



Board Report

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REVISED
PLANNING AND PROGRAMMING COMMITTEE
AUGUST 17, 2022

SUBJECT: RAIL TO RIVER ACTIVE TRANSPORTATION CORRIDOR - SEGMENT B

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING the Rail to River Segment B Supplemental Alternative Analysis Study Findings; and
- B. APPROVING the recommendation to maintain Randolph Street as the preferred alignment and continue coordination with Corridor Cities and Related Projects.

DUTRA AMENDMENT: Return to the Board in October 2022 with a funding plan to further develop “Rail to River” Segment B, including environmental clearance, design, and construction.

ISSUE

In early 2017, the Board adopted Randolph Street as the Locally Preferred Alternative (LPA) for Segment B of the Rail to Rail/River Active Transportation Corridor (Legistar File #2017-0089). The Rail to River Segment B extends approximately 4.3 miles from the Metro A (Blue) Line Slauson Station to the Los Angeles River. It was proposed to share a segment (approximately 2.3 miles) of the median/railroad right-of-way (ROW) with both the Union Pacific Railroad (UPRR) and the future West Santa Ana Branch (WSAB) Light Rail Transit Project (Attachment A).

Subsequent to Board adoption and after further study of the WSAB project, it was determined that the existing railroad ROW along this shared segment could not accommodate both rail lines and the Rail to River Segment B Project without extending the project footprint into the public street ROW. Therefore, a Supplemental Alternatives Analysis (SAA) was initiated to re-evaluate Randolph Street and potentially identify additional alternatives for this regionally significant active transportation corridor. The SAA Executive Summary is included as Attachment B.

BACKGROUND

Rail to River Segment B is the eastern part of the longer Rail to Rail/River Active Transportation Corridor (Attachment C). The western segment, or Segment A, is referred to as “Rail to Rail” since it connects the future Metro K (Crenshaw) Line Fairview Heights Station to the existing Metro A (Blue) Line Slauson Station. Segment A includes approximately six (6) miles of active transportation facilities in the City of Los Angeles, but primarily within railroad ROW owned by Metro. For Segment A, Metro is responsible for constructing and maintaining the facilities and Segment A is in the pre-construction stage, at the writing of this report.

Rail to River Segment B is a 4.3-mile extension of Segment A that connects to the existing Los Angeles River bicycle path, closing a critical gap in the regional active transportation network. The corridor traverses a small area of unincorporated Los Angeles County (Florence-Graham), as well as the cities of Huntington Park, Vernon, Maywood, and Bell. It is important to note that unlike the Rail to Rail Segment A, which is within Metro’s own ROW, Segment B is completely within the public ROW. It is also expected to be constructed and maintained by the local jurisdictions.

The combination of Segment A (Rail to Rail) and Segment B (Rail to River) would provide a regional Active Transportation Corridor approximately 10 miles long and include much needed active transportation infrastructure and multimodal connections for historically underserved communities in South and Southeast Los Angeles.

In early 2017, Metro completed an Alternatives Analysis (AA) for Segment B which identified and evaluated four potential alternatives, including: Malabar Corridor (B-1 in Attachment D); Utility Corridor (B-2); Slauson Avenue (B-3); and Randolph Street (B-4). The Board adopted Randolph Street as the LPA since it ranked the highest of the four alternatives and provided the most direct connection between the Slauson A Line and the LA River Path through an existing access point on Randolph Street. The Board also approved advancing the project into the next phases of environmental clearance and preliminary engineering (30% design), envisioning a proposed shared-use bike and pedestrian path (Class I) within the existing UPRR rail ROW in the center median of Randolph Street.

Although Randolph Street was adopted as the LPA, the AA identified and acknowledged some challenges with the corridor, such as UPRR active rail operations, easements required from UPRR, coordination and cooperation from affected cities along the corridor, and cost.

After further study of the WSAB project, which identified some ROW constraints on Randolph Street, it was determined that additional technical analysis was needed. Therefore, in September 2019, staff informed the Board of the need to conduct an SAA to re-evaluate Randolph Street and potentially identify new alternatives for Segment B.

DISCUSSION

Study Approach

The purpose of the SAA was to identify and evaluate alternatives that would provide a safe, comfortable, and continuous active transportation route between the Metro A (Blue) Line and the Los

Angeles River. Randolph Street currently consists of two travel lanes in each direction, along with curbside parking and a wide center median with freight rail tracks. The study area covered approximately 4.3 square-miles and was generally bounded by the Metro A (Blue) Line Slauson Station to the west, the Los Angeles River Path to the east, Slauson Avenue to the north, and Gage Avenue to the south (Attachment E). The SAA evaluated alternatives based on the following goals:

- Safety - Provides a safe and comfortable route
- Access - Provides access to community destinations and transit
- Sustainable Mobility - Reduces Vehicle Miles Traveled (VMT) by providing active transportation route options
- Equity - Supports community needs
- Viability - Is cost-effective and easy to implement and maintain

In addition to the five goals above, a feasibility/implementation screening factor was also used to compare the alternatives further.

Active Transportation Facilities Considered

Within the study area, the Randolph corridor and streets south of Slauson Avenue were analyzed to identify opportunities for Class I shared-use paths (for both bicyclists and pedestrians), Class II bike lanes (striped bike lanes on street), and Class IV separated bikeways (cycle-track or protected bike lanes). The study considered these as 'dedicated' bikeways as they offer roadway space specifically designated for bicycle travel. Class III bicycle routes with painted markings ('sharrows') or bicycle boulevards with traffic calming elements were also considered; these require cyclists to share the travel lanes with vehicles and were considered in areas where limited street widths preclude dedicated bikeways.

Pedestrian improvements were also identified to enhance the safety and comfort of pedestrians, including but not limited to, improvements to existing sidewalks, enhanced lighting, new pedestrian signals, curb ramps, curb extensions, enhanced crosswalks, addition of shade trees and landscaping, and benches and shade structures.

Alternatives Considered

After an initial screening of multiple streets/routes, a refined list of four (4) alternatives were identified for continued evaluation through the SAA (Attachment F). These included:

- Alternative 1 - Randolph St (same alignment as 2017 LPA)
- Alternative 2 - Slauson Ave/Belgrave Ave/Randolph St
- Alternative 3A - Holmes Ave/Gage Ave/Randolph St
- Alternative 3B - Holmes Ave/Gage Ave

The two prominent streets that constitute the four alternatives are Randolph Street (Alternatives 1 & 2) and Gage Avenue (Alternatives 3A & 3B).

Community/Stakeholder Outreach

Opportunities for community input and feedback were provided throughout the study and included:

- Three rounds of two virtual community meetings at varying times held between January and September 2021. All meetings and materials were provided in both English and Spanish.
- Two online community surveys to capture additional feedback.
- Three virtual Community Advisory Committee (CAC) meetings that included several community-based organizations.
- Three in-person community pop-up events in coordination with the WSAB project in September 2021.

Additionally, a Technical Working Group (TWG) consisting of local jurisdictions and Metro departments was established. Five TWG meetings, as well as several one-on-one meetings, were convened to solicit technical input and feedback. Staff also presented at three City Council meetings, including the cities of Huntington Park, Maywood, and Bell in late August/early September 2021. These collective efforts informed the evaluation process, the alternatives developed, and the eventual recommendations. More information on the outreach activities can be found in the SAA.

Technical Analysis and Findings

Evaluation criteria were developed and applied to the four alternatives to determine how well each met the project goals and objectives. Each of the four alternatives have advantages and challenges. Although the Gage Avenue alternatives (3A and 3B) performed higher in Safety and Access due to the potential for dedicated bikeway facilities and greater access to community destinations, they performed lower in Sustainable Mobility and Viability because they provide a less direct route (adds approximately 0.5 to 0.75 miles to the route) and have greater impacts on parking and/or traffic. These alternatives would require a major reconfiguration of Gage Avenue, including the loss of a travel lane in each direction to create Class II bike lanes through the cities of Huntington Park and Bell.

The Randolph Street alternatives (1 and 2) offer the most direct and shortest routes. However, based on the future reconfiguration of the street for the WSAB project, the ability to have a dedicated bikeway along Randolph Street where the two projects overlap would have significant impacts on parking in the City of Huntington Park. Therefore, Alternative 1 proposes a Class III bike route or bike boulevard for approximately 1.6 to 1.8 miles of the total 4.3 miles of Segment B. Alternative 2 is a slight variation of Alternative 1 using Belgrave Avenue, a lesser traveled street adjacent to Randolph Street, to avoid the shared segment with the WSAB project. This alternative results in a somewhat longer route than Alternative 1. The remaining 2.5 to 2.7 miles in the City of Bell is proposed to

include a Class IV separated bikeway.

While the SAA found that all four alternatives were viable, staff recommends maintaining Alternative 1 - Randolph Street as the preferred alignment for the following reasons:

- Randolph Street performed best for the Viability and Sustainable Mobility goals. It provides a direct connection to an existing LA River bicycle facility, serves appropriate levels of population densities, and aligns most closely with existing planning efforts.
- This alternative would have fewer impacts on existing traffic since it does not require a major lane reconfiguration and follows the same alignment as the Randolph Street LPA adopted by the Board in 2017. Based on the proposed improvements, the Randolph alignment would cost less to construct than the Gage Avenue alternatives and is expected to have lower on-going operations and maintenance costs.
- The alignment would also provide a first-last mile connection to the future Pacific/Randolph WSAB station.
- Importantly, this alternative is strongly supported by the jurisdictions that have permitting authority for the design and construction of the project (Attachment G). The cities also strongly oppose the Gage Avenue alternatives, expressing concerns over the potential impacts to traffic and loss of parking. Additionally, the jurisdictions believe that Alternative 1 is safer than the other alternative(s), given lower traffic volumes on Randolph Street.
- This alternative's proposed designs and intended purpose align closely with other future plans along Randolph Street, such as the forthcoming First/Last Mile planning for future WSAB stations, as well as existing active transportation planning and grant funding with the cities of Commerce, Bell and Huntington Park.

Project Delivery and Funding

As previously mentioned, unlike Rail to Rail Segment A, which is within Metro's own ROW, the proposed Randolph Street alignment for Segment B is completely within the public ROW and under the jurisdiction of delivery by the Cities of Huntington Park, Bell and Commerce. However, Metro may continue to be engaged and play a role in helping to deliver this project.

Specifically, the recommended alignment serves the existing Slauson A Line and future Pacific/Randolph station of the WSAB as adopted by the Board (Legistar file #2021-0724). Metro will conduct first/last Mile planning to identify improvements along important pathways for biking, walking, or rolling around these and other WSAB stations; this effort is anticipated to begin later this year and offers an opportunity to include the project elements as identified in the SAA.

Staff also has identified a strategy to provide near-term active transportation improvements in the western part of the Segment B corridor (roughly between Holmes Avenue and State Street), that eventually will share ROW with the future WSAB project. Given the construction timeline for the WSAB project, staff recommends interim Class II bike lanes be implemented before the WSAB project is constructed (Attachment H). These improvements likely will be modified during the

construction of the WSAB project but would provide access to high quality active transportation infrastructure sooner. As the WSAB project evolves, Metro will ensure the LRT designs accommodate a continued active transportation facility in some form, based on design feasibility and community engagement.

In the eastern half of the Randolph Street corridor (which does not share ROW with the WSAB project), Metro staff recommends permanent Class IV separated bikeways for approximately 2.5 miles between State Street and the Los Angeles River (see Attachment H). One important opportunity to deliver premium active transportation facilities in this segment will be the coordination of Metro's SAA findings with recent Metro Active Transportation (MAT) grant funding, awarded in January 2021 (Legistar file #2020-0562) as follows:

- Slauson First/Last Mile - \$4,509,998 awarded to LA County Department of Public Works (LACDPW)
- Randolph Corridor - \$6,703,891 awarded to the City of Commerce (lead sponsor) in partnership with LACDPW and the cities of Huntington Park and Bell

The MAT Program was established through Measure M as a competitive discretionary funding program available to Los Angeles County municipalities for projects that improve and grow the active transportation network and expand the reach of transit.

Although these awarded projects are separate, stand-alone projects from Rail to River Segment B, they share similar goals and objectives, scope, and project limits, including plans for active transportation improvements on Randolph Street. Of note, the cities of Huntington Park, Bell and Commerce have expressed their support of the Randolph Street alignment and proposed elements (Attachment G). As such, Metro will provide technical support as needed, and may coordinate elements identified in the SAA into these related city projects. Metro currently is in the process of executing funding agreements for the the two MAT projects and will continue to work with the grantees to achieve shared goals and objectives for the corridor.

DETERMINATION OF SAFETY IMPACT

The recommended actions will not have any impact on the safety of Metro customers and/or employees because this project is in the planning phase and no capital or operational impacts result from this Board action.

FINANCIAL IMPACT

Approval and adoption of the study findings and recommendations would have no financial impact to the agency at this time. Since the initial planning phase is complete, there are no funds budgeted in Cost Center 4240 for professional or technical services in FY23. Further development of Segment B (including environmental clearance, design, and construction) is expected to be managed by the local jurisdictions who have authority over the public ROW. The SAA identifies several potential funding sources that Metro could assist the cities in pursuing as efforts continue in the development of active

transportation facilities along Randolph Street.

The staff's recommendations for Segment B are consistent with local preferences, as expressed by the cities of Huntington Park, Bell and Commerce (Attachment G). Implementation of Segment B will require coordination with the MAT grant funding and with Metro's West Santa Ana Branch Project. Metro staff time and funds for these related projects are accounted for in the FY23 budget in their respective cost centers. Since these are multi-year projects, the cost center managers and the Chief Planning Officer will be responsible for budgeting in future years.

EQUITY PLATFORM

The recommendations help accelerate the investments and advancement of active transportation projects in historically underserved, low-income communities of color. Based on the Equity Focus Community (EFC) criteria and thresholds, the majority (85%) of the study area qualifies as an EFC. The surrounding study areas are represented by 98% communities of color, compared to 73.5% for Los Angeles County. The low-income population within the study area is at 28.3%, compared to 17% for Los Angeles County.

Single weekday afternoon counts for people walking and biking in the study area are 3,139 and 412, respectively, for a combined total of 3,560 walk and bike trips. Adopting the recommendations would facilitate and advance connections with Rail to Rail and the existing LA River Path, enabling regionally significant active transportation networks to grow more walk/bike trips in the future.

The Rail to River Segment B study sought to identify high quality, dedicated bikeway options. However, some of these alternatives required road reconfiguration (converting two travel lanes in each direction to one lane) or removing parking that the cities did not support. These challenges and alternatives were presented to the community, key stakeholders, and cities during the community engagement process. Formal letters submitted by the cities of Huntington Park and Bell, and the MAT Randolph project sponsors have been received, expressing strong support for Alternative 1 - Randolph Street. As documented through the outreach efforts conducted for the SAA, the previous AA, and other studies conducted by the local jurisdictions, the community (including project area residents, community-based organizations, interested stakeholders, and the general public) has also consistently expressed their preference for active transportation improvements along Randolph.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The SAA for the Rail to River Segment B identifies and recommends steps to achieve bike and pedestrian improvements, connect to transit, and grow and expand active transportation in South LA and Southeast LA County. The recommendations in this report support the following goals outlined in the Metro Vision 2028 Strategic Plan:

- Strategic Goal #1: Provide high-quality mobility options that enable people to spend less time traveling;
- Strategic Goal #2: Enhance communities and lives through mobility and access to opportunity; and

-
- Strategic Goal #3: Provide responsive, accountable, and trustworthy governance within the Metro organization

ALTERNATIVES CONSIDERED

The Board could decide not to approve staff's recommendation. However, doing so would delay opportunities to coordinate Rail to River Segment B with other related projects currently underway.

