

Comment from Aaron Warnke

Greetings,

I'm reaching out in regards to adaptive headlighting systems. These adaptive lighting systems have the potential to cut glare beyond what current proposals would allow. I am strongly in favor of reducing and minimizing glare and would be in favor of allowing these systems to cut glare below proposed thresholds. This issue has become more important as headlights have gotten both smaller and bluer. Current glare levels from even low beam have gotten too high. My experiences with modern LED headlighting systems have not left me with a positive impression of the technology. I frequently take walks and drive at night, and the glare I experience from blue-rich LED headlights being underneath the cutoff prevents me from seeing details clearly as I struggle to cope with the powerful glare. Other situations only have cars parked but facing traffic from parking lots, and they are throwing out intense glare covering hundreds of feet out into the adjoining streets as they are parked at grades above the street. This happens frequently in my neighborhood. Another time was when a delivery truck equipped with LED low beams was parked at an incline facing my apartment building. It was shining dazzling light even into the well lit building lobby through several layers of glass. I have to deal with these glare generating lights every night. Please permit these adaptive to cut glare to the greatest extent possible permitted by engineering, and please provide some engineering oversight covering glare control for both pedestrians and cyclists--entities that might otherwise not register within an adaptive headlighting system. Please also consider adding parking and grade controls for the adaptive systems as well.