safe spaces for homeless people to live, sleep, and find resources so that the Amtrak station can be a comfortable place for Amtrak riders waiting for trains when there is poor weather outside.
- I often bike through the intersection near the parking lot. It is a quick way through downtown, but very unclear who has right of way other than the one stop sign. Both cars and bikes are unpredictable and having multiple bus stops in the same immediate area next to on-street parking makes it a dangerous pathway for cyclists, although it is the most convenient way to the places I visit downtown.
- I overall like the station.

- I strongly oppose creating additional parking. People should be encouraged (through enabling infrastructure) to use sustainable means of transportation as much as possible – walk, bike, bus, carpool, etc. The station (and greater downtown) should be as accessible as possible to these means of transportation before catering to cars. I don't necessarily think the station needs a cafe, restaurant, or stores. However, I broadly support more mixed land use for greater accessibility because I believe it encourages more sustainable lifestyles.
- I strongly support any increase or improvement in secure bicycle parking. I strongly prefer that the City take the additional time and their extra expenses to build a grade separated crossing for pedestrians/bikes under the tracks. If they can build an underpass in downtown Dixon, why can't we build it under here?
- I strongly support faster, on-time trains to/from the Bay Area.
- I support a small surcharge to park there.
- I think signage for train arrivals departure should be improved. I think we should have more frequent trains and free rides on Capitol Corridor on spare the air days. Making the station livelier would attract more riders. Biking/walking/public transportation to the station should be encouraged and rewarded. Bike and pedestrian paths should be improved going to the station. Diagonal parking is dangerous for bicyclists. Sidewalks are too narrow too.
- I think the landscaping could improve, more specifically, the rose garden. Also, the station needs some new paint. It would be nice if it were not salmon color. The problem is not so much the station, but Amtrak is the one that seriously needs to step it up. It is very limited, expensive, and unreliable.
- I think the priority decisions should be in consideration of commuters. Because of the Amtrak Station in Davis, a huge number of us who commute to the Bay Area get to live in Davis. If I had to drive to the Bay Area, I would have to find another job because I am not living somewhere other than Davis. Parking is getting challenging because of the large number of Sacramento folks who drive to Davis for free parking at our station. Luckily, I usually bike but when it rains or as I get older biking will be harder. I'm hoping the parking fees that are expected aren't too much, or that Davis residents get a break on them.
- I think the related issue of the lightly used California Northern Railroad line through town seems worth considering. It's at-grade through much of town (dangerous for pedestrians, bicyclists riding over rails can fall, cars que or are hit). They use remote control locomotives with unoccupied cabs that include shipments of chemicals through town. It would be an ideal location for a Rails-to-Trails greenbelt. I respect the importance of the railroad historically when Davis was less populated, and to short line freight shipments today, but the track appears redundant today (with the Sierra Northern Railway West Sacramento - Woodland tracks) and of marginal use, but with great impact to the wellbeing of a many citizens in Davis. Specific to the topic at hand, if this spur of railroad

was reconsidered, then additional options for parking, crossings, alignments, safety, etc. could be implemented at the Davis Amtrak station.

- I understand that the parking lot is limited and that commuters from Sacramento drive to Davis for the free parking and the lot fills up by 6:00 a.m., but I already pay almost \$500/month to take the train to work and leave at 5:45 a.m. to do so. Charging for parking in addition to my train ticket would produce a financial burden on me. I would consider commuting by car at that point. I also don't see how charging for parking would make more spots available as commuters are essentially "captive" and will pay whatever we're forced to pay. With the limited space available around the station, I don't know what the solution is. But I ask that you don't discourage taking mass transit by making it too expensive.
- I very much want to see increased high density housing in and around this train station.
- I wish there was more indoor seating. There is often heavy rain or extreme heat to deal with, and the outdoor seating may not be comfortable or safe.
- I would like any modifications to the property to take the historic structure into consideration.
- I would like there to be a convenient pathway from East of downtown Davis, so you don't have to backtrack to get to a walkable road. It would support charging for parking so that people don't drive to Davis to get free parking before getting on the Amtrak to Sacramento or the Bay Area. Also, making the inside of the station more welcoming for rainy days would be useful.
- I would like to see an express/commuter stop in east Davis to accommodate the daily riders with free accessible convenient ample parking and leave the downtown stop for more casual ridership.
- I would like to see an additional electronic sign placed east of the main station building along the platform; it is difficult to see the main building sign. Also, an additional loudspeaker; it is very difficult to hear announcements from the eastern side of the platform.
- I would like to see it be a place you can go to help you experience Davis. Maybe a place one can safely park or ride the train into town and then use a bike share or trolley service to get around downtown and to the campus.
- I would like to see parking remain free for Davis residents.
- I would like to see provisions made to stop passengers crossing the tracks to get on or off the trains at Davis when the train is on the 2nd track.
- I would love to see the station atmosphere enlivened through an indoor/outdoor eating establishment that would appeal to people waiting for the train, waiting for people coming in from the train, or just hanging out in a nice atmosphere; more creative lighting around the station, a backdrop/fence behind trains made more attractive through public art or other adornment, and small performance stages.