NEXT STEPS

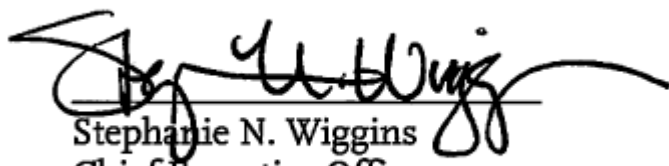
This project represents a critical gap closure for regional network of active transportation facilities, including the Rail to Rail Segment A and the LA River Path. It also connects active transportation with major transit investments (existing and planned) such as the Metro Blue Line and the WSAB LRT line. Given the projects' similarities and geographic overlap between the proposed Randolph Street alignment and several MAT-funded projects, Metro staff will provide technical support and coordination services to MAT grantees, as we have mutual goals and objectives in this area to create a premium regional active transportation corridor.

ATTACHMENTS

Attachment A - Map of Segment B and WSAB Overlay
Attachment B - SAA Executive Summary
Attachment C - Map of Rail to Rail/River Active Transportation Corridor
Attachment D - Map of 2016 Segment B Alternatives Studied
Attachment E - Map of Study Area
Attachment F - Map of Four Alternatives Studied in SAA
Attachment G - Letters of Support
Attachment H - SAA Recommended Randolph Improvements

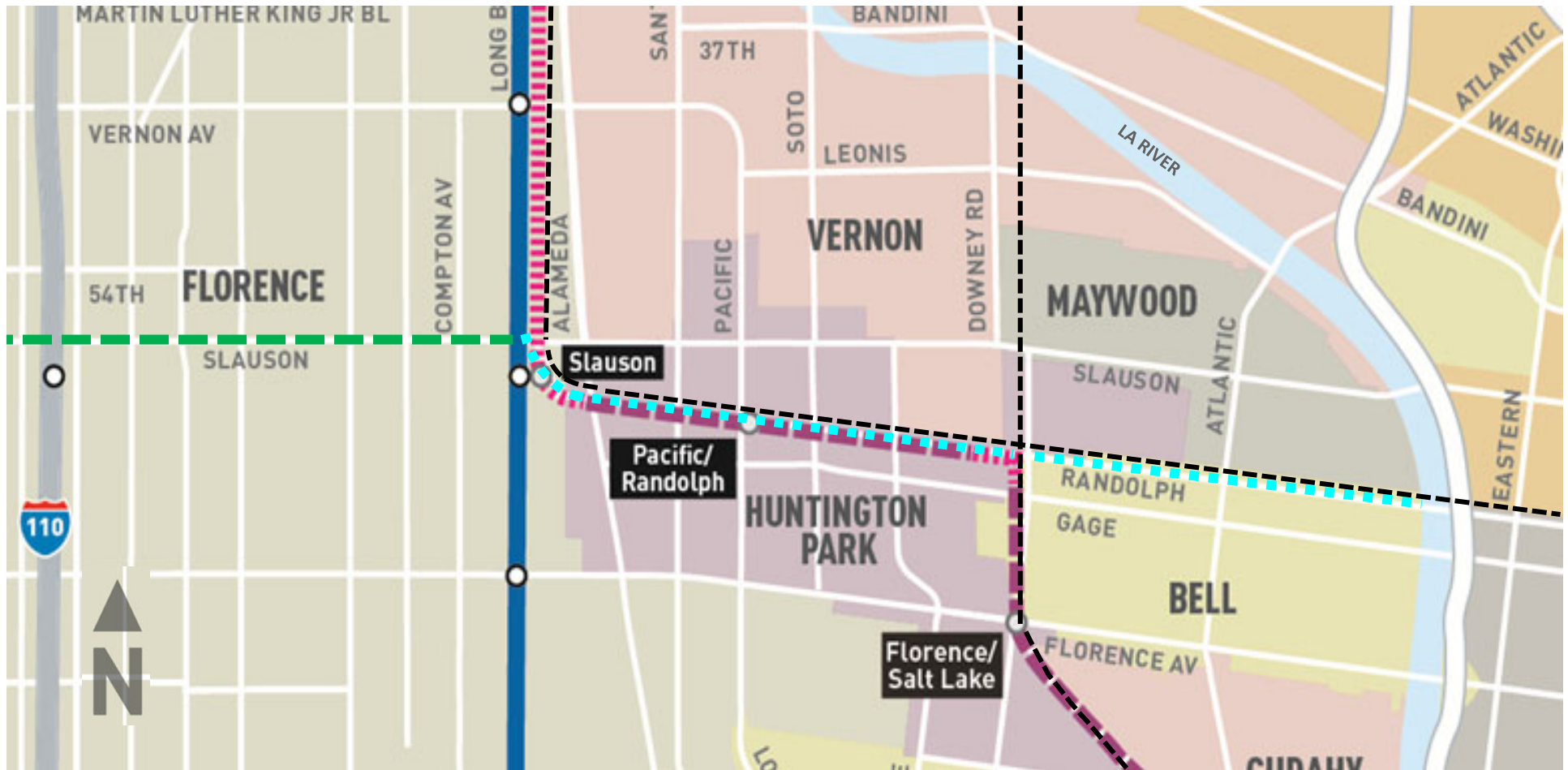
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Segment B & WSAB Overlay



Rail to Rail/River Project

- - - Segment B Past LPA
- - - Segment A

West Santa Ana Branch Project

- - - At-Grade
- - - Aerial

Existing

- - - Blue Line & Station
- - - Silver Line & Station
- - - Union Pacific Railroad ROW
(not showing full extent of network)

Supplemental Alternatives Analysis

RAIL TO RIVER SEGMENT B



May 2022

EXECUTIVE SUMMARY



Metro



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Technical Working Group

Metro

City of Bell

City of Commerce

City of Huntington Park

City of Los Angeles

City of Maywood

City of Vernon

County of Los Angeles

ACRONYMS

AA – Alternatives Analysis

AT – Active Transportation

ATC – Active Transportation Corridor

ATSP – Active Transportation Strategic Plan

CAC – Community Advisory Committee

CDP – Census-Designated Place

EFC – Equity Focus Community

HAWK – High-Intensity Activated Crosswalk
Beacon

HPI – California Healthy Places Index

LA River – Los Angeles River

LAX – Los Angeles International Airport

LOS – Level of Service

LPA – Locally Preferred Alternative

LPI – Leading Pedestrian Interval

LRT – Light Rail Transit

LTS – Level of Traffic Stress

MAT – Metro Active Transportation

ROW – Right of Way

SAA – Supplemental Alternative Analysis

TIMS – Transportation Injury Mapping System

TWG – Technical Working Group

UP – Union Pacific Railroad

VMT – Vehicle miles traveled

WSAB – West Santa Ana Branch



00 EXECUTIVE SUMMARY

INTRODUCTION

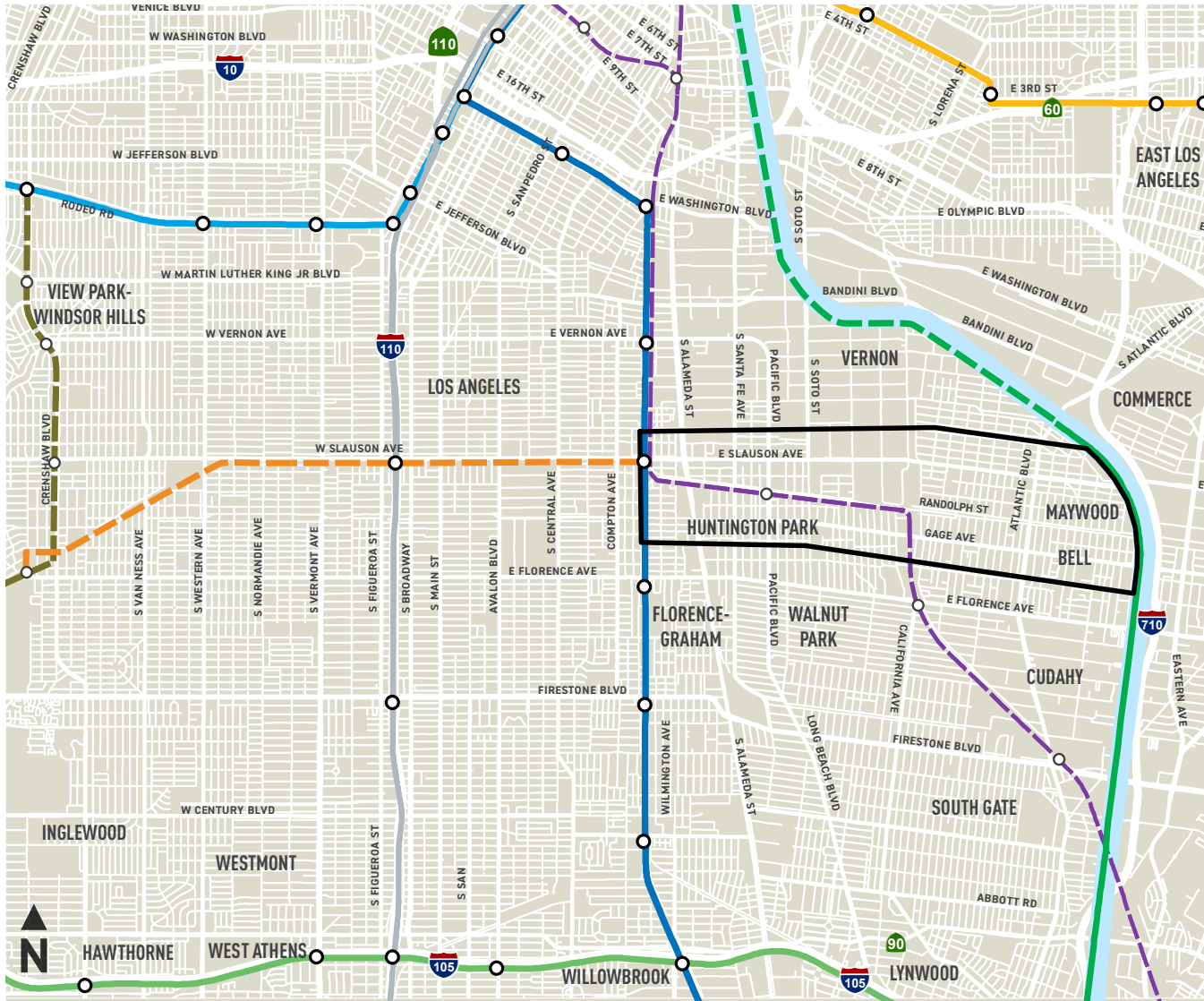
Background

The Rail to River Active Transportation Corridor (ATC) Project is the eastern segment (or “Segment B”) of the larger east-west Rail to Rail/River ATC. Segment A of the project is referred to as “Rail to Rail” because it connects the future Metro K Line (Crenshaw/LAX) Fairview Heights Station to the Metro A Line (Blue) Slauson Station (approximately 6.4 miles). Segment B is referred to as “Rail to River” because it extends the project an additional 4.3 miles east from the Metro A Line to the LA River path, traversing the community of Florence-Graham (unincorporated area County of Los Angeles), as well as the Cities of Huntington Park and Bell (Figure Ex–1 on page 8).

Segment B of the Rail to River project will provide improved active transportation options for regional connectivity and improved access to jobs, education, health, and other recreational activities. Through its connections to the Metro J Line (Silver) and K Line via Segment A, and direct connections to the Metro A Line and the LA River path, Segment B will create a critical connection for communities to access important regional destinations including downtown Los Angeles, the City of Long Beach, and the Los Angeles International Airport (LAX).

In 2017, Metro concluded the Segment B Alternatives Analysis (AA), which analyzed four different alternatives: Malabar; Utility Corridor; Slauson Avenue; and Randolph Street (Figure Ex–2 on page 9). The Metro Board of Directors adopted Randolph Street as the Locally Preferred Alternative (LPA) for Segment B, which included a Class I shared-use bike and pedestrian path within the existing street median owned and operated by Union Pacific Railroad (UP). The West Santa Ana Branch (WSAB) Transit Corridor (light rail project) is also planned along Randolph Street, sharing approximately 2.3 miles with the Segment B LPA. Technical analyses of the WSAB and the original Randolph Street LPA determined that the existing UP right-of-way (ROW) could not accommodate both projects. The proposed shared-use path along the Randolph Street median is no longer feasible, resulting in the need for this study.

Figure Ex-1. Rail to Rail/River Active Transportation Corridor



LEGEND






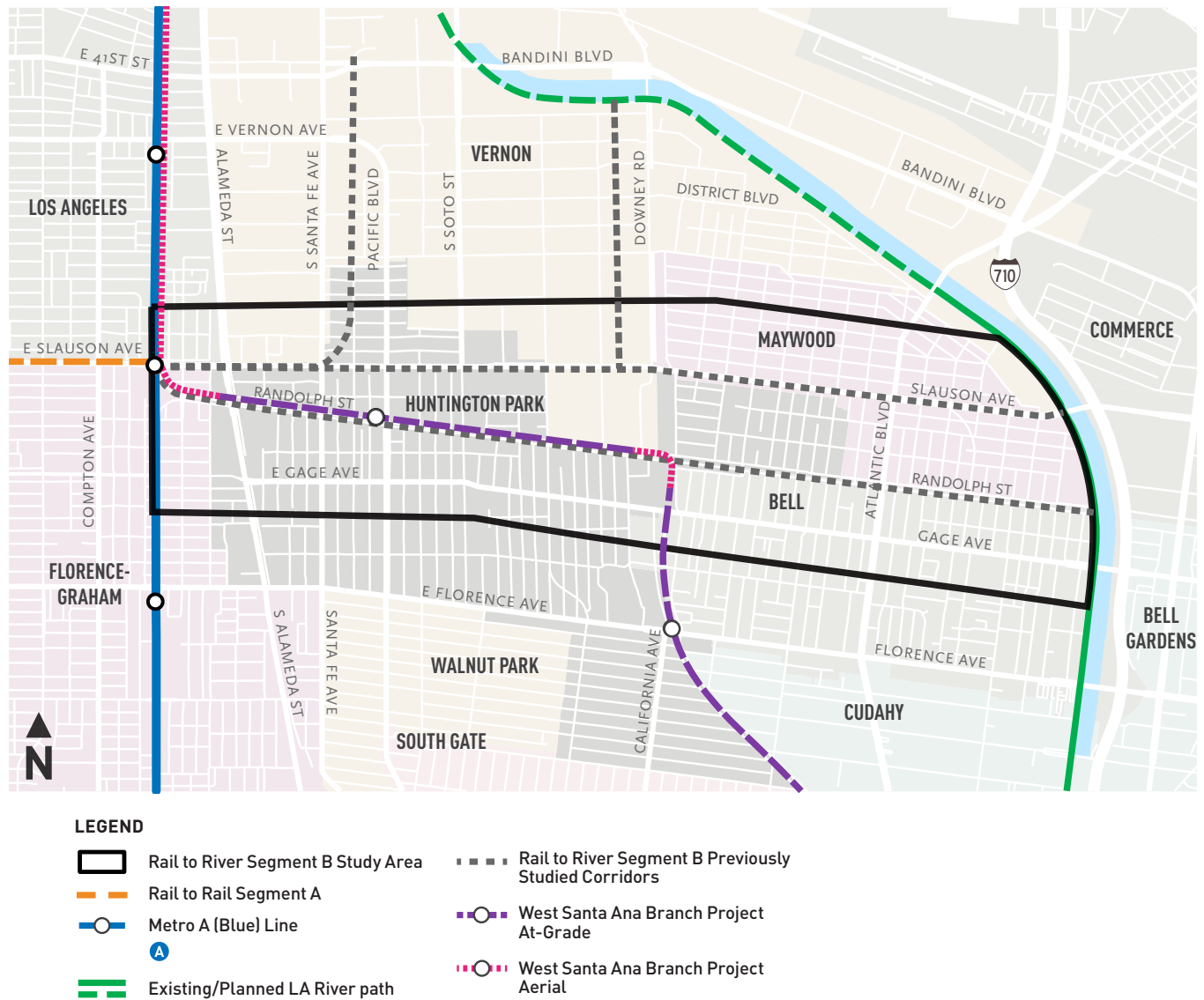
-  Rail to River Segment B Study Area
-  Rail to Rail Segment A
-  Metro Rail Line & Station
-  Existing/Planned LA River path
-  West Santa Ana Branch Project

Figure Ex-2. Segment B Study Area and Previously Studied Alternatives



PURPOSE OF STUDY

The intent of the Rail to River Segment B Supplemental Alternative Analysis (SAA) study was to re-evaluate Randolph Street as the LPA and/or identify and evaluate any other potential active transportation alternatives that would continue to provide connections from the Slauson A Line station to the LA River.

