

Safe Mobility of Older Persons

The National Academies
2101 Constitution Ave NW
Washington, DC 20418



Transportation Research Board
Committee A3B13

<http://www.eyes.uab.edu/safemobility>

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November 2003

Dear Colleagues,

It has been a busy transition year, and with your help, we have accomplished quite a bit already:

An e-mail address list has been assembled of those interested in committee activities. This list allows for rapid and cheap dissemination of the newsletter and other time-sensitive information. Feel free to send us addresses to add to the list.

We have an operational web site to which we post newsworthy info for reading or download. Thanks to Joel Valencia for setting this up and maintaining it. We have an official committee e-mail address.

We have disseminated 2 issues of our newsletter including this one. Thank you to Kent Milton and John Eberhard for assembling the newsletter so that my assistant Nicole Moore can distribute it. We may be changing the way we disseminate info in the future, an issue to discuss at our committee meeting in January.

Our committee has an exciting array of sessions and other activities we are officially sponsoring at the TRB annual meeting (see inside). A special thanks to those who assisted in organizing these events, especially Beth Stalvey, Audrey Straight, Katherine Freund, Jerry McGwin, Matthew Rizzo, and Kent Milton, and to those of you who have agreed to speak.

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We reviewed 8 presentation submissions and accepted 4 for podium presentation. Thank you to those who served as reviewers, who I will not name in case you'd like to remain anonymous. You know who you are!

I would like to take this opportunity to tell you what my over-riding goal is as Chair of the Committee. I am taking very seriously the task of renewing the research mission of our committee activities. The "R" in TRB stands for research, and it is there for a reason. We have two primary responsibilities -- to provide evidence-based information to policy makers, practitioners, and to the public, and where there is insufficient evidence, to stimulate high-quality research in our community to address these unanswered questions. The TRB mission is not one of advocacy and policy-making. These are important parts of our American society and indeed societies around the world, but not part of the purview of our committee.

I hope you will join me in this goal.

Finally, I thank Rick Pain. None of our committee work would be possible without his guidance.

Cynthia Owsley

Committee on Safe Mobility of Older Persons Newsletter

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**MANY SCHEDULED EVENTS COMING UP
ON OLDER PERSONS' SAFETY, MOBILITY**

Mark your calendar now—The next few weeks offer a series of exceptional events dealing with the safety and mobility of older persons.

December 1-2—The University of Florida inaugurates its National Older Driver Research and Training Center by hosting an older driver consensus conference, by invitation, at the Crystal City Hyatt Regency Hotel. (See companion story in this issue about the new training center—page 12)

December 3—Meeting of the Maryland Consortium on Safe Mobility, at the Maritime Institute of Technology (Story page 6)

December 4-6—International Conference on Aging, Disability and Independence—at the Crystal City Hyatt Regency. Pre-conference December 4; full conference December 4, 5, 6 (Stories pages 4, 5)

And preceding all of these will be the annual meeting of the Gerontological Society of America (GSA) in San Diego, **November 21-25**. The Transportation and Aging Interest Group meets November 22 at 6:30 p.m. (Story page 6)

**COMMITTEE ON SAFE MOBILITY OF SENIORS
LISTS SCHEDULE FOR TRB 2004 CONFERENCE**

Human factors programming at the 2004 TRB annual conference in Washington will look at older driver issues from a different perspective this year. Education takes the spotlight, as the Committee on the Safe Mobility of Older Persons (A3B13) asks the question—do educational programs work? The all-day Sunday (January 11) program starts at 9 a.m., convened by Cynthia Owsley, chair of the committee. Location: Marriott, see program for room. Registration is separate from general TRB conference registration. Registration can be completed at the TRB website--www.TRB.org/trb/meeting. A presenter list will be available on the committee website sometime in November---<http://www.eyes.uab.edu/safemobility>

Other TRB program events sponsored by the Committee on Safe Mobility of Older Persons are:

Sunday, January 11, 2004

Workshop on Researchable Topics in Paratransit and Accessible Transportation

8:30 to Noon-Hilton, Map Room

Jointly sponsored by Committee on Paratransit, Committee on Accessible Transportation and Mobility, and Committee on the Safe Mobility of Older Persons.

Monday, January 12, 2004

CONFERENCE SESSION:

High Priority Issues Facing Community Based Volunteer Transportation for Seniors

Katherine Freund, Independent Transportation Network; Cynthia Owsley, University of Alabama at Birmingham, presiding.

Marriott, Room to be announced.

8 am to 9:45 am

Management and Availability of Volunteer Resources,

Fran Carlin Rogers, Carlin Rogers

Consulting, LLC

Logistics and Information System Management, Alan

Fried, Independent Transportation Network

Liability and Insurance Fear, Jane Hardin, Community

Transportation Association of America

Insufficient Resources, Katherine Freund,

Independent Transportation Network

Discussant; Beth Stalvey, Texas Department on

Aging

CONFERENCE SESSION:

Screening at Licensure: Can This Enhance Older Driver Safety?

Cynthia Owsley, University of Alabama at Birmingham; Audrey Straight, AARP, presiding.

Marriott, room to be announced.

10:15 am to Noon

What is Screening?

Sheila West, Johns Hopkins University

What Candidate Factors Are Relevant to Screen for in Older Drivers? Ann Dellinger, Centers for Disease

Control

Given Identified Risk Factors, What Can We Specifically Recommend as a Screening Tool(s) at the Licensing Site? Robert Raleigh, Maryland Motor Vehicle

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Administration, and Karlene Ball, University of Alabama at Birmingham.

PAPER SESSION:

Older Person Safety and Mobility Research

Cynthia Owsley, University of Alabama at Birmingham, presiding.

Marriot, Room to be announced.

1:30 pm to 3:15 pm

Older Drivers and Cataracts: Measures of Driving Performance Before and After Cataract Surgery; Joanne Wood, Queensland Institute of Technology

The Impact of Cognitive Training on Mobility-related Cognitive and Everyday Functions; Karlene Ball, University of Alabama at Birmingham.

Effects of a Controlled Auditory-Verbal Distraction Task on Older Driver Vehicle Control; Matthew Rizzo, University of Iowa.

Risk Perception and Behavior of Elderly Pedestrians and Cyclists in Cities in Denmark; Inger Marie Bernhoft, Danish Transport Research Institute.

CONFERENCE SESSION:

Coordination: Connecting Communities

James F. McLaughlin, Urbitran Associates Inc., presiding.

Jointly sponsored by the Committee on Accessible Transportation and Mobility, Committee on Paratransit, Committee on Rural Public and Intercity Bus Transportation, and Committee on the Safe Mobility of Older Persons.

Hilton, Georgetown East Room

1:30 pm to 3:15 pm

TCRP Report 91: *Economic Benefits of Coordinating Human Service Transportation and Transit Services*. Jon E. Burkhardt, WESTAT, Inc.

TCRP Project H-30: *Strategies to Increase Coordination of Transportation Services for the Transportation Disadvantaged*. Patricia Monahan, TransSystems Corporation.

General Accounting Office Management Coordination. Rita Grieco, US General Accounting Office.

FTA's Approach to Connecting Communities. M. Douglas Birnie and Bryna Helfer, Federal Transit Administration.

Executive Session Meeting of the Committee on the Safe Mobility of Older Persons

Cynthia Owsley, University of Alabama at Birmingham, presiding.

Marriott, Balcony A.

3:45 pm to 5:30 pm

Open Session Meeting of the Committee on the Safe Mobility of Older Persons

Cynthia Owsley, University of Alabama at Birmingham, Presiding.

Marriott, Balcony A.

5:30 pm to 7 pm

Tuesday, January 13, 2004

NEW--*Simulation and Older Persons Interest Group*

Matthew Rizzo, University of Iowa, presiding.

Marriott, Kennedy Room

8am to Noon

(For more info, contact Matt Rizzo at matthew-rizzo@uiowa.edu)

Subcommittee on Public Information

Kent Milton, presiding.

Marriott, Eisenhower Room.

10:15 am to noon

NEW--*Joint Subcommittee on Transportation Options for Seniors*

Katherine Freund, Independent Transportation Network, presiding.

Jointly sponsored by the Committee on Accessible Transportation and Mobility, Committee on Paratransit, Committee on Rural Public and Intercity Bus Transportation, and Committee on the Safe Mobility of Older Persons.

Marriott, Roosevelt Room

Noon to 3:15pm

Four committees are cooperating to create the Joint Subcommittee on Transportation Options for Seniors. The new subcommittee is designated as A1E09(3) with Kathy Freund as chair. The four co-sponsoring committees are:

A1E08 RURAL PUBLIC AND INTERCITY BUS TRANSPORTATION-- Jon E Burkhardt, WESTAT Inc., Chair

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A1E09 ACCESSIBLE TRANSPORTATION AND MOBILITY--
Katharine M Hunter-Zaworski,
Oregon State University and Christopher G B Mitchell, TRL
(retired), Co-chairs

A1E10 PARATRANSIT-- Rosemary G Mathias, TranSystems
Corporation, Chair

A3B13 SAFE MOBILITY OF OLDER PERSONS-- Cynthia
Owsley, University of Alabama at Birmingham, chair

Those interested in attending may contact Katherine Freund
(kfreund@itninc.org)

DECEMBER EVENT IN CAPITAL WILL TAKE INTENSE LOOK AT MOBILITY OF SENIORS

Participants from throughout the world will attend the International Conference on Aging, Disability and Independence (ICADI) December 4-6, 2003, at the Crystal City Hyatt Regency Hotel in the nation's capital. The American Society on Aging joins the University of Florida and the European Union in hosting the program, which offers a double-barreled look at the mobility of older people, first at an all-day pre-conference session (December 4), then during the transportation track segment of the regular conference (all three days). The sessions will concentrate on potential ways for older adults to increase their independence, resume or maintain employment, evade or postpone placement in a nursing home or similar institution, and reduce the cost of health care while improving the quality of life. Transportation issues will be strongly represented. Further information and registration instructions can be handled at the web site: www.asaging.org/icadi.

John Eberhard and Danae Penn chair the transportation track, which includes four major components: keynotes on over-all issues, posters on research and practice, technical sessions, and panel discussions on key issues.

Keynote Presentations

Session one includes two keynote speeches: John Eberhard will discuss "Enhancing Mobility for Older People," and Maryvonne Dejeammes, program manager at CERTU in Lyon, France, will speak on "Alternative Transport Services for Seniors' Mobility in France and Europe."

Discussants for these topics will be Heidrun Mollenkopf, German Center on Aging, and Dr. Richard Marottoli, Yale University. (Keynotes will be posted on the website before the conference to help conference participants formulate questions).

