

## COUNCIL MEMBERS' MOTION

*For consideration at the Standing Committee on Policy and Strategic Priorities meeting on January 21, 2026*

### 4. Blinded by the Light: Improving Public Safety by Looking at Headlight Glare

Submitted by: Councillor Orr

WHEREAS

1. Excessively bright vehicle headlights, including high-intensity discharge (HID) and light-emitting diode (LED) headlights, are increasingly common on Vancouver streets and are a growing source of glare for drivers, cyclists, and pedestrians;
2. Headlight glare has been linked to reduced night-time visibility, delayed reaction times, increased collision risk, and particular harm to seniors, people with astigmatism or other vision impairments, cyclists, and pedestrians;
3. The proliferation of oversized vehicles with elevated headlight mounting heights, combined with brighter factory-installed and aftermarket headlights, has intensified glare impacts, especially on lower vehicles and active transportation users;
4. Other jurisdictions have begun examining limits on headlight brightness, beam pattern, mounting height, adaptive lighting behavior, and enforcement of illegal aftermarket modifications; and
5. Vancouver has adopted Vision Zero goals and climate and transportation policies that encourage walking, cycling, and transit, all of which are undermined when street conditions feel unsafe due to vehicle glare.

THEREFORE BE IT RESOLVED

- A. THAT Council request that the Mayor write to the federal Minister of Transport Canada urging continued and strengthened action to address excessive headlight brightness and glare, including updates to national vehicle safety standards and enforcement mechanisms, informed by safety impacts on drivers, pedestrians, cyclists, seniors, and people with vision impairments.
- B. THAT Council direct staff to explore submitting a resolution through the Federation of Canadian Municipalities (FCM) calling on the federal government to:
  - i. establish clearer and enforceable limits on headlight brightness, beam pattern, and mounting height;
  - ii. strengthen oversight of adaptive and high-intensity lighting technologies; and

- iii. improve regulation and enforcement related to non-compliant aftermarket vehicle lighting.

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