The SAA describes the evaluation and screening process used to develop and evaluate a set of four viable project alternatives. On-going stakeholder input throughout the process was also key in developing the four alternatives and recommendations, including input from the affected cities along the corridor, the general community at large, and a special project Community Advisory Committee (CAC) and Technical Working Group (TWG). While Metro led the early planning and SAA effort, the local jurisdictions will be responsible for the implementation of Segment B.

Purpose and Need

This project aims to identify an alignment that will provide a safe, comfortable, and continuous active transportation route between the Metro A Line (Blue) Slauson station and the LA River path, enhancing mobility and regional connectivity for local communities.






The Segment B SAA purpose and need builds upon the 2017 AA. The project team worked closely with stakeholder agencies to build consensus for the purpose and need and project goals to ensure they are still relevant for the local agencies that have jurisdiction within the project study area.

The project goals are shown in Table Ex-1.

Based on input from stakeholders and an analysis of existing conditions in the study area, this ATC will:

- Provide investments in Equity Focus Communities
- Help people adapt to a changing climate and support an integrated regional development pattern and transportation network
- Support regional and local land-use and active transportation policies including increased access and improved safety and mobility
- Provide safer access for people walking and bicycling to employment centers and transit
- Provide safer active transportation facilities in a heavily used auto and truck-oriented corridor
- Reduce greenhouse gas emissions and improve air quality
- Increase regional mobility options
- Complete regional walking and bicycling connections for Metro's ATC from Rail to Rail/River

Table Ex-1. Project Goals

Goal	Description
Safety 	Provides a safe and comfortable route
Access 	Provides access to community destinations and transit
Sustainable Mobility 	Reduces vehicle miles traveled (VMT) by providing active transportation route options
Equity 	Supports community needs
Viability 	Is cost effective and easy to implement and maintain

CONTEXT

Segment B Study Area

The Rail to River Segment B study area covers an approximately 4.3-square-mile area between the Metro A Line Slauson Station and the LA River (Figure Ex-3). The study area is bounded by the cities of Vernon and Maywood to the north, the cities of Huntington Park and Bell to the south, the LA River to the east, and the Metro A Line Slauson Station (unincorporated area of Los Angeles County) to the west. The WSAB light rail transit (LRT) project is planned to travel through the study area, first north along Salt Lake Avenue and, then west along Randolph Street where it will primarily operate at-grade prior to reaching the Slauson Station.

Approximately 73,000 people live within the study area, or about 16,850 per square mile. The highest concentrations of population are located in two distinct areas, on the west side of the study area near downtown Huntington Park and on the east side of the study area within the cities of Bell and Maywood.

Over 715,000 people live within 3 miles of the study area, or approximately 13,275 per square mile. Because Segment B will connect to both the LA River path as well as numerous transit lines, it will provide access to local and regional destinations for residents beyond those who live within the study area.

Equity Platform

The Rail to River Segment B SAA uses Metro's Equity Focus Communities (EFCs) to help identify where populations, that may have specific mobility needs or have historically been disadvantaged, live within the study area.

Metro's framework to identify EFCs, or those communities that are most heavily impacted by gaps in equity in Los Angeles County, uses the following thresholds:

- At least 40% Low Income (those with annual incomes of \$35,000 or less) and
- 80% People of Color or 10% Zero Car Access

Based on the EFC components and thresholds, the majority (85%) of the study area qualifies as an EFC (Figure Ex-4). The Rail to River Segment B (ATC) will close a critical transportation gap for these communities, providing access to major regional destinations, employment centers, and other community destinations by offering a safe connection to the LA River path, the Metro A Line (Blue), and the future WSAB light rail corridor.

Figure Ex-3. Segment B Study Area

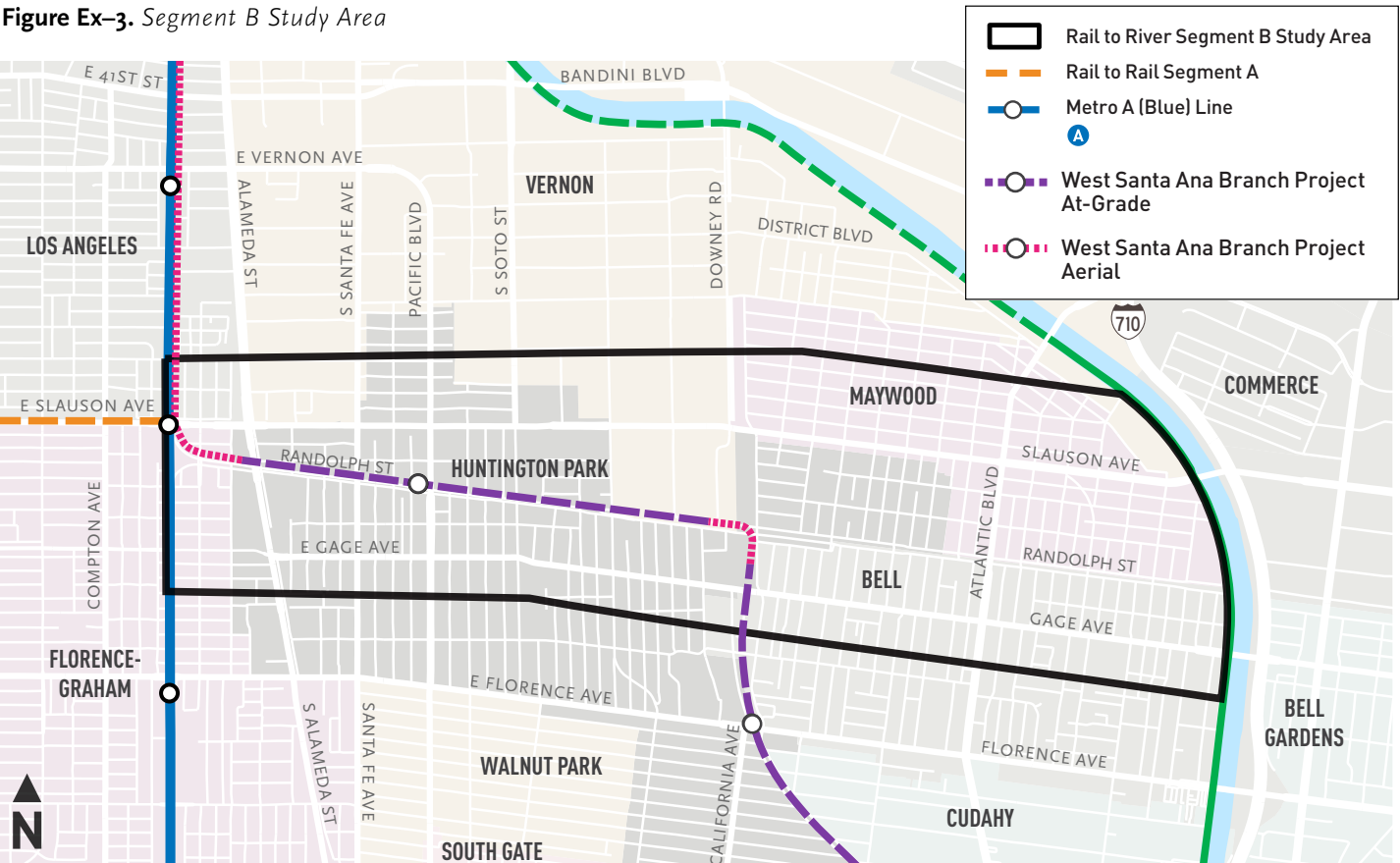
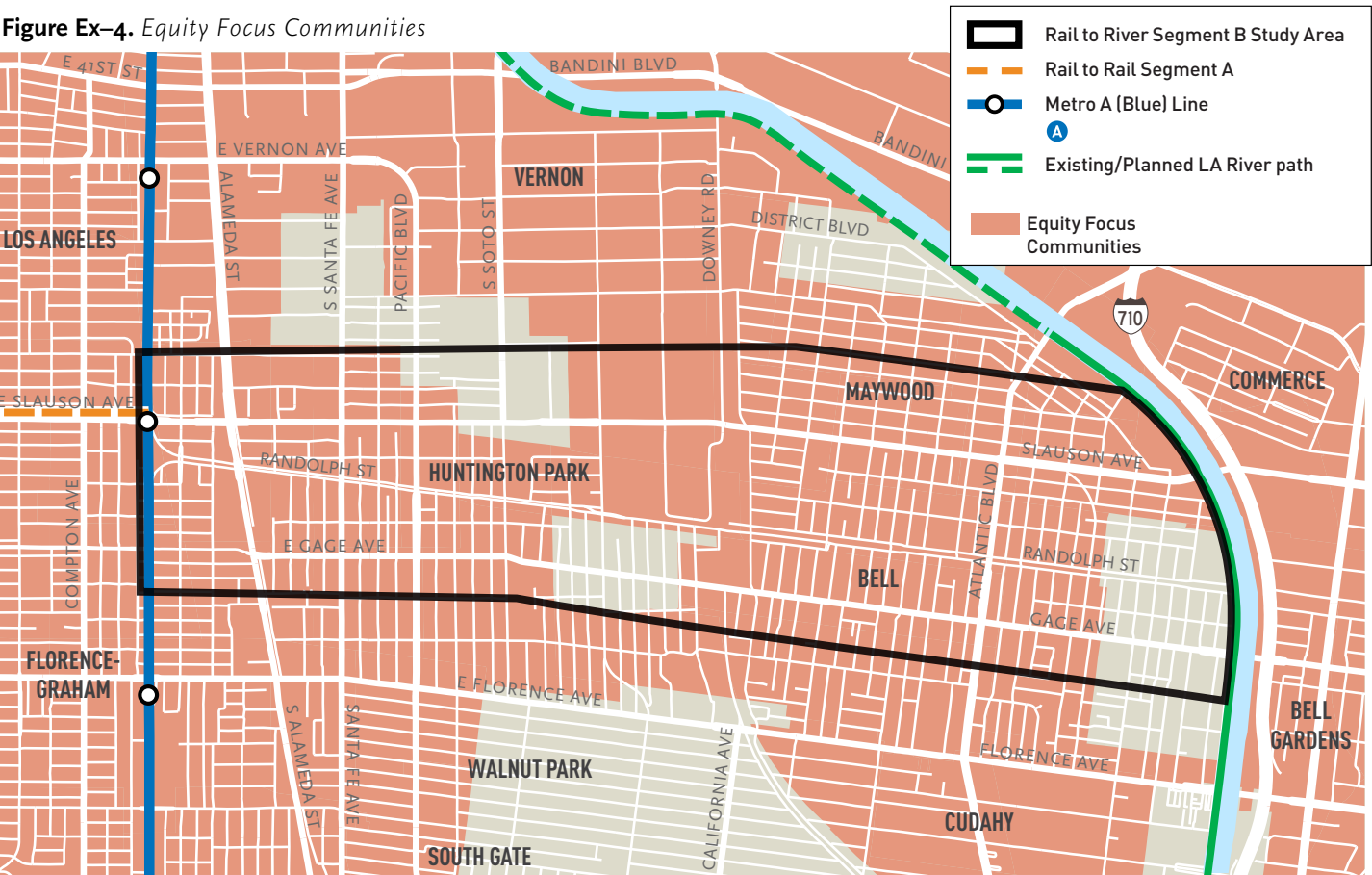


Figure Ex-4. Equity Focus Communities



Other Related Projects

There are several related regional and local plans and projects that influenced the Segment B SAA. The most notable regional project is the West Santa Ana Branch as well as projects funded through the Metro Active Transport (MAT) Cycle 1 Program.

West Santa Ana Branch (WSAB)

The WSAB Transit Corridor project will connect southeast Los Angeles County with downtown Los Angeles via a 19-mile light rail transit (LRT) line. The northern alignment of the WSAB project travels north through the study area parallel to Salt Lake Avenue and then west along Randolph Street's center median (Union Pacific (UP) ROW) to the A Line Slauson Station. The alignment will include two new at-grade light rail tracks along with one existing at-grade freight line track. The WSAB will include two stations within the study area, one at Pacific/Randolph and the other at the existing A Line Slauson Station.

Currently, Randolph Street consists of two travel lanes in each direction in most sections, along with parking and a wide center median with a UP freight rail line, where a Class I shared-use bike path was initially proposed (Figure Ex-5). The posted travel speed limit ranges between 25 to 35 mph along the corridor. It is anticipated that the WSAB will require that Randolph Street be reconfigured (Figure Ex-6) in order to accommodate the tracks, which will be at-grade and separate from the UP tracks in the center median. This configuration limits the ability for a dedicated bikeway facility along the shared section with both the WSAB and Rail to River Segment B projects. Additional traffic safety measures and roadway improvements to safely allow

drivers and bicyclists to share one lane will be identified for future consideration. Overall, the WSAB project has the potential to transform the Randolph corridor from a car-oriented roadway to a complete street that accommodates pedestrians, bicyclists, public transit users, and drivers alike. Post-WSAB, the roadway may be able to safely allow drivers and bicyclists to share one lane.

FLM planning for WSAB will also identify improvements along important pathways for walking, biking, or rolling to future WSAB stations. Two WSAB stations related to Segment B will include the future Pacific/Randolph and the existing Slauson A line stations.

Metro Active Transport Program

Metro Active Transport, Transit and First/Last Mile Program (also known as MAT) is a competitive grant program available to municipalities in LA County to fund improvements that expand and grow active transportation and transit connections. Key policies advanced by MAT include the Active Transportation Strategic Plan (ATSP), First/Last Mile (FLM) policy, and the Equity Platform Framework. Two specific categories in MAT are 1) First/Last Mile Priority Network around major transit stations and 2) Active Transportation Corridor Priority Network countywide. The first cycle of the MAT grant program and recommended projects were approved by the Metro Board in January 2021, which included projects for the Slauson A Line Station in the FLM category and the Randolph Corridor in the Active Transportation Corridor category.