Poster Session 1 Thursday December 4th

Two poster sessions are planned, the first December 4, from 5-7 p.m. It will focus on topics to be considered during the next day's technical presentations. Subjects include:

Transportation and Older Americans—Jeffery Memmott, and Margaret Sweeney, U.S. DOT, Bureau of Transportation Statistics; *Alternatives to the Car for Independent Mobility in Europe and the U.S.*—Kit Mitchell, United Kingdom; *Travel Patterns of Older Adults*—Heidrun Mollenkopf, University of Heidelberg; *Successful Approaches to Enhance Driving*—David Eby, Linda Miller, Lisa Molnar, TRI, University of Michigan; *Drivers with Mild Memory Loss*—Sheryl Moriarty, Weldon Hospital; *AGILE Project, a pan-European Assessment System*—Dr. Angelos Bekiaris, Hellenic Institute of Transport; *Designing Autos for the Frail Elderly*—Aaron Steinfeld, Robotics Institute, Carnegie Mellon University.

European-U.S. Overview of Activities to Promote Senior Mobility (FIA and AIT)—Dr. Bella Dinh-Zarr, director of traffic safety policy for AAA; and Caroline Ofoegbu, director of EU affairs, AIT and FIA Brussels; *To Drive or Not to Drive: Senior Attitudes and Available Alternatives*—Lisa Tucker; *Finding an Infrastructure to Study and an Invisible Problem: Impact of Licit Drugs on Elderly Driving*—Judith Garrand, Susan Harms; *Transportation Track Keynotes*—Danae Penn, moderator; *Enhancing Mobility for Older People*—John Eberhard.

Technical Presentations

Technical sessions scheduled all day Friday and Saturday will look at various facets of providing safe mobility for older people.

The 7 transportation track sessions will deal with the general subjects of designing autos capable of providing more protection for the frail, highway infrastructure improvements, enhancing walking ability, driver licensing and assessment, injury prevention, enhancing transportation options and creating more user-friendly designs for public transit. International

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researchers, business leaders and practitioners will make the presentations. Friday will include the first four sessions. Saturday will include session five through seven.

SESSION TWO--Safe Mobility for Older People (1)—moderator, Diane Wigle, U.S, DOT

Keeping Older People on the Road--Jim Langford, Monash University, Australia; *Enhancing Mobility in Late Life*—Heidrun Mollenkopf; *Health-Functional-Psychological Status and Driving*—Dennis McCarthy, University of Florida; *Maximizing Older Driver Safety*—Strategies for Physicians—Joanne Schwartzberg, AMA; *Effects of Vehicle and Crash Factors*—Rory Austin, NHTSA.

SESSION THREE-- Safe Mobility for Older People (2)—Moderator, Dr. Bella Dinh-Zarr

Making Roads Safe for Older People—Jim Langford; *Keeping People Walking Safety*—Kit Mitchell; *Facilitating Mobility—Three National Projects*—Lisa Peters, Carol Maus and Alan Abeson, Easter Seals.

SESSION FOUR--Enhancing Older Driver Safety and Performance—Moderator, Dr. Cynthia Owsley, University of Alabama, Birmingham

Visual Aids for Driving with Impaired Vision—Eli Peli, Harvard; *Cataract Surgery and Driver Safety*—Dr. Owsley; *Cognitive Interventions to Improve Older Driver Safety*—Karlene Ball, UAB; *Educational Programs to Improve Older Driver Safety*—Beth Staley, Texas Dept of Aging; *Within Vehicle Interventions and Trauma Care*—Gerald McGwin, UAB.

POSTER SESSION 2—Friday, 5-7 p.m.

Enhancing Public Transit Design-- Kristin Schneider, Adaptive Environments; *DriveABLE*-- Al Dobbs, DriveABLE; *Maryland Model Driver License Project*—Karlene Ball, UAB; *California Model Driver License Project*--David Hennessy, Calif. DMV; *Enhancing Public Transit Design*—Edward Steinfeld, Center for Inclusive Design and Environmental Access; *Community Transportation Association of America's Programs for the Elderly*--Jane Hardin CTAA; *Ride Partners Volunteer Transportation Program*—Wendy Woods, Annapolis Department of Transportation.

SESSION FIVE--Driver Licensing and Assessment—Moderator, Esther Wagner, NHTSA

Consequences of Australian Licensing Procedures--Jim Langford; *Elderly Driver: What's Happening in Belgium and Europe?*--Pat Arno, Belgian Road Safety Institute; *Evaluation Criteria for Car Adaptations and Suggested Code of Practice for Driver Licensing*--Aleid Hekstra, Elderly and Disabled Consultancy; *What's Happening in the U.S.?*--Lori Cohen, AAMVA.

There will also be a panel discussion--*Could License Assessment Have Been an Influence in Preventing the Santa Monica Crash?*, Moderator: John Eberhard;; Panelist: Robert Raleigh, Maryland DMV; David Hennessy, California DMV; Pat Arno, Aleid Hekstra, Jim Langford.

SESSION SIX--Enhancing Transportation Options—Moderator, Danae Penn

Access and Safety in Maritime Transport, Malek Pourzanjani, World Maritime University; *Travel Dispatch Services and Recreation*, Mervi Himanen, VTT. There will also be a panel discussion including these presenters plus Bill Millar, president of the American Public Transportation Association; Jon Burkhardt, Westat; Audrey Straight, AARP, and Maryvonne Dejeammes, European representative.

SESSION SEVEN PANEL--Getting It All Together—Moderator, John Eberhard;

Wendy Macdonald, LaTrobe University; John Wren, AOA; Donald Trilling, USDOT (Retired); Heinz Hilbrecht, EC Inland Transport Director.

Questions about the conference may be directed to John Eberhard at jeberhard2@msn.com, Jim Emerman at [jemerman@asaging.org](mailto:jemergen@asaging.org). Danae Penn at danae.penn@wanadoo.fr, or Dennis McCarthy at dmccarth@hp.ufl.edu

ICADI PRE-CONFERENCE ALSO OFFERS RICH MENU OF MOBILITY PRESENTATIONS

The all-day ICADI pre-conference workshop is being presented by John Eberhard. The December 4 event will focus on "Enhancing Mobility of Older People." Presentations will identify the current status of programs to facilitate mobility for

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older adults, particularly those with functional or social limitations.

Ideas from the international community will be shared as well as the potential for collaborative research, development and application.

The pre-conference is designed with a general track in the morning and two in the afternoon. One will focus on transportation options and the other will present "Maximizing Older Driver Safety: Strategies for the Physician and Other Health Professionals." The groups will get back together for closing presentations at 4 p.m.

MORNING SESSION-- Keeping older drivers safely on the road

Steps in maintaining safe mobility for life-- John Eberhard; *What personal mobility means to older adults, particularly those with disabilities,* Heidrun Mollenkopf, Ph.D., German Centre for Research on Ageing; *Functional Abilities Needed to Drive Safely,* Wendy Macdonald, LaTrobe University; *Helping older adults drive safely – AMA Guidelines,* Joanne Schwartzberg; *Making vehicles safer and easier to drive,* Mike Perel, NHTSA; *Making Highways/streets safer and easier to use: Infrastructure Improvements,* Tom Granda, FHWA; *Will this extend the driving life of older people, particularly those with disabilities?* (Group Discussion), Donald Trilling, USDOT retired

Lunch

AFTERNOON SESSION 1: Transportation Options,
Moderator: Charles Nelson, Nelson Development Company

"Accessible transport is a holistic concept, not a piece of equipment", Danae Penn, former policy officer in the European Commission; *Environmental improvements to enable individuals with disabilities to safely walk and use public transportation,* Kit Mitchell, TRB retired; *Tips for riding in a car--Strategies for individuals with functional limitations,* Lisa Peters-Beumer, Easter Seals, Project Action; *The role of support groups in helping people adjust to driving cessation,* Bonnie Dobbs, U. of Alberta; *Role of volunteer programs,* Helen Kerschner, The Beverly Foundation/ Jane Hardin, CTAA; *Making public transportation programs better serve older users,* Jon Burkhardt, Westat, Inc. ; *Status of*

transportation coordination between FTA and AoA, Bryna Helfer, USDOT/FTA; *Kari Benson, USHHS/AoA; Paying for transportation,* Dianne McSwain, USHHS; *What will really help older individuals with disabilities use transportation?,* Charles Nelson

AFTERNOON SESSION TWO-- Maximizing Older Driver Safety: Strategies for the Physician, Moderator: Joanne Schwartzberg

Module I: *Laying the foundation for older driver safety,* David Carr; Module II: *Identifying and assessing the medically impaired driver,* David Carr; Module III: *Referring the patient for driver assessment and rehabilitation,* Donna Stresel; Module IV: *Counseling the medically impaired driver,* Donna Stresel; Module V: *Navigating the legal and ethical issues of patient reporting,* David Carr

Q and A's, Moderator: Joanne Schwartzberg

CONCLUDING SESSION, Moderator: John Eberhard
Getting professionals to get optimum transportation for clients, Joan Harris, NHTSA; *Paying for driver assessment and rehabilitation,* Donna Stresel, OTR; *Putting it all together,* Cynthia Owsley, UAB

**MARYLAND CONSORTIUM MEETS DEC. 3
AT MARITIME INSTITUTE OF TECHNOLOGY**

The Maryland Consortium, hosted by Dr. Robert Raleigh, will hold its quarterly meeting December 3 at the Maritime Institute of Technology, Room 8 North. The consortium addresses state activities designed to foster safe mobility. The meeting runs from 10 a.m. to 3:30 p.m, with continental breakfast available from 9:30 a.m. This session will give participants from other countries and states an opportunity to see how the state of Maryland is dealing with the issues.

If you plan to attend, advance notice will be appreciated. Contact person is Pat Sutherland: (410) 424-3687 or email at psutherland@mdot.state.md.us She will need your current email address (and update of postal addresses, phone numbers or fax numbers) to facilitate contacting you.

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**GSA MEETING PLANNED NOVEMBER 21-25
IN SAN DIEGO'S CONVENTION CENTER**

This year's annual meeting of the Gerontological Society of America (GSA) will be in the San Diego, Calif., convention center November 21-25. The safe mobility of older persons will be considered by the Transportation and Aging Interest Group, which meets Saturday (Nov. 22), from 6:30 to 8 p.m., in Room Upper Level 5A (CC) For GSA conference info, go to: www.geron.org

Other conference presentations of interest:

Stop Driving?—Saturday (Nov.22) 3:30-5 p.m., Room 27, DelMar (M)

Elena Koulikov PhD Candidate, Dept. of Public Administration, Maxwell School, Syracuse Univ.

This study considered the role of state policies in influencing changes in individual driving patterns, particularly, the reduction or cessation of driving of older Americans.

