



## RAIL TO RIVER ACTIVE TRANSPORTATION CORRIDOR PROJECT – SEGMENT B

# We're creating connections for biking and walking in South LA.

Metro has a plan to make it easier to get around LA County, including streets that are safer for everyone: motorists, cyclists and pedestrians. The Rail to River Active Transportation Project seeks to improve bicycle and pedestrian connections between the Metro A Line Slauson Station and the Los Angeles River path.

### Overview

The Rail to River Segment B project (Segment B) is the eastern segment of the larger Rail to Rail/Rail to River Active Transportation Corridor. Segment A of the project is referred to as “Rail to Rail” (approximately six miles) because it connects the Metro K Line from the Fairview Heights Station to the Metro A Line Slauson Station. Segment A is currently under construction and is anticipated to open in 2025.

Segment B is referred to as “Rail to River” because it extends the project further east (approximately four miles) from the Metro A Line Slauson Station to the Los Angeles River, connecting the cities of Bell, Maywood, Huntington Park and the Florence-Firestone community in unincorporated Los Angeles County.

Prior to the Metro Board approval of Randolph St as the preferred alignment, the City of Commerce secured grant funding for similar improvements on Randolph Street as part of the Randolph Corridor Active Transportation (AT) project. Collaborative efforts between Metro and the City of Commerce, as well as the cities of Bell, Maywood, Huntington Park and the Florence-Firestone community in unincorporated Los Angeles County will bring AT improvements along Randolph St. Together, the projects aim to provide a safe, comfortable, and continuous AT corridor linking Segment A to the LA River and improving the way people walk, bike and roll throughout the region.

### Partnership and collaboration with Randolph Corridor AT Project

The Randolph Corridor AT project is funded through the Metro Active Transportation program that extends from the Metro A Line Slauson Station to the City of Commerce. Given the overlap with Segment B, this shared alignment provides the opportunity to leverage resources, promote efficiencies and continue Metro's commitment to empower local jurisdictions to prioritize improvements best suited for their communities.

### Project history

In 2017, Metro concluded the Segment B Alternatives Analysis (AA) and adopted Randolph Street as the preferred alignment. Upon further development of the Southeast Gateway Line (SGL), Metro discovered that the railroad right-of-way, where Segment B and SGL overlap, could not support both projects. Subsequently, a Supplemental Alternatives Analysis (SAA) was initiated to reevaluate Randolph Street and potentially identify additional alternatives for this corridor.

Once concluded, the Metro Board reaffirmed Randolph St as the preferred alignment to be implemented entirely within the public right-of-way. Since the SAA, Metro has begun design and environmental clearance on active transportation improvements within the Randolph St roadway. Additional coordination between the neighboring cities and respective project teams have led to a collaborative approach for implementing the proposed improvements.

### Project timeline

WINTER 2024

SPRING/SUMMER 2025

Develop preliminary design  
Present preliminary design

Finalize design  
Develop refined design





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## PROJECT MAP



### CONTACT US

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