

# Maryland Older Driver Safety Symposium

June 9, 2015

Linthicum, MD

## Triaging for Driving Assessments & Services: the role of family, community, medicine and Driving Rehab

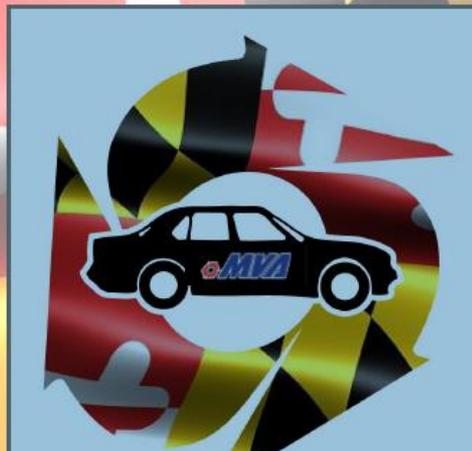
Elin Schold Davis, OTR/L, CDRS

American Occupational Therapy Association

Bethesda, MD

# ***PROGRAM GUIDE***

## **Maryland Older Driver Safety 2015**



# **Safe Mobility for Life**

June 9, 2015  
Maritime Institute  
Linthicum Heights, MD

# ...already admired



- Striving to make the best better
- Getting the right service **to the right individual**

*What you'd want for your family and yourself*

# A Day Packed with Experts!

Understanding the range of stakeholders, roles and expertise:

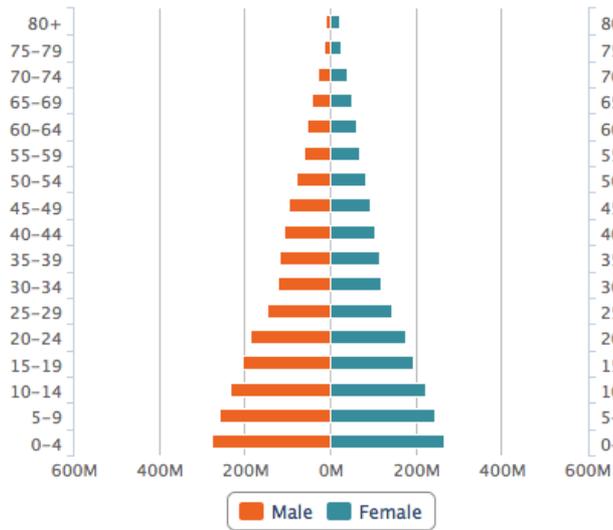
- Physicians, Law Enforcement, Practitioners, Researchers, Consumers ...
- Highway design, vehicle design and technologies
- Resources and evidence of what works

# It Matters in People's Lives

- **Driving** ... the **primary mode** of transportation for older adults.
- **Driving** represents the ability to maintain connections and contribute to the community.
- Studies show a relationship between health, sense of autonomy & the **ability to drive**.
- **Loss of mobility** can lead to depression, low life satisfaction, health problems, isolation, and loneliness.

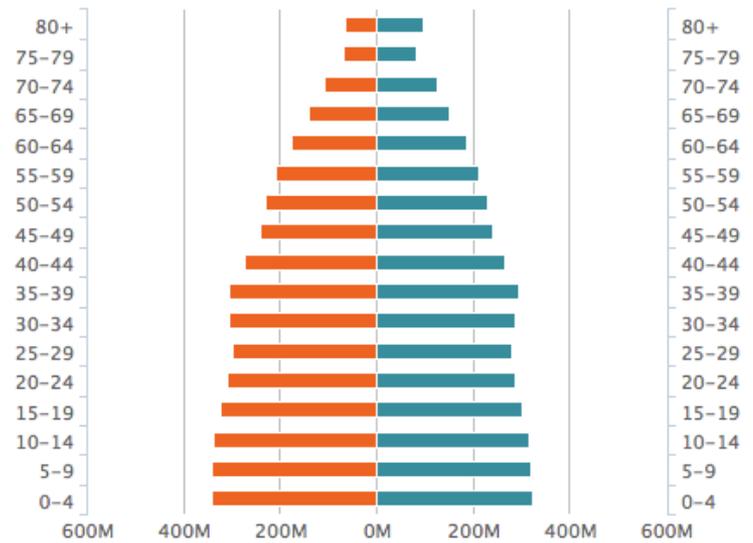
# World Population Growth (Source: GeoHive.com)

