

# Willowbrook/Rosa Parks Station Improvement Project MSRC Contract No. MS16127

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Prepared for the Mobile Source Air Pollution Review Committee (MSRC)  
under the AB 2766 Discretionary Fund Work Program



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## Disclaimer

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## Project Description

### Background

Since the completion of the Metro Blue Line in 1990 and the Metro Green Line in 1995, the Willowbrook/Rosa Parks Station (Station) has evolved from a neighborhood station into the fourth most heavily used station in the Metro system. The Station is located at the intersection of the I-105 Freeway and Wilmington Avenue in the Willowbrook community of unincorporated Los Angeles County, as shown in Figure 1 in the regional context and Figure 2. The Station is at the intersection of two light rail lines, the Metro A (Blue) and C (Green) Lines and serves as a major transit hub with six Metro bus lines and several community and municipal shuttles. Willowbrook is an economically distressed community with a disproportionately large transit dependent population.

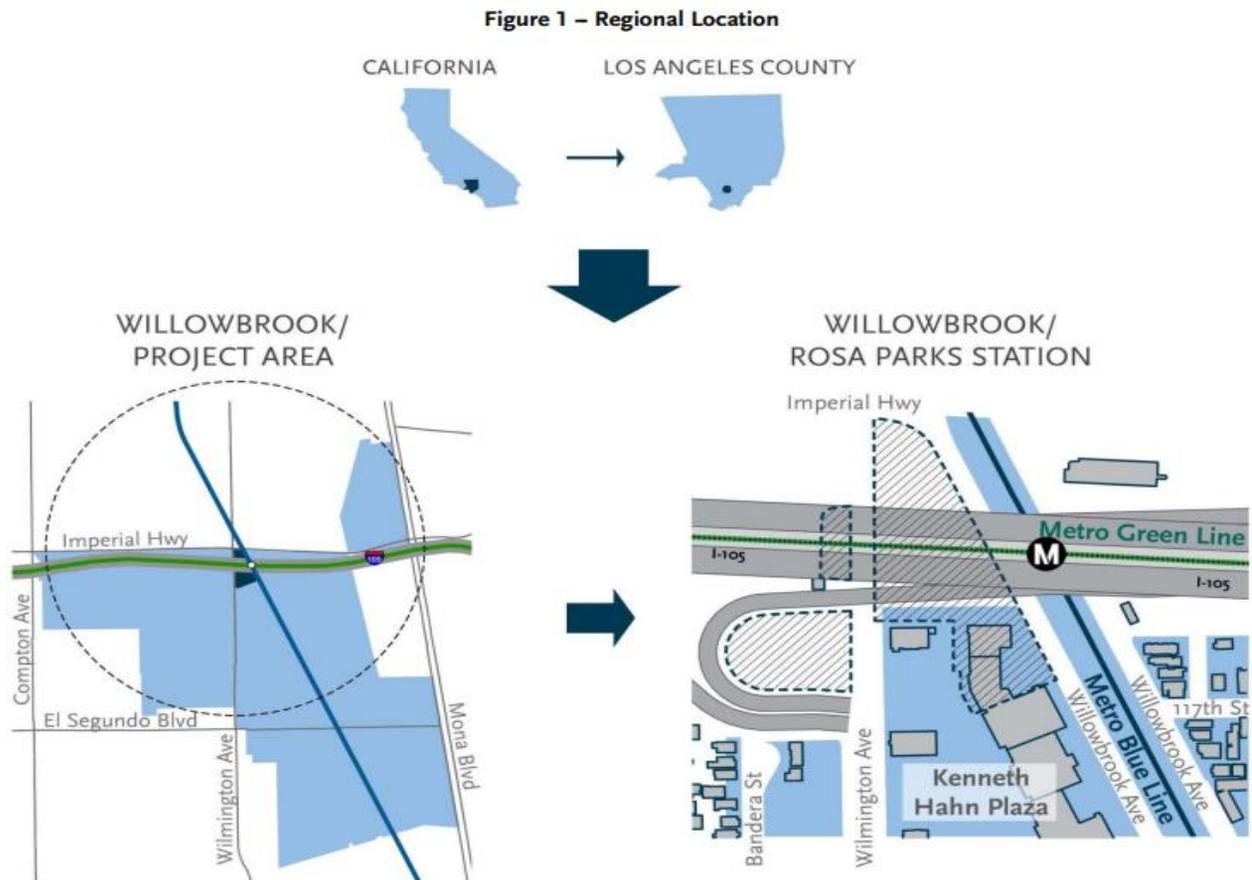
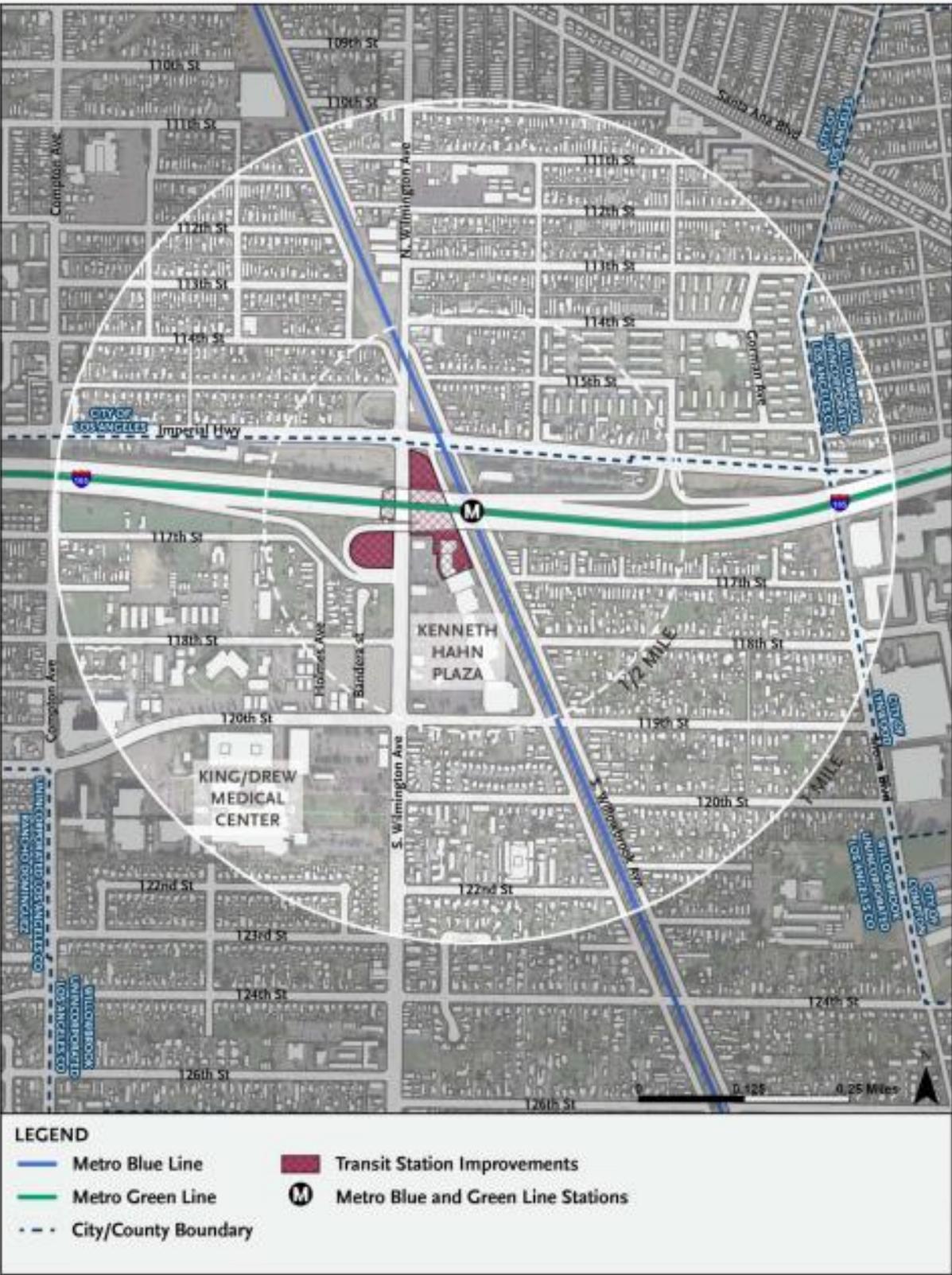


Figure 2 – Willowbrook/Rosa Parks Station Improvement Project Site



With the planned extension of the Metro C Line (Green) service to the South Bay, and the opening of new Metro Rail lines, including the Crenshaw/LAX Transit Corridor, Regional Connector, and Metro D Line (Purple) extension, the Station will be part of an expanded rail system that will make available a wider range of regional employment, educational, and cultural opportunities for the low income and minority residents of the Willowbrook community.