- I would love to use this station more, but I commute from Sacramento and the parking is not free. Therefore, when it all adds up, the cost of driving myself is less expensive and more convenient. I would use it all the time if the cost was effective from other locations coming in.
- I would ride if there were a Dixon stop.
- I would ride my bike if more bike lockers. Public transit does not run early enough for the train. Otherwise – great station!
- I would ride Unitrans to get there, but I do not feel safe on it due to mentally ill or drug addicted transients on it, especially in weekends.
- I would strongly oppose anything that takes away from the open, small-town, nature feel of the station (i.e. larger parking lot or additional buildings). Since parking is already an issue (there is none if you show up much after 6:30 a.m. on days other than Fridays). I would also oppose anything that brings more non-commuter traffic to the station.
- I would use public transit services (Unitrans, etc.) sometimes, but it is difficult to manage with luggage. When I go the station, I am going somewhere from there: vacation, conference, family event, etc., and I have luggage with me. It is easier to take a cab or Lyft and not have to worry about spaces for my bags. Nicer amenities would be nice, but not at the dilution of the station's basic purpose – a transportation hub. I do not need to be entertained during the time I spend there, nor would I shop while waiting for a bus or train. As for a restaurant, there are plenty nearby.
- I'd like to keep the station for its original purpose. To support transit access from Davis for residents including areas nearby without Amtrak access to a wide variety of locations across the state and the nation. With a focus on alternative methods of transportation rather than cars accessing and parking. Working collaboratively with university in regional transit systems and local cyclist community.
- I would take the train for my commute to Sacramento if the train times fit my schedule better.
- I'd be happy to walk from my house to the train station if there were more trees around Davis to provide shade and cover in the summer and if there were many more lights at night or in the wintertime. I live in South Davis and it's a 30-minute walk. If not, if taking the bus to the station were free, I'd do that too instead of driving. I must drive to avoid these issues.
- I'd like to be able to park my bike at the station without fear of it being stolen or vandalized.
- I'd like to keep the historic appearance. Somehow parking needs to be allocated to local users first.
- I'd like to see a model railroad set of the Davis train station, maybe with historic models of typical passenger and freight cars, i.e. sugar beets, redwood, etc.
- I'd like to see the Amtrak station as a more informational transit hub. The electronic signs for the next trains or train delays are great; would be nice if there were similar signs

nearby for when the next buses (A, Z, E, etc.) are leaving for people who are commuting to the next stop.

- If plans are to expand, please use existing architecture as basis.
- If they are going to charge for parking, need it to accommodate monthly passes for people using mass transit to work in the Bay Area.
- I'm an experienced cycling commuter and I hate biking from the train station through downtown every day. It's very unsafe and stressful – drivers are impatient & not paying attention to pedestrians and cyclists, and I have never seen police pull anyone over. It's the wild west and if I had a choice, I'd stop biking. I'm tired of having to ride fast and take up the whole lane when just going to the Co-op. A pox on everyone associated with all downtown diagonal parking. A pox on everyone too spineless and/or shortsighted to remind those who are so lathered up about downtown parking that science tells us we have 12 years or less to actually do something about climate change. Also, the station's covered bike parking is seldom used because bikes and parts are regularly stolen, and homeless people often sleep there. Station grounds were clearly designed by someone who doesn't ride the train. We need more comfortable seating options, including shade and shelter. The pink concrete just gets hot in the summer and is a wasteland. The curved, concrete benches are pretty enough, but not comfortable, and they're isolated so they get misused and are uninviting. The garden areas are neglected and were never inviting or inspiring. We need to prevent drivers from stopping just in front of the station to pick up and drop off – they block cyclists and automobile traffic. Capital Corridor has lousy customer service and can't be bothered to let us know when the Amtrak bus schedule changes, and can't be relied upon to tell us when a late train is arriving – when you're sitting inside the waiting area in the station on a cold, rainy morning, you can't see the tracks. So, if the station agent doesn't announce it and you don't hear the train, and, for whatever reason, there's no automatic announcement, you will miss your train. It's happened to a number of us. It's a great way to discourage train ridership. One fellow rider was told by a Davis station agent that the speakers in the interior waiting area was broken, and the agent was unaware of any plans to remedy this. Capital Corridor has great disdain for its customers, which is a shame, since if we want to address climate change, we need to promote transit. Been biking for decades, but I no longer encourage people to bike around Davis, and when I'm going somewhere in town at night, I drive more and more frequently. Day or night, I wear a reflective vest, and I use my arm to signal stops and turns. I'm tired of having motorists risk my life because of their impatience and carelessness. Also, I am sick of hearing the City of Davis pat itself on the back for its so-called bike-friendliness. Not so, say I and other cyclists. As you can see, the Davis Amtrak station touches a lot of raw nerves for me. I've been biking and riding the train for years and I'm really frustrated.