Population pyramid: World, midyear 1975

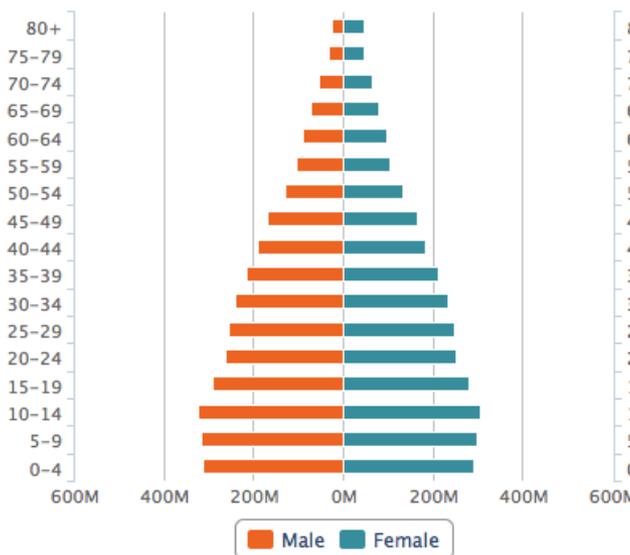


GeoHive.com

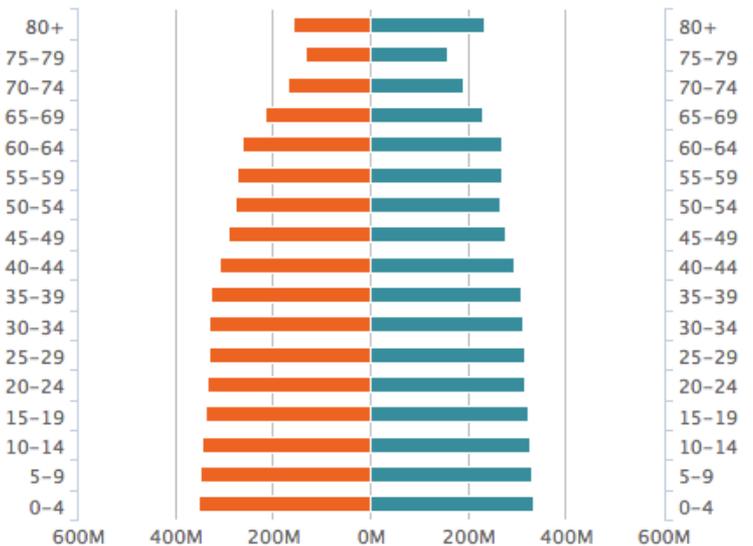
Population pyramid: World, midyear 2025



Population pyramid: World, midyear 2000

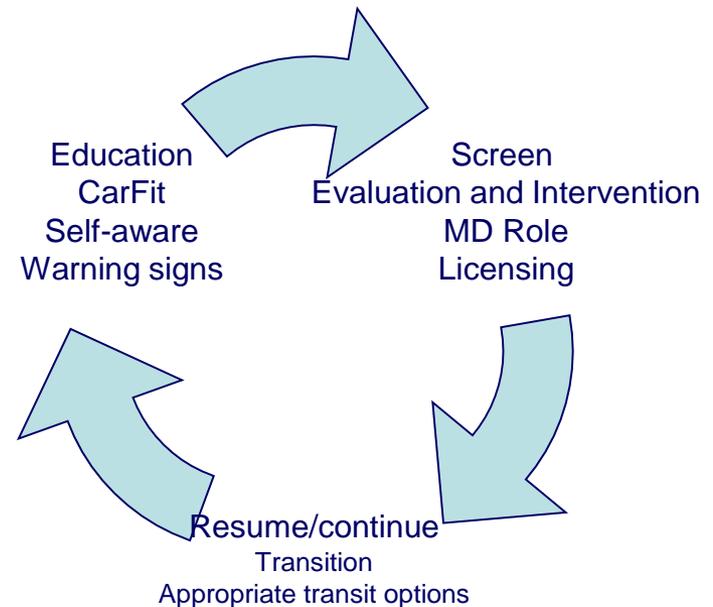


Population pyramid: World, midyear 2050

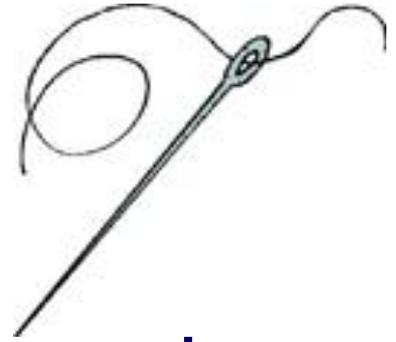


# “it takes a village”

- Education
- Screening & Assessment
- Evaluation & intervention (rehabilitation)
- Planning & Transition
- Appropriate alternative mobility options



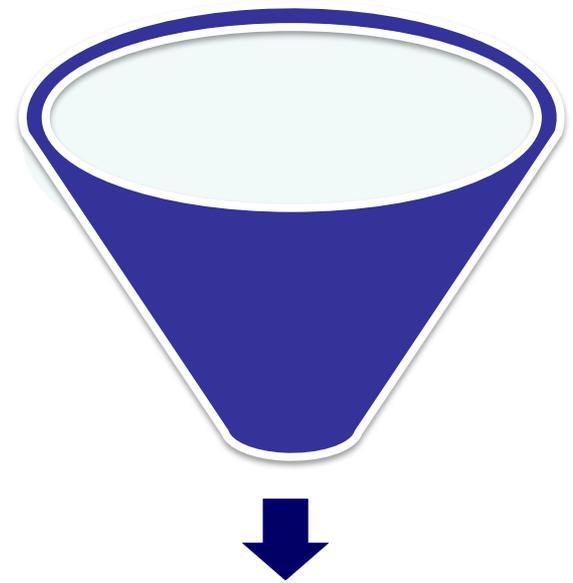
# Take Aways



- Driving is the word, mobility is the goal
- Triage of “screens & assessments”
  - Right tool at right time
  - Family screening to professional eval
  - Appropriate conclusions
- Good things ARE happening , pathways pull the thread

# Distinguish the tools – Distinguish the providers

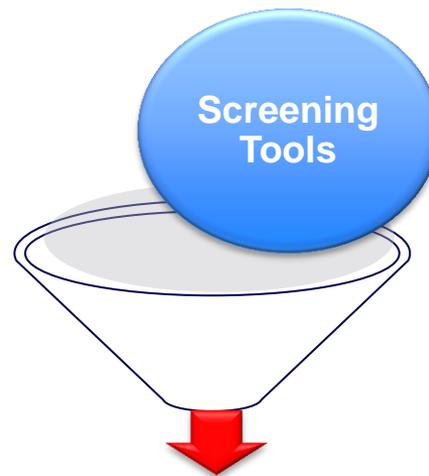
- Medically at Risk
  - Screening, assessment and evaluation
  - Comprehensive Driving Evaluation
- Purpose and interpretation



Information necessary and required to make decisions about an individual's Driver's License status

# The Right Tool at the Right Time

Different Services  
Different Providers  
Different Outcomes and Implications



# Spectrum of Driver Rehab Services

**Spectrum of Driver Services: Right Services for the Right People at the Right Time**  
 A description consumers and health care providers can use to distinguish the type of services needed for an older adult.



**Types:**

- Community Based
- Medically Based
- Specialized Driver Eval & Train

**Descriptions of:**

- Program type
- Providers & Credentials
- Provider's Knowledge
- Provider's services
- Outcome

	COMMUNITY-BASED EDUCATION		MEDICALLY-BASED ASSESSMENT, EDUCATION AND REFERRAL		SPECIALIZED EVALUATION AND TRAINING
Program Type	Driver Safety Programs	Driving School	Driver Screen	Clinical IADL Evaluation	Driver Rehabilitation Programs (Includes Driver Evaluation)
Typical Providers and Credentials	Program specific credentials (e.g. AARP and AAA Driver Improvement Program).	Licensed Driving Instructor (LDI) certified by state licensing agency or Dept. of Education.	Health care professional (e.g., physician, social worker, neuropsychologist).	Occupational Therapy Practitioner (Generalist or Driver Rehabilitation Specialist*).  Other health professional degree with expertise in Instrumental Activities of Daily Living (IADL).	Driver Rehabilitation Specialist*, Certified Driver Rehabilitation Specialist*, Occupational Therapist with Specialty Certification in Driving and Community Mobility*.
Required Provider's Knowledge	Program specific knowledge.  Trained in course content and delivery.	Instructs novice or relocated drivers, excluding medical or aging conditions that might interfere with driving, for purposes of teaching / training / refreshing / updating driving skills.	Knowledge of relevant medical conditions, assessment, referral, and / or intervention processes.  Understand the limits and value of assessment tools, including simulation, as a measurement of fitness to drive.	Knowledge of medical conditions and the implication for community mobility including driving. Assess the cognitive, visual, perceptual, behavioral and physical limitations that may impact driving performance.  Knowledge of available services. Understands the limits and value of assessment tools, including simulation, as a measurement of fitness to drive.	Applies knowledge of medical conditions with implications to driving.  Assesses the cognitive, visual, perceptual, behavioral and physical limitations that may impact driving performance. Integrates the clinical findings with assessment of on-road performance.  Synthesizes client and caregiver needs, assist in decisions about equipment and vehicle modification options available.  Coordinates multidisciplinary providers and resources, including driver education, health care team, vehicle choice and modifications, community services, funding / payers, driver licensing agencies, training and education, and caregiver support.
Typical Services Provided	<ol style="list-style-type: none"> <li>1) Classroom or computer based refresher for licensed drivers: review of rules of the road, driving techniques, driving strategies, state laws, etc.</li> <li>2) Enhanced self-awareness, choices, and capability to self-limit.</li> </ol>	<ol style="list-style-type: none"> <li>1) Enhance driving performance.</li> <li>2) Acquire driver permit or license.</li> <li>3) Counsel with family members for student driver skill development.</li> <li>4) Recommend continued training and / or undergoing licensing test.</li> <li>5) Remedial Programs (e.g., license reinstatement course for teens / adults, license point</li> </ol>	<ol style="list-style-type: none"> <li>1) Counsel on risks associated with specific conditions (e.g., medications, fractures, post-surgery).</li> <li>2) Investigate driving risk associated with changes in vision, cognition, and sensory-motor function.</li> <li>3) Determine actions for the at-risk driver:                             <ul style="list-style-type: none"> <li>• Refer to IADL evaluation, driver rehabilitation program, and / or other services.</li> <li>• Discuss driving cessation; provide access to counseling and education for alternative transportation options.</li> </ul> </li> <li>4) Follow reporting / referral structure for licensing recommendations.</li> </ol>	<ol style="list-style-type: none"> <li>1) Evaluate and interpret risks associated with changes in vision, cognition, and sensory-motor functions due to acute or chronic conditions.</li> <li>2) Facilitate remediation of deficits to advance client readiness for driver rehabilitation services.</li> <li>3) Develop an individualized transportation plan considering client diagnosis and risks, family, caregiver, environmental and community options and limitations:                             <ul style="list-style-type: none"> <li>• Discuss resources for vehicle adaptations (e.g., scooter lift).</li> <li>• Facilitate client training on community transportation options (e.g., mobility managers, dementia-friendly transportation).</li> <li>• Discuss driving cessation. For clients with poor self-awareness, collaborate with</li> </ul> </li> </ol>	Programs are distinguished by complexity of evaluations, types of equipment, vehicles, and expertise of provider. <ol style="list-style-type: none"> <li>1) Navigate driver license compliance and basic eligibility through intake of driving and medical history.</li> <li>2) Evaluate and interpret risks associated with changes in vision, cognition, and sensory-motor functions in the driving context by the medically trained provider.</li> <li>3) Perform a comprehensive driving evaluation (clinical and on-road).</li> <li>4) Advise client and caregivers about evaluation results, and provides resources, counseling, education, and / or intervention plan.</li> <li>5) Intervention may include training with compensatory strategies, skills, and vehicle adaptations or modifications for drivers and passengers.</li> <li>6) Advocate for clients in access to funding resources and / or reimbursement.</li> <li>7) Provide documentation about fitness to drive to the physician and / or driver-licensing agency in compliance with regulations.</li> <li>8) Prescribe equipment in compliance with state regulations and collaborate with Mobility Equipment Dealer^ for</li> </ol>

