

## CRENSHAW-LAX RAIL LINE

In 2012, MTA will begin construction on a new rail line down Crenshaw Blvd from Exposition to the Florence tracks and then turning towards LAX. It is the Crenshaw-LAX Line, and the community wants two design changes:

1. ADD A SUBWAY STATION AT LEIMERT PARK
2. BUILD IT AS A SUBWAY ON CRENSHAW BLVD

- **A Leimert Park Village Subway Station is a Must.** Leimert Park Village is a gem. It is the center of African-American culture, arts, music and social/political dialogue in Southern California. The unique cultural experience is unlike anything in the Western U.S. A Leimert Park Village station was in every study for this project over the past 20 years, but now that construction is less than a year away it has been dropped. Cultural centers along other MTA rail lines have stations, i.e. Little Tokyo, Mariachi Plaza, Olvera Street and Chinatown. Leimert Park Village must too at Vernon.

- **Connect the Tunnels.** MTA will build two portions of the line on Crenshaw Blvd in tunnels: from Exposition to 48<sup>th</sup> St., and from 60<sup>th</sup> St. to the Florence Ave tracks near 67<sup>th</sup> St. However, the middle mile, from 48<sup>th</sup> to 59<sup>th</sup>, is at street-level. The middle mile should be underground too, so the entirety of the line on Crenshaw Blvd can operate as one long subway. **(MTA plans to build all of the line in a subway when they extend the train north of Exposition to Wilshire and eventually to Hollywood!)**

- **A Subway Will Improve Crenshaw; Street-Level Will Kill the Economy, Our Dreams & Worsen Traffic.** The negative consequences of MTA trains **crossing congested intersections like Slauson every 2½ minutes during rush hours** is bad enough, but the impact to our community goes beyond traffic. To squeeze street-level tracks in the middle of Crenshaw from 48<sup>th</sup> to 59<sup>th</sup>, MTA has to eliminate nearly half the street-parking; prohibit left turns at streets like 54<sup>th</sup>; close mid-block pedestrian crossings; and cut down the mature trees in the median. These permanent roadway changes, on top of 4-5 long years of disruptive street-level construction, **will kill the Crenshaw economy and thwart our community's revitalization dreams.** Simply look at what MTA's median street-level design has done to Washington Blvd with the Blue Line: more blight, more traffic, and no new development. We cannot let MTA doom Crenshaw to the same fate! **The history of building regional transportation projects at the expense of and with limited benefit to our communities must not be repeated on Crenshaw!** A full subway under Crenshaw Blvd will force MTA to utilize tunnel-mining technology, which minimizes street-level disruption during construction and keeps our roadway intact. Upon completion, the subway will increase transportation capacity, and be the catalyst to revitalize Crenshaw with more community economic development, businesses, and jobs. We deserve no less!

- **Subways are Safer.** The design from 48<sup>th</sup> St. to 59<sup>th</sup> St. (median street-running with 225-ton trains traveling up to 35 mph with **no** crossing gates) is identical to the most accident-prone section of MTA's Blue Line. The Blue Line travels from Downtown LA to Long Beach, through South LA, Watts, Willowbrook and Compton, and is the deadliest light rail line in America **with over 104 deaths and thousands of injuries in at least 900 accidents.** Many of those killed and injured were children. MTA should not repeat the deadly Blue Line design on Crenshaw. The safety of our children at View Park Prep, Crenshaw H.S. and St. John's School is not negotiable! And the safety of Crenshaw motorists & pedestrians should not be compromised.



**PROTECT CRENSHAW'S FUTURE! MAKE A DONATION & GET ACTIVE!**

*Go to [www.CrenshawSubway.org](http://www.CrenshawSubway.org) or call 323-761-6435 or follow us on Facebook & Twitter*