

A photograph of the Davis Transit Depot. In the foreground, a tan wall features the words "DAVIS TRANSIT DEPOT" in black, bold, sans-serif capital letters. Behind the wall, a two-story building with a sign that reads "DAVIS TOWER" is visible. The scene is set outdoors with large trees showing autumn foliage in shades of green, yellow, and orange. A white SUV is parked in the background, and a street with a crosswalk and a "NO PARKING" sign is in the distance. The sky is clear and blue.

DAVIS TRANSIT DEPOT

DAVIS AMTRAK STATION ACCESS AND CONNECTIONS STUDY



OVERVIEW OF THE STUDY

Funding source & study area

Identify opportunities to:

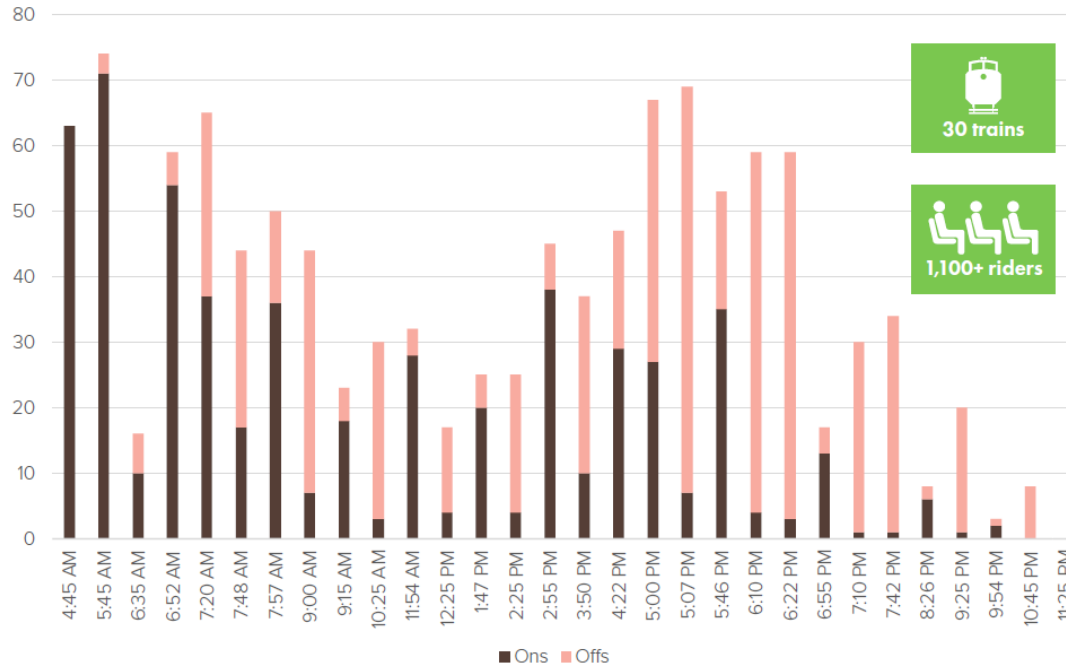
- Increase ridership
- Improve multimodal access
- Enhance station safety

Identify potential benefits

- Relieving congestion on local roadways
- Reducing regional vehicles miles traveled
- Stimulating economic development