The Willowbrook/Rosa Parks Station Improvement Project will provide significant upgrades to expand the station's multi-modal capacity and role as a quality community resource. The goals for the project are to:

- Enhance safety and security
- Improve connections to the surrounding community
- Expand station capacity
- Streamline rail and bus transfers

In order to meet these goals, the Project designed and constructed the following betterments:

- Extended the Metro A Line (Blue) platform by approximately 30 feet to reduce crowding
- Reconfigured the pedestrian crossing and entrance to the extended Blue Line platform to improve safety, visibility, and circulation
- Connected the station area with a new multi-purpose plaza incorporating a bike mobility hub, transit security facility and Metro customer service center
- Constructed a new mid-block pedestrian promenade which establishes a clear physical connection between the new transit plaza and the neighborhood major employers, schools, and health service providers
- Organized pedestrian circulation through the Station with improved wayfinding signage throughout the Station
- Upgraded the elevators, escalator, and stairs to the Metro A (Blue) and C (Green) Line platforms
- Constructed new escalator and elevator from the Metro A (Blue) Line platform to the mezzanine
- Relocated bus bays to create a safer and more comfortable area for patrons
- Constructed a new shade canopy at the extended Blue Line platform and installed new canopies at the bus bays
- Improved lighting, landscaping, and signage throughout the site

The project also featured the construction of an expanded mezzanine between the A Line (Blue) and C Line (Green) platforms and added two new staircases and a new elevator, resulting in a total of three different vertical circulation elements to serve transfers between the Metro Blue and Green Line.

Moreover, the expanded mezzanine provides a redundant path between the mezzanine and the Blue Line platform providing a more even distribution of passengers along the length of the Blue Line trains, allowing for shorter transfer times between rail and bus services. Smaller queues at each vertical element will also create a safer environment on the Blue Line platform for customers waiting to board the Blue Line trains. The distribution of elements on the mezzanine and their alignment with the Blue Line creates a natural circulation pattern whereby Blue to Green transfers use the southern

elements, while Green to Blue passengers use the northern staircase. This circulation pattern alleviates unsafe mixing constraints on the mezzanine, leading to smoother flows on the platform.

