



**Rail to River Active Transportation Corridor Segment B
Planning and Programming Committee
August 17, 2022**

Recommended Board Actions

Consider:

- A. RECEIVING the Rail to River Segment B Supplemental Alternatives Analysis (SAA) Findings; and
- B. APPROVING the Recommendation to Maintain Randolph Street as the Preferred Alignment and Continue Coordination with Corridor Cities and Related Projects

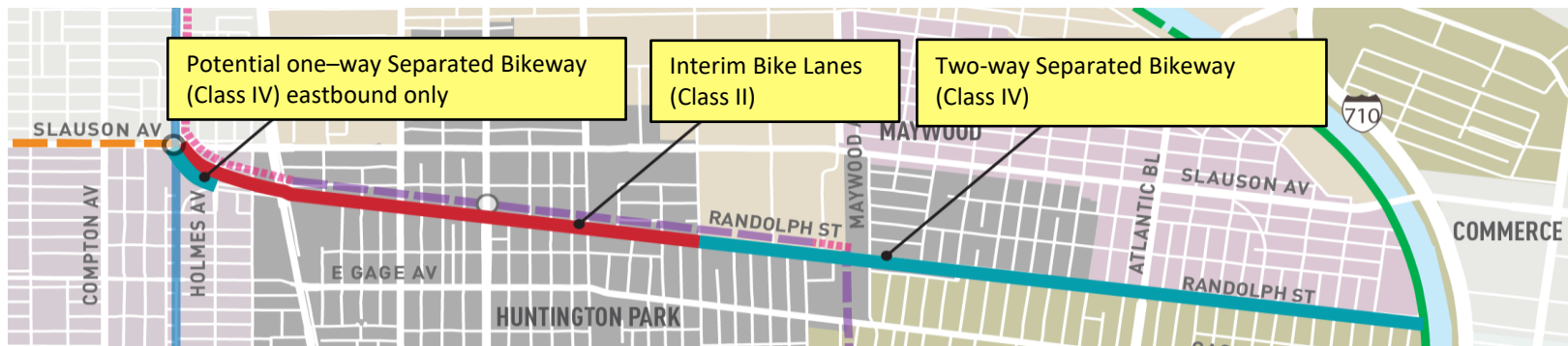
Project Background

- > Mar 2017 – Board adopted Randolph Street as locally preferred alternative for Rail to River Segment B
- > Mar 2019 – West Santa Ana Branch (WSAB) environmental work identified constraints along Randolph Street
- > Dec 2020 – Supplemental Alternatives Analysis began