CAPITOL CORRIDOR RIDERSHIP

Capitol Corridor Ridership at Davis, Average Weekday



Source: Capitol Corridor Joint Powers Authority, September 2018


FORECAST DAILY RIDERSHIP AT DAVIS


1,181
2019 daily
weekday ridership⁶


1,993
2040 forecasted daily
weekday ridership⁷

↑ 812
Estimated ridership
growth, 2019-2040⁸

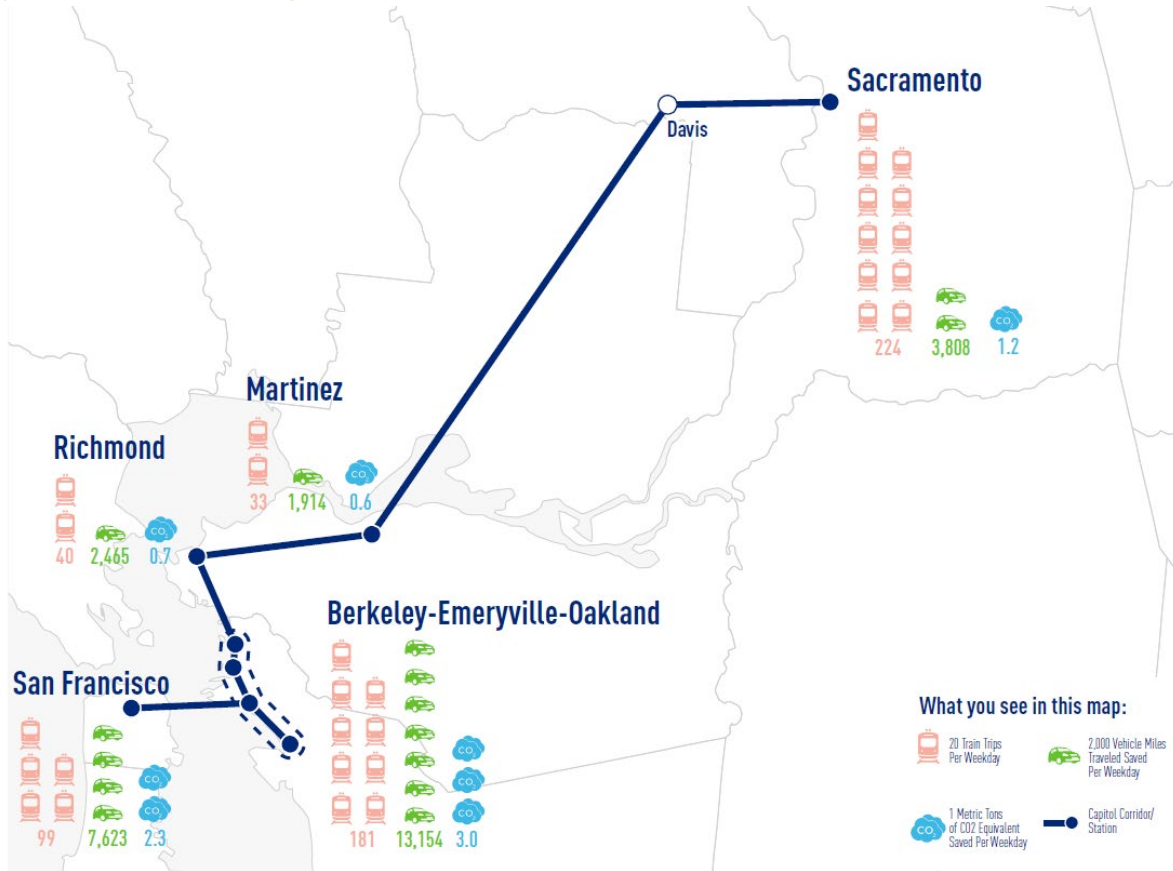
In 2040, shifting **812** trips from driving alone would save

28,964
 vehicle miles
travelled every
weekday⁸

 **8.7**
metric tons of green-
house gas emissions
every weekday⁹

 **8.8**
metric tons of
CO₂ equivalent
every weekday¹⁰

REGIONAL BENEFITS



PROJECT AREA



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↔ Future Pedestrian and Bicycle Connections



PROJECT AREA



SITE ACCESS



PARKING DATA

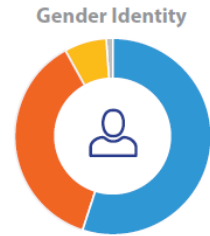
- 135+ existing parking spaces
- Lot fills by 6:30am
- >80% from Davis and Woodland



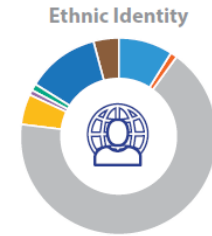
USER SURVEY RESULTS

Almost 1,200 responses to online survey

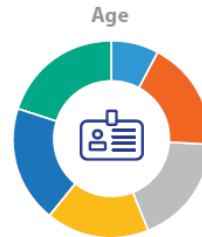
- Diversity of age groups
- Rail commuters more likely to be White and affluent
- Over 2/3 regular station users



Female Male
Prefer Not to Say Other



Asian Black/African Caucasian
Hispanic/Latinx Native American Pacific Islander
Prefer Not to Say Other



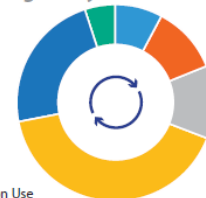
18 - 24 25 - 34
35 - 44 45 - 54
55 - 64 65+