Provider's services

Outcome

	<b>COMMUNITY-BASED EDUCATION</b>	
<b>Program Type</b>	<b>Driver Safety Programs</b>	<b>Driving School</b>
<b>Typical Providers and Credentials</b>	Program specific credentials (e.g. AARP and AAA Driver Improvement Program).	Licensed Driving Instructor (LDI) certified by state licensing agency or Dept. of Education.
<b>Required Provider's Knowledge</b>	Program specific knowledge.  Trained in course content and delivery.	Instructs novice or relocated drivers, excluding medical or aging conditions that might interfere with driving, for purposes of teaching / training / refreshing / updating driving skills.

**MEDICALLY-BASED ASSESSMENT,  
EDUCATION AND REFERRAL**

**Driver Screen**

**Clinical IADL Evaluation**

Health care professional  
(e.g., physician, social worker,  
neuropsychologist).

Occupational Therapy Practitioner  
(Generalist or Driver Rehabilitation  
Specialist<sup>®</sup>).

Other health professional degree  
with expertise in Instrumental  
Activities of Daily Living (IADL).

Knowledge of relevant  
medical conditions,  
assessment, referral, and / or  
intervention processes.

Understand the limits and  
value of assessment tools,  
including simulation, as a  
measurement of fitness to  
drive.

Knowledge of medical conditions  
and the implication for community  
mobility including driving.

Assess the cognitive, visual, per-  
ceptual, behavioral and  
physical limitations that may  
impact driving performance.

Knowledge of available services.

Understands the limits and value  
of assessment tools, including  
simulation, as a measurement of  
fitness to drive.

## **SPECIALIZED EVALUATION AND TRAINING**

### **Driver Rehabilitation Programs (Includes Driver Evaluation)**

Driver Rehabilitation Specialist<sup>†</sup>, Certified Driver Rehabilitation Specialist<sup>\*</sup>, Occupational Therapist with Specialty Certification in Driving and Community Mobility<sup>†</sup>.

Applies knowledge of medical conditions with implications to driving.

Assesses the cognitive, visual, perceptual, behavioral and physical limitations that may impact driving performance.

Integrates the clinical findings with assessment of on-road performance.

Synthesizes client and caregiver needs, assist in decisions about equipment and vehicle modification options available.

Coordinates multidisciplinary providers and resources, including driver education, health care team, vehicle choice and modifications, community services, funding / payers, driver licensing agencies, training and education, and caregiver support.

# The Comprehensive Driving Evaluation

- Clinical assessments V, C, P
- Functional performance, in context, “on road”
- Results:
  - Recommendations
  - Intervention plan
  - Safe mobility, driver or passenger

# Outcome & Recommendations

- Continue to Drive
- Potential – evaluate w/ equipment and/or training
- Driving with Restrictions (state specific)
  - With dementia, periodic review
- Retire from driving
- Provide referral and/or access to assistance with community mobility

## Spectrum of Driver Rehabilitation Program Services

A description consumers and health care providers can use to distinguish the services provided by driver rehabilitation programs which best fits a client's need.



Program Type	DRIVER REHABILITATION PROGRAMS Determine fitness to drive and / or provide rehabilitative services.		
Levels of Program and Typical Provider Credentials	BASIC	LOW TECH	HIGH TECH
	<p>Provider is a Driver Rehabilitation Specialist (DRS)<sup>#</sup> with professional background in occupational therapy, other allied health field, driver education or a professional team of CDRS or SCDCM with LDI<sup>**</sup>.</p>	<p>Driver Rehabilitation Specialist<sup>#</sup>, Certified Driver Rehabilitation Specialist<sup>#</sup>, Occupational Therapist with Specialty Certification in Driving and Community Mobility<sup>#</sup>, or in combination with LDI.</p> <p>Certification in Driver Rehabilitation is recommended as the provider for comprehensive driving evaluation and training.</p>	<p>Driver Rehabilitation Specialist<sup>#</sup>, Certified Driver Rehabilitation Specialist<sup>#</sup>, Occupational Therapist with Specialty Certification in Driving and Community Mobility<sup>#</sup>.</p> <p>Certification in Driver Rehabilitation is recommended as the provider for comprehensive driving evaluation and training with advanced skills and expertise to complete complex client and vehicle evaluation and training.</p>
Program Service	<p>Offers driver evaluation, training and education.</p> <p>May include use of adaptive driving aids that do not affect operation of primary or secondary controls (e.g., seat cushions or additional mirrors).</p> <p>May include transportation planning (transition and options), cessation planning, and recommendations for clients as passengers.</p>	<p>Offers comprehensive driving evaluation, training and education, with or without adaptive driving aids that affect the operation of primary or secondary controls, vehicle ingress / egress, and mobility device storage / securement. May include use of adaptive driving aids such as seat cushions or additional mirrors.</p> <p>At the Low Tech level, adaptive equipment for primary control is typically mechanical. Secondary controls may include wireless or remote access.</p> <p>May include transportation planning (transition and options), cessation planning, and recommendations for clients who plan to ride as passengers only.</p>	<p>Offers a wide variety of adaptive equipment and vehicle options for comprehensive driving evaluation, training and education, including all services available in Low Tech and Basic programs. At this level, providers have the ability to alter positioning of primary and secondary controls based on client's need or ability level.</p> <p>High Tech adaptive equipment for primary and secondary controls includes devices that meet the following conditions:</p> <ol style="list-style-type: none"> <li>1) capable of controlling vehicle functions or driving controls, and</li> <li>2) consists of a programmable computerized system that interfaces / integrates with an electronic system in the vehicle.</li> </ol>
Access to Driver's Position	<p>Requires independent transfer into OEM<sup>^</sup> driver's seat in vehicle.</p>	<p>Addresses transfers, seating and position into OEM<sup>^</sup> driver's seat. May make recommendations for assistive devices to access driver's seat, improved positioning, wheelchair securement systems, and / or mechanical wheelchair loading devices.</p>	<p>Access to the vehicle typically requires ramp or lift and may require adaptation to OEM driver's seat. Access to driver position may be dependent on use of a transfer seat base, or clients may drive from their wheelchair. Provider evaluates and recommends vehicle structural modifications to accommodate products such as ramps, lifts, wheelchair and scooter hoists, transfer seat bases, wheelchairs suitable to utilize as a driver seat, and / or wheelchair securement systems.</p>
Typical Vehicle Modification: Primary Controls: Gas, Brake, Steering	<p>Uses OEM<sup>^</sup> controls.</p>	<p>Primary driving control examples:</p> <ol style="list-style-type: none"> <li>A) mechanical gas / brake hand control;</li> <li>B) left foot accelerator pedal;</li> <li>C) pedal extensions;</li> <li>D) park brake lever or electronic park brake;</li> <li>E) steering device (spinner knob, tri-pin, C-cuff).</li> </ol>	<p>Primary driving control examples (in addition to Low Tech options):</p> <ol style="list-style-type: none"> <li>A) powered gas / brake systems;</li> <li>B) power park brake integrated with a powered gas / brake system;</li> <li>C) variable effort steering systems;</li> <li>D) reduced diameter steering wheel, horizontal steering, steering wheel extension, joystick controls;</li> <li>E) reduced effort brake systems.</li> </ol>
Typical Vehicle Modification: Secondary Controls	<p>Uses OEM<sup>^</sup> controls.</p>	<p>Secondary driving control examples:</p> <ol style="list-style-type: none"> <li>A) remote horn button;</li> <li>B) turn signal modification (remote, crossover lever);</li> <li>C) remote wiper controls;</li> <li>D) gear selector modification;</li> <li>E) key / ignition adaptations.</li> </ol>	<p>Electronic systems to access secondary and accessory controls.</p> <p>Secondary driving control examples (in addition to Low Tech options):</p> <ol style="list-style-type: none"> <li>A) remote panels, touch pads or switch arrays that interface with OEM<sup>^</sup> electronics;</li> <li>B) wiring extension for OEM<sup>^</sup> electronics;</li> <li>C) powered transmission shifter.</li> </ol>