Visual-perceptual Abilities and Safe Driving
Sunday (Nov.23) --10:30 AM – Noon, Room 14, Santa Rosa (M)

Michel B.dard, Canada Research Chair in Aging and Health, Lakehead University
Carrie Gibbons, Research Coordinator, Lakehead Psychiatric Hospital
Ivy Isherwood, Coordinator, Council on Positive Aging
Wendy Lindstrom, Graduate Student, Lakehead University
Elizabeth Moore, Psychologist, St. Joseph's Care Group

This study looked at the capacity of older drivers to improve their ability to scan the environment and more closely attend to peripheral visual cues.

Physician's Role in Addressing Older Driver Safety
Saturday (Nov. 22) 10:15 AM - 11:45 AM Room 5, Exhibit Hall A (CC)

Catherine Kosinski, Project Coordinator, American Medical Association
Joanne Schwartzberg, Director Aging and Community Health, American Medical Association
Claire Wang, Scientist, American Medical Association

This panel will explore the *Physician's Guide to Assessing and Counseling Older Drivers* (See companion story concerning the guide in this issue), explaining the Guide's various subject areas and dealing with appropriate applications of that information.

Age, Quality of Life, and Access to Transport in the UK
Sunday (Nov. 23) 8 AM - 11:45 AM Room 5, Exhibit Hall A (CC)

Jane Gow, Research assistant, Centre of Gerontology and Health Studies
Mary Gilhooly, Director, Centre of Gerontology and Health Studies
Kerry Hamilton, Transport Studies, University of East London
Maureen O'Neill, Director, Age Concern Scotland
Frank Pike, University of East London
Nina Webster, Research student, Centre of Gerontology and Health Studies

This panel will report on a British study, part of the 'Growing Older' programme, which examined the relationship between transport and quality of life, with a view to suggesting ways in which older people's quality of life might be extended.

The study was carried out in London and Scotland and examined the views of men and women aged 45 and over, who did and did not have access to a car.

Driving Habits of Older Men with Glaucoma
Sunday (Nov. 23) 10:15 AM - 11:45 AM Room 5, Exhibit Hall A (CC)

Gerri L. Adler, Associate Professor, University of South Carolina
Mary Bauer, Research Assistant, GRECC
Susan J. Rottunda, Clinic Coordinator, GRECC

This panel reports on a study of older men with glaucoma to learn more about their driving history, habits, and expectations about driving cessation.

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**LIFETIME MOBILITY TO BE SUBJECT FOR
JOINT CONFERENCE OF ASA and NCOA**

San Francisco will be site of the 2004 Joint Conference of the American Society on Aging and the National Council on the Aging. Setting up the transportation track will be chairman John Eberhard And reviewers Jeff Finn, Eddie Rivas and Nina Silverstein The dates are April 14-17, and the theme is the thoroughly appropriate "The Road Ahead: Taking the Journey Together."

Among papers accepted for presentation in lecture-mini workshops are: *Maximizing Older Driver Safety*, Joanne Schwartzberg, MD, Director, Department of Geriatric Health, American Medical Association, Chicago, IL ; Claire Wang, MD, Scientist, American Medical Association, Chicago, *Driving and Dementia: An Issue for the 21st Century*, Kay Nelson, BA Human Services, Manager, Helpline/Safe Return, Alzheimer's Association

Working with Your Department of Transportation (DOT) to Better Address the Transportation Safety and Mobility Needs of an Aging Population., Jane Stutts, Ph.D., Associate Director for Social and Behavioral Research, University of North Carolina Highway Safety Research Center

Driving the Road Ahead: Older Adults Behind the Wheel, Wendy Stav, PhD, OTR/L, CDRS

Senior Transportation and Coordination of Human Service Transportation, Charles Dickson, Associate Director, CTAA, and Jane Hardin, Senior Transportation Specialist, CTAA

Overcoming Barriers to Paraprofessional Employee Transportation: Solutions That Work, Michael Van Stine, B.A., CEO, CCDC/WorkForce21, Bala Cynwyd, PA ; Bradley Brown, B.A., CCDC/WorkForce21

Older Driver Safety as an Instrumental Activity of Daily Living: the American Occupational Therapy Association's Role in Meeting the Challenge, Maureen Peterson, MS, OT/L, FAOTA, American Occupational Therapy Association

National Older Drivers Research and Training Center: Maintaining Community Independence, Dennis McCarthy, M.Ed., OTR/L, Rehabilitation Science Doctoral Program, University of Florida

Driving Seniors Where They Want to Go Using Volunteer Drivers, Ginger Johnson, AMT, Director, Transportation, Avenidas Senior Center, Palo Alto, CA; Bonnie Adamson, Manager, RoadRunners, El Camino Hospital, Mountain View, CA

Independent Transportation Network: Report from the Transit Frontier, Katherine Freund, MA, Public Policy, President, Executive Director, Independent Transportation Network, Westbrook, ME

Innovative Senior Transportation Services, Jane Yeager, Director, Transportation Services, Seniors' Resource Center Inc, Wheat Ridge, CO

Intercommunity Transportation: Sharing and Caring, Barbara Nyegran, Dir, Strongsville Office on Aging, Strongsville, OH; Heather Wuensch, B.A., Executive Director, Quality Community Partnership, Middleburg Heights, OH *Reducing Barriers to Safe Mobility*, David Hennessy, PhD, Research Program Specialist, Department of Motor Vehicles, Sacramento, CA

Could currently planned activities have precluded the older driver's crash in Santa Monica?

ASA Programs to Support Safe Mobility for Older People
Patrick Culinane, ASA

**MICHIGAN CONFERENCE IN SEPTEMBER 2004 WILL
LOOK AT ELDERLY MOBILITY BEST PRACTICES**

The first-ever *North American Conference on Elderly Mobility (NACEM)* will be held at Detroit's Marriott Renaissance Center September 12-15, 2004. *NACEM 2004* will showcase a host of state and national organizations, including the Traffic Improvement Association, Michigan Office of Highway Safety Planning, Michigan Department of Transportation, Michigan State Police, Michigan Department of State, Michigan Department of Community Health, Michigan Department of Education, AAA Michigan, the Southeast Michigan Council of Governments, Transportation Research Board, Area Agency on Aging, Federal Highway Administration, and National Highway Traffic Safety Administration.

The conference is designed to provide an update following the National Conference on Aging and Mobility held in Arizona in 2002, with a focus on best practices from around the world that have improved elderly transportation mobility.

NACEM 2004 will feature national and international speakers who will provide participants with cutting edge, "hands-on" information to help them address transportation issues affecting both the elderly population both today and in the future.

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The focal point of *NACEM 2004* will be the demonstration of best practices from around the world. To accomplish this, NACEM will soon issue a "Call for Best Practices." A variety of topic areas will be considered, focusing on practice and application with demonstrable success (not research). Abstracts will be due by March 1, 2004.

Information on the conference and the "Call for Best Practices," may be obtained from Diane Drago, conference coordinator: 517-663-5147 or DMSdiane@concentric.net. The web site is: www.tiami.org.

About People

PAT WALLER PASSES AWAY; SHE WAS FRIEND, COLLEAGUE, AND PASSIONATE IN HER WORK

Patricia Fossom Waller died at her home August 15, 2003, following a nine-month battle with colon cancer. She was born in Winnipeg in Manitoba, Canada, and grew up in Miami, Florida. She received a B.A. and M.S. from the University of Miami, and a Ph.D. in psychology from the University of North Carolina at Chapel Hill. After practicing and conducting research as a clinical psychologist, she joined the UNC Highway Safety Research Center in 1967. There she served as Associate Director for Driver Studies for twenty years and was a faculty member of the UNC School of Public Health. In 1987, she became the founding director of the UNC Injury Prevention Research Center, one of the first five centers of excellence in injury prevention research funded by the Centers for Disease Control and Prevention.

She left UNC in 1989 to become Director of the Transportation Research Institute at the University of Michigan, where she held academic appointments in the Schools of Medicine and Public Health, and the Department of Psychology.

She officially retired from the University of Michigan in 1999 but continued to be actively engaged in research projects around the world and authored publications until shortly before her death.

Pat Waller was passionately engaged in her work. Her special areas of research interest included the older driver, pedestrian

safety, alcohol and driving, heavy truck safety, driver licensing, and social aspects of transportation systems.

She worked tirelessly to ensure that research findings were implemented through legislative and administrative measures, and that injury control and the health and human dimensions were incorporated into the national transportation agenda.

Pat immersed herself fully and joyously in her work, her family, and her life. She was noted for her infectious enthusiasm and her inquiring mind. Talking with Pat was stimulating, challenging, and always fun. She imagined the unimaginable, then set to work to make it happen.

She reached out across disciplines to achieve her visions for a safer and better world. She was a colleague, a friend, a mentor, and a source of constant inspiration. We who had the privilege of knowing her will miss her dearly.

In Pat's honor, a memorial fund has been created to help support graduate student research in transportation science. Those wishing to honor Pat in this way may send checks made to the University of Michigan, at:

*The Patricia F. Waller Scholarship Fund
University of Michigan Transportation Research
Institute, 2901 Baxter Road, Room 154
Ann Arbor, MI 48109-2150*

PHIL LEPORE RETIRES AFTER 30 YEARS WITH NEW YORK OFFICE OF AGING

Philip LePore, author of "When You Are Concerned," a national award-winning handbook for families worried about the safety of an aging driver, has retired from 30 years of public service with the New York State Office for the Aging. He directed the New York state's first Older Driver Family Assistance Program and along with the handbook, also developed the "help network" approach for assisting families with aging driver safety concerns.

LePore currently appears in the "Driving Issues" segment of the new PBS TV series, "It's An Age Thing," hosted by Susan Stamberg. The 13 part, WMHT production about healthy aging began airing nationally on PBS-TV stations in June 2003. Since retiring, he has been conducting seminars for traffic safety and aging services professionals in the approaches he developed to help families prevent aging driver crashes.

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LePore can be reached at: www.be2ven@aol.com or (518) 869-7604.

Projects and Programs

TWO NHTSA EDUCATIONAL PROGRAMS BEGUN IN FIVE PILOT-TEST COMMUNITIES NATIONWIDE

Two national public information and education pilot projects addressing older driver safety and mobility recently got under way. Each of the two projects, funded by NHTSA, is taking place in five communities nationwide.

In the first project, the Washington, DC-based Academy for Educational Development is working with the American Society on Aging to promote community conversations about older driver safety and mobility.

As part of the project, five communities are conducting surveys with older drivers about the impact of driving and continued mobility on their ability to participate fully in community life. Sites then will publicize findings of the survey through a variety of community-based channels and will conduct a follow-up survey in Spring, 2004. The first survey results and kick-off events are taking place in November.

In the second project, the American Society on Aging is developing a community education toolkit for aging service professionals to use in conducting educational programs for older adults, family caregivers and other professionals concerned about issues of older driver safety and mobility.