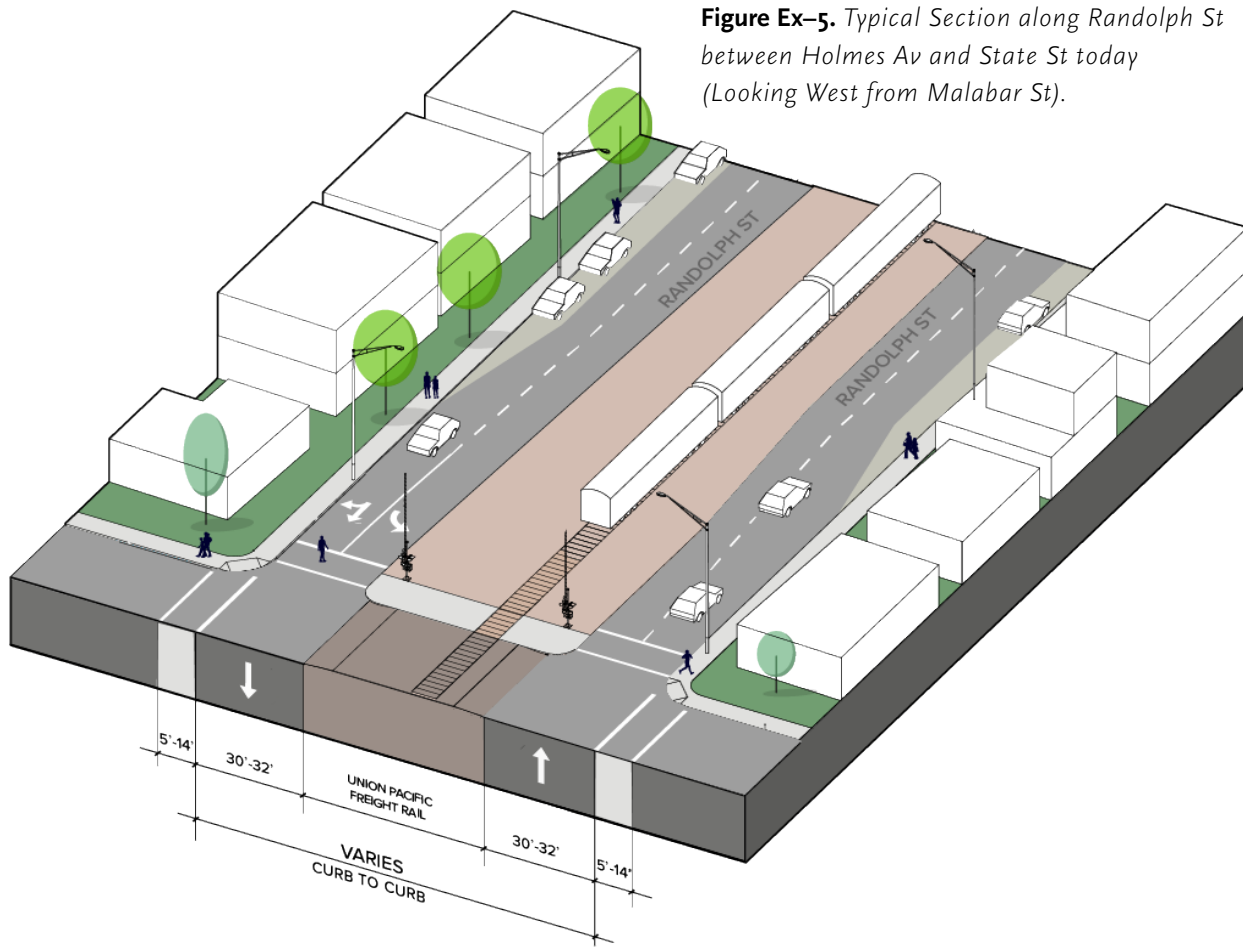


Figure Ex-5. Typical Section along Randolph St between Holmes Av and State St today (Looking West from Malabar St).

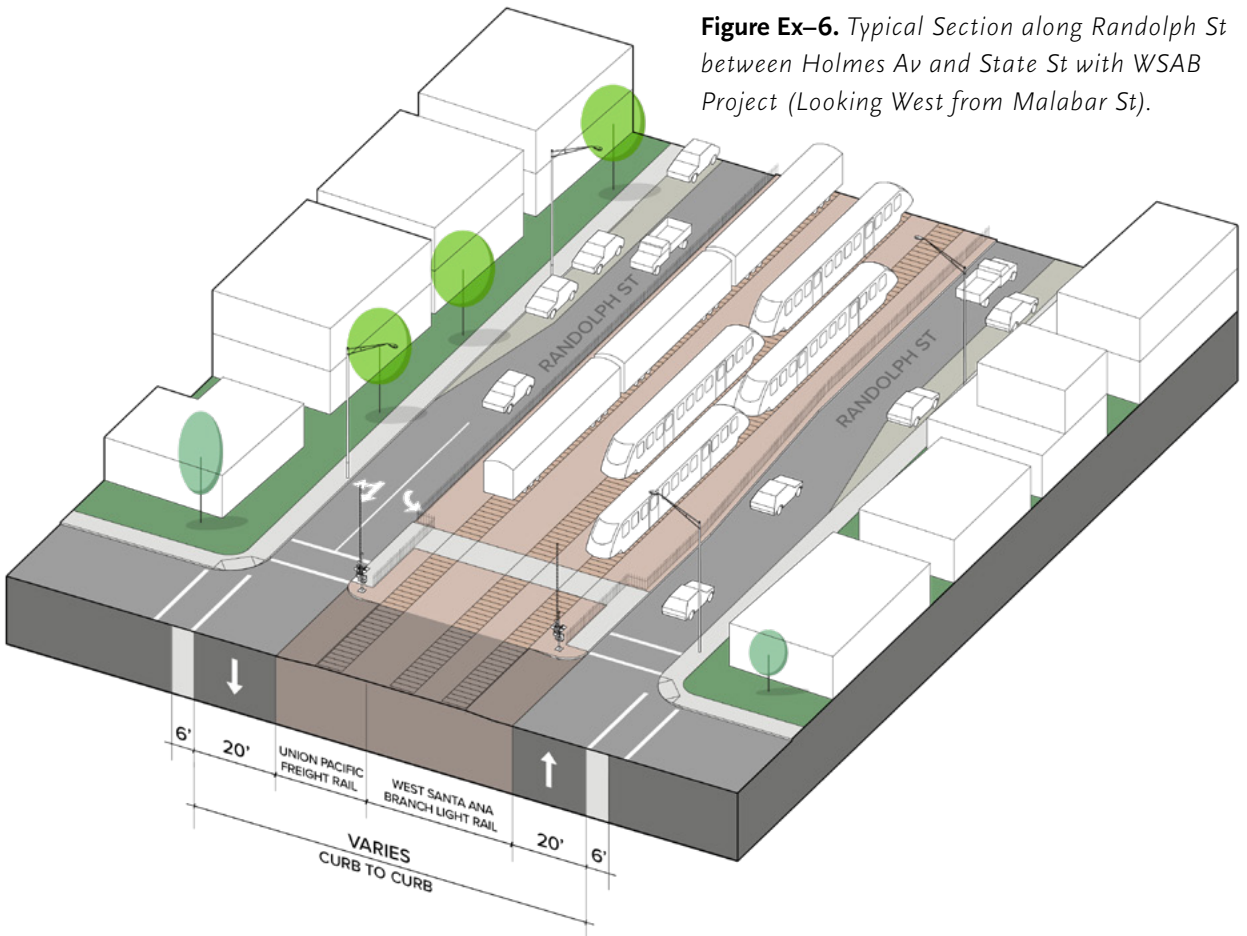


Figure Ex-6. Typical Section along Randolph St between Holmes Av and State St with WSAB Project (Looking West from Malabar St).

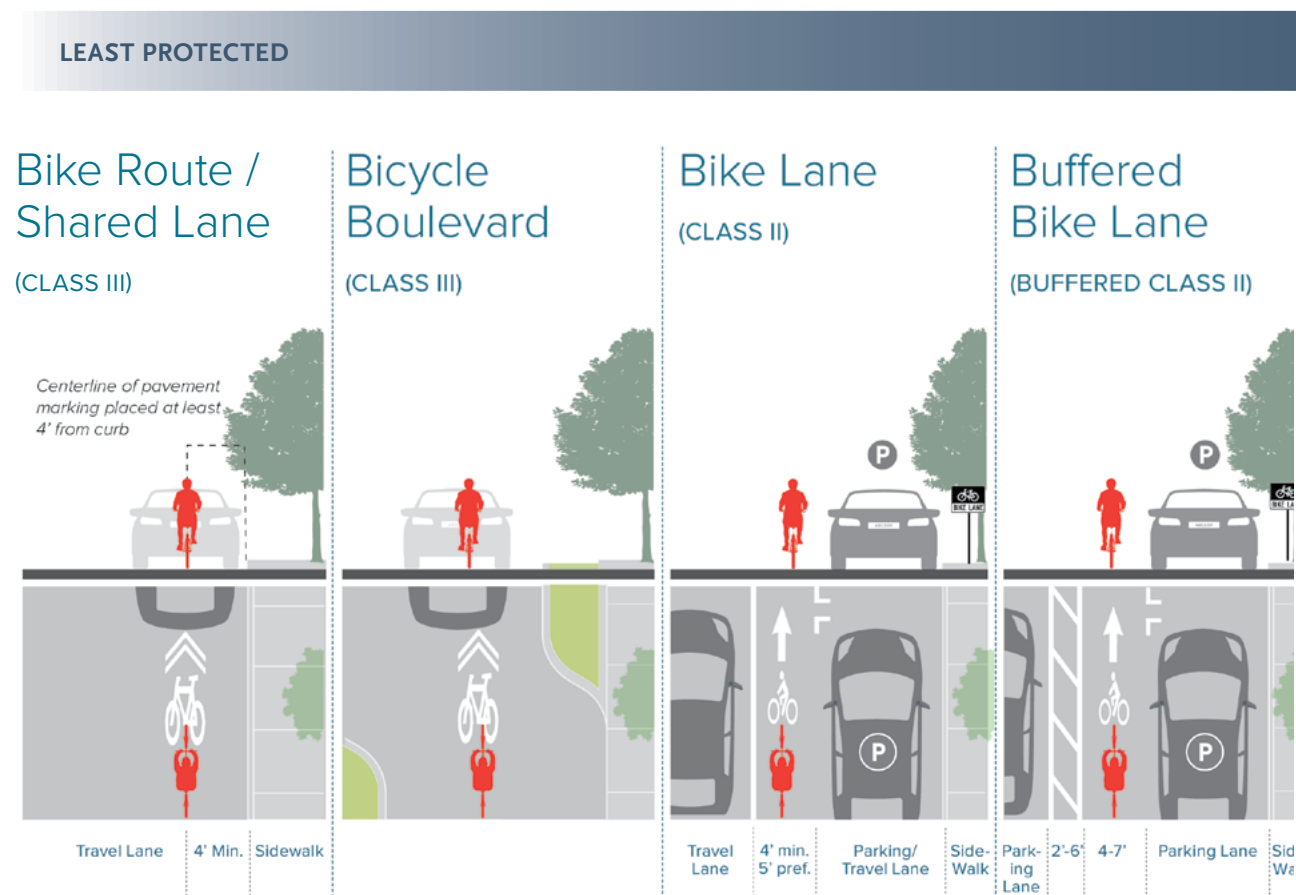
The Slauson FLM Project is led by the Los Angeles County Department of Public Works with the goal to improve pedestrian access to and from the Slauson A Line Station and to encourage active modes of transportation and the use of public transit. The Randolph Corridor project is led by the City of Commerce, in partnership with the City of Huntington Park, City of Bell, and Los Angeles County Department of Public Works. The Randolph Corridor Project proposes 7.03 miles of active transportation improvements along Randolph Street from the Metro A Line Slauson Station to the City of Commerce.

PROPOSED IMPROVEMENTS

Pedestrian Infrastructure Improvements

Segment B will be designed to accommodate people walking. This may include, but is not limited to, improvements to existing sidewalks, lighting updates, new pedestrian signals, curb treatments such as curb ramps and curb extensions, enhanced crosswalks, shade trees and landscaping, and benches and shade structures. Details on all proposed improvements are included in Chapter 1.

Figure Ex-7. Bicycle Facility Types and Levels of Protection

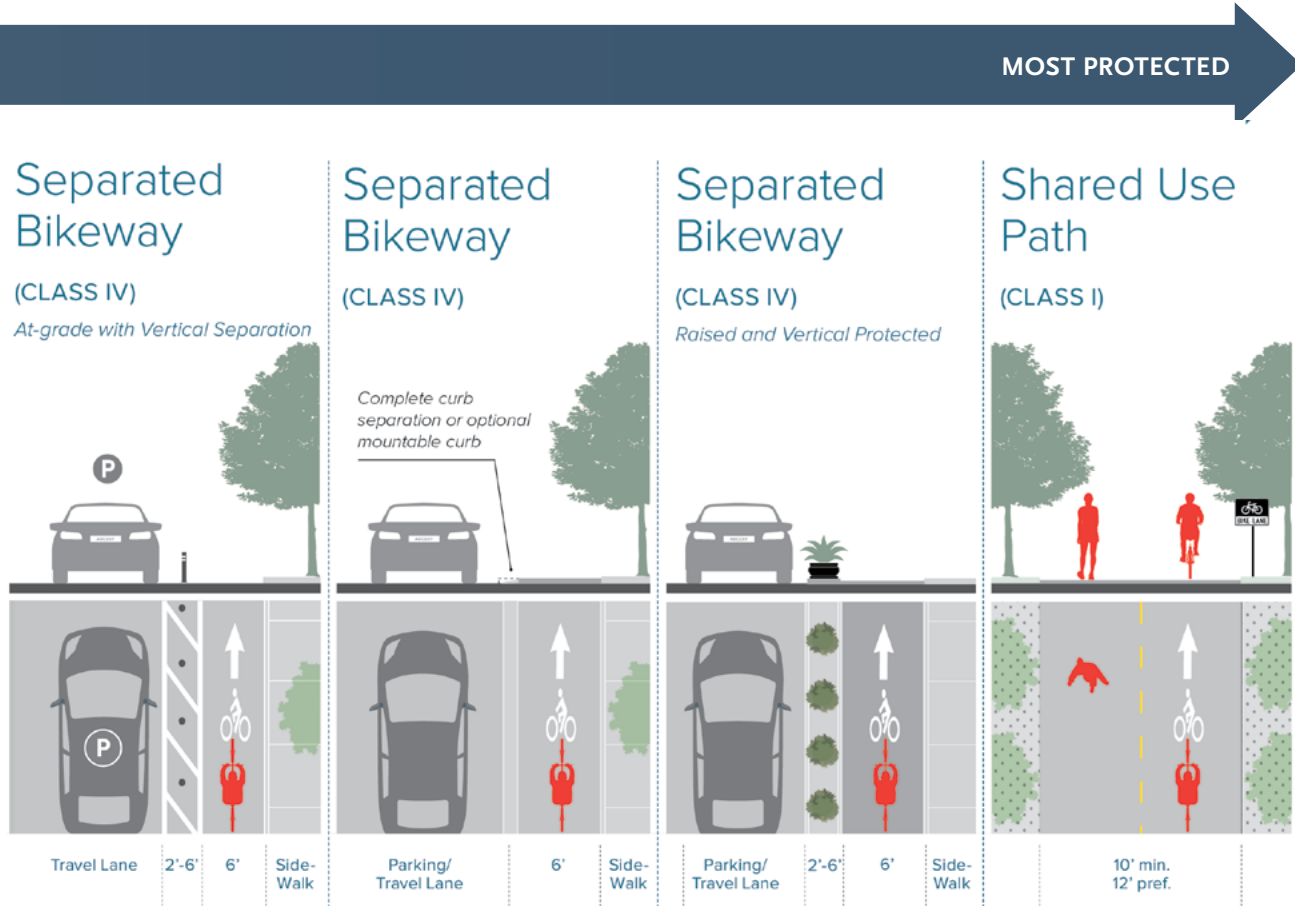


Bicycle Facility Types

A range of bicycle typologies were considered for Segment B. The project team considered Class I shared-use paths or Class IV separated bikeways with adjacent pedestrian facilities along major roadways. Along streets with low traffic volumes, Class III bicycle boulevards with traffic calming elements were also considered. Class II bike lanes or buffered bike lanes were considered where implementing Class IV bikeways would not be feasible due to traffic or parking impacts.