- Improved and additional bicycle parking, especially for the during the short time of purchasing tickets and/or waiting for the train. Automated ticket vending to reduce wait times.
- Improved bike parking, cleanliness of grounds, shade for waiting passengers.
- Improved ticket service, more parking.
- Increase train frequency and decrease cost to and from Sacramento.
- Interactive information about city of Davis amenities, major attractions, etc., about things to do in Davis and at the University. Who parks in the parking lot? Davis locals? Visitors? Free parking is an attractive amenity.
- The station could be bigger and more indoors.
- It has a stale; funky smell and the waiting room is not attractive or comfortable. The women's room is often not the cleanest. How about human, not robot, voices for announcements?
- The station is a very attractive site. Keep it so. Avoid cluttering it.
- The station is dingy and rundown. Fix it.
- The station is a bit "closed off" from downtown. It would be nice if the station opens towards downtown.
- The station is pretty good as-is and money is probably best spent elsewhere.
- It is weird that the women's bathroom door seems intentionally propped open every single time. We don't need indoor parking for bikes just something more secure so I could leave it overnight. Or more JUMP bikes in town would be fine too.
- The station needs regular maintenance to keep cleaner, repair cracks in the hay bale sitting structures, and repair the wall. Police should patrol more often as it is a hangout for drug and alcohol use.
- The station should be a place to live, work and commute to Sacramento and Bay Area jobs.
- The station will be great if the City doesn't allow homeless to sleep there.
- It would be great if the cost of train service decreased and the true cost of driving parking and increased. It's also too dangerous to leave a decent bike parked outside at any train station. Parking is a real issue with people driving from Sacramento for free parking.
- It would be nice if there was a small space for long-term parking at the station. Taking the train for work is nice but taking it for a vacation and being able to leave a vehicle there would be nice also.
- It would be nice to have more JUMP bikes at the station. It would also be nice to have a more direct connection from the depot to the arboretum (and therefore to the UC Davis campus), going along the tracks all the way to the Davis Commons.
- It would be useful to have WIFI access at the station for when trains are delayed.
- It would be wonderful to have helpful "Station Guides" to help people as they arrive in Davis to find other transportation options like renting a JUMP Bike, pumping up their bike tires, providing directions and information about biking in Davis, etc. No one uses the

Downtown Davis Office – or the Tower which would make excellent locations for tourist / information centers.

- It's already a congested area. I would oppose the idea that housing and commercial space should be added.
- It's hard to bike or walk to the station when you have luggage. So driving is often the best option to get to and from the train.
- The station is nice and is a positive reflection on Davis. Don't change it to the point where it loses its identity.
- It's a pleasant and clean station – having more covered waiting areas would be nice when it's raining or a warmer day. Can the outdoor overhangs be expanded? Should or could YoloBus routes be extended to go closer to the station?
- It's a train station, so it's number-one function and priority should be as a train station. Even though I no longer live in Davis and have moved to Woodland, I prefer to use the Davis Amtrak station over the Sacramento station as I enjoy the city more, will often pick up groceries and shop in downtown, and I take an early enough train to make use of the Amtrak parking. If the parking was to become charged or unavailable, I would no longer be incentivized to visit Davis as I do and its businesses would lose my patronage, and I'm sure the patronage of many others also.
- It's very hard to park there, and the city only has two-hour spots. This makes it hard to want to take Amtrak.
- Keep the station simple and allow it to serve its purpose.
- Keep it staffed by humans and keep or expand its open hours.
- Keep open lines of sight for security.
- Keep the historical charm!
- Lack of overnight or long-term parking is my major concern.
- Lately, I have noticed issues with cars backing up waiting for passengers when a train comes. It can back up into the other streets. Its only at specific times, but it makes all forms of mobility dicey.
- Include light rail alongside Amtrak. The easement is already there. It would be less prohibitive financially for many people who would like to travel to the East Bay or Sacramento and points in between. Let's at least have a conversation about the possibility of light rail. It would cut back on the need for parking as it could stop along its route and not just in Davis, Sacramento, or Fairfield, etc. There are many benefits to considering light rail along this corridor.
- Like to see more JUMP bikes.
- Local parking only. Commuters come from far outside of Davis to park because it's free. They should have to pay to park at stations where they live.
- Love the BikeLink lockers! One more designated track crossing section to the BikeLink locker area and parking lot would be nice. Lots of people walk on the tracks which is unsafe.

- Maintain historical feel --Opportunities to make more visitor friendly thru improved gardens, snack bar/coffee shop or improved linkage to nearby local businesses
- Make the station a school field trip destination.
- Make the station convenient for train riders.
- Make it easily accessible by bike and bus – and Amtrak should advertise more! It's a great option for getting to downtown Sacramento or the Bay Area, without needing to add another car on the road or worry about parking. The station just needs to be functional for its primary purpose – transit. Homeless people are in the area. Public restrooms should address this need as well, not just for travelers. More lighting is needed, and the station safety should be overall increased.
- Make the parking even better by installing more EV charging stations.
- Make station access more pedestrian friendly.
- Make sure all bike and car parking is safe and cheap.
- Make the current parking lot a four-story parking facility.
- Many people walk across the tracks from J Street or K Street because it is very inconvenient to walk all the way around to 2nd Street – is there any way to add safe pedestrian access from one of those routes? More benches with shade cover are greatly needed along with more covered bike parking. The main entrance is often congested in the afternoon with cars, bikes and pedestrians in conflict. More amenities would be great because the trains are frequently late so people spend a lot of time waiting. WIFI would be nice too.
- Maybe there could be more carpooling support – that is what I use the station for, to pick up colleagues to take to work. But maybe there's other people that want to carpool too and there could be a sign up encouraging it.
- Update the waiting area and bathrooms.
- More access for wheelchair-users, easier parking, and some indoor bike parking would be amazing. More shaded areas on the platforms for the long hot summers, please! Please don't lose the small-town character of the station, it's so nice compared to Sacramento and Bay Area stations.
- More apartments near the station please, and more apartments with access to downtown in general.
- More bike parking that can be long term would be great. I typically walk to the station because I do not feel comfortable leaving my bike, even locked, there.
- More car and bicycle parking and we need a much better drop off /pick up area.
- More comfortable chairs in the ticket room.
- More detailed information on the train notification board, especially about when and if delayed trains will arrive.
- More direct access points on the east and south side of the station. Consider bike/pedestrian grade separation for access from/to the south of the tracks along with multi-modal parking. This could help reduce congestion on the north side as this is the

only way to access currently. We need a 4-way stop or future traffic circle at the intersection of 2nd and H Streets.

