Frederick Douglass Tunnel Program
Lafayette & Payson Park

Tuesday, January 9, 2024
VIRTUAL MEETING VIA MICROSOFT TEAMS
Purpose of the Meeting

- To share Amtrak's plans to temporarily relocate Lafayette & Payson Park
- To solicit feedback on the plans for Lafayette & Payson Park
Agenda

• Introductions
• Program Overview
• Section 4(f) Overview
• Impacted Park
• Lafayette Avenue Bridge Reconstruction
• Potential Mitigation Option
• Section 4(f) *de minimis*
• Next Steps
• Stay Connected
Program Team

Program Management:
• Mark Milton
• Zachary Billet

Environmental Compliance/ NEPA
• Ryan Snyder

Real Estate
• Leah Gatlin

Outreach and Engagement
• Danelle Hunter
• Odessa Phillip, PE.
Program Overview

The Frederick Douglass Tunnel Program will modernize a key section of the Northeast Corridor (NEC)

- ~2 miles of new tunnel per bore in West Baltimore (two tunnel bores)
- New and improved railroad infrastructure
- New ADA-accessible West Baltimore MARC Station
- 5 Bridge replacements in Baltimore City (2 roadway, 3 railroad bridges)
- 11 Baltimore City roadway modifications
- Noise barriers in Midtown Edmondson and Greater Rosemont communities
- State-of-the-art modern fire/life safety systems
- All electric passenger trains through new tunnel tubes
Program Map

LEGEND
- Surface
- Tunnel
- Existing B&P Tunnel
- Metro Line
- Light Rail Line
- Interstate
- Ventilation Facility

New Frederick Douglass Tunnel
Lafayette Ave Bridge
Warwick Ave Bridge
New West Baltimore MARC Station
Baltimore Penn Station
Section 4(f) Overview

- Lafayette & Payson Park is subject to protection under Section 4(f) of the US Department of Transportation Act of 1966

- Section 4(f) provides protection to public parks and recreational facilities impacted by transportation improvements

- Section 4(f) requires consideration of avoidance, minimization and mitigation for potential impacts to park properties

- Baltimore City Recreation and Parks is the Section 4(f) Official with Jurisdiction (OWJ) over Lafayette & Payson Park

- The Federal Railroad Administration oversees Section 4(f) compliance for Amtrak projects
Lafayette Avenue Bridge Reconstruction

- Reconstruction of the W. Lafayette Avenue Bridge required to accommodate the new tunnel alignment
- Lafayette & Payson Park will need to be **temporarily closed for approximately one year** to ensure public safety and provide a safe distance from construction activities
- Lafayette Avenue Bridge reconstruction is anticipated to begin in 2026
Existing Park Facility

- Approximately 12,700 square foot park
- Amenities include:
  - Basketball court
  - Playground equipment
  - Swing set
  - Benches
Temporary Park Site

- Amtrak has identified a temporary replacement park facility during closure
Mitigation

- Amtrak is seeking public feedback on this mitigation plan
- A temporary location will be used to replace recreational facilities affected by the closure of Lafayette & Payson Park during construction. Similar amenities will include:
  - Basketball court
  - Playground
  - Swing set
  - Benches
- Lafayette & Payson Park facilities and amenities will be restored following construction of Lafayette Avenue Bridge
Section 4(f) *de minimis*

- Amtrak will request a de minimis determination from the Federal Railroad Administration

  - *De minimis* impact is one that **will not adversely affect the features, attributes, or activities qualifying the property for protection** under Section 4(f) in accordance with 23 CFR 774.17

  - Requires concurrence from the official with jurisdiction Baltimore City Recreation and Parks

  - Requires opportunity for public input
We want to hear from you!
Next Steps

• Amtrak is collecting preliminary comments on the plan and amenities through February 13, 2024 on fdtunnel.com

• Amtrak will hold another meeting to discuss specific site design options that will be developed by BCRP and the Program Team with input from the community
Stay Connected

[Website icon] fdtunnel.com

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Frederick Douglass Tunnel Program

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