All on-street bicycle facility types can be implemented in the short-term using a cost-effective quick-build approach (e.g., materials such as paint and bollards). For long term solutions, more durable materials or road reconfiguration may be required.

Figure Ex-7 identifies the different bicycle facility options in order of user separation. Class I shared-use paths require the largest amount of right-of-way for the path and buffer, and were considered along existing railroad corridors.



TECHNICAL EVALUATION

Overview

The project goals set the stage for the alternatives analysis. The project team used a goal-based evaluation approach to develop and evaluate four viable project alternatives to measure how well they met the project vision and goals. Alternatives from the 2017 AA that ranked below the Randolph alternative were not brought forward because of safety concerns and ROW constraints. The project alternatives are described on page 20.

Evaluation criteria were developed to help measure how each alternative performed for each of the project goals. The criteria were used to evaluate the trade-offs between each alternative as part of the technical evaluation.

Each of the four alternatives include several trade-offs, summarized in the following pages and described in more detail in later chapters. The process used to develop and evaluate the alternatives is described in detail in Chapters 2 and 3.

Process

The Segment B SAA technical evaluation process was built upon the project goals. Screenings were conducted in two stages (Figure Ex-8). First, an initial screening examined the study area as a whole, and identified potential alignments based on previous planning efforts, current projects, existing conditions, opportunities and constraints, as well as input from local jurisdictions and the community. This first stage used Tier 1 fatal flaw criteria, such as connectivity between Slauson Station and the LA River, and connectivity to key destinations and EFCs, to help to identify alternatives for further study. Stage 1 took place in winter 2020-2021 and is described in detail in Chapter 2.


The second stage was the Alternatives Analysis which used detailed qualitative and quantitative evaluation criteria to assess the trade-offs between the four alternatives. These Tier 2 criteria measured how well the alternatives met the project purpose and need, project goals, and stakeholder and community needs. Stage 2 took place during spring and early summer 2021. Both Tier 1 and Tier 2 criteria built upon the initial criteria utilized as part of the 2017 Segment B AA study. The alternatives analysis process is described in detail in Chapter 3.

Figure Ex–8. *Technical Evaluation Process*

Chapter 1: PROJECT FRAMING


Review previous plans and current projects
Update Purpose and Need
Interagency coordination and input

Chapter 2: INITIAL SCREENING

Data collection and review
Opportunities and constraints analysis
Develop preliminary concepts for new alignments and typologies
Virtual field visit with local agencies for review and feedback
Community input 

STAGE 1: MANY TO 4

Chapter 3: ALTERNATIVES ANALYSIS

Conceptual engineering
Traffic and parking analysis
Preliminary costs
One-on-one meetings with local agencies for review and feedback
Community input 

STAGE 2: FROM 4 TO 1

PROPOSED ALTERNATIVES

The four project alternatives are described in Table Ex–2 and shown in Figure Ex–9.

Table Ex–2. *Summary of Project Alternatives*

Alternative	Length	Description
1: Randolph Street	4.33 miles	Alternative 1 follows Randolph Street from the Slauson A Line (Blue) Station to the LA River. The alternative utilizes a Class III bicycle boulevard with traffic calming between Holmes Avenue and State Street where Segment B will overlap with the WSAB project. At State Street, the alternative transitions to a Class IV separated bikeway. This alternative would require the fewest changes to the existing roadway following the construction of the WSAB project.
2: Slauson/Belgrave/Randolph	4.52 miles	Alternative 2 uses local corridors to circumvent some of the physical constraints along Randolph. This alternative begins along Slauson Avenue to Alameda Street East to Belgrave Avenue, where it utilizes a Class III bicycle boulevard to connect to Miles Avenue. It then transitions to Class II bike lanes south down Miles Avenue to a Class IV separated bikeway along Randolph Street.
3A: Holmes/Gage/Randolph	4.99 miles	Alternative 3A utilizes Gage to circumvent the physical constraints posed by the WSAB project along the western end of Randolph Street. This option connects to Gage via Slauson and Holmes Avenues. It utilizes Class II bike lanes along Gage Avenue before connecting back up to Randolph Street at Maywood Avenue. It continues as a Class IV separated bikeway along Randolph Street to the LA River.
3B: Slauson/Holmes/Gage	4.74 miles	Alternative 3B also utilizes Gage to circumvent the physical constraints posed by the WSAB project along the western end of Randolph Street. This option connects to Gage via Slauson and Holmes Avenues and continues down Gage to the LA River as Class II bike lanes.

Figure Ex-9. Project Alternatives



SUMMARY OF TECHNICAL EVALUATION

























Evaluation Criteria

A series of goal-based evaluation criteria were used to evaluate the four alternatives. These criteria are summarized in Table Ex-3 and described in detail in Chapter 3. In addition to the five goals, a Feasibility / Implementation screening was used to compare the alternatives, which analyzed their potential environmental impacts, permitting & coordination needs, and funding opportunities. The Feasibility / Implementation criteria largely helped compare between different bikeway facility types to help identify top-scoring alternatives. For example, in this study, alternatives with Class I shared bike/pedestrian paths generally scored lower than alternatives that were entirely within the public ROW because they are likely to have greater environmental impacts and permitting requirements.

Trade-offs

Each of the alternatives have a number of trade-offs related to the criteria under each of the project goals (Table Ex-4). Alternatives 3A and 3B scored highest for the Safety and Access goals, as they provide an opportunity for a dedicated bikeway facility that is separated from cars and a direct connection to the many community destinations along Gage Avenue. These alternatives score lower for Sustainable Mobility and Viability, as they provide a less direct route and have more traffic impacts.






Table Ex-3. *Summary of Technical Evaluation*

Alt #	Alternative	Safety	Access	Sustainable Mobility	Equity	Viability	Feasibility / Implementation
	Goal Weight	3	2	1	2	2	1
1	Randolph						
2	Slauson/ Belgrave/ Randolph						
3A	Holmes/Gage /Randolph						
3B	Holmes/Gage						

Overall, Alternative 1 scores best for Viability. The alternative would have the fewest impacts to existing traffic operations because it would not require a lane reconfiguration. It would also have a lower cost than the alternatives along Gage Avenue, with fewer expected

operations and maintenance needs. Finally, this alternative aligns best with existing planning efforts such as the MAT Randolph project. Detailed summaries of the trade-offs between the alternatives can be found in Chapter 3.

Table Ex-4. *Summary of Evaluation Criteria*

GOAL	DESCRIPTION	CRITERIA
Safety 	Does the alternative improve safety for bicyclists and pedestrians?	<ul style="list-style-type: none"> • Collision History • Degree of Separation • Intersections & Exposure to Vehicles
Access 	Does the alternative provide access to key destinations?	<ul style="list-style-type: none"> • Activity Centers • Transit Access • Access to Employment
Sustainable Mobility 	Does the alternative provide a direct route that would help reduce vehicle miles traveled (VMT)?	<ul style="list-style-type: none"> • Directness • Level of Traffic Stress • Supports Regional Active Transportation Network • Connection to LA River • User Demand
Equity 	Does the alternative support community needs?	<ul style="list-style-type: none"> • Equity Focused Communities • Community-Identified Destinations • Community-Supported Alternative
Viability 	Is the alternative viable?	<ul style="list-style-type: none"> • Traffic Impacts • Parking Impacts • Aligns with Planning Efforts • Operations & Maintenance • Capital Cost

COMMUNITY + STAKEHOLDER COORDINATION

Community Engagement

Community members provided input throughout the planning process (Figure Ex-10). The project team held three rounds of community meetings, with two meetings per round. In addition, two community surveys were issued to gather feedback beyond the community meetings. All meetings and materials were provided in both English and Spanish. Because of the COVID-19 pandemic, the majority of engagement activities were conducted virtually. However, the project team participated in three in-person community pop-up events hosted by the WSAB project team to gather community preferences on the four alternatives.

Chapter 4 details the community engagement process and the feedback received from the community.

Figure Ex-10. *Community Engagement*

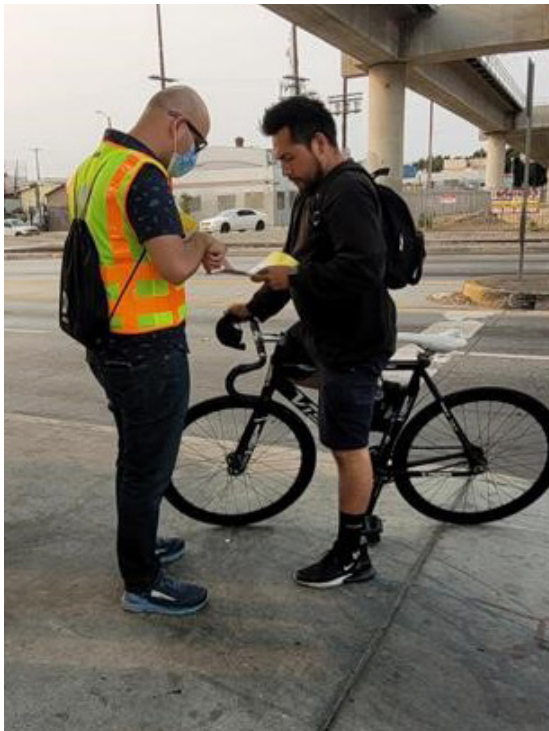
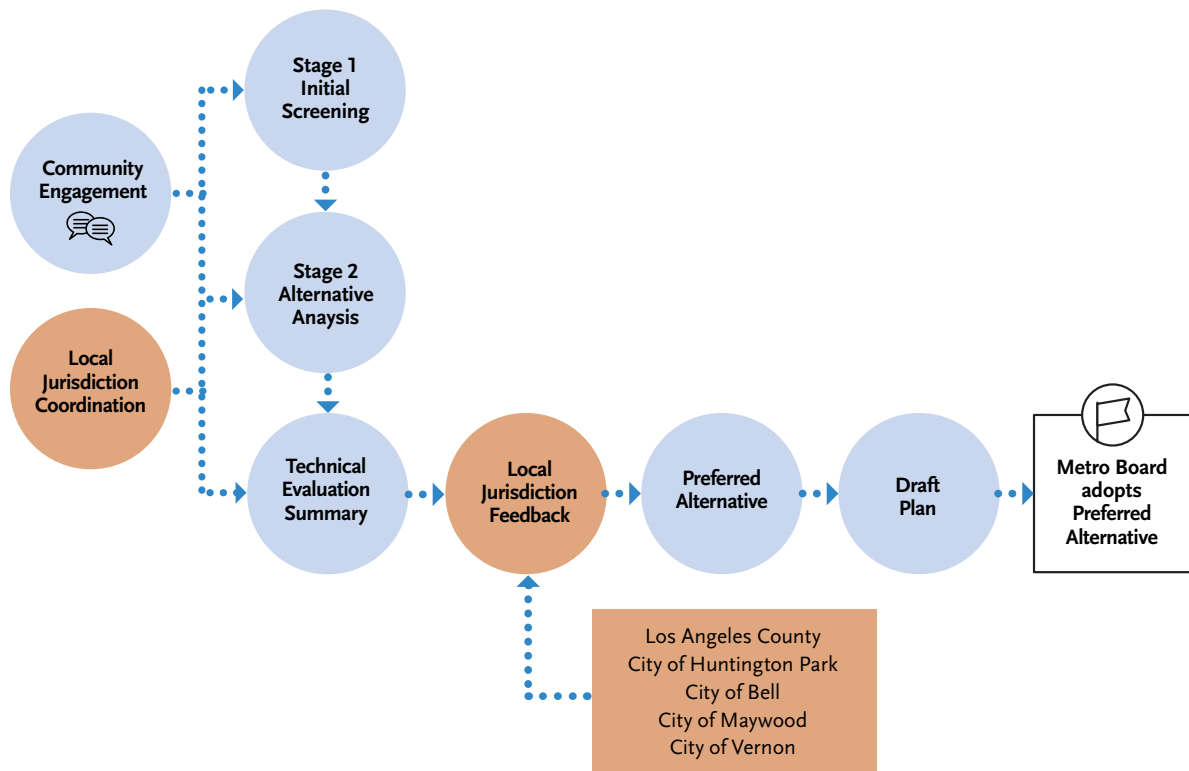


Stakeholder Coordination

Local jurisdictions also provided input throughout the planning process (Figure Ex-11). These project partners included the City of Los Angeles, County of Los Angeles, City of Huntington Park, City of Vernon, City of Maywood, and City of Bell. The City of Commerce was also included as the lead sponsor for the MAT Randolph project. The project team engaged with project partners via five Technical Working Group (TWG) meetings, as well as in one-on-one meetings. Because of the COVID-19 pandemic, all coordination meetings were conducted virtually.

Metro presented the results of the technical evaluation at the City of Huntington Park, City of Maywood, and City of Bell's City Council meetings in September 2021. Local jurisdictions expressed their support for Alternative 1 because of its alignment with the MAT Randolph project and fewer road reconfiguration and potential parking tradeoffs than on Gage Ave associated with Alternatives 3A and 3B. This feedback was used to identify a recommended alternative for the corridor.

