My comments center on the two types of headlight glare that I have experienced--from oncoming traffic and from following traffic.

For both types of glare, I propose an old solution to the problem--a cover for the uppper half of the headlight. When I was younger, I remember seeing on many cars a metallic "chrome" half cover that shielded the upper half of the round headlight, thus emitting light from only the bottom half of the headlight. I believe that only the light from the headlight that is necessary is the light that actually illuminates the roadway. I don't believe that the light from the upper half of the headlamp is necessary, especially as it is more likely to glare into others' eyes. The shield could be opaque, or semi-transparent.

Another suggestion I have focuses the cost on the federal and state goverments who administer the interstate highways. I propose that shielding devices be installed wherever the oncoming lanes are especially close. In this age of increasing traffic congestion, many states are expanding the freeway system by adding lanes into the area that once was the grassy median separating the opposing lanes of traffic. Instead of a wide median separating traffic, what remains after construction is a cement barricade which prevents traffic from crossing into opposing traffic. However, in many cases, this cement barricade is not as high as the headlights of oncoming traffic. The result of this is to bring oncoming traffic closer and more directly into the line of sight of drivers. My proposal would mandate that as this situation develops, a shielding device be installed that blocks the headlights of opposing traffic. In some freeways I have traveled, this has been installed, eliminating the headlights from my line of sight. However, installation of these shielding devices is haphazard, at best. This is an issue that should be addressed immediately.