

TRI-STATE TRANSPORTATION CAMPAIGN



May 19, 2015

**Re: Support for TIGER Funding for the City of Hoboken's Washington Street Revitalization Project**

Ladies and Gentlemen of the U.S. Department of Transportation:

The Tri-State Transportation Campaign, a non-profit transportation policy watchdog organization in New York, New Jersey and Connecticut, writes in support of the City of Hoboken's TIGER application for its Washington Street Revitalization Project. Hoboken has seen its population increase by almost 60 percent in the last two-plus decades and with that increase has come new and different transportation demands.

This is nowhere more evident than on Washington Street, Hoboken's past and current "Main Street." Although currently designed for vehicular travel and parking, resident and commuter patterns are changing. Transit ridership is extremely high in Hoboken, with 56 percent of the population relying on public transit to commute each day.<sup>1</sup> This high transit utilization rate has led to more and more pedestrians walking to work, transit, shops, bars and restaurants as well as large increases in biking and bus use. In fact, the corridor now serves more pedestrians and transit riders, 18,000/day and 14,000/day respectively, than personal vehicles, 9,000/day.

Seeking to meet these changing needs, Hoboken completed an extensive community-based planning process to redesign Washington Street and enhance and improve safety, comfort, enjoyment and function for all users. Complete Streets designs can reduce infrastructure costs by 35-40%<sup>2</sup> and reduce injury and crash risks for pedestrians by 28% and bicyclists by 50%.<sup>3</sup> More specifically, within two years of implementing Complete Streets designs on Eighth and Ninth Avenues, New York City saw 13-23% fewer crashes in total, 15-56% fewer crashes that cause injuries and 18-58% fewer injuries to all street users.<sup>4</sup>

In addition to safety, studies have shown Complete Streets also provide other benefits, including costs avoided due to reduced collisions<sup>5</sup> and economic stimulus.<sup>6</sup> In sum, Hoboken is accommodating

<sup>1</sup> [http://www.nj.com/hudson/index.ssf/2015/01/hudson\\_pols\\_react\\_to\\_paths\\_decision\\_to\\_keep\\_overni.html](http://www.nj.com/hudson/index.ssf/2015/01/hudson_pols_react_to_paths_decision_to_keep_overni.html).

<sup>2</sup> <http://www.completestreets.org/complete-streets-fundamentals/factsheets/costs/>.

<sup>3</sup> <http://www.completestreets.org/complete-streets-fundamentals/factsheets/safety/>.

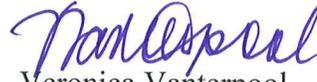
<sup>4</sup> [http://www.nyc.gov/html/dot/downloads/pdf/201109\\_8th\\_9th\\_cb4\\_slides.pdf](http://www.nyc.gov/html/dot/downloads/pdf/201109_8th_9th_cb4_slides.pdf).

<sup>5</sup> <http://www.smartgrowthamerica.org/research/safer-streets-stronger-economies/>.

bicyclists and pedestrians as an integral element of the transportation system”<sup>7</sup> and “applying [a] context sensitive solution”<sup>8</sup> in exactly the way FHWA supports.

Tri-State encourages you to give Hoboken’s application the highest consideration for TIGER grant funding. Thank you for your consideration of this project and please contact me at [vvanterpool@tstc.org](mailto:vvanterpool@tstc.org) or 212.268.7474 if you wish to confirm our support for this project.

Sincerely,



Veronica Vanterpool  
Executive Director

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<sup>6</sup> Id., <http://www.nyc.gov/html/dot/downloads/pdf/dot-economic-benefits-of-sustainable-streets.pdf>.

<sup>7</sup> <http://www.fhwa.dot.gov/environment/bikeped/design.htm>.

<sup>8</sup> <http://www.fhwa.dot.gov/publications/publicroads/10julaug/03.cfm>.