

STAFF REPORT

April 13, 2023

TO: Bicycling, Transportation, and Street Safety Commission

FROM: Dianna Jensen, Director of Public Works E&T/ City Engineer
Ryan Chapman, Asst. Director of Public Works E&T/ Traffic Engineer

SUBJECT: Amtrak American Disabilities Accessible (ADA) / Olive Drive Shared Use Path Connection CIP No. ET8319

Recommendation

That the BTSSC receive the two options of 30% design for the Amtrak ADA / Olive Drive Shared Use Path Connection.

- Option 1 is an overcrossing of the tracks with stairs and elevators down to the new platform and a shared use path that connects the parking lot to the overcrossing and then to Olive Drive.
- Option 2 is an undercrossing of the tracks with a ADA accessible ramp from the station to the new platform at the center of the tracks.

Background and Analysis

In 2012, the Amtrak Capitol Corridor Joint Powers Authority in partnership with Union Pacific (that owns the railroad tracks), began working collaboratively to design and environmentally clear a third, main track for additional Capitol Corridor trips, preservation of Union Pacific freight operations and potential reduction of freeway congestion and carbon emissions.

At the same time, Amtrak was working on a multi-year program called the ADA Stations Program to bring the stations, or the components of stations for which Amtrak has ADA responsibility, into compliance with ADA requirements as quickly and as efficiently as possible while still providing service to passengers.

As the City of Davis owns the land and buildings at the Davis Amtrak Station, Amtrak representatives reached out early on to discuss the needs for this project. One of the needs includes some additional land, outside the rail road Right of Way, to build the access to the crossing, whether it be stairs and elevators over, or stair and a ADA accessible ramp going under the tracks. With this knowledge, the City of Davis approached Union Pacific and Amtrak to collaborate on including a connection to the Olive Drive area at the same time. With the recent addition of the Pole Line/Olive Drive shared-use path in 2022, this new, potential connection from the Amtrak station to Olive Drive would provide Davis residents, pedestrians and bicyclists with a safer, alternative route to go to and from Olive Drive, South Davis and Downtown Davis.

The City hopes to add the following, potential amenities or changes to the project, pending approval by Union Pacific, Amtrak and funding:

- A bicycle and pedestrian connection between the Amtrak station and Olive Drive that will cross the tracks with either a tunnel (undercrossing) or bridge (overcrossing with elevator)
- Bicycle lanes in the connection
- Striping for bicycles and pedestrians

Amtrak is including the engineering design of a portion of this component. The development of the Ryder apartments (originally called Lincoln 40) contributed \$1 million towards this crossing. Though Amtrak is funding the majority of this project, additional funding for construction of the shared use bicycle and pedestrian path still needs to be secured by the City for this connection.

The plans are currently at 30% design with both options; 1) overcrossing with additional shared use paths, and 2) Undercrossing or tunnel. Union Pacific is reviewing Amtrak's designs and will work with the City and Amtrak to determine which option is the best for all parties. We will not have any cost estimates to share until the option is chosen and brought to 60% design.

The overall project goals, regardless of which option is chosen, are:

- Increase ridership of commuter rail along the Capitol Corridor
- Improve multimodal accessibility to the station
- Enhance safety at the train station
- Comply with ADA standards

Project design is anticipated to take until 2025 and construction will then take approximately two years.