#DRS - Health professional degree with specialty training in driver evaluation and rehabilitation, \*CDRS – Certified Driver Rehabilitation Specialist – Credentialed by ADED (Association for Driver Rehabilitation Specialists). –SCDCM – Specialty Certified in Driving and Community Mobility by AOTA (American Occupational Therapy Association) ^OEM – Original Equipment installed by Manufacturer.

\*\*LDI-licensed driving instructor.

<p><b>Levels of Program and Typical Provider Credentials</b></p>	<p><b>BASIC</b></p> <p>Provider is a Driver Rehabilitation Specialist (DRS)<sup>#</sup> with professional background in occupational therapy, other allied health field, driver education or a professional team of CDRS or SCDCM with LDI<sup>**</sup>.</p>
<p><b>Program Service</b></p>	<p>Offers driver evaluation, training and education.</p> <p>May include use of adaptive driving aids that do not affect operation of primary or secondary controls (e.g., seat cushions or additional mirrors).</p> <p>May include transportation planning (transition and options), cessation planning, and recommendations for clients as passengers.</p>

## LOW TECH

Driver Rehabilitation Specialist<sup>#</sup>, Certified Driver Rehabilitation Specialist<sup>\*</sup>, Occupational Therapist with Specialty Certification in Driving and Community Mobility<sup>+</sup>, or in combination with LDI.

Certification in Driver Rehabilitation is recommended as the provider for comprehensive driving evaluation and training.

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Offers comprehensive driving evaluation, training and education, with or without adaptive driving aids that affect the operation of primary or secondary controls, vehicle ingress / egress, and mobility device storage / securement. May include use of adaptive driving aids such as seat cushions or additional mirrors.

At the Low Tech level, adaptive equipment for primary control is typically mechanical. Secondary controls may include wireless or remote access.

May include transportation planning (transition and options), cessation planning, and recommendations for clients who plan to ride as passengers only.

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Addresses transfers, seating and position into OEM<sup>^</sup> driver's seat. May make recommendations for assistive devices to access driver's seat, improved positioning, wheelchair securement systems, and / or mechanical wheelchair loading devices.

## HIGH TECH

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High Tech adaptive equipment for primary and secondary controls includes devices that meet the following conditions:

- 1) capable of controlling vehicle functions or driving controls, and
- 2) consists of a programmable computerized system that interfaces / integrates with an electronic system in the vehicle.

Access to the vehicle typically requires ramp or lift and may require adaptation to OEM driver's seat. Access to driver position may be dependent on use of a transfer seat base, or clients may drive from their wheelchair. Provider evaluates and recommends vehicle structural modifications to accommodate products such as ramps, lifts, wheelchair and scooter hoists, transfer seat bases, wheelchairs suitable to utilize as a driver seat, and / or wheelchair securement systems.

# Video

Video



# Video

Video



**What is his safety network?**



# Older Driver Expert Summit March 2015

## Meeting NHTSA Highway Safety Program Guideline #13

### Theoretical Underpinnings

#### EXAMPLES

Cognitive Aging (Salthouse & Craik)

Volition, Routines & Performance (Kielhofner)

Transitions (ARMT)

### Inputs: Resources & Talent in the Silos

- Websites: Clearinghouse/AOTA
- Deliverables of Gaps & Pathways
- Physicians training in Medscape
- Education module for OT
- AGS Guide for Healthcare Professionals about Older drivers
- Law enforcement work in TRENDS as model
- Iowa DMV as model
- Public health focus on prevention
- CDC driver safety connection with falls
- FL System as a model.
- Maryland's Medical Review Board as model.

### Pathway Activities

- Investigate the missing links between services.
- Link state licensing agencies with generalist OTs for IADL evaluations (demonstration project).
- Link OT and DRS with Area Agencies on Aging and/or mobility managers (demonstration project).
- Link law enforcement with DRS (TRENDS – duplicate)
- Insurance companies with DRS and OT (evaluate utilization and outcomes)
- Organizing information in one "place" for ease of used for consumers (evaluate utilization).
- Clarify CMS funding for evaluation and rehabilitation.
- Evaluate system of transportation options in FL for consumers.

### Outcomes

- Education (easy & accessible) for all stakeholders.
- Medical Advisory Boards (MAB) established and valued.
- MAB appropriately determine risk for medically-at-risk driver.
- Medically-at-risk driver offered appropriate services.
- Drivers and families have ownership & empowerment of the decisions.
- Availability of clear lines of funding of evaluations & support of alternative options.

### Impact

***A safety network supporting the medically-at-risk older driver to remain safely mobile and engaged.***

# Older Driver Expert Summit March 2015

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- Investigate the missing links

- Education (easy &

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# Older Driver Expert Summit:

## Meeting NHTSA Highway Safety Program Guideline #13

Theoretical Underpinnings

Inputs: Resources & Talent in the

Pathway Activities

Outcomes

Impact

AGS Guide for Professionals  
Drivers (revisiting  
Physician's

Drivers and families have ownership & empowerment of the decisions.

Link OT and DRS with Area Agencies on Aging and/or mobility managers (demonstration project).

