

Comment from Morgan Shaw

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It is absolutely necessary to include the S2 and S3 (Right and left turn) of pedestrian crash detection in the ratings. To conclude that it is “not feasible” because including it might cause minor fender benders from occasional false stops assumes that the very minor risk of minor injury or vehicle damage in a fender bender is more worth preventing than the major risk of major injury and death posed to pedestrians and cyclists in these situations. With vehicle size increasing and showing no sign of stopping, another issue entirely, these high risk situations pose increasingly more significant danger for those walking, biking or rolling. And isn't it true that if a “false alarm” automatic stop occurs during a right or left turn and causes a minor rear collision with the front of the vehicle behind it, that the vehicle behind the one that stopped was not allowing enough space for emergency stops anyways? If the concern is that people will turn off this feature, then don't allow it to be turned off. We don't allow cars to turn off their driver side airbags for the driver's protection but we should allow them to turn off protections for those outside of their vehicles? It is unwise and unethical to so willingly ignore pedestrian safety in face of the growing crisis of pedestrian death that our country faces.