## Problems Encountered

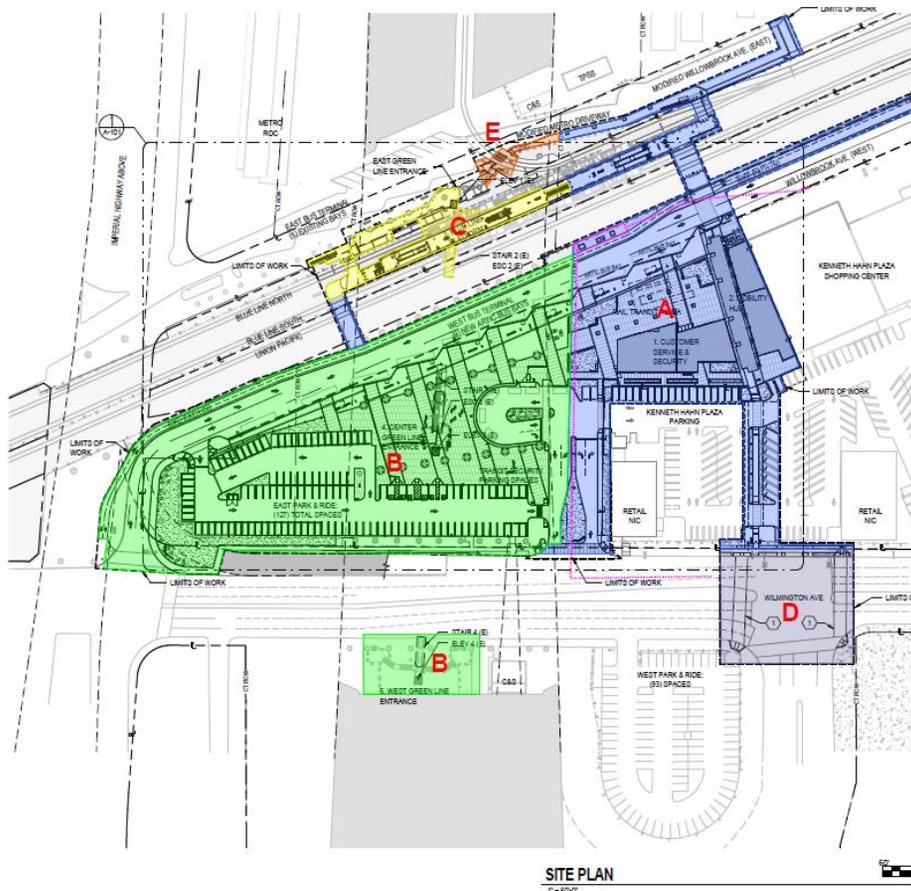
On December 1, 2016, the Board adopted a Resolution of Necessity authorizing the commencement of an eminent domain action to acquire fee and leasehold interests in real property, which consisted of the north section of the existing Kenneth Hahn Shopping Center. The acquisition of the Property was necessary for construction of the Project as it created a prominent area for the public plaza and connected the station to the surrounding community. At the time of this resolution, the appraised fair market value of the property and property interests was estimated at \$3,254,000.

In May 2018, the Board approved the Life of Project (LOP) Budget for the Willowbrook Rosa Parks Station Improvement Project (Project) in the amount of \$109,350,000, which included a budget for real estate acquisition of \$6,792,600.

In addition, the design development of the Project was coordinated with several 3<sup>rd</sup> party agencies including Caltrans, County of Los Angeles, and Union Pacific Railroad. Moreover, significant funds were secured, including \$10.25 million from the United States Department of Transportation TIGER VI grant requiring the completion of the Project by Summer of 2021.

As a result, the Project encountered both significant increases to the budget and potential schedule delays. Within these parameters, the Project Team determined that WRP would be delivered most efficiently per the following:

- WRP would be separated into four main Packages to maintain as much safety and efficiency in the public operations of the Station
- Define the scope of the packages based on the most efficient delivery method with regards to the various 3<sup>rd</sup> party requirements and deadlines
- Prioritize the Packages to align with the New Blue schedule, 8-month full closure of the Station and public opening



Per the key plan above, the following is a summary of the Project Packages:

- Early Start Package (Packages E+D): Installation of preliminary utility work and freeway crosswalk in preparation for the main Packages of the Project. Package scope defined by grant deadlines and coordination with LA County Street Improvement Work.
- Package A: Includes the Public Plaza, Customer Service/Security Building, Mobility Hub Building, Pedestrian Promenade connecting the new Station to Wilmington Ave and new southern pedestrian crossing to the renovated A Line (Blue) Station. The scope of Package A was defined to meet FTA TIGER VI Grant requirements and separate the Metro-owned project area from the Caltrans Right-of-Way.
- Package B: Includes improvements to the Bus Bays, Central C Line (Green) Plaza, addition of a new Drop-Off zone and the redesign of the Park and Ride Lor. Also, part of the TIGER VI Grant. This scope was separated from the other Packages as it is the only portion of the Project within the Caltrans ROW and their jurisdictional requirements.
- Package C: Extension of the A Line mezzanine and north end of the A Line platform. Combined with Package A to renovate the A Line platform in one project and to meet the expeditious New Blue Schedule.