Figure Ex–11. *Community and Stakeholder Feedback*



RECOMMENDATIONS + NEXT STEPS

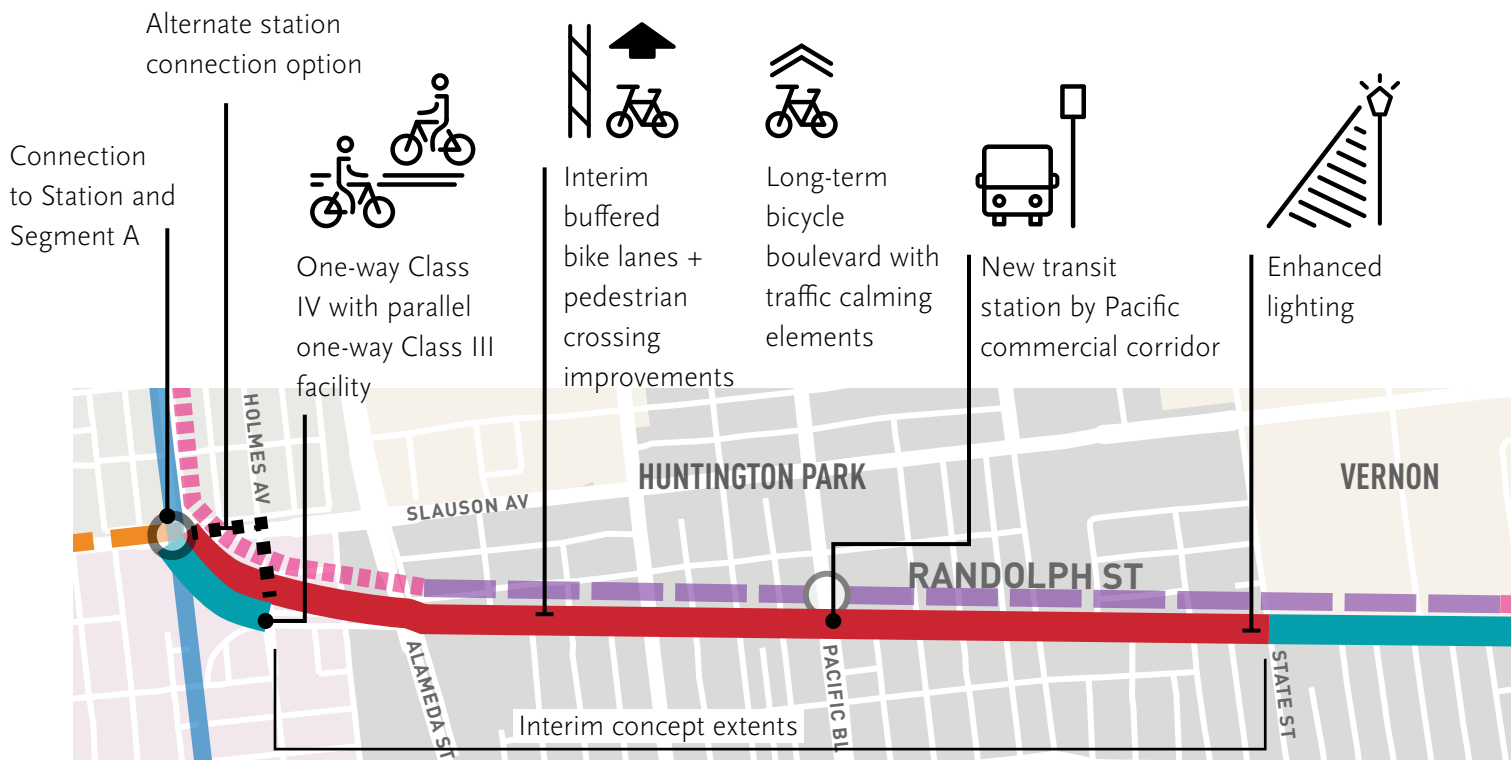
Overview

Overall, the Viability goal (i.e., traffic impacts and alignment with planned projects) drove the recommendations for this study (Alternative 1). Alternative 1 also scored high through the Feasibility / Implementation screen due to minimal environmental impacts, ability for permitting and coordination streamlining and opportunities for funding. In this regard, Alternative 1 improvements could be considered in related projects.

Additionally, the affected local jurisdictions expressed significant concern over the traffic impacts resulting from Alternatives 3A and

3B along Gage Avenue. They also expressed strong support for the Randolph corridor (Alternative 1). Because local jurisdictions would be responsible for implementing and maintaining Segment B, Alternative 1 (Randolph Street) is recommended as the preferred alignment. Alternative 1 also provides the most direct route between Segment A at the Slauson A Line Station and the LA River and shares many similarities with the related projects, including the project area and active transportation goal.

Figure Ex-12. *Alternative 1*

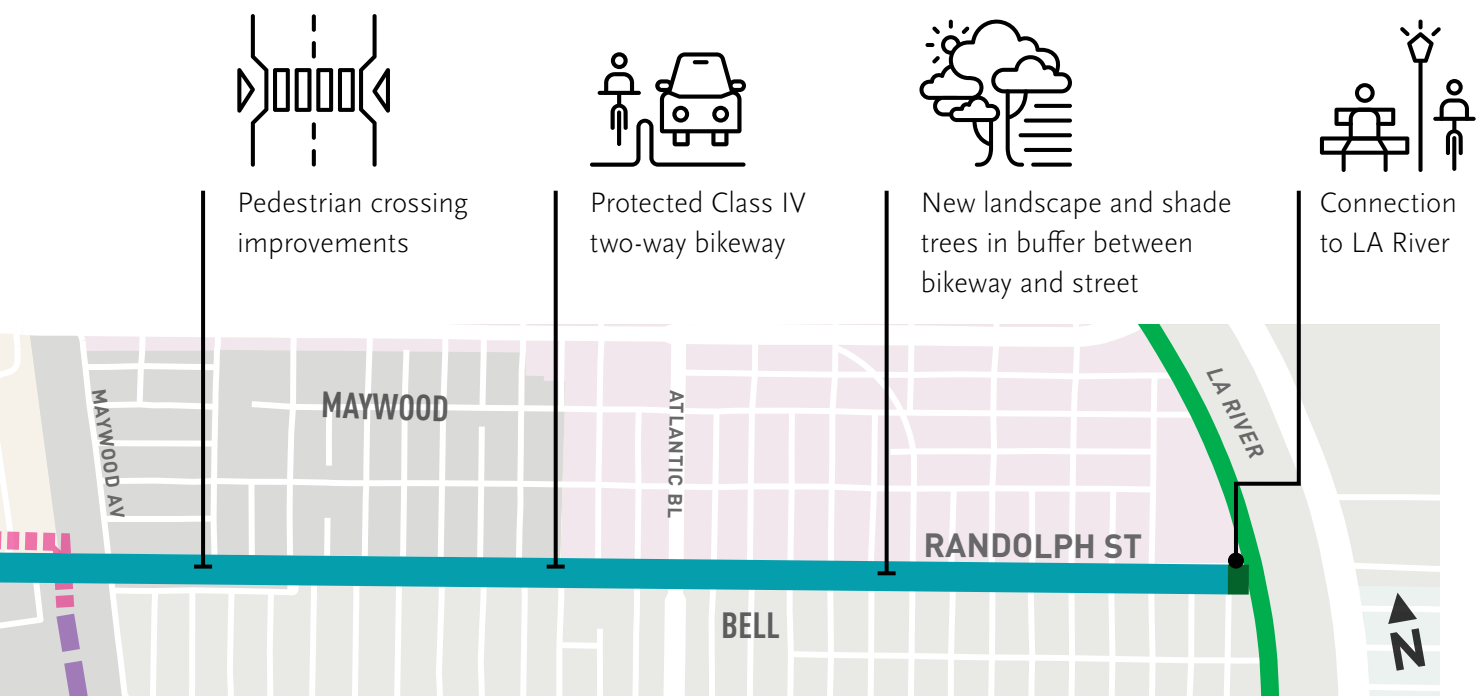


Alternative 1

The WSAB light rail project is currently under environmental review. This study considered the built condition of Randolph Street following construction of WSAB. After completion of WSAB and its proposed Pacific Boulevard station, Randolph's two existing traffic lanes will be reduced to one lane in each direction, with fewer intersecting north-south through streets, which will result in lower traffic volumes and travel speeds along the corridor. The recommended speed limit along Randolph within the WSAB project area could be lowered to 20-25 mph to further improve safety for bicyclists sharing the travel lane with motor vehicles. Randolph Street can accommodate all modes, including people biking, walking, and taking transit.

Prior to WSAB construction there is an opportunity for an interim condition along the overlapping at-grade WSAB segment of Randolph between Holmes Avenue and State Street to improve walking and biking conditions in a shorter time frame. This interim condition is described in detail on pages 28-29.

Figure Ex-12 provides an overview of potential improvements along Alternative 1. Pedestrians could use existing and new sidewalks adjacent to the street, with new crossing improvements such as curb extensions, high visibility crosswalks, and improved or new pedestrian signals. Amenities such as lighting, street trees, wayfinding, shade structures,



and bicycle racks may be provided at strategic locations (See examples of potential improvements and amenities on page 33). Following WSAB construction, people riding bikes would use a shared lane Class III bike boulevard between Slauson Station and State Street. Because a short segment of Randolph between Slauson Station and Holmes Avenue is a one-way eastbound road, a one-way westbound Class IV bikeway would run parallel to the Class III bike boulevard. East of State Street a two-way Class IV bikeway would provide a protected bikeway to the LA River creating opportunities for new shade trees and landscape in the buffer between the bikeway and the street.

There are also opportunities for local jurisdictions to consider alternative options if preferred. For example, LA County could consider an alternative connection to Slauson Station via Class IV separated bikeways on Slauson and Holmes Avenues rather than the one-way road segment along Randolph. Similarly, the City of Huntington Park may consider implementing Class II bike lanes or a Class III bicycle boulevard along Randolph Street east of State Street in areas where a Class IV facility would require parking removal. Concept design plans were developed for three alternatives (Alternatives 1, 3A, and 3B) and are included as Appendix J.

Interim Concept

Prior to construction of the WSAB project, interim Class II bike lanes could be installed by reducing the existing four-lane road to one lane in each direction, matching the future WSAB roadway configuration. A buffer between the bike lane and the roadway could be accommodated where space allows. In addition, pedestrian improvements including painted curb extensions and high visibility crosswalks at intersections could be installed using quick-build materials (Figure Ex-13). The interim condition would be removed once WSAB project construction begins, after which the roadway would transition to its long-term condition.

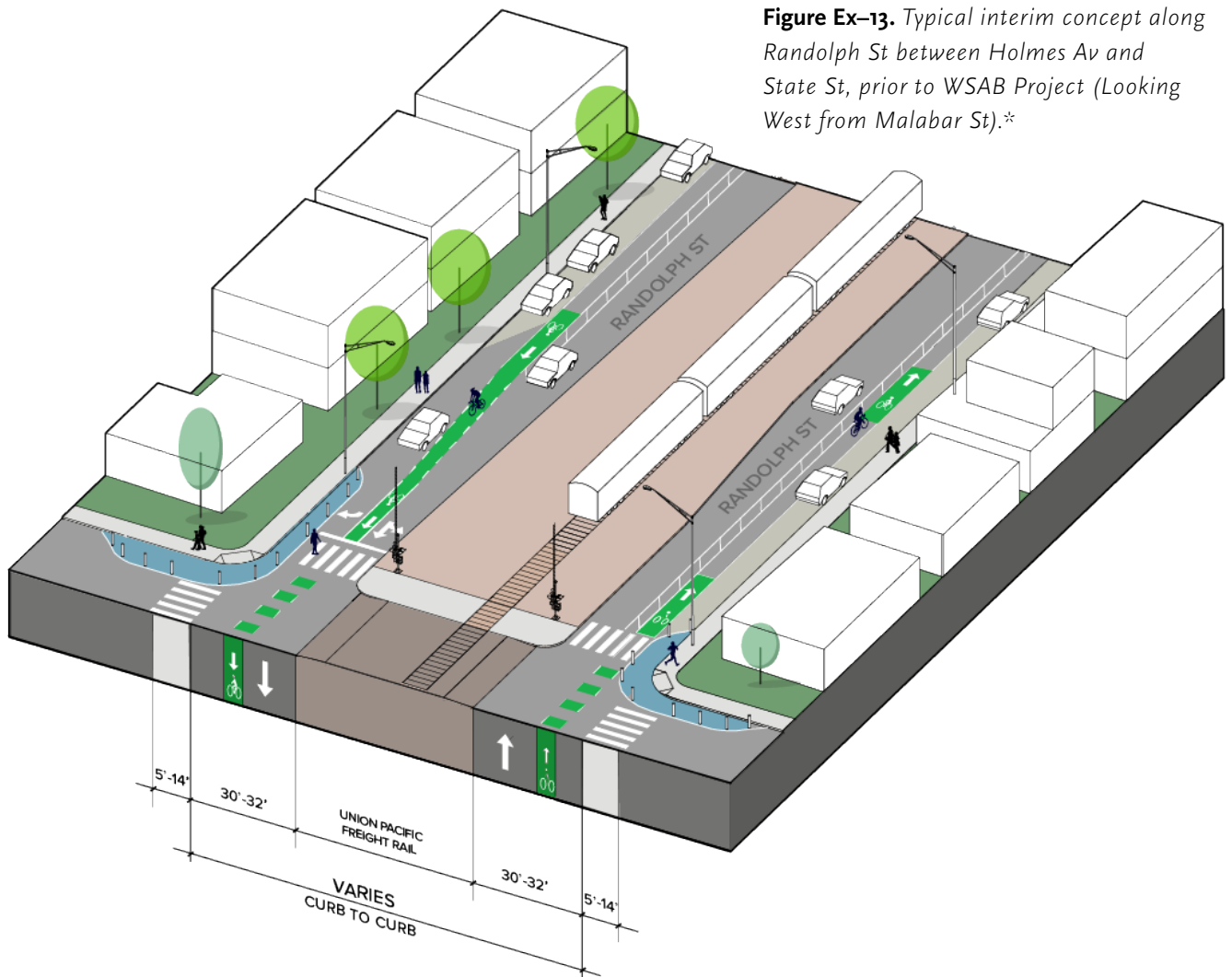


Figure Ex-13. Typical interim concept along Randolph St between Holmes Av and State St, prior to WSAB Project (Looking West from Malabar St).*

*Buffer can be accommodated where space allows

The long-term vision for the Randolph corridor includes a Class III bicycle boulevard between Holmes Avenue and State Street (Figure Ex-14), where it would transition to a two-way protected Class IV bikeway east of State Street to the LA River (Figure Ex-15). Pedestrian improvements could include new sidewalks, crossing improvements, lighting, shade trees, and wayfinding. The quick-build

Figure Ex-14. Typical long-term vision along Randolph St between Holmes Av and State St, after WSAB Project (Looking West from Malabar St).