- More frequent and less expensive service to/from the Bay Area and Sacramento.
- More handicap parking spots, and more shade and landscaping.
- More handicapped spaces in the parking lot.
- More housing at or near the station would eliminate many challenges in accessing the station, because people could walk.
- More housing nearby a transit hub like the Davis Amtrak Station makes a lot of sense.
- More lighting is necessary – all over Davis, it is way too dark for walking and for seeing cyclists at night.
- More of a police presence is needed. Also, the parking on the West-end is dangerous even though it's a 90-minute parking zone. There have been several car break-ins in that area. I am concerned about what will happen if a burglar is caught in the act by a train rider. They usually carry weapons. There are no cameras and lighting is poor. Also, I worry about the low-income residents who live in the housing/trailers on the other side of the railroad tracks. The train noise, horn, and Davis intercom system must wake them up. Perhaps it would be better if the Amtrak assistant didn't use the intercom system but instead walked to where the riders are and make the verbal announcement at sidewalk level. This only needs to be one in the early hours.
- More outdoor shelter and bicycle parking would be fabulous, and perhaps more outdoor seating. Continue to prioritize accessibility whilst preserving valuable historic integrity and character of the structure, which is irreplaceable.
- More parking is needed.
- More parking is essential if you want to encourage folks to ride the train.
- More parking!
- More parking, but without a cost. Maintain free parking; otherwise, would rather deal with the limited spaces as it is now.
- More safety provisions so your bike does not get stolen – cameras or a bike valet.
- More secure bike parking is needed! It's an obvious target and bikes/parts are frequently stolen – I've experienced it twice. Making it easier to take public transit to the station would also be great – since I typically bike commute in town, I don't know bus transit schedules but it would be a useful service to get to/from the train station when I have bags or am using the train for longer trips.
- More shade structures, ideally with solar panels so you can be ecofriendly. More gardens and less train horns.
- More shade when waiting for trains outside!
- More shaded areas to wait for trains are needed.
- More shaded or covered seating in outdoor waiting areas.

- Most of the suggested "improvements" are already readily available/accessible nearby. The City of Davis needs to get its priorities in order and stop hallucinating. A railroad station is a functional entity, and this is not the Emerald City of Oz!
- Much more seating, especially in the shade-less grass, more drought-tolerant landscaping and better signs.
- Much more visible and accurate signage.
- My biggest complaint would be the horrible smell inside the station and bathroom. I don't know what it is but getting rid of that would go a long way. More seating in the shade outside would be nice too.
- My disabled daughter uses the station twice a month to travel to and from the Berkeley station. Facilities at the Davis station have been reliable and accommodating. Since we usually drop off and pick up, parking is usually not an issue. When we do need to park, space availability is a problem on weekdays. I've been told some commuters drive into Davis to catch the train since parking is free. All and all I love our Davis Station as is, but open to improvements.
- My future vision for the station is to not add anything that will cost money. Downtown Davis has shopping, coffee places, bike repair, etc. None of that is needed at the Amtrak station. Parking could be better managed, and I'm not aware of any other issues. Maybe more covered places to sit outside while waiting for train, in a place with good lighting. Electric vehicle charging stations are elsewhere in the city. I like the interior of the station now, and when the station is open, the bathrooms are available, I haven't seen a problem.
- My most wanted feature is better public transit to the station, including on weekends and holidays and in the evenings.
- My wife and I use Amtrak periodically to visit relatives in Southern California. Riding bicycles to the train station from our home in Stonegate is impractical because of our luggage. The survey questions about bicycling did not consider that limitation. On returning Amtrak trains, we take often arrive at midnight or later, when public transit is unavailable. We distrust Uber and Lyft and prefer to use our own vehicle rather than taking a commercial taxicab. Consequently, the availability of long-term parking at the train station is fundamentally important in our use of passenger rail service.
- Need access to south of the tracks. Under the tracks not over. Better access to UC Davis, maybe a rail shuttle.
- Need a Hickory Lane tunnel and parking structure per General Plan
- need to make it so a Davis resident can park there without having to get there at 6 AM, or earlier.
- Needs a connection to Olive Drive.
- Needs better direct/express transit options within Davis. Coming from West Davis, this is a barrier. Trains also need more bike racks too! Its location in general is awkward within Downtown Davis. I would support moving this station to get a better level of

service like to the Nishi Property or UCD location and converting the current stations use to a commercial/public space.