The toolkit will include a variety of education modules on older driver issues as well as a videotape to trigger group discussion about the variety of issues involved in older driver safety and mobility. The five pilot sites will begin testing the toolkit in January, 2004 for three months.

Both pilot projects will conclude by June, 2004 after the materials developed for the projects have been revised to reflect the final project evaluations. NHTSA expects the revised project materials will be rolled-out to a broader national audience later in 2004.

OLDER DRIVER SAFETY INITIATIVES PLANNED BY N4A IN UP TO DOZEN U.S. COMMUNITIES

The National Association of Area Agencies on Aging (N4A) has been awarded a grant through the National Highway Traffic Safety Administration (NHTSA), to develop a "Community-Based Approach to Promoting Older Driver Safety." The program will unfold over the next 15 months, and will focus on initiating older driver safety programs through AAAs and Title VI agencies in communities across the country.

As part of the effort, N4A will provide 10 to 12 competitive mini-grants of \$2,000 to \$3,000 to AAAs and Title VI agencies for older driver safety initiatives. N4A will also identify and distribute older driver safety "best practices," and develop a technical assistance peer exchange program. Information is available from N4A CEO Sandy Markwood (smarkwood@n4a.org).

GRANDDRIVER PILOT CAMPAIGN ENDS; AAMVA REPORTS ON ACCOMPLISHMENTS

GrandDriver, the American Association of Motor Vehicle Administrators pilot marketing program in the greater Washington, D.C. metropolitan area, recently concluded its six-month trial period. The sustained public relations/educational effort engaged the target area in a discussion about driving and aging, with the intent of informing both the general public and older drivers. The tools included advertising, a website, a toll free information number, public service announcements, special events, professional outreach, a speakers bureau, billboards, selection of a knowledgeable senior spokesperson, a media tour, and brochures.

Television spots were aired 315 times, and eight public access channels ran the TV commercial as a public service spot. Radio spots numbered 1,300, over a period of 13 weeks. The Metro system displayed bus placards and bus tails, plus 10 dioramas. The media tour resulted in 164 hits—in newspapers, on TV and radio, and on websites. GrandDriver speakers handled 63 engagements, ranging from senior centers to professional groups. Dr. Robert Butler, founding president of the International Longevity Center, author, and recognized expert on aging, became the GrandDriver spokesperson. Thirty thousand brochures were distributed. Professional outreach addressed the health care community, clergy, law

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enforcement, and aging agencies. The website registered more than 4,000 hits.

Pre- and post surveys established a measure of the campaign impact. The benchmark pre-survey found nearly non-existent recognition of the GrandDriver name, a high awareness of "older driver skills" among seniors themselves, but a contrasting low awareness of these skills among the general population and voices of influence. Afterward, surveys found a statistically significant increase in recognition of the GrandDriver name, as well as an increase in public awareness of "senior driving skills." Campaign analysis also indicated that it moved seniors to take desired actions, as well as moving the general public and influencers toward desired actions.

The analysis concluded: "Those exposed to the GrandDriver campaign were more likely to discuss senior driver issues, more likely to seek more information, more likely to talk to their doctor about the issue and more likely to be more careful and keep up their driving skills—all goals of the campaign." These recommendations came out of the GrandDriver program:

1. Because older drivers tend to be aware of the issue already, the goal of the campaign among this group should be to encourage self-regulation, education and discussion.
2. Because awareness of the issue is lower among general population and influencer groups, the campaign should seek to increase awareness among these groups as well as drive actions such as talking to an older driver or getting information.

EASTER SEALS LISTS SUCCESSES OF ITS TRANSPORTATION SOLUTIONS PROJECT

Easter Seals, entering the third year of its *Transportation Solutions for Caregivers (TSC)* project, recently paused to reflect on its achievements to date. The Caregiver Transportation Toolkit--available in English and Spanish language versions--has been disseminated to all 50 states in the U.S., Puerto Rico and the U.S. Virgin Islands. Easter Seals has now disseminated more than 1500 toolkits and 800 facilitator manuals. Thanks to widespread support, the project has been featured in 10 industry newsletters/publications and has been presented at 14 national conferences since the inception of TSC in 2001.

Recently, the toolkit won a Silver award in the National Mature Media Awards, highest in the Total Consumer Education Program category among community organizations. (Typical of comments coming back from toolkit users is this: "*Thank you so much for the WONDERFUL transportation toolkit! With a background in adult health education I have done many presentations and found this kit to be an excellent resource - very well planned and put together!*")-Kelly Lindell, Comfort Keepers, Fridley)

Just completed is the final draft of the "Solutions Package for Volunteer Transportation Programs." Through Easter Seals work with Faith in Action, the Beverly Foundation, the Area Coordinated Council on Transportation and COAST in Washington State and other respected collaborators, information was compiled about volunteer transportation programs for this set of materials. The Solutions Package addresses many aspects of managing a volunteer transportation program, including volunteer recruitment and training and risk management.

The materials are intended is to assist existing programs to enhance their transportation options, and to help folks who would like to establish new programs by providing them with relevant tools and practical information. This should result in promoting the availability of more low cost, flexible transportation options for older adults and their caregivers. Easter Seals plans to make the materials available for general dissemination before the end of the calendar year.

The next step is to work with three communities to enhance transportation programs serving older adults and caregivers. Specifically, Easter Seals will initiate work with three community agencies identified by Faith in Action, and which will be provided technical assistance and support around their transportation programs.

An addition to Easter Seals FY 2004 program will be new funding---part of the AoA/FTA Memorandum of Understanding--through collaboration with the Beverly Foundation. These funds will support a field test (i.e., pilot project) of the Senior Transportation Options Template in six (6) communities in the U.S.

The options template will come in the form of a CD ROM and provides tools and a template to help communities inventory the existing transportation options for older adults and their

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caregivers and encourage coordination. The resulting booklet will serve as a transportation resource guide, as it can be printed and disseminated via community based and other agencies to local older adults and their caregivers.

Finally, in the upcoming year, TSC will be gathering information and producing transportation-related materials for adult day service providers in order to better meet the transportation needs of the older adults and their caregivers. Studies have shown that transportation is a key to success for adult day service programs ("National Study of Adult Day Services" 2001-2002. Partners in Caregiving:

The Adult Day Services Program--Wake Forest University School of Medicine). However, the coordination of transportation often presents a multitude of challenges to these providers. Easter Seals expects to help adult day service providers overcome some of the challenges with the tools being developed.

Easter Seals is planning its next advisory committee, as well as an Information and Referral Roundtable for early 2004, and will be in touch with specifics closer to that time.

**FHWA GUIDELINES FOR AIDING SENIORS
WILL BE TESTED IN THREE LOCATIONS**

The Federal Highway Administration highway design guidelines dealing with older driver and pedestrian safety will be field tested by three jurisdictions--- Washington State DOT, Arizona DOT, and the Commonwealth of Massachusetts, Governor's Highway Safety Bureau. Washington will address pedestrian issues, Arizona will address general issues (signs, signals, pavement markings), and Massachusetts will address work zone issues.

The handbook links older road user characteristics to highway design, operational, and traffic engineering recommendations by addressing specific roadway features.

The program objective is evaluating the effectiveness of the FHWA older road user guidelines in providing improved safety, comfort, ease of use, and operations for older road users and all road users. Further information is available from: Shirley Thompson at:
202-366-2154; email: shirley.thompson@fhwa.dot.gov.

**OLDER DRIVERS RESEARCH-TRAINING CENTER
ESTABLISHED BY THE UNIVERSITY OF FLORIDA**

The Seniors Institute for Transportation and Communications (SITComm), located at the University of Florida, has established a National Older Drivers Research and Training Center (NODRTC) with funding assistance from the Federal Highway Administration (FHWA) and the Centers for Disease Control and Prevention (CDC). The Center will provide researchers with opportunities to examine issues surrounding older driver evaluation, remediation/rehabilitation, and the use of alternatives to the car.

Key aspects of this work will include provision of a service program to the public which includes assessment of driving skills, referral to health professionals to improve driving ability, and counseling and training in the use of alternative transportation and services to allow former drivers to continue to live independently in the community.

William Mann, PhD, OTR, director of the Center, will lead a multidisciplinary team of researchers on several projects. The FHWA work will examine road conditions that have been identified as problematic for the older driver in both real-world and simulated environments.

Results of this project may have implications for operationalizing the recommendations of the FHWA's Highway Design Handbook for Older Drivers and Pedestrians.

Projects developed under the CDC include development of protocols for assessment and remediation of driving skills, and for counseling and the development and use of alternatives to the automobile, when driving is no longer a safe option.

The first major task will occur December 1-2 in Arlington, VA, when the University of Florida sponsors an International Older Driver Consensus Conference. This conference will convene invited experts in the field of elder mobility and transportation and will include many participants from the International Conference on Aging, Disability and Independence (ICADI), which takes place later that week, at the same hotel (www.asaging.org/icadi).

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The University of Florida is also partnering with the American Occupational Therapy Association to identify current practices, to develop educational modules and practice guidelines, and to recruit more occupational therapists to work with the increasing number of elders to help them remain independent in the community, regardless of driving status. Additional information about the NODRTC can be obtained from Dennis McCarthy (dmccarth@hp.ufl.edu).

AAA INTRODUCES NEW INITIATIVE TO HELP ELDERLY ACHIEVE 'LIFELONG SAFE MOBILITY'

In response to the changing demographics of the driving population, AAA has begun a new initiative, "Lifelong Safe Mobility." Lifelong Safe Mobility is taking a comprehensive approach in helping aging road-users stay mobile for as long as safely possible; it focuses not only the driver, but also the road and vehicle.

As a first step in making AAA clubs more aware of the issue, the AAA National Office sent Senior Mobility Toolkits and appointed Senior Mobility Liaisons in each of the 77 AAA clubs in the United States and Canada.

Senior Mobility Toolkits were designed to give each club background information on this emerging association-wide priority issue. Legislative and policy information, community outreach materials, AAA brochures such as the popular "Straight Talk for Mature Drivers" series, and information regarding AAA's Mature Operators Driver Training Course were all included in the toolkit.

"Lifelong Safe Mobility" is focused on more than just the driver, however. The initiative was launched with a feature story in *Reader's Digest* on senior-friendly road design. The article not only received national media attention, but was also hand-delivered to transportation leaders on Capitol Hill.

This continued AAA's efforts to raise awareness in Congress of the need to address the often unrecognized and impending danger of the transportation infrastructure to the aging population.

Furthering this message, AAA has recommended that the TEA-21 Reauthorization focus on pre-crash strategies to prevent unnecessary collisions.

AAA is also developing and pilot-testing a tool for older drivers due out in 2004. The tool will help seniors assess the physical changes that accompany aging that may affect their driving abilities.