*the medically-at-risk older driver to remain safely mobile and engaged.*

- Law enforcement v
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- Iowa DMV as mod
- Public health focus prevention
- CDC driver safety connection with fall
- FL System as a m
- Maryland's Medical Review Board as m

# Why Occupational Therapy DRS?

- Understand the **critical demands** of driving
- Have **science-based knowledge** to understand progressive conditions and life changes affecting driving
- Understand how community mobility affects **quality of life**

# Building Capacity Specialists & Generalists Collaborate



Screening, consider criteria for referral  
Awareness and Education

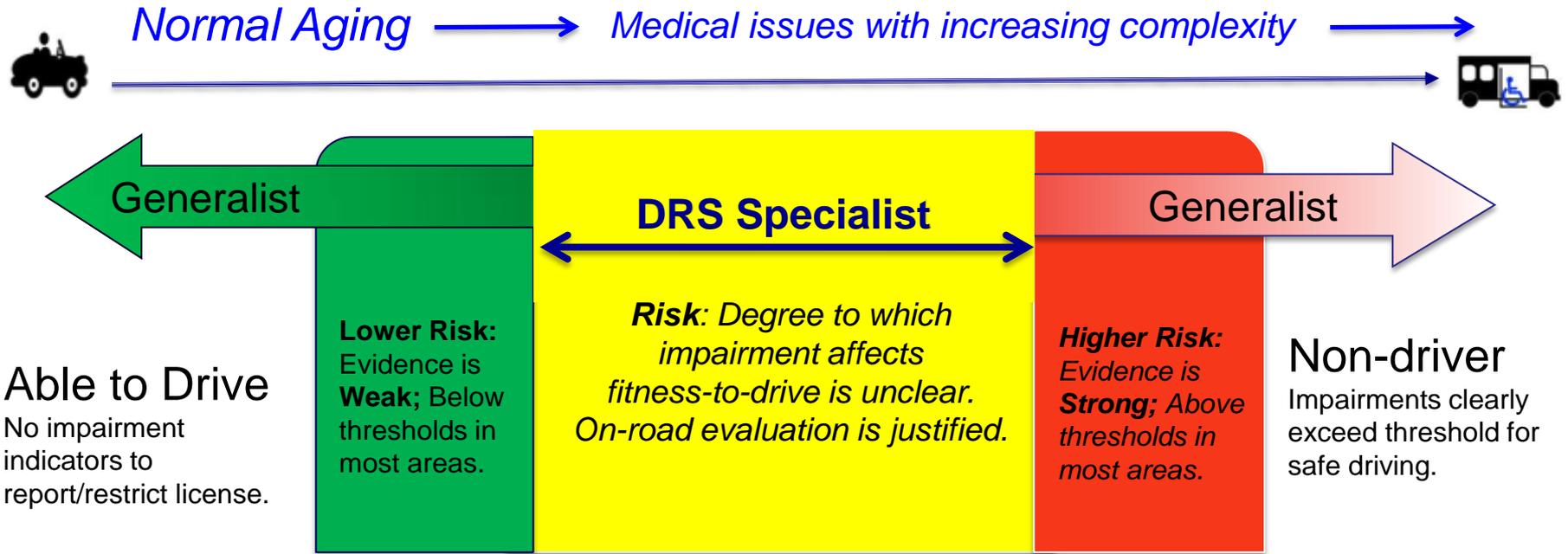
Ethics: Duty to Inform/Warn  
D&CM as an IADL

Increase capacity through collaboration

- Outreach, Rural
- Inspire pursuit of D&CM education!



# Occupational Therapy Intervention: Evidence, Clinical Judgment, and Risk



## Interventions for Generalists: Plan & Build Options for Mobility

Maximize Skills & Abilities  
Self Awareness

Mobility preservation: **Driving**

**Driving**  
The American Occupational Therapy Association, Inc.

Refer to specialized services  
Develop transportation alternatives  
Mobility preservation: Transition

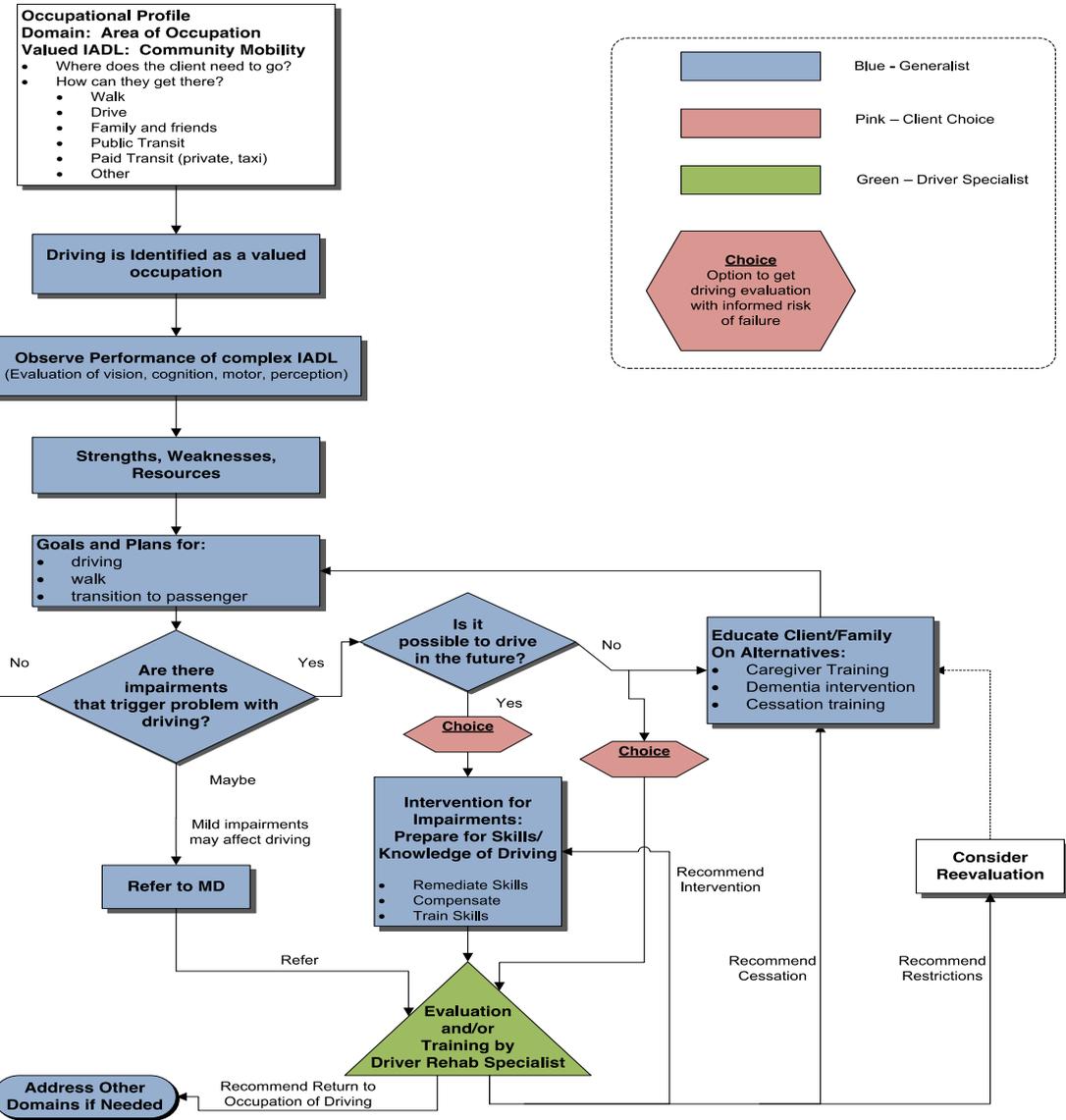
Promote Driving Retirement,  
Mobility preservation: Implement supportive transportation

**LIVING LIFE TO ITS FULLEST**  
o c c u Dickerson & Schold Davis, 2013



# Pathways

## Occupational Therapy Process for Driving and Community Mobility



Dickerson, Reistetter, Schold Davis, & Monahan. (2011). Evaluating driving as a valued instrumental activity of daily living. *American Journal of Occupational Therapy*, 65, 64-75.