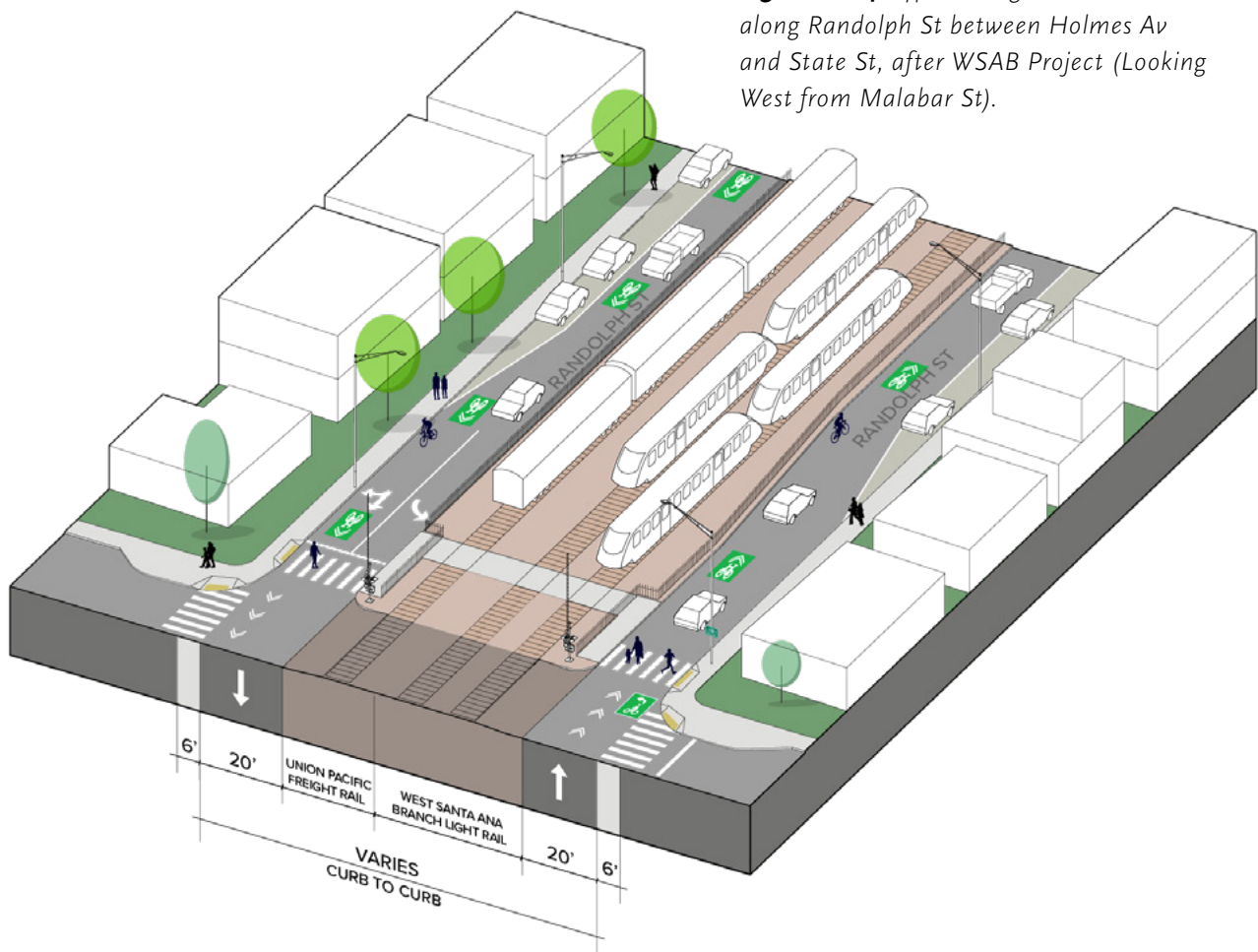
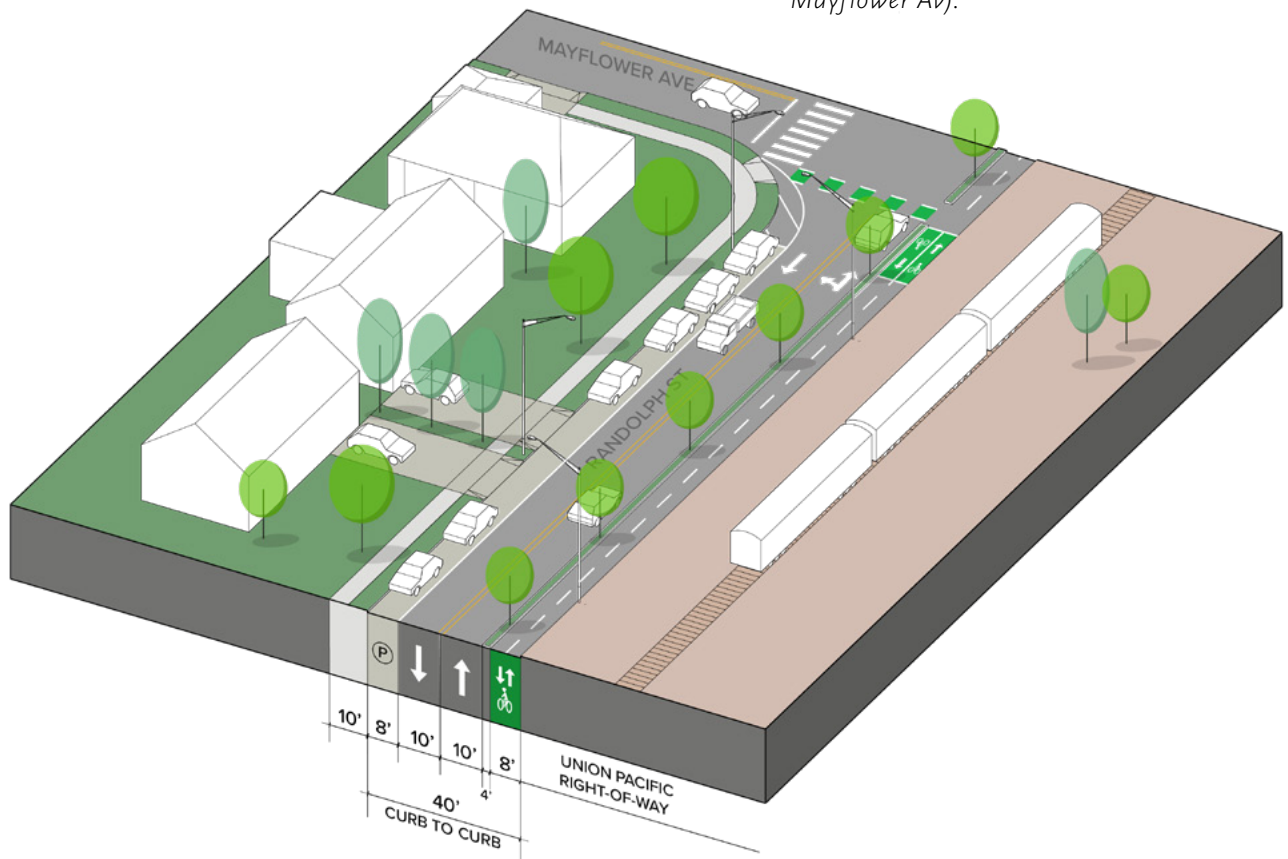


Figure Ex-15. Long-term vision along Randolph St from State St to the Los Angeles River (Looking West toward Mayflower Av).



Next Steps

Alternative 1 Randolph has broad support from local jurisdictions along the corridor. Because of this support, Metro staff is recommending a refined Randolph alternative to the Metro Board of Directors, which maintains the same alignment with the 2017 Segment B Locally Preferred Alternative (LPA). Following the Board recommendation, Metro staff will continue to coordinate with the cities on related projects. Local jurisdictions could consider and incorporate any of the proposed recommendations and elements. Additionally, WSAB FLM planning will be underway in late spring 2022, which could also consider active transportation improvements in the study area.



Sidewalk & street trees



Pedestrian-scale lighting



Pedestrian signal



Curb extension and crosswalk



Street trees



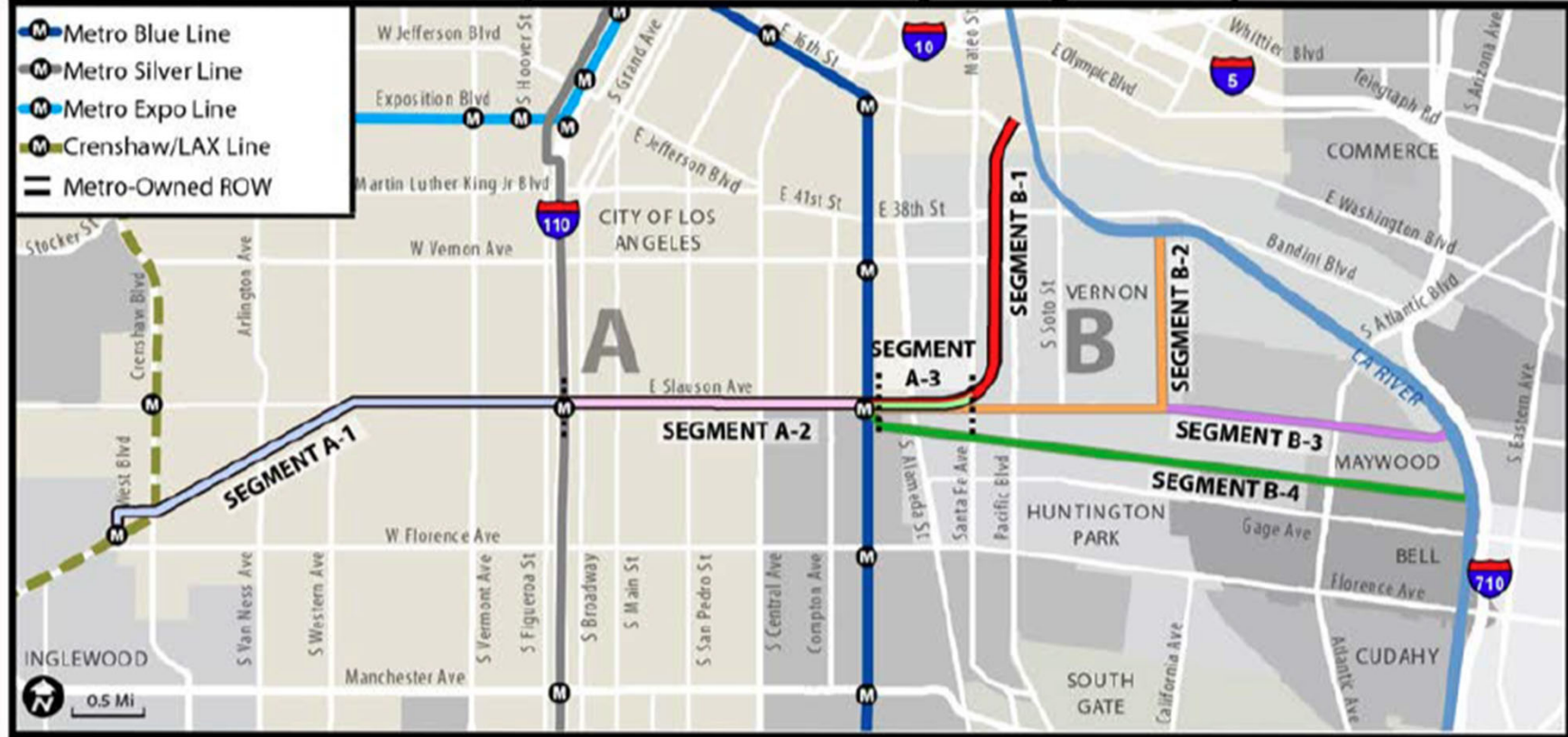
Wayfinding

Map of Rail to Rail/River Active Transportation Corridor



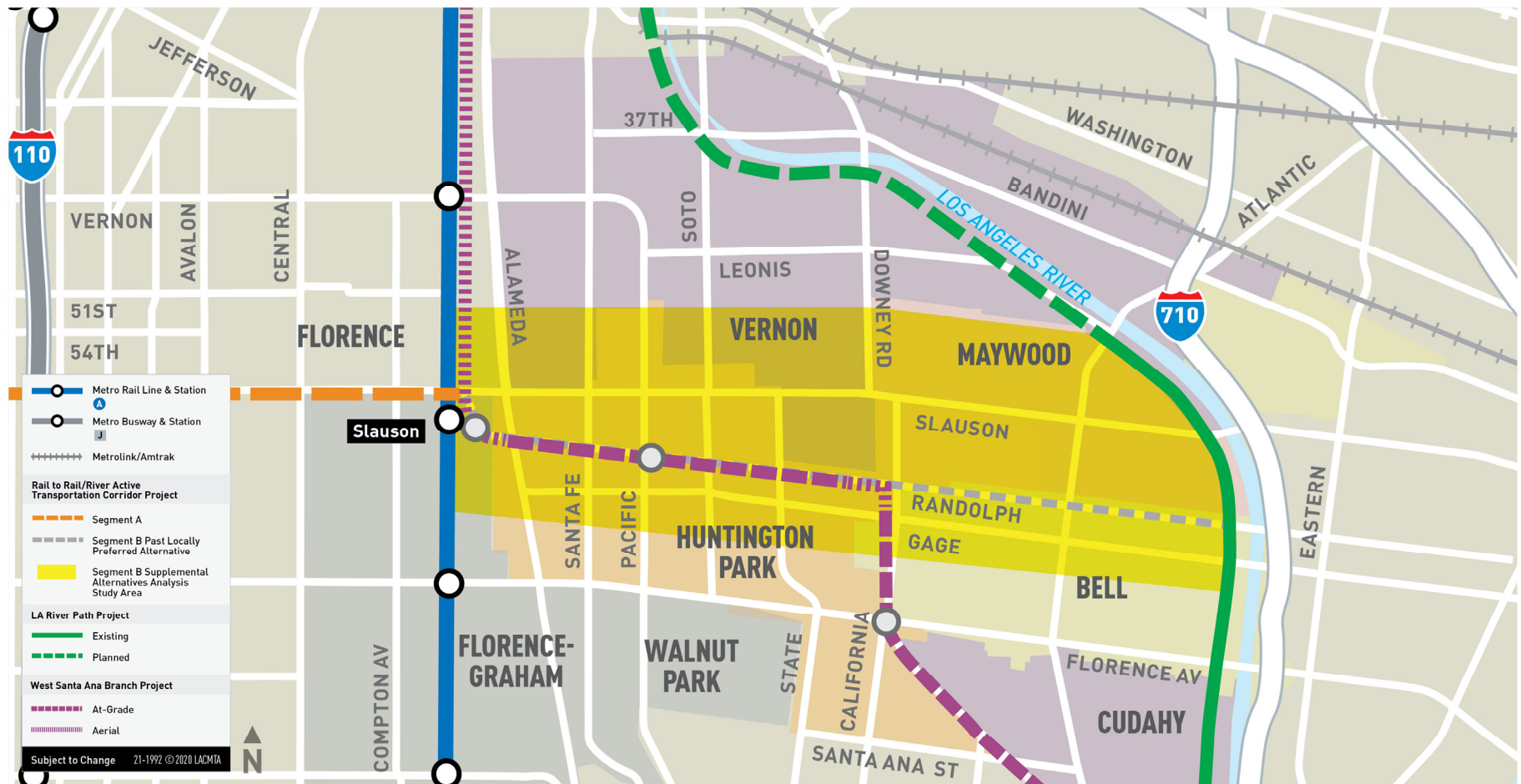
Map of 2016 Segment B Alternatives Studied

Rail to Rail/River Active Transportation Corridor Project: Segment Map



Map of Study Area

Rail to River Active Transportation Corridor Project



Map of Four Alternatives Studied in SAA

Rail to River Active Transportation Corridor Project



ATTACHMENT G

Letters of Support



Office of the City Manager

December 2, 2021

Mr. Anthony Jusay
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Subject: Rails to River Active Transportation Corridor Segment B: Huntington Park Support Letter for Alternative 1 – Randolph Street

Dear Mr. Jusay:

On behalf of the City of Huntington Park ('City'), I am writing to express our strong support for Alternative 1 – Randolph Street of the Rails to River Active Transportation Corridor Segment B Project. Alternative 1 – Randolph Street is the preferred route by our City because it will maximize pedestrian safety and minimize parking loss to our residents.

It is our belief that Alternative 1 – Randolph Street is the most viable option because it will connect the Slauson Station of the West Santa Ana Branch Project to the L.A. River. Additionally, Alternative 1 – Slauson Street merits strong consideration because it is consistent with the Randolph Metro Active Transportation Corridor Project that received a \$6.7 million grant from your agency. Together, the Cities of Commerce (lead agency), Bell, and Huntington Park, as well as Los Angeles County have been working to develop an active transportation corridor along Randolph Street which will benefit our shared-residents.

By contrast, our City is strongly opposed to the Alternatives 3a and 3b – Gage Avenue which will result in significant parking loss to our residents. Notably, at our September 21, 2021 City Council meeting, our City Council collectively voiced their opposition to Alternatives 3a and 3b – Gage Avenue and unanimously endorsed Alternative 1 – Randolph Street. This letter serves reflects the formal position of our City Council and City in support of Alternative 1 – Randolph Street.