The AAA Foundation for Traffic safety continues to be an important partner and resource in the Lifelong Safe Mobility campaign. Because the foundation recognizes the importance seniors place on transportation, several ongoing and future research projects have been dedicated to the subject. Three current or planned projects include the foundation's work with the Beverly Foundation on supplemental transportation alternatives, the analysis of 25 years of crash history to determine important factors related to crashes involving seniors, and the co-sponsorship of a national workshop on senior safety and mobility issues scheduled for early 2004.

The Lifelong Safe Mobility Initiative is intended as a long-term priority issue for AAA. The National Office and AAA clubs seek opportunities to work with others in the field of aging and transportation to educate the 46 million AAA members as well as the general public. More information about AAA's Lifelong Safe Mobility efforts can be obtained from Bella Dinh-Zarr, PhD, MPH, Director of Traffic Safety Policy, (202) 942-2060 or <dinhzarr@national.aaa.com>.

NEW OLDER DRIVER GUIDE PLANNED FOR SPRING ISSUANCE BY AASHTO

In 1998, the American Association of State Highway Transportation Officials (AASHTO) adopted a Strategic Highway Safety Plan for significantly reducing the number of traffic fatalities and injuries occurring annually in the U.S. The Plan identified 22 emphasis areas where states might focus their safety efforts.

One of these 22 areas was "Sustaining Sufficiency in Older Drivers." For the past three years, the National Cooperative Highway Research Program (NCHRP) has funded a project to develop guidelines for assisting states in implementing the AASHTO Strategic Highway Safety Plan.

The prime contractor is CH2M Hill, with assistance from several other research organizations and individual consultants.

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A number of the guides have been released and are available on the NCHRP website at <http://safety.transportation.org>.

The Older Driver Guide is scheduled to be available by spring of 2004. The Guide is being authored by Jane Stutts, Ph.D., at the UNC Highway Safety Research Center, and Ingrid Potts, P.E., of Midwest Research Institute. The guide sets forth a series of strategies for accomplishing the following goals:

- Improving the roadway / driving environment to better accommodate the special needs of older drivers.
- Planning for an aging population.
- Identifying older drivers at increased risk of crashing and intervening to lower their crash risk.
- Improving the driving competency of older adults in the general driving population.
- Reducing the risk of injury and death to older drivers and passengers involved in crashes.

Although the guides will be available in paper copy format, users will be encouraged to access the guides electronically to take advantage of the many links to resources and example programs and activities provided. Further information about the Older Driver Guide can be obtained from Jane Stutts at jane_stutts@unc.edu, or 919-962-8717.

BEVERLY, CTAA JOIN TO IDENTIFY INNOVATIONS IN MEETING SENIOR TRANSPORTATION NEEDS

The Beverly Foundation and CTAA recently formed a partnership to recognize innovations that public and paratransit services have initiated to improve their ability to meet the transportation needs of seniors. The objective is to identify, document, celebrate and disseminate information about such innovations, many of which are likely to improve transportation services for other populations as well.

The project is important because quite often seniors who no longer drive must depend on public and paratransit services to meet their transportation needs. In many instances the reasons that caused them to stop driving make it difficult or impossible for seniors to use these services.

The first national survey of Public and Paratransit services and their innovations was completed at the end of September. A preliminary review of the data has identified several innovation categories such as fundraising, technology, vehicle

modification, information and education, coordination, service delivery, training and safety, and volunteer involvement. A variety of innovation subcategories also were identified including brokerage services, taxi partnerships, boundary flexibility, service expansion, cost reduction methods, scheduling, and route adjustment.

Activities currently are under way to identify the most important innovations and to select five or more "Innovations of Excellence." A brochure that reports results of the survey, describes the innovations, and details the special "Innovations of Excellence" will be available in early 2004.

NHTSA PRODUCES MATERIALS WHICH DEAL WITH VISION PROBLEMS AFFECTING DRIVING

NHTSA's research and outreach activities are intended to keep older road users safely mobile through programs directed toward reducing traffic-related injuries and fatalities. NHTSA's programs help aging individuals recognize their changing abilities and adapt their transportation practices appropriately. If older people are making unsafe choices, family, friends, physicians, other health-care providers, and licensing officials can be pivotal in providing older persons with options for maintaining safe mobility.

These observers can also identify drivers with functional limitations that impair driving performance and direct older drivers to safer transportation alternatives. For additional information, visit the NHTSA web site at <http://www.nhtsa.dot.gov/people/injury/olddrive/>.

Materials Available for Older Road Users--These products were developed in partnership with the American Optometric Association to help drivers who exhibit specific medical conditions, and for the families of those drivers, who seek appropriate decisions about driving ability, risk, and safety.

When You Have Macular Degeneration <[Driving_macular/index.htm](#)> (posted 07-03-03)--This brochure includes information about symptoms of Macular Degeneration and how this condition may affect driving, suggested steps drivers can take to increase their safety, and relevant resources for such drivers.

Driving When You Have Glaucoma <[Driving_glaucoma/index.htm](#)> (posted 07-03-03)--This

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brochure explains how Glaucoma may affect driving, suggested steps drivers can take to increase their safety, and relevant resources.

Driving When You Have Cataracts <Driving_cataract/index.htm> (posted 07-03-03)--This brochure describes how Cataracts may affect driving, suggested steps drivers can take to increase safety, and relevant resources.

Stepping Out - Mature Adults: Be Healthy, Walk Safely <SteppingOut/index.html> (posted 07-02-03)--*Stepping Out* was developed to fill the need for pedestrian safety materials for older adults, age 65 and above. This booklet is not just a compilation of safety information for older people; the intent is to promote safe walking as an easy way to maintain one's health. (PDF Version) <SteppingOut/pdf_version/stepping_out.pdf>

A Compendium of Law Enforcement Older Driver Programs—Sgt. Bob Ticer of the Arizona Department of Public Safety has identified and documented law enforcement older driver programs from across the nation. The compendium includes contact information for the local program managers, who can provide technical support upon request. NHTSA CONTACT: Essie Wagner at ewagner@nhtsa.dot.gov

NEW AMA GUIDE SHOULD HELP PHYSICIANS COUNSEL SENIORS ABOUT DRIVING SAFETY

How doctors can help their older patients understand the impact of functional impairments on driving is the subject of the recently introduced *Physician's Guide to Assessing and Counseling Older Drivers*. The guide was produced by the Older Drivers Project, an American Medical Association unit which coordinated with NHTSA to produce the instructional publication.

Intended to increase physician awareness of older driver safety and aid physicians in addressing the driving safety of their older patients, the ten-chapter *Physician's Guide* presents the following tools:

- A reference table of medical conditions and medications that may impair driving, and driving safety recommendations for each one.

- An office-based assessment of functional abilities related to driving.
- A discussion of driver rehabilitation as a referral option for functionally impaired drivers.
- Recommendations for counseling patients on retirement from driving.
- A discussion of the legal and ethical issues regarding physician referral of unsafe drivers to state authorities.
- A state-by-state reference list of driver licensing requirements, license renewal procedures, and physician reporting laws.
- Handouts for patients and concerned family members.

Helping the AMA in developing the guide was an advisory panel and review committee. The 85 members of this group included researchers in the field of driver safety and representatives from specialty societies, patient advocacy groups, government agencies, and other organizations with an interest in older driver safety.

Release of the guide created considerable interest in the medical community and the media, especially in light of recent debates on older drivers' need for medical assessment.

The Older Drivers Project Web site logged more than 46,000 visits during the first week that the *Physician's Guide* was available, and has consistently received thousands of new visits per week. In addition, numerous television stations, newspapers, and radio networks featured the guide in their articles and programs.

More recently, the Older Drivers Project has focused on educating physicians and other health care professionals through local training sessions.

Early in October, the Older Drivers Project welcomed six multidisciplinary teams to Chicago to participate in an interactive workshop based on *Physician's Guide* materials. Over the next year, these six teams—which are based in Massachusetts, West Virginia, Ohio, Illinois, Oklahoma, and Oregon—will host workshops in their own communities.

Additional information is available at the website www.ama-assn.org/go/olderdrivers.

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The new guide can be downloaded or ordered in hard copy and CD-ROM from the Web site. The site also will list dates and locations of future older driver safety workshops.

AAA FOUNDATION TO UPDATE REPORT ON SUPPLEMENTAL TRANSPORTATION

The AAA Foundation for Traffic Safety is conducting a follow-on project to the 2001 STP report prepared by the Beverly Foundation, resulting in products that can be used by communities. The project will evaluate a demonstration project on a low-cost supplemental transportation program for seniors in Pasadena California (the PasRide program). Information will then be developed and disseminated on the PasRide program helping other localities to start similar programs. In addition, information will be developed and disseminated on a full array of supplemental transportation programs that exist across the United States. The report will be published in early 2004. To view the 2001 STP report, visit www.seniordrivers.org. This Web site serves as an information clearinghouse on senior drivers and STPs. More information is available from Fairley Washington at 202-638-5944x4 or fwashington@aaafoundation.org.

INDEPENDENT TRANSPORTATION NETWORK MOVING AHEAD ON NATIONAL ROLLOUT

The Independent Transportation Network® of Portland, Maine, has received a \$300,000 planning grant for ITNAmerica from the Federal Transit Administration. The grant will be used to fund Phase II in a three-phase program to develop a nationally affiliated, economically sustainable, community based non-profit transportation service for the aging population. Phase I, the development of the sustainable model in Portland, Maine, is now complete. Phase III start-up funds for communities across the country wishing to replicate the Maine ITN are being proposed through the Reauthorization of the Transportation Equity Act of the 21st Century in legislation sponsored by Senator Susan Collins and Congressman Tom Allen.

The ITN service developed in the first phase models the comfort and convenience of private automobile ownership. It is available 24 hours a day, 7 days a week, for any purpose. Seniors who use the service become dues paying members of the charitable, non-profit organization and pay for their rides by the mile, with discounts for shared rides and advance planning.

This pricing structure uses consumer choice to create the benefits of mass transit (shared rides and advance planning) while preserving the comfort and characteristics of a ride in a private automobile—door-to-door service with a friendly driver who helps with packages, folds walkers, buckles seatbelts or offers a steady arm to cross an icy sidewalk.

ITN in Maine is supported entirely by fares from the seniors who use the service and voluntary local community support. Programs such as membership dues, gift certificates from adult children, co-payments from participating merchants and healthcare providers, and corporate sponsorships are used to supplement fares and create an economically sustainable system with a broadly diversified base of support deeply rooted in the local community. ITN uses no taxpayer dollars for operating or capital expense. The FY2003/2004 budget of \$225,000 will provide 16,000 door-through-door, arm-through-arm rides in automobiles.

