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August 7, 2009

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : Reconstruction of Broadway/Alford Street (Route 99)
PROJECT MUNICIPALITY : Boston and Everett
PROJECT WATERSHED : Boston Harbor (Mystic)
EEA NUMBER : 14443
PROJECT PROPONENTS : Massachusetts Highway Department
DATE NOTICED IN MONITOR : July 8, 2009

Pursuant to the Massachusetts Environmental Policy Act (MEPA) (G. L. c. 30, ss. 61-62I) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **does not require** the preparation of an Environmental Impact Report (EIR).

Project Description

As described in the Environmental Notification Form (ENF), the project entails a reconstruction and signal upgrade project on Broadway/Alford Street (Route 99) in the cities of Boston and Everett. The project includes the upgrade of four signalized intersections, including minor curb line adjustments, and the rehabilitation of approximately 2,750 feet of sidewalk and roadway in Everett (Broadway) and the reconstruction of approximately 1,500 feet of sidewalk and roadway in Boston (Alford Street). Route 99 is an urban arterial that accommodates 43,100 average daily trips (ADT). The condition of the roadway pavement is poor and presents a safety hazard to motorists, bicyclists and pedestrians.

Jurisdiction and Permitting

The project is subject to review pursuant to Section 11.03(6)(b)(2)(b) of the MEPA regulations because it is being undertaken by a State agency and it will result in the cutting of five or more living public shade trees of 14 or more inches in diameter at breast height. The project requires a Section 8(m) Permit from the Massachusetts Water Resources Authority (MWRA) and a National Pollutant Discharge Elimination System (NPDES) Construction General Permit from the U.S. Environmental Protection Agency (USEPA).

The project will be undertaken by and financed in part by the Massachusetts Highway Department (MassHighway), a State Agency. Therefore, MEPA jurisdiction for this project is broad and extends to all aspects of the project that are likely, directly or indirectly, to cause Damage to the Environment, as defined in the MEPA regulations.

Project Design Recommendations

I acknowledge the thoughtful and detailed comments submitted by the Livable Streets Alliance, MassBike, WalkBoston, the Institute for Human-Centered Design, and Bike to the Sea that makes specific recommendations as to how the project design could be revised to better accommodate the needs of bicyclists, pedestrians, and public transit riders by reducing the proposed width of vehicular travel lanes from 12 feet to 10.5 or 11 feet. While I recognize that this would likely require that a Design Exception be obtained for the project, I strongly recommend that MassHighway fully consider these recommendations. Facilitating non-vehicular travel by accommodating bicycle and pedestrian use of roadways is an important means of reducing traffic as well as greenhouse gas emissions. Every effort should therefore be made to incorporate these considerations into the roadway design. Additionally, MassHighway should ensure that this project is coordinated with other roadway improvement projects planned for the area, including its reconstruction of the Alford Street Bridge and the City of Boston's comprehensive redesign of Sullivan Square and Rutherford Avenue, particular as they relate to accommodations for bicyclists, pedestrians, and public transit riders.

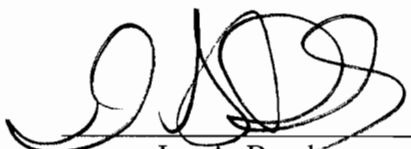
In addition, the Boston Water and Sewer Commission recommends that the project plans incorporate permanent casting stating "*Don't Dump: Drains to Mystic River*" next to any planned new catch basins, and I ask that MassHighway consider incorporating this feature.

Conclusion

Based on review of the information presented in the ENF, I find that no further MEPA review is required.

August 7, 2009

Date



Ian A. Bowles

Comments received:

7/24/09 Boston Water and Sewer Commission
7/27/09 Livable Streets Alliance, MassBike, WalkBoston, Institute for Human-Centered
Design, and Bike to the Sea
7/28/09 Massachusetts Water Resources Authority

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