

**Congress of the United States**  
**Washington, DC 20515**

November 13, 2015

The Honorable James Inhofe  
Chairman  
Committee on Environment  
and Public Works  
410 Dirksen Senate Office Building  
Washington, DC 20510

The Honorable Bill Shuster  
Chairman  
House Transportation and  
Infrastructure Committee  
2251 Rayburn House Office Building  
Washington, DC 20515

The Honorable Barbara Boxer  
Ranking Member  
Committee on Environment  
and Public Works  
456 Dirksen Senate Office Building  
Washington, DC 20510

The Honorable Peter DeFazio  
Ranking Member  
House Transportation and  
Infrastructure Committee  
2164 Rayburn House Office Building  
Washington, DC 20515

Dear Chairman Inhofe, Ranking Member Boxer, Chairman Shuster and Ranking Member Defazio:

Thank you for your collective leadership to usher through the first long-term transportation reauthorization in a decade. We appreciate the opportunity to weigh in while conference negotiations are ongoing. As you reconcile the differences between the Senate-passed *Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act* and the House-passed *Surface Transportation Reauthorization and Reform Act*, we respectfully request that you retain the Senate's bipartisan design standards section 12208 including all language under the heading "Safety for Motorized and Nonmotorized Users."

This provision is intended to make streets in communities across the country safer and easier to navigate for people regardless of age or capability. The basis for this policy is the persistently high level of pedestrian fatalities due to traffic crashes each year. While overall traffic fatalities have decreased in the last decade, pedestrian fatalities have hovered around 4,700 each year. In 2013 the National Highway Traffic Safety Administration reported, on average, a pedestrian was killed every two hours and injured in a traffic crash every eight minutes.

Children and adults over 65 are the most seriously impacted. In fact, from 2003-2010 adults 65 and older accounted for 12.6% of the population and 21% of pedestrian fatalities.<sup>[1]</sup> By 2035, 20% of the U.S. population will fall into this age range<sup>[2]</sup> making it critical that cities and states plan now to adjust and make public spaces safer and more accessible.

We sincerely appreciate the House's adoption of the Curbelo-Titus amendment which broadly includes a section making reference to planning and project design to mitigate injuries. However, we do not believe that approach would be as effective at reducing injuries and fatalities among kids,

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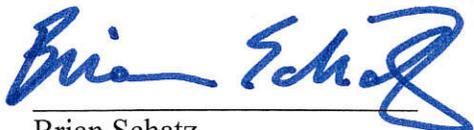
<sup>[1]</sup> <http://www.aarp.org/content/dam/aarp/livable-communities/documents-2014/Dangerous-by-Design-Report-2014.pdf>

<sup>[2]</sup> <http://www.ssa.gov/oact/TR/2014/tr2014.pdf>

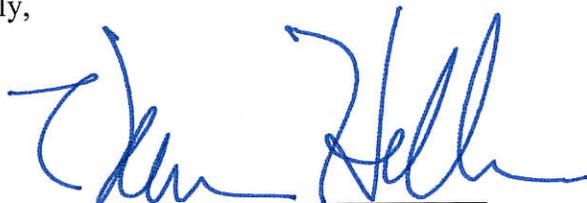
adults and the elderly as the Senate provision. To that end, we ask the conferees to accept the bipartisan provision adopted in the DRIVE Act and demonstrate a strong commitment to improving safety for all users of our nation's transportation system.

Thank you for your time and your careful consideration of this request. Please do not hesitate to contact us should you have any further questions.

Sincerely,



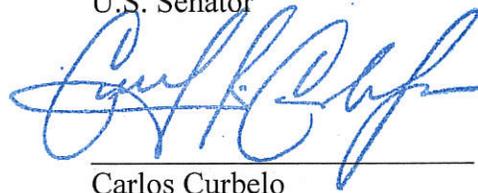
Brian Schatz  
U.S. Senator



Dean Heller  
U.S. Senator



Edward J. Markey  
U.S. Senator



Carlos Curbelo  
Member of Congress



Dina Titus  
Member of Congress



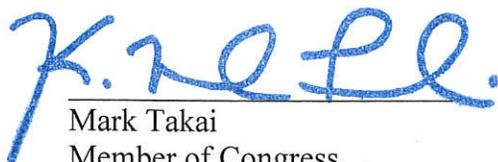
David Joyce  
Member of Congress



Steve Israel  
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Mark Takai  
Member of Congress



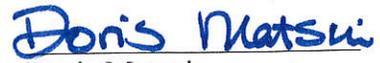
Rodney Davis  
Member of Congress



Ryan Costello  
Member of Congress



Tom Reed  
Member of Congress



Doris Matsui  
Member of Congress