The Phase II ITNAmerica planning grant will address four key areas necessary for the national rollout:

1. Replication Tools

Information system technology is an essential component of both the ITN and ITNAmerica. The ITN business model bases its economic sustainability upon the integration of volunteer drivers, paid drivers, and multiple revenue streams from various sectors in the community; this model can only be efficiently implemented with a sophisticated information system at the core of its operations. The desktop software manages in a single enterprise application the four necessary components of ITN logistics and sustainability: 1) Routing and Dispatching; 2) Volunteer Management; 3) Finance and Billing; and 4) Marketing and Fundraising.

The Phase II ITNAmerica grant will plan the development of the internet deployment of this technology so communities, large and small, can access it through a web browser. The planning grant will also produce an operations manual for practical assistance for ITN replications.

2. Capital Plan

The national deployment of ITNAmerica will consist of a public/private partnership. Phase II will identify sources of private resources and a process to bring key players together to create a plan to fund the National Endowment for Transportation for Seniors, whose function will be to support

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the creation and development of community-based, economically sustainable, non-profit transportation for seniors.

3. Organizational Structure and Governance Plan

Phase II will study other nationally affiliated models for entrepreneurial solutions to human service needs, then develop the best non-profit, affiliated model for ITNAmerica. It will also provide an analysis with alternatives of policies that support sustainable, non-profit transportation for seniors for policy makers to consider.

4. Public Participation Summit

The affiliated national model, together with the results of the research to develop the National Endowment and the analysis of policy alternatives to support sustainable transportation for seniors, will be presented for public comment and participation at a summit meeting in Maine in the spring of 2005.

To gather information about community needs for the internet deployment of the ITN technology, a survey of community based non-profit transportation providers or communities wishing to provide senior transit will be available through the internet. Log on at www.ITNAmerica.org for more information.

Individuals, organizations, and communities desiring more information on the ITNAmerica Summit may also visit the website, or call Katherine Freund at 207 854-0505.

ASA PUBLICATION 'GENERATIONS' DEVOTES ISSUE TO THE SUBJECT OF OLDER DRIVERS

Older drivers are in the news, with spectacular crashes garnering heavy media coverage and the usual round of calls to get older drivers off the road. But are older drivers really more dangerous than other age groups? Should they be more rigorously tested? Can their driving skills be improved? How will those who can no longer drive meet their transportation needs?

The latest issue of *Generations*, the quarterly journal of the American Society on Aging (ASA), addresses these questions and more. The importance of mobility to quality of life, myths and facts about older drivers, public transportation options that work, driving and dementia, and a national policy agenda—all are presented in this thoughtful, timely, and comprehensive collection.

"The Mobile Elder: Getting Around in Later Life," the summer 2003 issue of *Generations* (vol. 27, no. 2), is guest-edited by Jeff

Finn, M.A., and Harvey Sterns, Ph.D. Finn is a communications consultant on the faculty of American University in Washington, D.C. He has been working on older-driver issues for NHTSA and the ASA.

Sterns is a professor of psychology and director of the Institute for Life-Span Development and Gerontology at the University of Akron in Ohio.

He has focused on issues related to driving and transit for more than twenty years and now serves on the Committee on Safe Mobility of Older Persons of the Transportation Research Board of the National Academy of Sciences.

Generations is the quarterly journal of the ASA—each issue is peer-reviewed, devoted to a particular topic in aging and features nationally recognized authors and guest editors. The latest and back issues of the journal can be purchased on the Web at www.generationsjournal.org, or by contacting ASA's customer service department at customerservice@asaging.org or (800) 537-9728. The price is \$12 per copy and includes shipping and handling.

The ASA, based in San Francisco, is the largest professional organization in the field of aging with 6,500 members. ASA provides educational programming, publications and training resources to a wide variety of professionals—researchers, practitioners, educators, business people and policymakers—who work with older adults and their families.

Obtaining information about *Generations* or setting up an interview with a guest editor or an author can be handled through Mary Johnson, editor of *Generations* and director of publications, at (415) 974-9605 or via e-mail at mjohnson@asaging.org.

STUDY WILL EXAMINE VEHICLE MODIFICATIONS THAT MAY HELP ELDERS DRIVE MORE YEARS

The University of Massachusetts Boston's Gerontology Institute has received a grant to look at vehicle modifications that may help elders remain safely on the road longer.

The research team will study low tech universal features which may alleviate or eliminate problems with driving due to functional deficits that normally occur with aging but may occur at any time of life.

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Specifically, the institute will investigate whether showing a video to a sample of 100 drivers age 70+ will motivate them to consider trying these features for the benefit of easier and safer driving.

This is a 17-month grant from The Charles H. Farnsworth Trust of the Medical Foundation, State Street Bank, Boston. Principal Investigators: Nina Silverstein: 617-287-7317; nina.silverstein@umb.edu and Elizabeth Van Ranst: 617-287-7323; elizabeth.vanranst@umb.edu.

Websites To Explore

WEBSITES OFFER INFORMATION ON SENIOR TRANSPORTATION ISSUES

Two websites contain the history of recent conferences that dealt with a wide range of senior safety/mobility issues. Check these out:

<http://web.mit.edu/agelab/> A September MIT Age Lab conference on transportation issues involving seniors brought together a wide range of experts, including many who serve on the TRB Committee for the Safe Mobility of Older Persons. Among the presenters were Joseph Coughlin, MIT Age Lab director; Liisa-Hakamies Blomqvist, Swedish National Road and Transport Institute (University of Helsinki); Dr. Rich Marottoli, former chair of the TRB committee; Loren Staplin, Transanalytics; Sandra Rosenblum, Drachman Institute (University of Arizona); Jane Hardin, CTAA; Audrey Straight, AARP; Rick Pain, TRB; and many more.

www.aging.senate.gov A forum on senior transportation sponsored by the U.S. Senate Special Committee on Aging was held in July. Presenters included Jon Burkhardt, Westat; Dr. Helen Kerschner, The Beverly Foundation; Stephan Kline, United Jewish Communities; Terri Lynch, Arlington (Va.) Agency on Aging; Sandra Markwood, National Association of Area Agencies on Aging; and Sandra Rosenbloom.

Other websites of interest including European:

http://gulliver.trb.org/news/blurb_detail.asp?id=1962 The U.K. Department for Transportation has published the proceedings of its thirteenth seminar on behavioral research in road safety.

The proceedings include more than 20 papers on behavioral research findings that were presented during the seminar. http://gulliver.trb.org/news/blurb_detail.asp?id=2001 The Florida Department of Transportation's Research Center has published the results of a study that examined the perceptual, cognitive, and neurological factors that affect older drivers. The report suggests several possible remedies for driving impairments as a function of age.

<http://www.cieca-drivinglicense.org/html/eng/engstart.htm> CIECA, the International Commission for Driver Testing Authorities. Active in the fields of road safety and driver testing, with membership of 31 countries world wide (excluding USA). CD-ROM Guide on Driver Licensing.

http://europa.eu.int/comm/transport/home/drivinglicence/index_en.htm Directorate-General for Energy & Transport of the European Commission. Website includes description of the concept of the Community model driving licence, the various vehicle categories, the conditions for issuing and withdrawing licences, and the principle of mutual recognition.

http://europa.eu.int/comm/transport/road/roadsafety/index_en.htm European Road Safety Action Programme.

http://europa.eu.int/comm/transport/home/care/index_en.htm Community Road Accident Database (CARE).

http://europa.eu.int/comm/dgs/energy_transport/index_en.html General website of the Directorate-General for Energy & Transport of the European Commission. Includes:- security and safety: air, sea, road; rights of air passengers; Independent Group of Experts on accidents in the transport sector.

<http://www.euroncap.com/index.htm> Tests and results from the European New Car Assessment Programme (EuroNCAP).

http://europa.eu.int/comm/transport/extra/final_reports/water_borne/HANDIAMI.pdf Investigation into the safety and problems of elderly or disabled passengers in access and emergency situations when using ferries and cruise ships. The first scientific overview of the special needs of these passengers. Includes

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highlighting the safety specific issues that impact on ship design, operation and training, and recommendations for improved crew training focused on better awareness of these passengers onboard vessels. Key result was a surprisingly blunt set of pragmatic and cheap-to-implement suggestions for changes in the design and operation of vessels.

http://www.nsh.se/The_Modern_Journey.htm

Nordic design competition about accessibility on public transport, showing future trends and innovative ideas.

http://www.cordis.lu/telematics/tap_transport/research/projects/samplus.html

Systems for the Advanced Management of Public Transport (SAMPLUS). Demand responsive transport in Belgium, Finland, Italy, Sweden, including for disabled and elderly people.

<http://www1.oecd.org/cem/topics/handicaps/goteborg99/Westerlund.pdf>

Description by Yngve Westerlund of the Swedish part of the SAMPLUS project: Flexlinjen, the flexible services routes in Gothenburg. Uses low-floor minibuses. Average user age is 77 years. Telematics-based «mobile social club for old folks».

<http://www.cordis.lu/cost-transport/src/cost-322.htm>

<http://www.cordis.lu/cost-transport/src/cost-335.htm>

<http://www.cordis.lu/cost-transport/src/cost-349.htm>

European cooperative research for step-free access, universal design and independent travel. Final Reports on the Low Floor Bus System, Passengers' Accessibility to Heavy Rail Systems, Accessibility of Coaches and Long Distance Buses for People with Reduced Mobility.

<http://www.eltis.org/en/indexcse.htm>

Case studies about transport for people with reduced mobility (website of ELTIS, the European Local Transport Information Service). See especially n° 3 on Barcelona, describing how the management of door-to-door transport there makes full use of the accessible public transport (buses and subway) thus improving the paratransit services for disabled and elderly people – and saving money.

<http://interdev.oecd.org/cem/topics/handicaps/CS0321Fe.pdf>

ECMT-EDF access and inclusion award for transport services and infrastructure, May 2003.

Report of the Jury. Lists the 10 best European transport authorities for people with reduced mobility, plus 10 others deserving a special mention.

<http://www1.oecd.org/cem/resol/disabled/index/htm>

ECMT Charter on Access to Transport Services and Infrastructure.

ECMT Consolidated Resolution No. 2001/3 on Accessible Transport.

<http://www1.oecd.org/cem/topics/handicaps/>

ECMT website on Access and Inclusion. Some publications can be downloaded free.

<http://www1.oecd.org/cem/topics/handicaps/goteborg99.htm>

Strengthening the Transport Chain: ways of improving and integrating transportation systems for elderly and disabled people.

AAA FOUNDATION FOR TRAFFIC SAFETY WILL PROMOTE PASADENA 'PASRIDE' STP

The AAA Foundation for Traffic Safety is conducting a follow-on project to the 2001 STP report prepared by the Beverly Foundation, resulting in products that can be used by communities. The project will evaluate a demonstration project on a low-cost supplemental transportation program for seniors in Pasadena California (the PasRide program). Information will then be developed and disseminated on the PasRide program helping other localities to start similar programs.

