Whereas, Advances in LED light emitting diode, xenon gas and incandescent illumination is producing brighter vehicular headlights; and

Whereas, The field of illumination can be altered in intensity of brightness, and shape and size; and

Whereas, Different tints and shades of light have also been used; and

Whereas, Better vehicular lights can enhance the safety of driving at night when no other vehicles are present; and

Whereas, The average age of the U.S. population is increasing with greater difficulty with vision at night consisting of glare and transient blindness when faced with a bright vehicular light at night; and

Whereas, The danger is increased for both drivers and their passengers if one or both have impaired vision due to glare or blindness from the bright lights of an approaching vehicle; and

Whereas, High beam lights can be especially bright and therefore dangerous when drivers fail to lower the beam for approaching vehicles; and

Whereas, Multiple state legislatures have been studying this issue and in some cases passing legislation to regulate the headlights; and

Whereas, The AMA has studied the health consequences of artificial light; and

Whereas, The Council on Science and Public Health might provide insight to our AMA by studying this issue; therefore be it

RESOLVED, That our American Medical Association study the danger of bright vehicle headlights and report back to the House of Delegates (Directive to Take Action); and be it further

RESOLVED, That our AMA study the safety risks to drivers and their passengers when they approach vehicles with incandescent, xenon gas or LED headlights, as well as the use of other technologies such as automated steering and automated windshield tinting to mitigate the risk (Directive to Take Action); and be it further
RESOLVED, That our AMA advocate for mandatory automated high-beam to low-beam headlight switching systems that would operate when an approaching vehicle headlight is detected. (Directive to Take Action)

Fiscal Note: Not yet determined

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