Our City appreciates Metro's advocacy for safe travels that utilizes a health and wellness component to improve the overall environment of the region. In this spirit, we are hopeful that your agency will see the positive benefits of Alternative 1 – Randolph Street as a new mode of transportation for our residents.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Ricardo Reyes", is written over a horizontal line.

RICARDO REYES
City Manager

Cc: Board, Los Angeles County Metropolitan Transportation Authority
Huntington Park City Council



November 1, 2021

Stephanie N. Wiggins
Chief Executive Officer
Los Angeles Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

Subject: Rail to River Active Transportation Corridor Segment B – Support for Alternative 1

Dear Ms. Wiggins:

The City of Bell greatly appreciates Metro's ongoing efforts to provide a transportation network that improves regional access for all areas of the County and promotes healthy neighborhoods and linkages between local communities, schools, shopping, employment centers, major transit facilities and other key destinations.

On September 8, 2021, Metro staff provided a presentation to the Bell City Council on the Rail to River Active Transportation Corridor Segment B Project. The goal of the Rail to River Segment B project is to provide a safe dedicated biking and walking path (approximately 4.3 miles long) from the Slauson Metrolink Station to the Los Angeles River. Metro analyzed four alignments that traverse through Los Angeles County and the Cities of Huntington Park and Bell, utilizing a combination of streets that included Randolph Street and Gage Avenue.

On behalf of the Bell City Council, I am writing to express my support for "Alternative 1" which utilizes the Randolph Street corridor for the entire length of the Segment B project. As you know, in January 2021, the Cities of Commerce, Bell, and Huntington Park, and LA County ("MAT Team") were awarded a Metro Active Transportation (MAT) Grant in the amount of \$6.7 million to develop an active transportation corridor along Randolph Street.

Over the last several months, the Randolph MAT Team has expressed its concerns to Metro staff about implementing bike lanes on Gage Avenue as the bike lanes would result in the loss of traffic lanes or parking in both directions. The proposed "road diet" on Gage Avenue would create traffic congestion on Gage Avenue and divert an estimated 14,000 vehicles daily onto Florence Avenue, worsening traffic conditions on Florence Avenue. Therefore, Bell's preferred alignment is to use Randolph Street from the Slauson Station to the LA River, or Alternative 1, as it is consistent with the Randolph MAT Corridor Project that is already in progress.

In addition, Bell staff believes Alternative 1 is a safer option as traffic volumes on Randolph Street are much less than on Gage Avenue and would utilize the Union Pacific Railroad right-of-way

adjacent to Randolph Street to create a two-way bikeway that is separated from the roadway. Furthermore, the Huntington Park City Council also recently endorsed Alternative 1 as the preferred alignment.

Therefore, the City of Bell respectfully requests Metro to pursue the Randolph Street alignment, or Alternative 1, as the preferred alternative for the Rail to River Segment B Project. Thank you for your consideration.

Sincerely,



Alicia Romero
Mayor

cc: Carlos Islas, Acting City Manager
Allan Perdomo, Director of Community Services
Bill Pagett, City Engineer
Tony Jusay, Project Manager, Rail to River (Segment B)
Jacob Lieb, Sustainability Policy Manager
Nancy Pfeffer, GCCOG Executive Director
Metro Board Member Fernando Dutra
Metro Board Member, Supervisor Hilda Solis
Metro Board Member, Supervisor Janice Hahn



CITY OF COMMERCE

PUBLIC WORKS DEPARTMENT

January 18, 2022

Anthony Jusay
Project Manager
Los Angeles County Metropolitan Transportation Authority
MS 99-22-6
One Gateway Plaza Los Angeles, CA 90012-2952

Subject: Rails to River Active Transportation Corridor Segment B Support Letter for Alternative 1 – Randolph Street

The City of Commerce (lead agency) along with partner agencies including Cities of Bell, Huntington Park and the County of Los Angeles are grant recipients of the Metro Active Transport (MAT) Grant Program for the Randolph Corridor. I am writing to convey our support for Alternative 1 - Randolph St identified through Rail to River Segment Supplemental Alternative Analysis efforts. This alternative is consistent with the grant application and our conceptual ideas envisioned for pedestrian and bicycle improvements for the MAT Randolph corridor.

We understand that Cities of Huntington Park and Bell have submitted their Letter of Support recently expressing their support position for Alternative 1 - Randolph and opposition for Alternative 3A and 3B - Gage Avenue as those changes would include either parking loss or travel reductions within their jurisdiction.

This letter reflects the City of Commerce's support for Alternative 1, Randolph

Sincerely,

Daniel Hernandez

CC: MAT Sponsor Agencies
Gateway COG
Metro Board

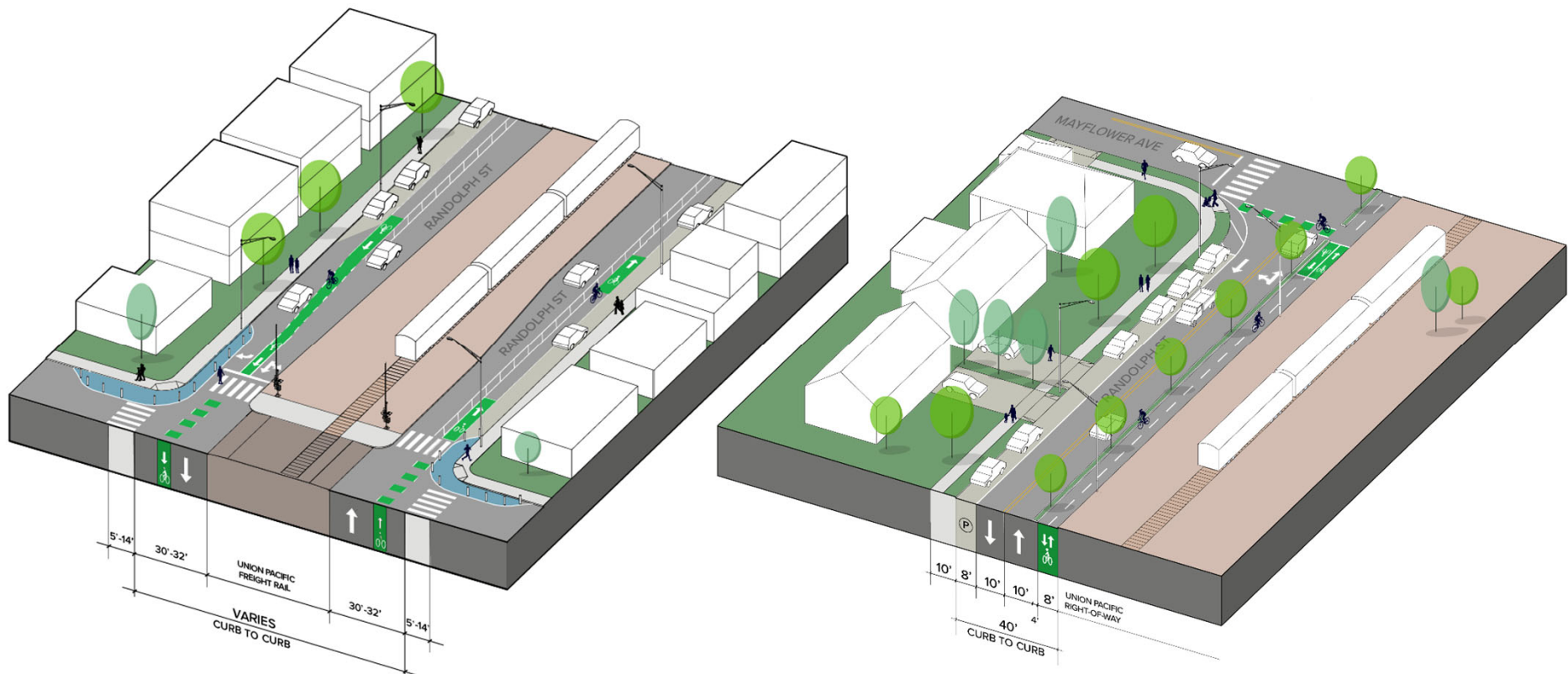
SAA Recommended Randolph Improvements

Interim Class II Bike Lanes*

Randolph between Holmes Ave & State St

Permanent Class IV Separated Bikeways

Randolph between State St & LA River



*Buffer can be accommodated where space allows



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

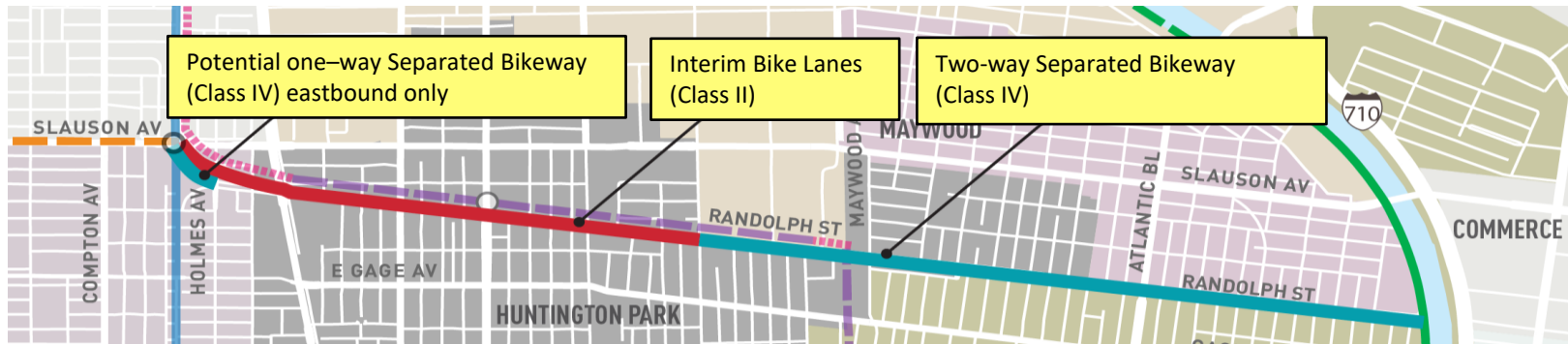
Project Background

- 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

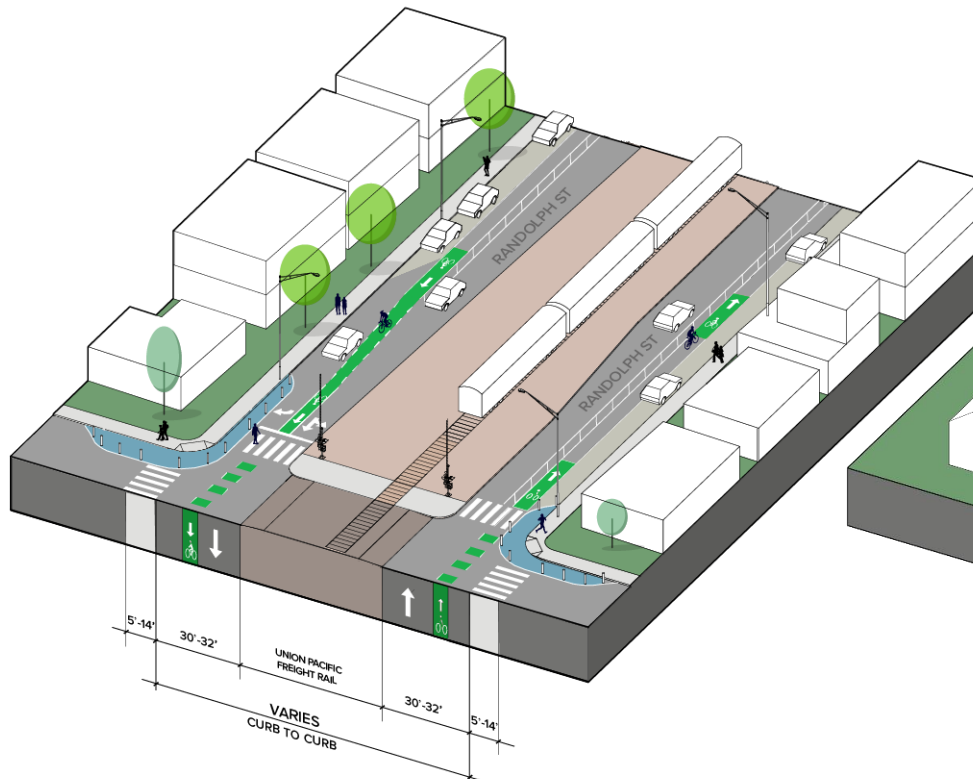
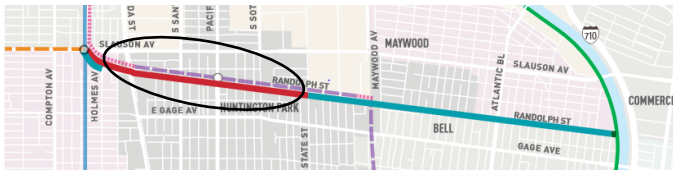
Alternative 1: Randolph



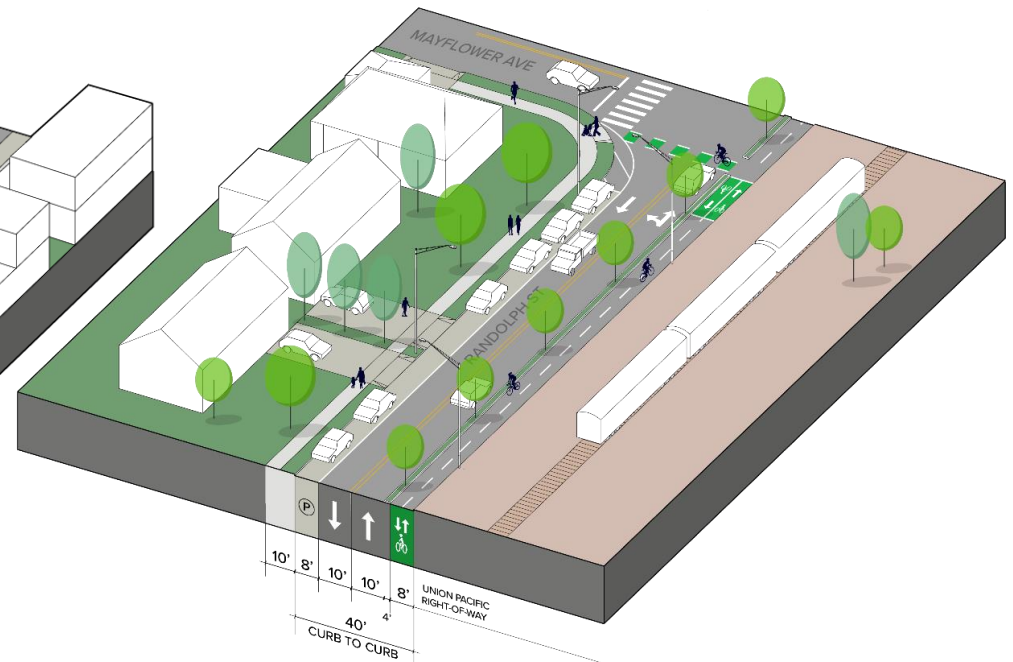
- > Most direct route between A Line and LA River
- > Connects to future WSAB Pacific/Randolph station
- > Strong support from Cities – Letters of Support from cities of Huntington Park, Bell, and Commerce
- > Strong historic support from community for active transportation facilities

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