- Needs more parking and an entrance.is not a bottleneck. The stuff about more open space museum stores restaurants etc. is complete fantasy story. the parking lot is too small and the entrance and traffic jam outside it are ridiculous. Get rid of the grassy area and put nicely landscaped additional parking. It is not a Park restaurant or Showplace
- Needs more parking for DAVIS and Woodland residents
- Needs to be better integrated with the rest of Downtown and we need to do something to address people from out of town occupying premium parking location in Downtown all day for free. Local Davis commuters should get discount. Add more long-term parking further away from station (on olive?) Add items like cafe that have greater presence - more user-friendly signage and interesting displays and greater visuals & visitor information would be nice.
- New water fountains with cold water and the option to fill reusable water bottles, please (like the hydration stations on UC Davis campus)!
- No bus schedule is designed to get commuters to Amtrak. Unitrans runs special buses for high school students/weekend shopping etc. but nothing to get people in Davis to Amtrak and off to work without using a car. It's shameful.
- No oil trains coming through Davis. More shaded places to sit and wait for the train, especially in the summer. Zip cars to be hosted on site, as well as Jump bike docking station. Maps to downtown/UC Davis. More trees in general to help with shade, sound absorption, and pollution absorption/carbon offsets.
- Not in favor of adding stores, businesses, restaurants to an area that doesn't have enough parking to begin with! A parking garage would be a welcome addition.
- Number one issue is safety from crazy homeless people Number row is need for designated pick up drop off zone Number three is better directional signage Number four is bathrooms for the public and the homeless who are not AMTRAK passengers.
- One place to start would be to address the pickup/drop off situation. Drivers stop in the middle of the street where the entrances and exits come together and just sit there, even if there is curb space to move up. People park on the curbs in a way that leaves little space for others. People getting off the train and into their cars are overly aggressive when pulling out of parking spaces and making their way to the exit. Also, the three-way intersection at the entrance/exit of the station is confusing--only two of the stops have stop signs, but not everyone pays attention to this, so a lot of times multiple cars are trying to go at once because one driver didn't realize they don't have a stop, or another driver assumed that it was a three-way stop, etc.
- Optimize the site to accommodate increased auto and transit access to passenger trains, rather than constrain demand by limited supply or pricing.
- Outdoor seating with food coffee café.

- Outdoor ticket kiosk on the train side of the station instead of the parking lot side so you're a little closer to the train when buying a last-minute ticket. Picnic tables outside. Cameras or something to discourage bike theft. free WIFI at the train station.
- Over time, with driverless cars, the train will see more use to get to SF and more people taking ride share to get to/from. Housing in the core of Davis is key!
- Overall, I have been happy with the experience to date. Concerns are: 1. worried about bike theft with unprotected parking, though I haven't had any problems yet. 2. There was a homeless person sleeping on a bench at the station; though again, no problems yet. The Davis station is many leagues better than the other station where I need to spend time, Richmond. The suggested improvements sound great though. Parking is a regular problem. Much of my use is related to escorting drop-offs and pick-ups. It is unusual to find parking during the day. Reportedly some of "our" parking problem is from people driving in from out-of-town for the free Davis Amtrak parking -- this does not seem reasonable to me. Use the license plate readers to bill non-Yolo users a fee?
- Parking is a significant issue. I will drive because I know it is too late in the day to get parking and I can't get dropped off by someone else.
- Parking is not enough for daily commuters who pay the most for the services. Adding residential, retail or other things that would crowd the parking more will only make it more cumbersome to find parking. Please expand parking for commuters only. Also, I take the 4:45 am train to SF and the station area (parking, walk to station and platform) are not always safe for women. Thank you.
- Parking is the biggest issue both at the train station and downtown, in general
- Parking is the worst part of taking the train. I would pay for parking if more spots are made available.
- Parking limited to residents West of the causeway
- Parking lot entrance is awkward with unconventional stop sign configuration combined with pedestrian traffic.
- Parking! Parking! Parking! I am a regular commuter and it is so difficult and frustrating to find parking. Because we utilize the trains at 7:20am, we must park blocks away to just get a parking spot that is nearby. Parking is a huge issue.
- Pedestrian access from Olive Dr, a crossing – passenger service between Davis and Woodland
- Pedestrian and bike access from south of the railroad tracks and from 2nd street via below-grade tunnels into the center of the 'Y' are critical.
- Pedestrian and bike access tunnels to east and south neighborhoods like the tunnels that Dutch expert showed in February. Minimal hidden stacked parking, visible shopping, cafe space, with central plaza with more shade, that connects back to downtown, improve upkeep of space around art benches.

