

## Comment from Colin Clarke

Posted by the **National Highway Traffic Safety Administration** on Mar 21, 2022

Proposed federal regulations should better address requirements for a design pedestrian of two years old regarding front end height of vehicles. Relying on a more resource-wasteful and more costly technology solution is fundamentally flawed and shameful. Roundabouts are safer than traffic signalized intersections and obviously will make our communities more livable with minimized crash severity and kinetic energy transfer with the angle of any collision, reduced greenhouse gas emissions, improved air quality, reduced maintenance costs for personnel, equipment, and electricity, and are not subject to safety risks during power outages. Do the right thing. Design for all ages and abilities outside of each vehicle. The majority of trips are shorter distance and can be made in much smaller vehicles. When the statistics clearly show causation from heavier vehicles (including electric batteries and more total metal) and taller vehicles causing a higher rate of deaths of people walking and bicycling and rolling, with more limited visibility especially when turning or speeding, the blood is on your hands. Pedestrians are people. Think about the children. School drop off has become an arms race of taller and larger vehicle size to feel safer, making it increasingly impossible to feel safe walking or biking.