



June 8, 2022

Administrator Steven Cliff  
Docket Management Facility  
U.S. Department of Transportation  
1200 New Jersey Ave. SE, Room W12-140  
Washington, DC 20590  
via electronic submission at [www.regulations.gov](http://www.regulations.gov)

Re: Docket Number NHTSA-2021-0002

Dear Administrator Cliff,

We write to commend NHTSA for taking initial steps to ensure vehicles are safer for people outside cars in its revised New Car Assessment Program (NCAP). However, NHTSA needs to do significantly more to protect people on foot, on bikes, and using mobility devices from the increasing threat of large vehicles.

For over a decade, the number of pedestrians and cyclists killed on our streets has steadily risen every year and its little secret that the size of today's cars and trucks fuel this epidemic. NHSTA's recently released numbers on rising pedestrian and bicyclist fatalities demonstrate the need for urgent action to address this crisis.

We ask that NHTSA take the additional immediate steps to protect people outside of cars. At the very least, this means new NCAP safety ratings that rigorously measure and rate cars for:

- Features capable of sensing and protecting people outside vehicles, including children, bicyclists, people using mobility devices, and people with darker skin tones;
- Intelligent speed assistance systems that automatically limit unsafe speeds;
- Smaller and safer hood and bumper designs to reduce fatalities and serious injuries for people outside vehicles;
- Direct visibility requirements that allow drivers to see people outside of vehicles, especially children.

All of these standards are already incorporated in similar vehicle safety assessment programs elsewhere across the globe and the United States needs to catch up. No vehicle should receive a five-star NCAP rating without scoring highly in each of the four categories above.

But ultimately, NHSTA needs to prioritize pedestrian safety with every tool at its disposal. This includes using its regulatory authority to require safer vehicles by updating Federal Motor Vehicle

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Safety Standards (FMVSS). Consumer choice guided by NCAP ratings might encourage safer vehicles, but the rising toll of deaths and injuries on our streets demands more.

In particular, an updated FMVSS must address two of the primary causes behind a 40-year high in pedestrian deaths: excessive vehicle size and poor visibility from the driver's seat. NHTSA acknowledges that, when SUVs and pickup trucks hit a pedestrian, they are two to three times more likely to kill that person than a passenger car. And the blind spots of SUVs and pickup trucks make their drivers three to four times more likely to hit a pedestrian when turning. These are known design flaws that require action.

Vehicle safety standards that save the lives of people outside cars shouldn't be left to consumer choice. NHTSA mandates equipment like seatbelts and airbags that protect vehicle occupants; it needs to update the FMVSS to protect everyone on our streets, not just those in vehicles.

Respectfully submitted,

A handwritten signature in black ink that reads "Michael McGinn". The signature is fluid and cursive, with the first name "Michael" and the last name "McGinn" clearly distinguishable.

Mike McGinn, Executive Director  
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