# Two national organizations: AOTA and ADED

Both offer databases to locate a Specialist

- **American Occupational Therapy Association**  
[www.aota.org](http://www.aota.org)  
*Specialty Certification in Driving & Community Mobility (SCDCM)*
- **Association for Driving Rehabilitation Specialists**  
[www.aded.net](http://www.aded.net)  
*Certified Driving Rehabilitation Specialist (CDRS)*

HOME ▶ PRACTICE ▶ PRODUCTIVE

Children & Youth

Health & Wellness

Mental Health

**Productive Aging**

Home Modifications

**Driving & Community Mobility**

Alzheimers

Low Vision

Falls Prevention

Evidence-Based Practice

Emerging Niche

Apps  
aota.org

## Practitioners Toolkit ▶



Resources for professionals working with older driver clients.

## Gaps and Pathways ▶



Older Driver Safety: AOTA and the National Highway Traffic Safety Administration (NHTSA) Collaborative Agreement

## Older Driver Resources

Tip Sheets

Fact Sheet

Continuing Education

Evidence-Based Research

Official Documents

Books & Products

Videos

AOTA's Older Driver Safety Awareness Week

## Information for Drivers ▶



How can occupational therapy help older drivers? Find out here.

## Licensing Resources ▶



Get licensing resources such as driver licensing policies and vision requirements.

## Partner Organizations ▶



## For Physicians ▶



# Older Driver Initiative

[Practitioners Toolkit ▶](#)

[Gaps and Pathways ▶](#)

[Older Driver Resources](#)



Resources for professionals working with older driver clients.

[Information for Drivers](#)



How can occupational therapists help older drivers? Find out here.

[Partner Organizations ▶](#)

[Resources for Physicians ▶](#)

## Practitioners Toolkit ▶

Resources for professionals working with older driver clients.

- Education
- Evidence-Based Research
- Events
- Publications
- Older Driver Safety Week

## resources

### Driving Rehabilitation Program Development Toolkits Funded by NHTSA Mini-Grants

The mission of the American Occupational Therapy Association's (AOTA)

Older Driver Initiative is to build the capacity to address the needs of at risk senior citizens, including driving, for as long as possible. AOTA's Older Driver Initiative was funded by the Highway Traffic Safety Administration (NHTSA) to develop specialized driving rehabilitation services and toolkits for occupational therapy program development.

After a very competitive process, AOTA awarded 10 mini-grants ranging from \$3,000 to \$6,000 to occupational therapists from California to New York. The grant period included extensive technical assistance and opportunities for the grantees. Beyond the grant, grantees provide driver rehabilitation services, give presentations for professionals and community groups, and compiled into this toolkit.

The Mini-Grant awardees presented their findings at the AOTA National Conference.

Photo: From left to right: Meredith Sweet, OT/PT, FAOTA; Elin Schold Davis, OT/PT, FAOTA; Robyn Ogawa, OTR/L

#### How to use this toolkit

- Customized intervention to help one's ability to perform work, housework, driving
- Adaptive equipment recommendations and training
- Guidance to family members on how to assist in driving assessment and driving specialists can

## Developing Resources for your program - Generalist or Specialist

### Developing a Program Brochure for your Colleagues, Facility and the community

Get the word out! The grantees all described awareness building, within their programs and to the outside community as a challenge. Brochure development was identified as an important step to let others know how occupational therapy services address driving and community mobility. Several teams worked together to better understand what information should be included and how to best present it. This toolkit resource offers tips on what they learned and sample brochures.

- [Tips for Creating a Program Brochure](#)

### Sample Program Brochures:

- [Drive Safe Program at Newton-Wellsley Hospital](#)
- [The Grady D.R.I.V.E. Program](#)
- [The Rehabilitation Health Center at Park West](#)
- [Safe Driving Tips for Seniors by AOTA](#)
- [St. John's ROADS Program](#)

### Developing Transportation Resource Guides

To address driving and community mobility effectively, occupational programs must be knowledgeable of the transportation options in their community, the criteria for eligibility and the mechanism for access. In response to the barrier "I don't know what options are available", several projects included a goal of developing a resource list of options. The

# Aging in Place & Transportation

- The “lynch pin” to aging in place
  - Choice and Control
  - Engagement and Participation
- As we plan for finances and funerals...
  - Personal access to safe transportation
  - Walking, driving, transit user and passenger



# Increased Risk for Injury

## Frailty and Fragility

*“they sustain injuries more easily and are more frail which reduces their odds at recovering from injuries”.*

“At crash speeds of 31 mph (50 kph), the risk of sustaining a serious injury increases dramatically. A 50-year-old female has about a 10% risk of serious injury in a frontal crash, but an 80 year old female has about a 40% risk.”

[www.ircobi.ptg/downloads/irc12/pdf\\_files/14.pdf](http://www.ircobi.ptg/downloads/irc12/pdf_files/14.pdf)

2013 DOT HS 811 864 [www.NHTSA.gov](http://www.NHTSA.gov)



# www.Car-Fit.org



- Safe, positive, anonymous
- Nothing to do with “taking away”
- 12 points of education (ONLY!) about person-vehicle fit
- Injury prevention, safety and comfort
- 1:1 at their vehicle
- Goody Bag of Resources

# NHTSA.gov/Driving+Safety/Older+Drivers



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at [Distraction.gov](#)

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## Older Drivers



Getting older does not necessarily mean a person's driving days are over. But it is important to plan ahead and take steps to ensure the safety of your loved ones on the road. NHTSA offers free materials to help you learn more about how to recognize and discuss changes in your older loved one's driving.

### Older Drivers



CHAT HELP



### Additional Resources

▼ Promoting older driver safety

» [Talking with Older Drivers about Safe Driving](#)

» [Video Toolkit on Medical Conditions among Older Drivers](#)

» [Drive Well Toolkit: Promoting Older Driver Safety and Mobility in Your Community](#)

Driving while suffering from ...