Recommended Alignment on Randolph

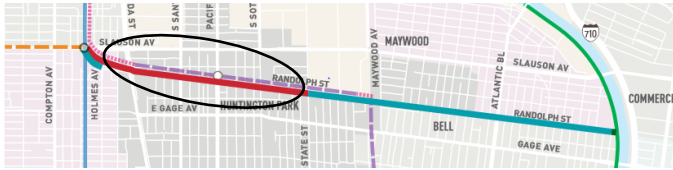
Alternative 1: Randolph



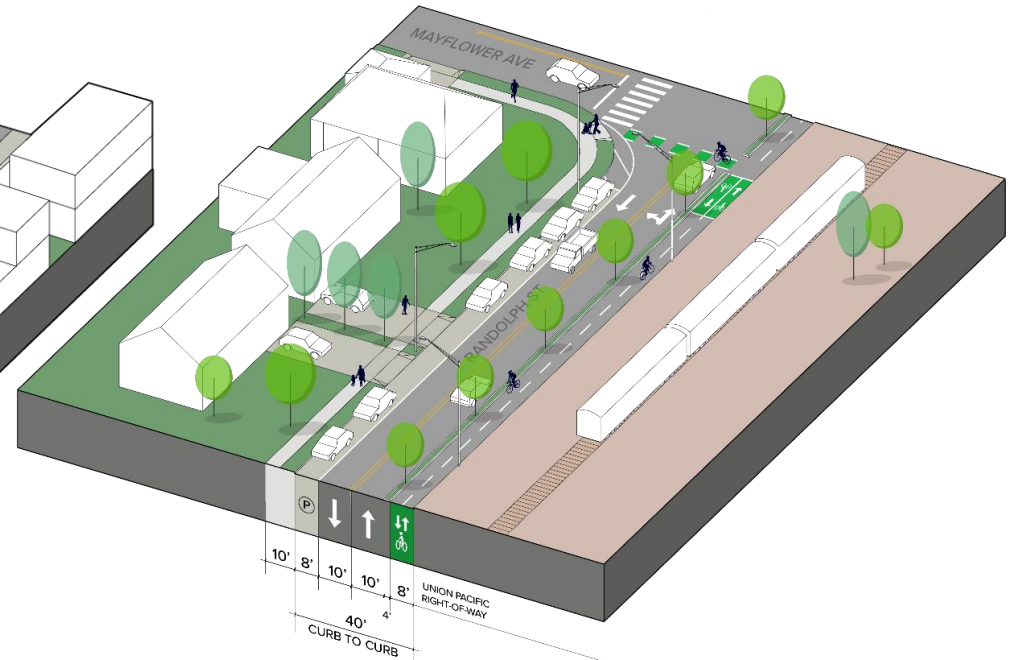
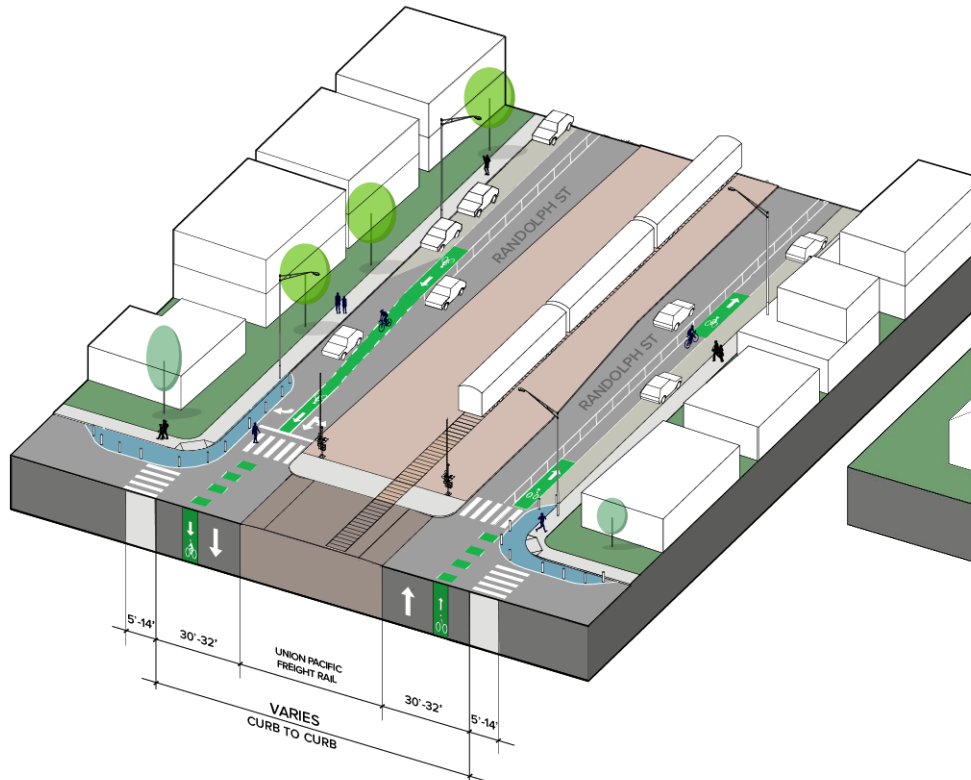
- > Most direct route between A Line and LA River
- > Connects to future WSAB Pacific/Randolph station
- > Strong support from Cities – Letters of Support from cities of Huntington Park, Bell, and Commerce
- > Strong historic support from community for active transportation facilities

Recommended Randolph Improvements

Interim Class II Bike Lanes* *between Holmes Ave & State St*



Permanent Class IV Separated Bikeways *between State St & LA River*



*Buffer can be accommodated where space allows

Next Steps

- > Maintain Randolph as the Preferred Alignment
- > Continue coordinating recommended improvements with related projects:
 - WSAB First/Last Mile (FLM) Planning
 - Metro Active Transport (MAT) Program:
 - Slauson FLM
 - Randolph Corridor
- > Provide grant writing & technical support to cities as necessary to identify potential funding