- Plain and simple; there is not enough parking. You could remove many of the green spaces that I never see anyone enjoying. I'm here daily and have ridden the train for over 6 years at different times of the day. I have never seen anyone hanging in the green spaces or sitting in those enormous art piece benches that take up what could be an extra 10 spaces for cars. Please rethink how space is used at the train station. Much of it is currently wasted and could go towards helping residents park their cars/bikes effectively.
- Please clean the inside of the station. So many spiders and bugs. Also, I often see people sleeping on the benches. And more outlets on the walls!
- Please have YoloBus Route 42 stop at Davis Amtrak Station!
- Please keep the area clean. It needs to be power washed with soap.
- Please leave it alone. Nothing needs to be done. You are wasting time and money. The station is fine. Ridership would increase if Amtrak cost less. Period.
- Please make more room for parking! The lot fills up at 6 I. The morning by people that come from Sacramento. Or talk to the city of sac to make their parking free as well to keep this parking lot for people from Davis
- Please more parking for cars and bikes! It's absurd that there's not more parking.
- Please make better parking. Sometimes I get there and there is no parking and must drive the whole way to the Bay Area as by the time I'd find alternative parking I would miss my train. Commute time is already 4 hours so coming earlier every single day is not practical.
- Please remove/fire the horrible employees who work at the Davis station. Some are extremely rude, incompetent and unhelpful (especially to non-native English speakers). No amount of training will help. There is one female employee there early in the morning who appears to enjoy being cruel to ticket-paying customers. Please take customer feedback seriously and install a hotline number in very large font directly under the ticket window that people can call to immediately report issues. Other than the employees, the Davis station is beautiful. We would use more often if staffed with competent, helpful professionals. Also, a coffee cart would be amazing. Thank you!
- Please support increased Amtrak frequency whenever possible.
- Please try to keep the number of homeless sleeping in or at the station to one or two. It's getting to be a bit much.
- Preference for parking spaces for Davis residents and not the Sacramento people who use our lot.
- Preserve the historic buildings
- Priority for parking should be given to Davis residents.
- Provide a new better ped/bike connection(s) from station to downtown, Olive Dr/Richards and to East 2nd Street. Safe open and well-lit overcrossings over the tracks.
- Raise the train boarding area so riders don't have to deal with a several foot gap from ground to train car. I've been injured twice trying to get on board. More disabled parking too!

- Reducing cost of travel would be the most important improvement, with so many of our campus employees, students, and workforce unable to afford to live in Davis, this would greatly improve the viability of using it as a daily transportation option. This is a great resource to the community. We have a necessity for public transit into the downtown business core and not far from campus. I don't ride the train much but would like to take more trips with my family this way in the future. The reason more parking is needed, is due to the lack of parking in Downtown Davis, not for the transit center itself.
- Reliability of trains is a big barrier to use. Anything to make them run on time is crucial. Better countdown clocks with updates.
- Reserved or preferred parking for Davis residents would be a great improvement. Most of the parking is taken up by Sacramento train users. They tell me they drive to Davis every morning b/c the Davis lot is less expensive, requires a shorter walk to the train from their parking spot, and has more availability. The Davis lot is just not large enough to support Davis train users and Sacramento users.
- retain the classic architecture (it's charming) but upgrade the interior including bathrooms. Also expand bike parking and car parking and increase ease of traffic flow for drop off/pickups.
- Retaining the historic building is crucial. It is a living link to the city's history.
- Right now, the station is a honey pot for bike crime. I have had items stolen from my bike (someone cut my cables and stole my handlebars during the day). I have also called the police after witnessing someone, during the day, going from bike to bike stealing items. The bike boxes help protect my bike (although I bit expensive), but there are enough bikes left out that bike theft continues. In addition, after parking my car there for 2 hours while I ate dinner downtown, I came back to my car window broken and my battery dead. Someone had tried to hot wire my car and steal it. Again, this was during day light. It's a shame we have a station that has worse crime than Oakland. Really disrupts that small-town feel. Make the station more secure for cars and bikes.
- Security at night.
- Shade.
- Should be an intermodal hub for transportation including YoloBus.
- Should have a JUMP bike rack.
- so far (last couple decades) the city has done everything possible to make station access more difficult: Less parking spots, bike parking on an island in the middle of parking lot which invites theft, not enough bicycle parking elsewhere. What is up with the rose garden? No one frequents it, only people to hangout either drink or do drugs.
- Some questions difficult to answer as it's not clear where the additional parking or features would be located – my support or opposition is conditional on the trade-offs involved. But it's ridiculous that local Davis inhabitants are unable to get parking due to out of town commuters filling up the lot early. Overall, I rather that more people are on

trains than in cars, so if Sac is not going to get more parking, then we need to, but why not direct out of town parkers to our 4th Street garage and let locals park close by?

- Someday the train will be more modern - electrified and providing commuter service to Sac as well as the Bay Area. We ought to build toward that vision, something like the downtown stations in Europe. Focus on its use as a transportation hub and its connections to town rather than duplicating town functions like housing and retail here.
- Stop fucking expecting people to bike It's not the Davis you want... It's the Davis it's becoming....
- Success of these improvements hinge on improving access to the station as well. We need more connected bike access through town.
- Tables to work on laptop + more outlets while waiting for the train would be nice; coffee shop; WIFI.
- That the parking is for residents only. Currently dozens of commuters come from Sacramento to park there because it's free and their local stations charge for parking.
- The access to campus is TERRIBLE for ped/bikes with many lights, stop signs, etc. to access. Why not a bike bridge across Richards next to RR bridge to improve access.
- The biggest issue preventing my family members from using the station or spending time downtown is the massive proliferation of drug addicts loitering the station area, streets and public parks. As long as blocking sidewalks with trash and needles is acceptable, my family will minimize its presence in public areas, forcing us to travel by car and shop elsewhere. Remove the homeless. We want our city back where children can safely ride the bike paths and play in parks without stepping on needles.
- The Chen Building addresses the train station nicely and invites visitors in. The empty Davis Ace Housewares and the shops along G Street south of Second turn their backs on the biggest pedestrian traffic generator in town--redevelopment of these buildings should provide storefronts facing the Station. Replace the parking and one-way H Street with a bike path and active uses such as outdoor dining or kid's play space. Thanks!
- The City of Davis needs to get a grip on the homeless issue, and work with Amtrak to ensure that those who utilize Amtrak are not harassed by the homeless. Davis PD and the City of Davis seem unwilling to assist the general public with homeless concerns and I personally know of several individuals that would pay money for services (i.e. Amtrak) or at businesses downtown, but refuse to enter downtown due to safety concerns related to the homeless and the lack of any response from Davis PD or City of Davis.
- The current requirement to have a train ticket to park at the station is ideal. We already pay \$400+ monthly to commute. Having to pay additional \$ to park there is punishment to those who are trying to do right by using public transit. If you claim, you want to support the use of public transit then you should back it up by increasing spaces to allow people who come to commute long distances to feel welcome. If you have proof you are a commuter we shouldn't be charged.