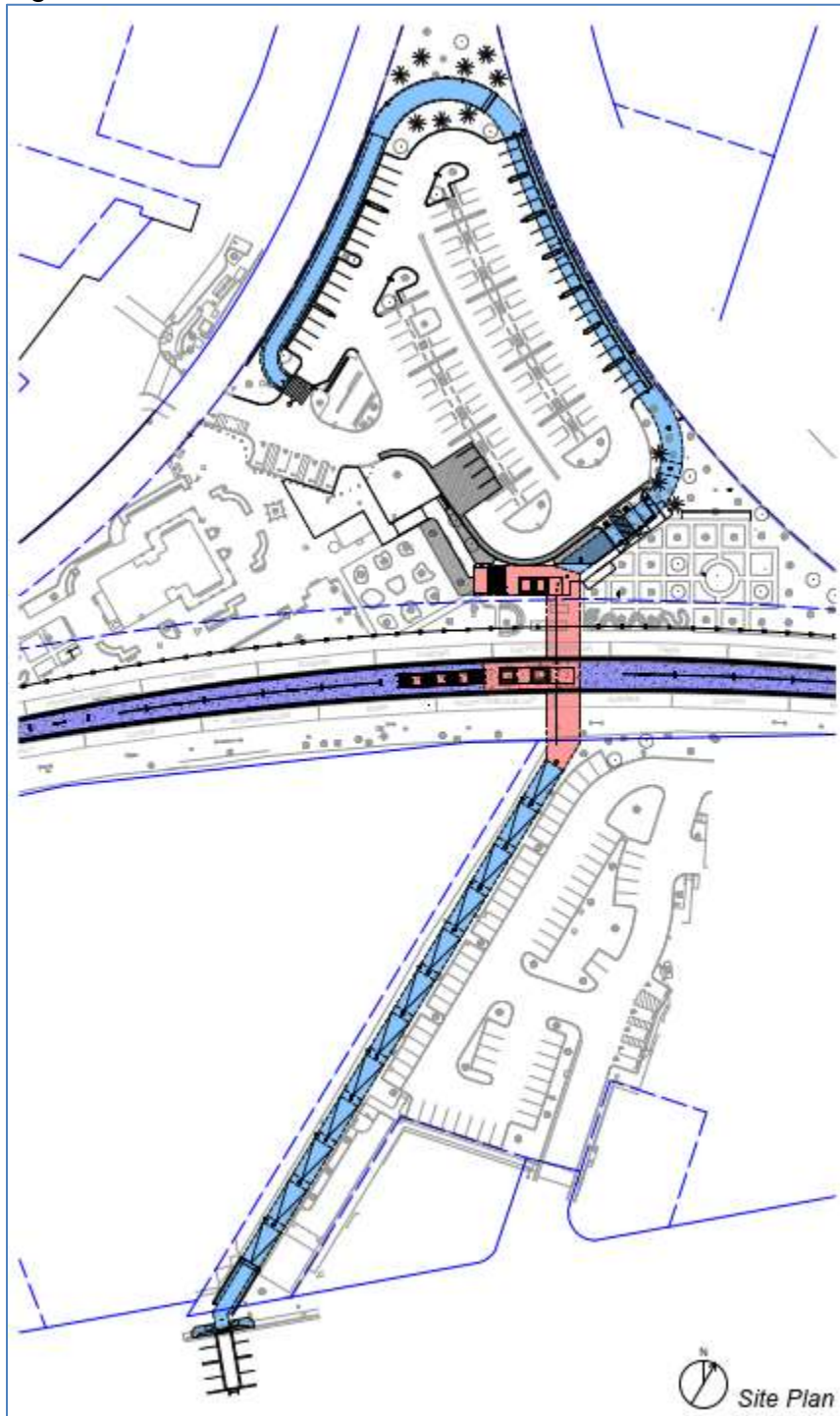
Option 1 - Overcrossing

This option will add an overcrossing structure accessible by stairs and elevators to access the overcrossing platform above the tracks. There will be stairs and elevators that will take passengers down to the newly designed center platform that will be 8" above the tracks.

In addition to these ADA improvements, the overcrossing will also include a ramp for bicycles that begins in the Amtrak Parking Lot and rises up to join the overcrossing platform and then ramps down the other side of the tracks to a shared use path connecting to Olive Drive. There will be additional striping included on the overcrossing platform so that bicycles stay on one side of the platform and pedestrians on the other.

The below schematic shows the overcrossing connection.