For law enforcement personnel

For medical personnel

Research

<http://www.nhtsa.gov/Driving+Safety/Older+Drivers>

# NHTSA.gov/Driving+Safety/Older+Drivers

[www.NHTSA.gov/senior-driver](http://www.NHTSA.gov/senior-driver)

Free resources for professionals and consumers (some available in print copy, all free for download)



<http://www.nhtsa.gov/staticfiles/nti/images/OlderDriverVideos.jpg>

DOT HS 809 667 November 2003

### Driving When You Have Parkinson's Disease

PDF Version

#### Driving When You Have Parkinson's Disease

- For most people, driving represents freedom, control and independence. Driving enables most people to get to the places they want or need to go. For many people, driving is important economically – some drive as part of their job or to get to and from work.
- Driving is changing in brochure is Parkinson

## How to Understand & Influence Older Drivers

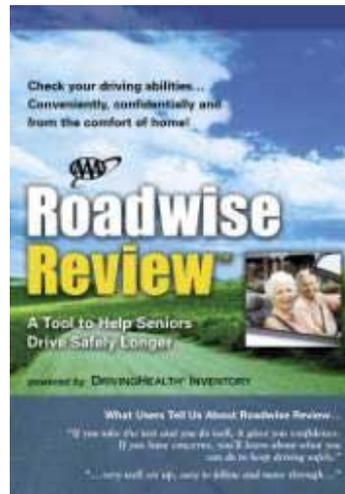
### Fact Sheets for Medical Professionals

FACT SHEET	IMPACT ON DRIVING
Cardiovascular Disease	Any situation that results in a loss of consciousness or causes dizziness or similar problems can affect driver safety.
Cognitive Conditions	Distraction or disorientation while driving. Delay in timely response to changes in traffic conditions, hazards, and emergencies. Delay in timely response to changes in traffic conditions, traffic hazards, and emergencies.
Dementia	The determining factor in withdrawing driving privileges is driving ability and the amount and type of driving exposure.
Diabetes	The average driver with diabetes has a statistically significant (19%) increase in risk for a motor vehicle collision compared to people without diabetes.
Functional Conditions	Momentary loss of control of the vehicle. Inability to safely control the vehicle's lane position and turning motion. Delay in responding to changing traffic control devices or conditions.
Physical Limitations	Pain and decreases in motor strength or physical functioning associated with any physical limitation can affect driver safety.
Seizures	The number of fatal driver crashes related to seizures is small. Some seizure types such as simple partial seizures that do not interfere with consciousness or motor control and seizures that are unlikely to occur while driving are unlikely to have an impact on driver safety.

### ing Motor Vehicles for Older Drivers

# Education and Self Screens

offered by researchers, AARP, AAA, AMA and others



AAA

**Fitness-to-Drive Screening Measure Online** YouTube News Story

Welcome to the Fitness-to-Drive Screening (FTDS) Measure developed by researchers at the University of Florida. The FTDS is a web-based tool for caregivers and/or family members of older drivers and occupational therapy practitioners (OT) to identify at-risk older drivers. Caregivers and/or family members who have driven with the driver in the last three months, can rate a driver's difficulties with 54 driving skills, through this on-line screening. After completing the screening, a keyform or rating profile, of the driver is available which includes a classification of the driver into one of three categories (at-risk driver, routine driver, or accomplished driver). Based on the specific driver category, recommendations are given as follow-up steps.

[View the FTDS User Manual.](#)

[Begin the questionnaire](#)



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Institute for Mobility, Activity and Participation (I-MAP)  
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**UF UNIVERSITY of FLORIDA**  
The Foundation for The Gator Nation

University of Michigan

Fitness to Drive  
Screening Measure

**AOTA**® The American Occupational Therapy Association, Inc.

Living Life To Its Fullest®  
O C C U P A T I O N A L T H E R A P Y

[www.thehartford.com/talkwitholderdrivers](http://www.thehartford.com/talkwitholderdrivers)



- The brochure (free, in quantity)
- Preparing for the conversation
- Having the conversation
- Help beyond the conversation
- **FREE on-line version for seniors/families and practitioners**



## “Getting There” Worksheet

Prior to talking to an older driver about limiting or stopping driving, thought should be given to ways the driver can remain engaged in life’s activities. No single method of transportation is likely to meet all needs. This worksheet is designed to help you identify available transportation alternatives in your area.

### Family/Friends

Family and friends are the top alternative to driving for older adults. This mode of transportation may seem more familiar, comfortable and social to many older adults. That said, there may be conflicting feelings of burdening or inconveniencing others. Some older adults may want to do something in exchange for the ride.

### Questions to Ask

1. Are people available to provide rides at the times required?
2. To what extent are family or friends able or willing to provide rides.
3. Do people provide the rides willingly or do they resent having to adjust their schedules?
4. Is there something the older adult can “trade” for a ride (making dinner, taking the driver to lunch, paying for gas)?

Notes: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### Local Programs that Offer Rides

These are locally developed programs, often sponsored by faith-based or non-profit organizations, which provide rides for older adults. They may charge nominal fees or accept donations and often operate with the help of volunteer drivers.

[www.thehartford.com/talkwitholderdrivers](http://www.thehartford.com/talkwitholderdrivers)

### Questions to Ask

1. What programs are available in my area?
2. Is there a cost?
3. What hours and days of the week does the service run?
4. What are the routes or areas of service?
5. Are there limits to the number of rides in a given time period?
6. Is there any assistance available to people with physical or other health constraints?
7. Is there assistance for people with bags, etc.?
8. Is pre-registration with the service required?
9. Are wheelchair lifts available?

Notes: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### Demand-Responsive Services or Paratransit

Often referred to as the Dial-a-Ride or Elderly and Disabled Transportation Service, these programs are almost always subsidized by government funds and provide door-to-door service and offer rides by appointment. Fees or donations are common. Many use vans and offer accessible services for riders with special needs.

### Questions to Ask

1. Is there a minimum age or other physical or cognitive criteria for using the service?
2. How much does it cost?
3. Can an account be set up in advance with the service?
4. How far in advance do reservations need to be made?

*continued*

**FREE Webinar Training:  
June 23, 2015 at 3:00 PM EST  
Repeated Sept 16 and 17**

**See AOTA.org**



## Transportation Cost Worksheet

Owning and operating a vehicle can be more expensive than you think! By writing down your actual expenses, you can get an idea of how much money could be available for alternative transportation if you were to stop driving.

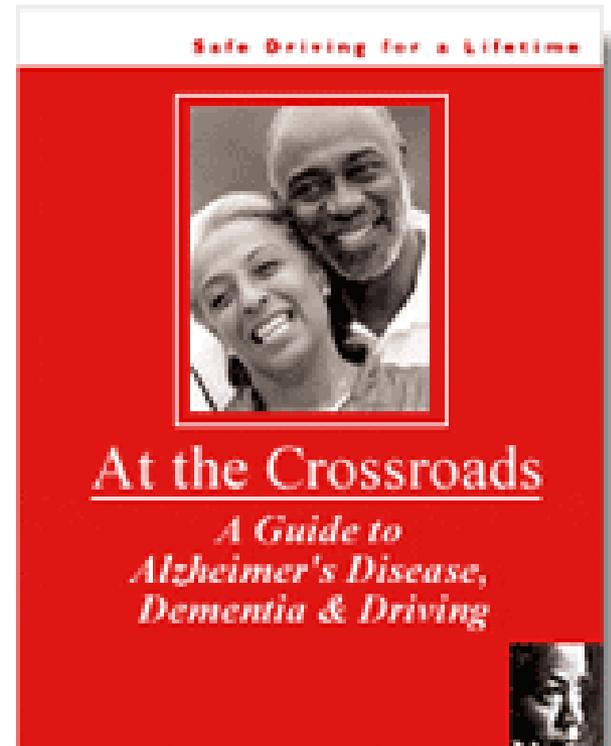
To determine the annual expense to own and operate a car, list all the related expenses below. Don't forget to multiply by 12 for monthly expenses, or by 52 for weekly expenses. For less frequent expenses, such as tires, estimate the cost and divide by the number of years between expenses. Once you have the annual expense for owning and operating the vehicle, you can get a better idea of how much you are already spending on transportation.