- The Freight trains often block access to the station in the morning rush hour from the old east Davis area which is frustrating
- The inside of the station always smells bad. Needs a better bike/walking route to the east. Sometimes freight train blocks access causing me to miss capital corridor train. Always worried about bike theft.
- The lack of packing and congestion getting in and out make the possibilities for any other development on the property extremely limited. There is plenty of amenities surrounding the station.
- The main sticking point for me is I don't feel comfortable leaving my bike there for a whole day, much fewer multiple days.
- The speaker in the waiting room of the terminal is not working, so easy to miss the announcements and your train.
- The station is already great. I look forward to seeing your improvements!
- The station is close to cute shops and good food, but there is little connection to the nearby resources. It would be great if the space could be "activated" with a park, water feature, stores/coffee/bar, etc.
- The station is convenient for me & my husband. More parking, frequent tree cutting and police presence on occasion.
- The station is fine. I would use it more to get from Sac to UC Davis and back if there were easier ways to get to and from Amtrak by transit on both ends. Right now, it just takes too long - I'd have to take RT Light rail and bus from Sacto, then connect with Unitrans to get to campus for work, and then the reverse to get home. It's way too complicated and long to make it viable for me, but I would love to be able to do it regularly instead of driving every day by myself.
- The station is just Ok. Parts of it feel a little sketchy. Not exactly unsafe for myself, but I wouldn't want my tween daughter to go there without parental supervision, for example. It isn't welcoming, and parts of it make me feel uncomfortable and a bit embarrassed when I pick up or drop off visitors there. I love the convenience of the white zone, although it could be larger. I love having downtown shops and restaurants so close by, but the walk from the station to the downtown area is awkward and unwelcoming. It would be great if that transition area invited people to cross the tracks.
- The station is nice and historic. The main problem is the cost of the tickets
- The station is right on the edge of downtown, which has ample restaurants, stores, and offices; the station has no need to compete! We love the station for its history and quaintness and for the excellent help we have from the staff there when we want to travel. We traveled by Amtrak a few weeks ago to Fort Worth, TX and back, and we had a wonderful experience! Our one negative experience at the Davis station was getting soaking wet in the rain getting from the station to our train! But we feel that gussying up the station with irrelevant things would just detract from its flavor and its reassuring feeling. Thank you.

- The station is safe but the homeless continue to live too close, and the kids have to cross every day to go to school.
- The survey did not include a major reason I don't ride a bike or take public transit to the train station...mainly I am carrying a lot of stuff to and from downtown, which I need to leave in my car.
- The survey should provide an "other" response to the "Why don't you ride a bike to the station." My real reason is because it takes too long to get there.
- The ticket agent is usually not helpful giving guidance to where you wait for your destination train. Volunteers would be very helpful.
- The walking path from the lot to downtown should be improved; only one side has a sidewalk. Lighting would increase safety. If there was two-ways out, it would be helpful for traffic flow. Often there is no spaces, but it's one of the few areas of town that has parking sometimes. It can be a little sketchy and with a few places to eat, perhaps it would be less so. Better bathrooms are good, but I would be hesitant to use due to the homeless issue in Davis. I often avoid the park bathrooms because I never know what I will find, especially with a child in tow. Thank you!
- There is ever any parking. I have tried several times to take my family on the train only to end up having to drive because there's nowhere to park. Even on weekends I cannot get parking. The times I've been able to take it I had to pay round trip for an Uber and that is inconvenient especially because we are a family of 5.
- There is only one way in and out. It would be nice to have another entrance. And to make it very clear that the current entrance is not a drop off area. I mean as soon as you drive in. Lyft drivers drop off their clients right at the current entrance. They do not go to the designated drop off area. This is a problem because drivers behind them need to go in the lane that goes in the opposite direction to drive around the Lyft driver. If you drive around the Lyft driver, you cannot see if there is a car driving around the corner. It's very frustrating to have Lyft or anyone else drop people off right at the entrance to the parking lot. It happens a lot.
- There is very little housing within the Downtown Davis core. Most of our quaint businesses are only one story, as if we forgot that a high-rent business district could build up. Large surface parking, or parking of any kind is a waste of space in Davis. A finite number of people can use it, then it's full for the rest of the day. Better would be timed bus service from six destinations of Davis (N, S, E, W Davis, the MU and the Silo), delivering people within a block or two of the station ten to 15 minutes prior to a train arrival. Services could be available on-site (coffee, dry cleaner, other services that could appeal to commuters) . After the train arrives, those buses would wait until people from the train get on and they would shuttle off to their respective destinations. Currently Unitrans serves the Station with one bus on regular, but unsynchronized schedule. It is not clear which bus to take. I imagine a separate Corridor connection schedule available to riders highlighting these timed and guaranteed connections that wait for late trains.