Figure 1



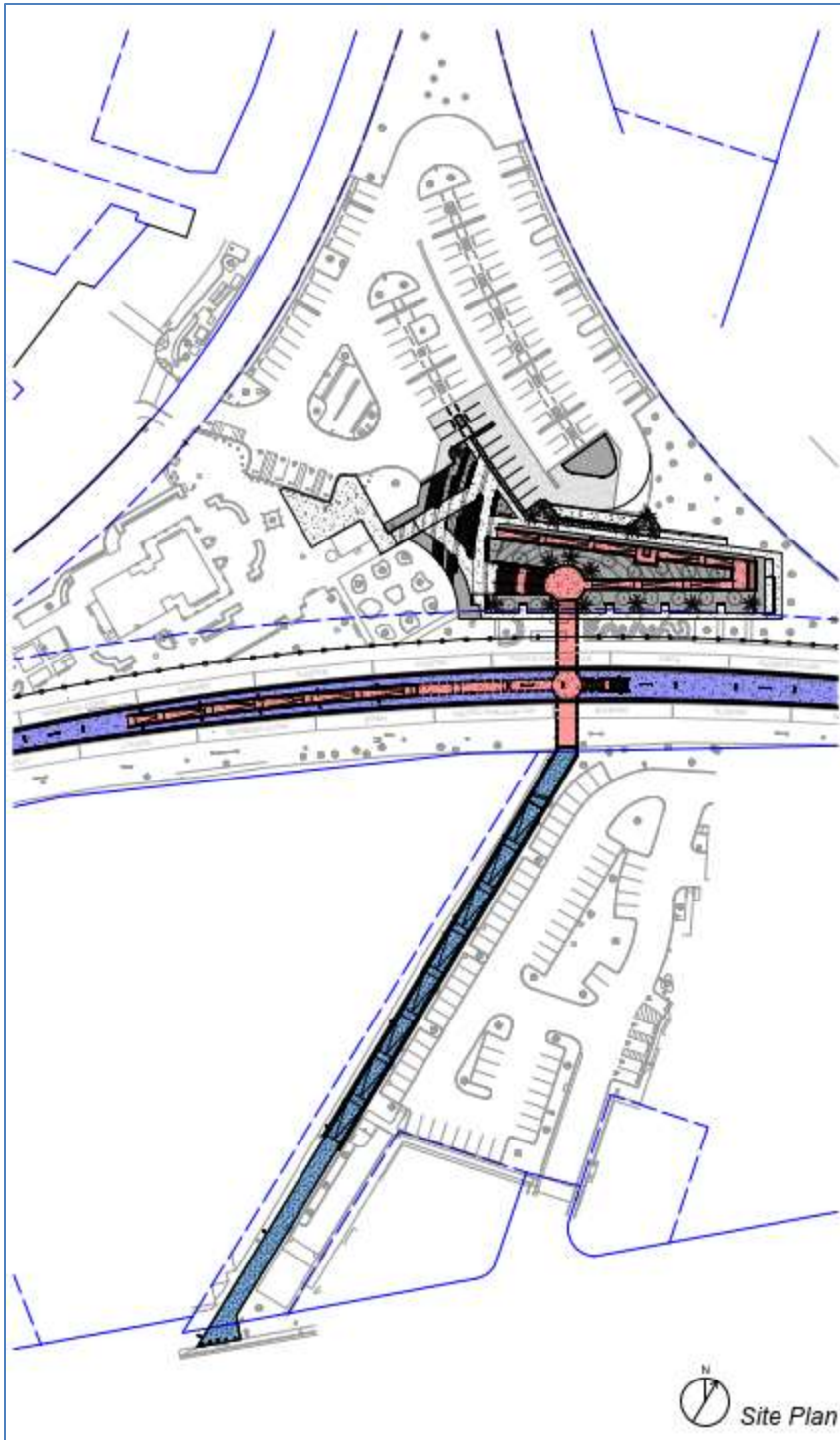
Option 2 – Undercrossing

This option will add an undercrossing tunnel accessible by stairs and an ADA ramp to access the center platform from below the tracks. There will be stairs

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and a ramp that will take passengers up to the newly designed center platform that will be 8" above the tracks.

While there will not be an additional bike access to the tunnel, cyclist can use the ADA ramp or take the bike down the stairs which will include a bike gutter to fit the wheels of the bike to walk their bike down. The tunnel will continue to the other side of the tracks and ramp up to a shared use path connecting to Olive Drive.



Attachments

1. Exhibit showing both options – DAV Presentation Boards