Annual Household Income



Under \$15K \$15K-29K \$30K-49K
\$50K-74K \$75K-99K
\$100K-150K Over \$150K

Regularity of Station Use



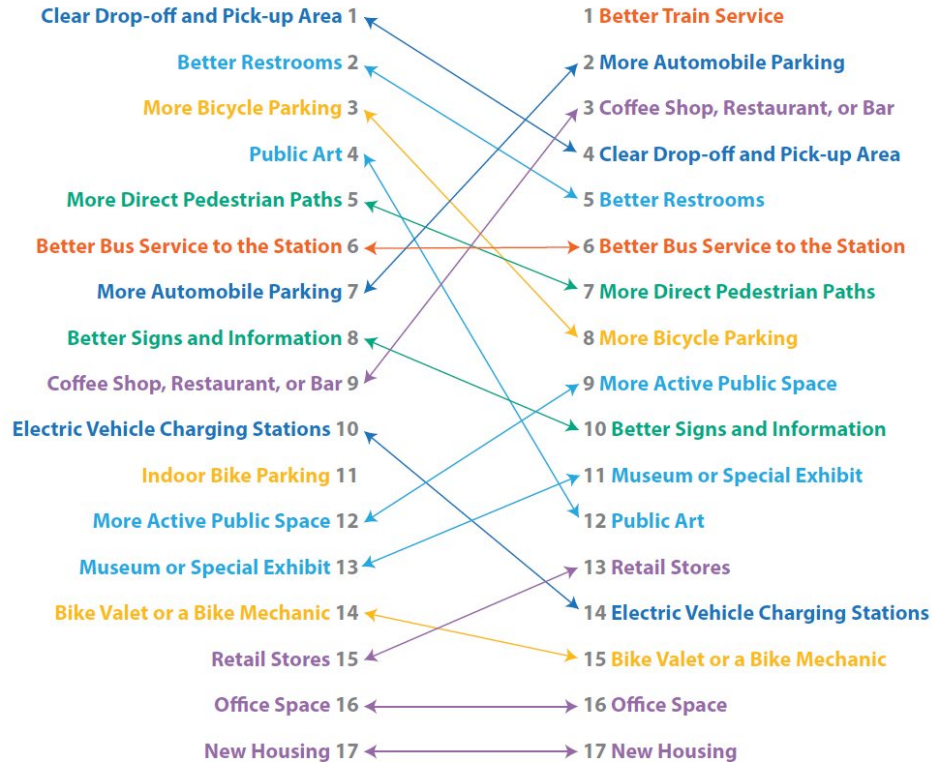
5+ Days of Station Use Yearly
2-4 Days Per Week Weekly Never
Monthly

USER SURVEY RESULTS

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







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



STATION ACCESS



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

PLANNED CONNECTIONS

DAVIS AMTRAK PLANNED 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:

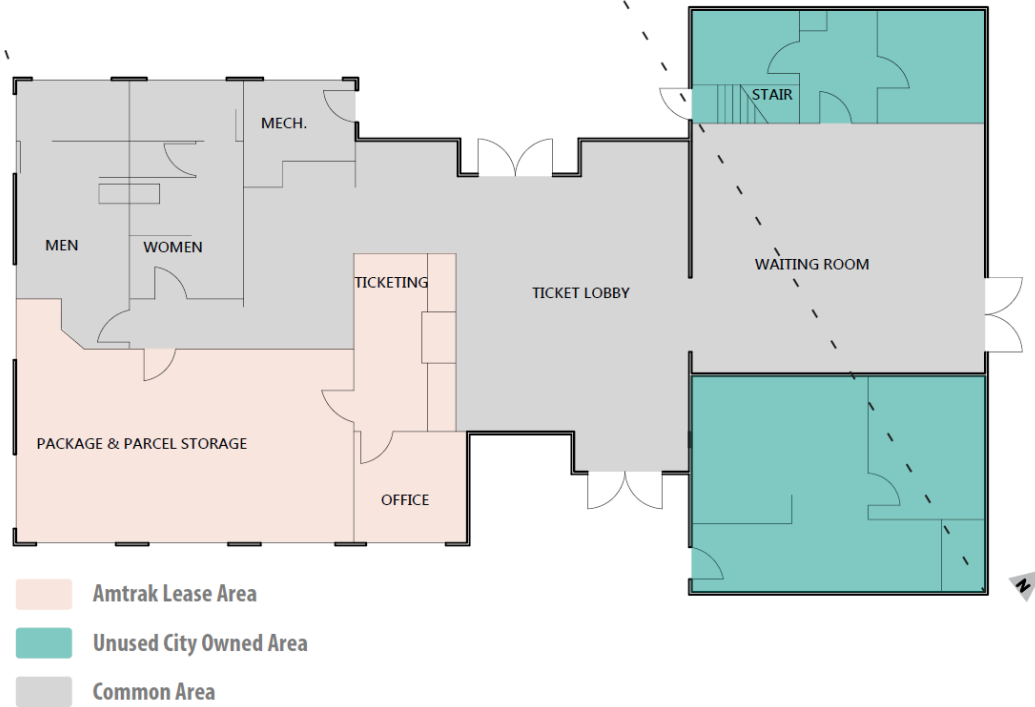
- 2 3rd Street becomes a shared street
- 3 2nd Street becomes pedestrian-priority
- 4 1st Street and H Street become shared-use paths and transit-priority

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
- 11 Sidewalk adjacent to class IV separated bikeway along the current railroad tracks parallel to H Street, providing off-street access from 3rd Street
- 12 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



ACTIVATING THE DEPOT BUILDING



STRUCTURED PARKING

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



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

DAVIS AMTRAK STATION ACCESS AND CONNECTIONS

DAVIS AMTRAK STATION