Sure, this costs money, but we could make money by getting rid of the parking and building intense land uses around and throughout the station.

- There needs to be some form of regular, reliable last-mile transportation between the station and major transit hubs: UC Davis, YoloBus stops, etc.
- To be honest, I would care more about improved trains services and connections than the station itself.
- To clarify, although I live in Sacramento, my two young children attend elementary school in Davis. I must drop them off before I board a train to work. Therefore I use the Davis, instead of Sacramento, Amtrak station. I cannot use other transit to take my children to school.
- Trees, plants, and a quiet place to mellow while waiting for the train.
- Unfortunately, homeless individuals often hang out in the plaza and at the station, making waiting there uncomfortable at times.
- Updated station amenities. More public restrooms separated from the depot. Currently seems like passengers are sharing restrooms with public/homeless. Better/more parking
- Use it for folks in Davis, not like now where it's set up to accommodate Sacramento commuters. What are all the long-distance train riders going to do if there's no permit parking for us?
- Use the station as an attractor to downtown; capitalize on its history and maximize its historic value and encourage more attractions to downtown relative to the station
- Usually I just park for 10 min to pick up pizza from Village Bakery. It would be nice to have some short-term (20 min) parking spots in this area.
- We have had to park at the movie theater and since my sister is handicapped, we missed the train. Why can't Davis residents have access to parking?
- We love it and sad that it is paid parking now
- We need some benches against the rail fence, in the waiting area next to the tracks. People with limited mobility can't stand there indefinitely, yet they are the ones that need to get to the doors as soon as possible. Many passengers who are slow-moving will not ask for the driver to take them to the train, yet I've seen them struggle to get onboard (for the Capitol Corridor) as quickly as needed.
- We should turn the open area in front of the station into a plaza that is served by restaurants and cafes that surround the location.
- We're retired so don't commute any more, by train or car; but it would be nice if there were bus transit direct from west Davis to downtown, without having to stop and change buses on campus!
- What is that secondary building for? (The one closer to downtown)
- Whatever you do decide to do, don't wreck it. May I suggest motorcycle parking?
- When asking about getting to and from the station... you should consider families. We often park here when our van is mostly full (4-8 people) and we're going out for dinner downtown. Sometimes we bike this many people downtown, but, when biking in large

groups like this, downtown does not feel safe. I would never leave my bike at the station - it doesn't seem safe from theft. The station doesn't provide a comfortable/safe walking passage over the tracks to downtown, one must scoot along the edge, hoping cars won't hit them. I would love to see the station building have a prominent/clear entrance, digital features that are useful to help guide visitors to our downtown (way finding, distances, businesses, etc.) Furthermore, the station should be incorporated into downtown in a meaningful way so that it becomes part of downtown, not a side show. Due to the historical significance of this station (not the building, but the concept of adding a stop in Davisville), it would be nice to honor the history prior to the rail... recognizing the Patwin land and people that are the foundation of Davis.

- When I take the train to Bay Area at 545am, not much is open that early and parking is already getting full.
- While there are some that have twinges of nostalgia and how train stations may have been 100 years ago, today they need to perform primarily as transportation hubs with a bias toward facilitating rail transportation. Housing on this small property would be severely low value because of the noise. A museum wouldn't be frequented. Stores would rather be downtown with more interested foot traffic. Performances aren't really possible with the potential of trains going through. Lastly, IF EV charging is put in, it should be fully self-funding. There's no reason to pay for the fuel of an EV owner who could just as easily charge at home while those who can't afford to buy a home at which to charge an EV isn't receiving fuel subsidized by the city.
- WIFI would be nice. Otherwise it's pretty good as is.
- Would be nice if there was a small and friendly, but fully equipped police unit stationed there, manned with a couple of officers, with all-round public service.
- Would love to see bus service to Vallejo ferry terminal
- YoloBus does not go to the Davis station. bike security is atrocious. too many homeless at station at different times. egress is tough to get to 80 when leaving. station needs more, better, and cleaner bathrooms. Expand the village bakery.
- You should charge a lot of money for ****car**** parking at the train station at peak times. If you can show an Amtrak ticket, perhaps you can get it waived. But if car parking is an issue, then it's not being priced at an optimal rate. Please read the literature on the "high cost of free parking".
- You want to promote public transportation, but you are charging soon for parking. Parking for Amtrak riders who are Davis citizens should be free and first come first serve. You can't have it both ways, and this doesn't help parking spaces, it is a tax and I think we all pay enough in taxes.
- Your questions about getting to the station did not address whether luggage was carried—this is one good reason not to walk or bike.
- Your survey was a bit flawed, because in your questions you never took into consideration that your customers won't walk or bike to the train station... simply

because they have too many luggage, or the one they carry is too heavy to walk around town with... Coffee shop while waiting for the train would be nice, meaning while sitting and snacking, being able to see updates regarding the trip, as opposed to just receiving a text message which we might miss.