In addition, information will be developed and disseminated on a full array of supplemental transportation programs that exist across the United States. The report will be published in early 2004. To view the 2001 STP report, please visit www.seniordrivers.org. This Web site serves as an information clearinghouse on senior drivers and STPs. For more information, please contact Fairley Washington at 202-638-5944x4 or fwashington@aaafts.org.

IMPROVED SAFETY OF SENIOR TRANSIT USERS FOSTERED THROUGH NEW FTA PROGRAM

The number of older people in the labor force will grow substantially in the next eight years (a 30 % jump in those 65 and older, and 14% in those 75 and up), according to figures

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cited by the Community Transportation Association of America (CTAA) in its recent newsletter.

Broader acceptance of public transport systems will be an important issue, which CTAA says is being addressed by a new Federal Transit Administration (FTA) safety/security awareness program for older people. Called Transit Watch, the FTA initiative is "designed to encourage the active participation of transit passengers and employees in maintaining a safe transit environment. Similar to the Neighborhood Watch crime prevention program, Transit Watch is intended to raise the awareness of transit employees, riders, and the general public."

FTA says "It is critically important that all transit agency employees know what to do, if and when passengers bring safety and security concerns to their attention. Transit agencies are encouraged to embrace the Transit Watch initiative by adapting the program to meet the needs of their community, and to use this program to initiate or strengthen their agency's safety and security public awareness efforts.

The Transit Watch Toolkit containing a downloadable CD with the campaign logo and tag line, a brochure, signage and poster slicks, a template press release and fact sheet and a one-page guide entitled '5 Easy Steps to Launching Transit Watch' is available at no-charge." (Information is available at tina.burke@fta.dot.gov)

Around the World

AUSTRALIAN RESEARCHERS STUDY IMPACT OF ITS ON OCCUPATIONAL THERAPY WORK

Two Australian researchers studying informational technology systems (ITS) and how they relate to the work of occupational therapists and driver rehab specialists have published a paper which discusses in-vehicle ITS systems and the implications for therapists when considering the driving performance of functionally impaired individuals.

Dr. Wendy Macdonald (psychologist / ergonomist) and Marilyn Di Stefano (PhD candidate and occupational therapist /ergonomist) are based at LaTrobe University, Melbourne, and are undertaking research related to the assessment of functionally impaired drivers. Their paper (available in full in

the OT International, Volume 10, Issue 1, pp 56 – 74) explores some of the most widely available in-vehicle ITS.

Therapists often evaluate the impact of functional impairment on driving ability, and with an aging population the need for such assessments is increasing. Concurrently, ITS are becoming increasingly common and it is important that their potential effects on both driving task demand and crash risk are considered by therapists when assessing drivers.

Interactions between drivers and ITS are analyzed within an information-processing framework, highlighting the importance of drivers' cognitive functioning. It is evident that the ability to use ITS while driving is influenced by a driver's sensory, perceptual, cognitive and motor capacities and skills, all of which are likely to vary with age and/or driving experience.

The compatibility of ITS interface design with drivers' capacities and needs is crucial in determining how effectively, and safely, a particular system will be used. Therapists need to analyze interface demands in relation to the ability of individual drivers to cope with or benefit from them, and to consider the potential for calibrating particular products to the specific requirements of individual drivers. It is concluded that many ITS are at an early stage of development and should not be recommended without critical evaluation of their utility, usability and safety for the intended users.

Therapists face the challenge of understanding the parameters and implications of ITS systems so that they can assist their clients to optimize their occupational performance despite functional limitations, while also protecting the safety of other road users. Standards related to interface design are still undergoing development, and there is an urgent need for further research to evaluate the impact of vehicle technologies on human behavior and road safety.

MASSIVE EUROPEAN STUDY OF OLDER PEOPLE MEASURES TRANSPORTATION INCLINATIONS

The European Project known as MOBILATE - Enhancing Outdoor Mobility in Later Life: Personal Coping, Environmental Resources, and Technical Support, has produced an exhaustive look at mobility in Europe.

Heidrun Mollenkopf, German Centre for Research on Ageing (DZFA)

With the spatial separation between living, work, leisure, and the activities required to provide for one's daily needs,

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mobility– the ability and potential to get wherever one needs to be or desires to be – has become an existential necessity for every member of society. With age, the maintenance of mobility becomes assess various forms of mobility (e.g., walking, using private or public modes of transportation) and the essential features of the communities (e.g., access to shops, services, and stations). Demographic aspects, personality measures (e.g., control beliefs, subjective well-being, positive/negative mood) and sensory ability or disability (e.g., visual acuity) were also assessed. At one research site, an evaluation of a demand-responsive transport system was conducted as well. Moreover, in three of the participating countries (eastern and western Germany, Finland, and Italy), the study repeated an assessment conducted in 1995 with respondents from urban areas. Hence, the analysis enables one to trace the development of ageing individuals, identify changes in the physical and social environments, increasingly difficult: the increased risk of environmentally relevant losses in competence makes overcoming unfavourable external conditions, such as physical barriers and stressful traffic situations, much harder. Nonetheless, mobility is vital to preserving the life quality of the older individual.

The MOBILATE Project, funded by the European Commission from January 2000 to December 2002 and coordinated by the German Centre for Research on Ageing (DZFA), is an international and interdisciplinary study of how men and women in later adulthood manage their daily commutes, and which conditions they feel promote or hinder their ability to get around. The objective of this research endeavour is the *comprehensive description and explanation* of the outdoor mobility among older adults in urban and rural settings in northern, southern, central, and eastern Europe by use of a broad set of personal, environmental and technical data, the *description and explanation* of both age-related and cohort-related changes in outdoor mobility, and the enhancement of mobility in old age by providing varied dissemination material for concrete *application*.

In order to achieve these objectives, patterns of mobility and activity were examined in altogether 3,590 men and women in middle and late adulthood (55 years of age or older) from six urban and rural regions, representing five European countries (eastern and western Germany, Finland, Italy, Hungary, and the Netherlands). The national samples were chosen at random and disproportionately stratified

according to gender and age. Standardised questionnaires and a mobility diary were used to and conduct a comparison of cohorts among the older participants of the study.

The project provides results at both national and international levels (descriptive and explanatory data, comparative reports) to be used as the empirical groundwork for meaningful interventions and social, organisational, and technological solutions to enhance the mobility of older men and women in diverging environments and contexts.

In Europe, elderly people - at least currently – are far less “auto-mobile” than in the USA. They make significantly fewer trips per day and travel fewer miles than comparable American elders.

The Finnish urban elders, followed by their rural contemporaries and the urban Italians, are most active in terms of numbers of journeys undertaken. The older people in the non-urban areas of the Netherlands and in rural Hungary, by contrast, are the least often on the go. In general, people are more often out and about in the cities than in the non-urban and rural regions. Only in western Germany are people more active outdoors in rural than in urban areas.

The availability of an automobile clearly influences the mean number of the respondents' journeys: With the exception of Hungary and the Netherlands, the persons who have ready access to a car in their households are more often on the go than those who do not have such a means of transportation at their disposal. This mobility pattern also turned out to be most common when urban and rural areas were analyzed separately. In almost all regions, car owners leave their homes for significantly more journeys per day than people who don't own an automobile. Only in the urban areas of eastern Germany, Hungary, and the Netherlands having a car in one's household did not substantially affect the number of journeys undertaken. Slight differences exist between those who drive and those who have a car available but use it only as passengers. In general, people who have no car available reported less journeys per day than those who at least may use a car as a passenger.

Elderly people whose physical strength and sensory abilities are waning are often in particular need of a car in order to deal with daily demands and to join in social or cultural activities. However, the number of pensioner households that own a car varies greatly according to region, age, gender and size of the household. The countries show identical patterns with respect to overall equipment with cars, showing consistently higher car availability in rural compared to urban

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regions. A far lower share of the Hungarian elders own a car compared to their western European contemporaries. Moreover, in the rural areas of Hungary, access to a car is even lower than in the urban area of this country.

Similar structural patterns can be observed in all countries with regard to age, gender, and household size - albeit at different levels and again with the exception of Hungary. Households of the younger age groups (aged 55-74 years) more often have access to cars than households of the older groups (aged 75 or older), and multi-member households are by far better equipped than single households throughout all countries participating in the study. Gender, when seen together with the remaining predictors, proved to be a significant predictor in Finland, Hungary and the Netherlands. Nevertheless, a closer look at single households shows that single men are much more likely to own a car than single women. This is especially true for persons over 75 years of age, whilst the gender gap appears to be less striking for the younger cohorts.

Summarizing the use of various means of transportation over the days documented in the diaries, walking is clearly the most common travel mode of older adults in Europe. Almost half of all trips made by the people who participated in the study were on foot (46%). The car, used as driver (28.4%) or as a passenger (11.3%), was the second most important mode with altogether 40%; public transport including all modes (bus, tram, train, taxi, or special transport) was used in 8% and the bicycle in 10% of the trips. Large differences, however, become obvious when one differentiates by country, between urban and non-urban regions, and socio-structural variables such as age and gender. Driving a car is the main travel mode used by younger men (55-74 years) in both urban and rural regions, especially in Italy. The trips of women - of women aged 75 years or older, in particular -, and of older men are by far more often undertaken on foot or as car passengers. This is often the case in rural areas, which are characterized by a lack of public transport services. Thus, it is not surprising that in urban areas, people travel more by public transport and by foot.

In recent years, both state- and municipal governments have instituted a policy of improving the number and quality of public transport services to relieve traffic congestion. Many mobility-related initiatives and projects have been launched and funded by the European Commission's Directorate-General for Transport and Directorate-General

Science, Research and Development as well. Improvement programs have involved the reorganisation of networks, and a greater number of low-floor buses and streetcars have been placed in service. Light rail trains have also been improved with the introduction of modern vehicles. However, service to suburban areas has been neglected and, compared to a few years ago, there is now less service and more restricted access.

In view of tight financial constraints, experts in Europe, too, expect a stagnation in the funding of local public transport and decreasing consideration of traffic safety needs of older road users. At the same time, strong efforts are being made at both the European and national levels to enhance the mobility - and thus, social inclusion - of elderly people and persons with disabilities by new legal regulations requiring barrier-free access to transportation, buildings, and products. Institutions participating in MOBILATE :German Centre for Research on Ageing at the University of Heidelberg (DZFA)

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Delft University of Technology, Faculty of Architecture
Dr. Mart Tacken, Delft, The Netherlands.