Construction of the Early Start Package began December 2017 and was completed in time for the start of Package A+C Construction. After an IFB process, the Design/Bid/Build Contract No. C1161 Willowbrook/Rosa Parks Station Improvement Project

for Packages A+C was awarded to Icon West Inc. (IWI) in June 2018 with construction commencing in August 2018. This Project was expedited to allow for the A Line Station Work to be completed in time for the New Blue Opening. As a result of these efforts, the WRP A Line Station opened to the public as scheduled on November 1, 2019, as part of the New Blue, while the public plaza, buildings, pedestrian crossing, and bus bays opened in October 2020. With that understanding, Metro issued a Certificate of Substantial Completion on November 19, 2021

## Emissions Benefits and Community Impacts

### Greenhouse Gas Impacts

After experiencing deep declines and ongoing fluctuations in bus and rail ridership levels due to the COVID pandemic and Omicron variant, ridership continues to rebound to pre-Covid levels. As a result, effective Sunday, June 26, 2022, Metro will begin the process of working towards a full restoration of service in order to match the increased traffic experienced today. With that understanding, the Project is expected to reduce greenhouse gas emissions due to increases in transit ridership and reductions in automobile vehicle miles traveled associated with shorter transfer times between rail lines and between bus and rail. Moreover, the Project supports the surrounding community by improving linkages to key activity centers and regional significant destinations located within a 10-minute walk of the Station, increasing first-last mile connections, and providing new mobility options for residents and commuters.

The California Life-Cycle Benefit/Cost Analysis Model Version 6.2 was used to calculate emissions reductions.

#### Emissions Reductions Results

EMISSIONS REDUCTION	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	1,484	74	\$0.2	\$0.0
CO <sub>2</sub> Emissions Saved	727,685	36,384	\$22.5	\$1.1
NO <sub>x</sub> Emissions Saved	121	6	\$5.7	\$0.3
PM <sub>10</sub> Emissions Saved	7	0	\$2.5	\$0.1
PM <sub>2.5</sub> Emissions Saved	7	0		
SO <sub>x</sub> Emissions Saved	7	0	\$1.0	\$0.0
VOC Emissions Saved	150	7	\$0.4	\$0.0

### Community Impacts

After consideration of the environmental analysis prepared to assess the impacts of the larger station improvement project, no significant impacts or adverse effects were identified. In summary, the following are the findings:

- The project would not change the existing use of the project site or surrounding community land uses.

- The project would not induce adverse effects on planned growth or land use.
- The required business relocations, due to the demolition of the northern portion of the Kenneth Hahn Plaza Shopping Center (KHP), would be accommodated within the remaining portion of KHP or within the neighborhood. Metro would provide relocation and compensation for loss of goodwill in accordance with Federal and State acquisition and relocation regulations.
- The project would neither create negative traffic impacts nor exacerbate air quality or greenhouse gas impacts.
- The project site does not support sensitive plant or animal species and is not within an ecologically sensitive area.
- The project site does not include or affect any known cultural, historical, recreational, or other resource.
- There would be no adverse noise and/or vibration impacts or effects.
- The project would not result in any water quality impacts or effects.
- The project would have beneficial impacts for the surrounding environmental justice communities.
- The project would not individually or cumulatively create any significant or adverse environmental impacts or effects.
- During construction, rail, bus, shuttle, and parking operations will be impacted. These impacts would be temporary and mitigated by operations and construction coordination efforts.

## Photographs & Outreach





Civic Plaza



**Customer Service Center**



Customer Service Center



**Bike Hub**



Expanded Mezzanine



**Extended A (Blue) Line Platform**



Southern Crossing to Extended A Line Platform



**Bus Bays and Shelters**



**New Passenger Pick-up and Drop-off area**



### Art benches and parasols

Copy of media/outreach materials and news clippings for the Project may be found in Attachment A.

## Summary and Conclusions

The Project will improve the Station's capacity and accessibility and integrate it with the surrounding community. These improvements are expected to increase use of the light rail and bus transit lines operating from the Station, which would reduce regional vehicle miles traveled and associated air quality impacts.

In conclusion, this revitalized regional facility will provide thousands of Metro patrons with superior access to local treasures and amenities, including the County's most advanced health care services provider, the rebuilt Martin Luther King Jr. Medical Campus, and the Charles Drew University of Science and Medicine.

## **Acknowledgments**

This report was submitted in fulfillment of Contract No. MS16127 and the Willowbrook/Rosa Parks Station Improvement Project by Los Angeles County Metropolitan Transportation Authority under the partial sponsorship of the Mobile Source Air Pollution Reduction Review Committee (MSRC). Work was substantially completed as of November 19, 2021.