Vehicle Cost Per Year	Annual Cost
Car/Lease Payment	
<b>Regular Operating Expenses</b>	
• Gas.....	
• Washer Fluid .....	
• Parking .....	
• Tolls.....	
• Other.....	
<b>Regular Maintenance</b>	
• Oil Changes .....	
• Minor Tune-ups .....	
• Wiper Blades .....	
• Lights .....	
• Car Wash/Wax.....	
• Other.....	
<b>Long-Term Maintenance</b> <i>(estimate the cost and divide by the number of years between expenses)</i>	
• Tires .....	
• Brakes .....	
• Major Tune-ups .....	
• Repair/Replace Parts .....	
• Other.....	
<b>Insurance – Annual Cost</b>	
<b>Motor Club/Roadside Assistance</b>	
<b>Registration/License Plate Fees</b>	
<b>License Fees</b>	
<b>Vehicle Inspection/Emissions Fees</b>	
<b>Total Cost Per Year</b>	<b>\$</b>

[www.thehartford.com/talkwitholderdrivers](http://www.thehartford.com/talkwitholderdrivers)

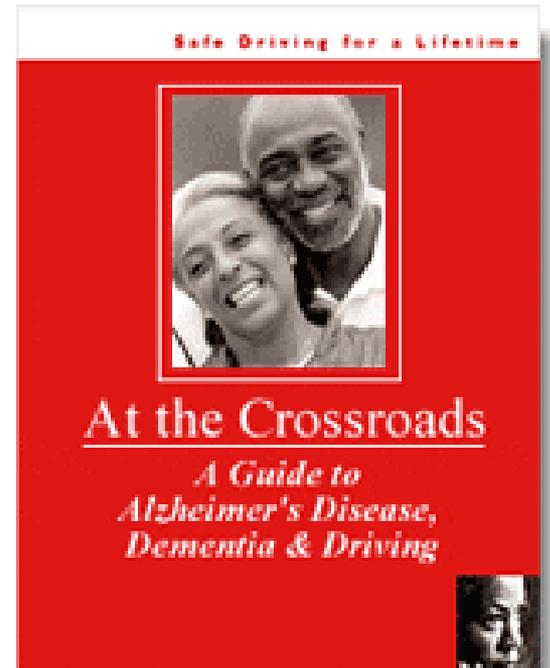
The brochure (free, in quantity)

- ▶ Drivers with dementia
- ▶ Guide for caregiver education
- ▶ Family preparation
  - ▶ “When, not If”
- ▶ Strategies when refusal to stop is the concern



[www.thehartford.com/talkwitholderdrivers](http://www.thehartford.com/talkwitholderdrivers)

- A **FREE toolkit** for professionals
- Evidence based
  - Resources
  - Home assignments
  - Planning resources
- Designed to facilitate community conversations.



**Volunteer today!**

# Support Cessation

Vehicle-Related Strategies:  
 Alter the keys  
 Move the hook  
 Disable car  
 Loan/ give/ sell



Physician Prescription




### DRIVER PLANNING AGREEMENT

**Helping families plan together for continued, safe mobility**

I realize that the natural aging process may, at some point in the future, affect my ability to drive safely. By taking the time now to work closely with my family, I can develop a plan to ensure my safety and the safety of others while also maintaining my mobility and independence.

The most important thing my family can do is to help me **explore all of my options** to keep me driving or mobile. If concerned about my driving abilities, help me access the appropriate resources or services that can potentially mitigate these concerns so that I may safely drive. Examples include, but are not limited to:

- ◆ Help me find an occupational therapist who is trained to address the problems that put me at risk behind the wheel and equipped to develop an individualized plan to use moving forward;
- ◆ Ensure that I am able to visit my primary care physician or local pharmacist to review how medications I take may affect my driving;
- ◆ Assist me in accessing an eye doctor or vision care specialist who can address my needs;
- ◆ Help me determine how I can appropriately self-regulate when and where I drive so that I maintain maximum comfort and safety behind the wheel; and
- ◆ Encourage me to take a driver-improvement course to refresh my skills and learn new techniques for adapting to my changing needs as an aging driver.

Additionally, I want my family help me **explore other forms of transportation**, showing me all of my choices, and recognizing that these options may complement my driving or be used as a substitute to extend my mobility should driving become unsafe. Examples include, but are not limited to:

- ◆ Discuss the places I enjoy going and the destinations I need to reach to ensure I maintain a high quality of life;
- ◆ Identify local public and private transportation options available in my community (e.g., carpooling, public transportation, local organizations with a volunteer driver program, or other services) so that I am aware of my options;
- ◆ Introduce me to these transportation options before I must rely on them so that I become familiar with them when I do choose to use them; and
- ◆ Recognize that I may need support and practice to feel safe using these other transportation options. It may take a few rides or the companionship of a friend to accompany me until I am comfortable. If necessary, we will make certain I have the necessary support services to ensure I can get home safely.

I trust my family to prioritize my safety and mobility and to not ask me to stop driving until all options have been explored.

Should it become necessary to discuss if it is safe or reasonable for me to continue driving,

I designate \_\_\_\_\_ to address this issue with me.  
(name of family member or trusted friend)

---

Signed: \_\_\_\_\_ Date: \_\_\_\_\_  
(Your signature)

# NCST

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Senior Transportation*

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## National Center for Senior Transportation

[http://seniortransportation.easterseals.com/site/PageServer?pagename=NCST2\\_homepage](http://seniortransportation.easterseals.com/site/PageServer?pagename=NCST2_homepage)

- Sign up for electronic newsletter
- Check out the links and resources

Living Life To Its Fullest<sup>®</sup>  
O C C U P A T I O N A L T H E R A P Y

# Older Driver Safety Awareness Week

Older Driver Safety Awareness Week (First week in *December*) aims to promote understanding of the importance of mobility and transportation. Throughout the week, AOTA will bring attention to a different aspect of older driver safety:

- Monday: Family Conversations
  - Tuesday: Screening/Evaluations
  - Wednesday: Driving Equip/Adaptations
  - Thursday: Taking Changes in Stride
  - Friday: Life After Driving
- 
- Get Involved!!



# Driving & Community Mobility

- Individual driver and family awareness
- The right service at the right time
- the outcome of safe mobility and participation as driver or non driver



# Who Are the Older Drivers?

**“they” are US!**



# Thank You!!

Elin Schold Davis, OTR/L, CDRS  
American Occupational Therapy Association

[escholddavis@aota.org](mailto:escholddavis@aota.org)

1-800-729-2682 X2200

# On-Line Resources

AAA-Senior Drivers

<http://seniordriving.aaa.com/>

AARP-Driver Safety info, online course at

[http://www.aarp.org/home-garden/transportation/info-05-2010/Warning\\_Signs\\_Stopping.html](http://www.aarp.org/home-garden/transportation/info-05-2010/Warning_Signs_Stopping.html)

National Highway Transportation & Safety Administration (NHTSA)  
Older Road Users

<http://www.nhtsa.gov/Senior-Drivers>

The Hartford Center for Mature Market Excellence

<http://www.thehartford.com/mature-market-excellence/family-conversations-with-older-drivers>

# On-Line Resources

The American Occupational Therapy Association

[www.aota.org/older-driver](http://www.aota.org/older-driver)

National Center for Senior Transportation

[http://seniortransportation.easterseals.com/site/PageServer?pagename=NCST2\\_homepage](http://seniortransportation.easterseals.com/site/PageServer?pagename=NCST2_homepage)

The Beverly Foundation

[www.beverlyfoundation.org](http://www.beverlyfoundation.org)