EUROPE'S LOW FLOOR BUSES PROVING BOON TO THE AGING AND HANDICAPPED

Low floor buses have been in use in many European cities for several years as a result of the recommendations of the COST

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322 research action. This led to European legislation on bus and coach construction standards (Directive 2001/85/EC), which require that as of February 13, 2004 all new urban buses shall be accessible to everyone, including wheelchair users.

Low floor buses are particularly attractive to older passengers, and the Mobilate research project has shown that in the German city of Mannheim the trend is already clear: «far less frequent use of a car by older people, possibly because of the good public transport (high proportion of low floor buses and trams, high frequency of connections) coupled with difficult and expensive parking in the inner city.»

By 1995 experience with these buses in various European countries had shown that passenger numbers had increased by some 15% because passengers (including wheelchair users) embark and disembark quicker when using low floor buses and the enhanced image and performance of these buses successfully attracted customers who were previously car drivers. Thus, there has been a significant potential new market among older people unable to use high floor buses

The other customer market for low floor buses is among people with mobility handicaps. For many people in these categories, especially those who are wheelchair users, bus travel in Europe had been impossible until the 1990s even though research in many European countries to quantify the costs of immobility showed that the alternative to buses has been very costly specialized door-to-door paratransit provision, or even more costly (in both financial and social terms) dependence on care and services taken into the home to compensate for a lack of independent mobility.

One of the key findings of the COST 322 research was that wheelchair users never need to be anchored (i.e. restrained) in low floor buses as they must be, for safety reasons, in cars, vans, minibuses, coaches, etc. This freedom from anchorage benefits both the bus driver and the wheelchair user: the driver does not have to abandon his seat (and cash box), crouch for several minutes on the dirty, dusty floor while fastening the wheelchair restraints, and return dirty-handed to his driving seat; the wheelchair user enters and leaves the bus as independently as all other passengers.

The Safety Working Group of the COST 322 research made several recommendations concerning safety arrangements for

wheelchair users and these are incorporated in the COST 322 Final Report. The two most important ones are that the wheelchair user should face the rear of the vehicle and that the wheelchair back rest should be positioned against a padded and upholstered inclined bulkhead [similar to an ironing board].

However, only 3 per 1,000 of the population are wheelchair users and most of them drive their own cars. Low floor buses never were primarily a means of transport for wheelchair users, but for everyone. This has led to including older people, and others with reduced mobility, into mainstream life – as well as mainstream transport – which has been one of the greatest benefits of the introduction of the low floor bus system.

It is essential to consider the system, not just the vehicles. This is because the low floor bus can only realize its full potential if it can reach the curb at bus stops.

The COST 322 research strongly recommended the 'package approach' for the introduction of low floor buses: the raising of curb heights and use of guidance techniques such as special curbs (for example, the Kassel Kerb bus and bus stop construction method); the installation of high quality customer shelters with real-time information systems and objective safety measures such as the provision of adequate lighting, separation from traffic, tactile surfaces, audible warnings and signs with high visibility for vision-impaired people.

All the recommendations of the COST 322 research action, together with individual papers to illustrate the different initiatives in European countries concerning low floor buses and their bus stops, can be downloaded from the Completed Actions section of the Transport Research Website of the European Commission: <http://www.cordis.lu/cost-transport/home.html>

The COST 322 website also shows photos of vehicles, bus stops and passengers, including a photo of a smiling Danish older woman coming out of a low floor bus with her walking frame.

Low floor buses really do fulfill the six requirements for transport for people who no longer drive at all, or in city centers: availability, adequacy, accessibility, awareness, affordability, acceptability.---*Danae Penn, MIL, Formerly Policy Officer in the European Commission, responsible for transport*

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for people with reduced mobility.

EUROPEAN UNION IS PROPOSING NEW LIMITS ON TERMS OF DRIVERS' LICENSES

The European Commission proposes to use driving license rules to enhance safety on European roads. The commission proposed in October that all new licenses to operate mopeds, motorcycles and cars should have a maximum administrative validity of 10 years and that drivers and riders over 65 years of age should have a license with maximum administrative validity of 5 years.

For comparison: in Japan, drivers need to renew their licenses every 3 years and have an eyesight check carried out; in the USA and Canada, drivers generally need to renew their licenses every 2-5 years, with some exceptions.

In the Commission's proposal, for drivers of cars and motorcycle riders, EU member states would retain authority to require or omit medical examinations, but such exams could be required only at the time of renewal.

http://europa.eu.int/comm/transport/home/drivinglicence/legislation/2003_10_22_memo_drivinglicence_en.pdf

BITS AND PIECES

SPECIAL JOURNAL OF SAFETY RESEARCH ISSUE FEATURES SENIOR SAFETY, MOBILITY

A special issue of the Journal of Safety Research (Volume 34—No. 4) focuses on the subjects of senior transportation safety and mobility, featuring contributions from 34 experts representing 27 organizations. Among the many reports of interest are:

Deconstructing a gender difference: Driving cessation and personal driving history of older women, Liisa Hakamies-Blomqvist; *Driving and alternatives: A look at older drivers in Michigan*, Lidia P. Kostyniuk, Jean T. Shope; *Driving disability and dizziness*, Helen S. Cohen, Jennifer Wells, Kay T. Kimball, Cynthia Owsley.

Effect of vehicle and crash factors on older occupant injury, Rory Austin, Barbara M. Faigin; *Evaluating the impact of passengers on the safety of older drivers*, Jason Yaw Cheuk

Hing, Nikiforos Stamatiadis, Lisa Aultman-Hall; *Impact of impulsiveness, venturesomeness and empathy on driving by older adults*, Cynthia Owsley, Gerald McGwin, Sandre McNeal; *Improving older driver knowledge and self-awareness through self-assessment: The Driving Decisions*, David Eby, Lisa Molnar, Jean Shope, Jonathan Vivoda, Tiffani Fordyce.

MaryPODS Revisited: Updated crash analysis and implications for screening program implementation, Loren Staplin, Kenneth Gish, Esther Wagner; *Older women drivers: Fatal crashes in good conditions*, Tara Kelley-Baker, Tim Falb, Robert Voas, John Lacey; *On-road driving evaluations: A potential tool for helping older adults drive safely longer*, Jane Stutts; *The 2001 National Household travel survey: A look into the travel patterns of older Americans*, Demetra Collia, Joy Sharp, Lee Giesbrecht; *Using a driving simulator to identify older drivers at risk of motor vehicle crashes*, Hoe C. Lee, Andy H. Lee, Don Cameron, Cecilia Li

Information on obtaining a copy of the Journal can be obtained from Katie Porretta porrettk@nsc.org.

AASHTO SYMPOSIUM WILL STUDY POLICY ISSUES AFFECTING MOBILITY OF SENIORS

The American Association of State Highway Transportation Officials plans a symposium in late March to address policy issues related to transportation mobility for the elderly.

Emphasis will be placed on informing policy makers which key issues should be addressed to enable the aging population to retain safe mobility. Grants from the Transportation Research Board to Jon Burkhardt, Westat, Inc. and John Eberhard, consultant, funded their preparation of a background report dealing with technical issues.

Burkhardt and Eberhard will work with the Eno Foundation, AASHTO and TRB to develop and conduct the symposium. Further information is available from AASHTO's Tycie Young: tyoung@aaashto.org

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**JAPAN 2004 CONFERENCE WILL DEAL WITH
WIDE RANGE OF TRANSPORTATION ISSUES**

TRANSED 2004, the international conference that focuses on transportation for older persons and persons with disabilities, will be held in Hamamatsu City, Japan, May 23-May 26, 2004. The conference theme is "Universal Transportation and Road Design: Strategies for Success." This is the first time the conference has been held in the Asia Pacific region.

TRANSED takes place every three years and began in 1978. Previous TRANSED conferences have promoted national and local transportation and development policies that include addressing the needs of people with reduced mobility. TRANSED 2004 is designed to help with implementation, enabling international delegates to exchange experiences and share strategies. Examples of agenda topics include: Policies and strategies for social/environmental/economic sustainability; Universal, inclusive and accessible design in public transportation; Universal, inclusive design in roads, signals, and vehicles; and Safe mobility for seniors and drivers.

The conference is being hosted by the Transportation Research Board, the Japan Society for Civil Engineers, and the Japan Steering Committee of TRANSED 2004. Further information is available at <http://transed.jp> or through the TRB Conference announcements.

CTAA STARTS ELECTRONIC NEWSLETTER

CTAA (Community Transportation Association of America) has begun an electronic (e-mail) newsletter: *CTAA Notes on Senior Transportation*. The occasional newsletter will report on current issues, best practices, and link to new material on the Web. Anyone who wants to be on the mailing list can provide his or her request to Jane Hardin, hardin@ctaa.org.

CTAA PUBLICATION AVAILABLE ON-LINE

The *CTAA Senior Transportation Toolkit and Best Practices* (First Edition, May 2003) is now available. It can be downloaded from CTAA's website, www.ctaa.org/ntrc. CDs and paper copies are also available. To request a copy, email Jane Hardin at: hardin@ctaa.org. She also requests those with knowledge of any communities addressing the issue of senior transportation to contact CTAA.

**UAB CENTER DEVOTED TO RESEARCH ON OLDER
ADULT DRIVING AND MOBILITY RECEIVES 5-YEAR
RENEWAL FROM NATIONAL INSTITUTE ON
AGING/NIH**

Dr. Karlene Ball, Center Director, recently announced the awarding of another five-years of funding to the University of Alabama at Birmingham for the continued activities of UAB's Center for Research in Applied Gerontology (sometimes called the Roybal Center program). This Center is funded by the National Institute of Aging of the National Institutes of Health. Because of NIH's growing emphasis on translating research findings into applied settings, the center has been re-named the Center for Translational Research on Aging and Mobility.

Listed below are scientific, peer-review publications from the Center from the past year that address older drivers and older adult mobility. For more info, contact kball@uab.edu.

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Owsley, C., McGwin, G. Jr., McNeal, S.F. (in press, 2003). Impact of impulsiveness, venturesomeness, and empathy on driving by older adults. *Journal of Safety Research*.

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**U.S. DOT ANNOUNCES REPORT RELEASE
FOR ADVANCING SENIORS' SAFE MOBILITY**

A report that addresses moving the United States toward achieving the national objective of keeping seniors safely mobile was released several days ago by the U.S. Department of Transportation. The announcement came at a recent meeting of the ENO Transportation Foundation; go to www.enotrans.com.

The report has been issued under the title "Safe Mobility for a Maturing Society: Challenges and Opportunities," It provides a comprehensive perspective on where the nation stands and where it should be going to assure older people of their continuing safe mobility.

Principal authors were Don Trilling (ret.), formerly with the Office of the Secretary of Transportation, and John Eberhard (ret.) formerly with NHTSA and now a consultant.

The report should be available through the U.S. DOT web site very soon or contact jeberhard2@msn.com.

