

**Executive Committee for Highway Safety
Older Driver Safety
Working Group Meeting Minutes – Mtg. #10**

April 3, 2007

Location:

AARP State Office, Raleigh, NC @ 10:00 a.m. – 1:00 p.m.

Attending:

Jane Stutts, Chair	UNC Highway Safety Research Center
Phyllis Bridgeman	NC DHHS, Division of Aging and Adult Services
Sherry Creech	NC DMV Driver License Medical Review Branch
Kathy Goff	National MS Society, Eastern NC Chapter
Frank Hackney	NC Governor’s Highway Safety Program
Suzanne LaFollete-Black	NC AARP
Susan Stewart	NC DMV Driver License Medical Review Branch
Carol Williams	NC Assistive Technology Program
Jenny Womack	UNC School of Medicine, Division of Occupational Science
Kristen Bovid (guest)	UNC Department of Government, Master’s Degree Candidate
Charles McDaniel (guest)	Consolidated Driving Programs, Inc, Boone, NC
Dennis Cloer (guest)	Consolidated Driving Programs, Inc, Boone, NC

Minutes:

Jane welcomed members, recognized the three guests in attendance, and asked everyone to provide brief self-introductions. A copy of the most recent Coalition roster was distributed for any corrections or updates by those present. Later in the meeting, Jane noted two new names on the list, Jayne Cannon, who will be taking Sarah Davis’ place as Public Relations Manager at AAA Carolinas, and Dr. Anne Dickerson, Professor and Chair of the Department of Occupational Therapy at East Carolina University. Neither was able to attend the day’s meeting.

The first item on the agenda was an update on activities of the website subcommittee by Phyllis Bridgeman. Members of this subcommittee (Bridgeman, LaFollete-Black, Stewart, Creech and Stutts) had met in Raleigh on March 28 to brainstorm the “look and feel” of the website (see attached notes from that meeting, prepared by Phyllis). The Oregon “Shifting Gears in Later Years” website was identified as the best model for our efforts, based on its positive approach, consumer-friendliness, ease of use, and general appeal (see <http://www.oregonsafemobility.org/>). The group also brainstormed possible website names and slogans (see notes), and Phyllis invited other members of the Coalition to submit any ideas and thoughts they might have on this. The next steps of the subcommittee will be to develop a more detailed schematic of how the various topics and materials will be presented on the website, identify photos and images to support these

topics, and then present our ideas to the DHHS Information Technology staff to begin creating a framework for the site. The subcommittee will also be working on a marketing plan for the website, as well as being sure that appropriate links are in place with key agencies and organizations including the various groups represented by the Coalition. Anyone interested in working on the subcommittee should follow up with Phyllis, and the subcommittee may also be sending out updates and requests for input and feedback to the full coalition as work progresses.

Kristen Bovid then gave a Powerpoint presentation on the results of independent research she conducted as part of her Master of Public Administration degree requirements at UNC-CH. The key questions she sought to address in her research were: what are key lessons and best practices for NC on the external identification of at-risk older drivers, and more specifically, how can the DMV improve its system for physician referral and reporting. Her presentation included results from semi-structured interviews with NC medical professionals and with staff of the NC medical review branch; analysis of available DMV data on drivers referred to the system and reasons for their referral; and case studies of six older driver “best practice” states identified in a Transportation Research Board report. Results included four key lessons from other state practices (increased process transparency, physician trainings, outreach, and funding and partnerships), and a series of training and outreach and process recommendations. A copy of Kristen’s full paper (limited to 5 pages + appendices) is attached with these minutes.

Following Kristen’s presentation the group engaged in a discussion of how recommendations from this research might be incorporated into activities and strategies of the Working Group. Susan Stewart noted that she supported the study findings, and that steps were already being taken to bring about some of the changes recommended (e.g., a revised reporting form). Much of the discussion centered on how training might best be provided to physicians and the kinds of supplemental materials (a summary of key points covered in the training, information sheet for patients, etc.) needed. In addition to bringing the AMA “Assessing and Counseling Older Drivers” course to the state, other options offered for educating physicians included trying to get training incorporated into medical school curriculums, offering continuing education course credits, providing training to nurses and nurse practitioners, and working through AHEC (Area Health Education Centers). There was also discussion of mandatory vs. voluntary reporting by physicians, and the need for clarification of confidentiality and physician liability issues under HIPPA. Another topic area discussed was the role driving rehabilitation specialists can play in the process, and the cost barrier of making their services more widely utilized. Jane asked that members of the group continue to think about strategies the Working Group might recommend to address the problem of medically at-risk drivers, and thanked Kristen for providing such a strong resource for initiating the process.

Prior to breaking for lunch, Jane distributed a first draft of a strategy directed toward law enforcement. The strategy seeks to expand involvement of the law enforcement community in older driver safety initiatives by:

- 1) Encouraging state and local law enforcement agencies to offer the NHTSA “Older Driver Law Enforcement Course” training; and
- 2) Expanding voluntary participation of State and local law enforcement officers in the AARP Driver Safety Program.

Jane asked members of the group to review the strategy and provide her any feedback or comments, and also noted that she would be seeking a law enforcement representative to serve on the Working Group and help with the strategy.

After the lunch break, Dr. Charles McDaniel, a long time driver educator and retired professor from Appalachian State University, and his colleague, Dennis Cloer, spoke to the group about the Strategic Driving program they have developed for assessing and improving on-road driving performance. The program was originally developed for use in work place settings, but is currently being modified for application to older drivers. It includes an on-road driving assessment lasting 30-40 minutes that evaluates the driver in four areas: pre-driving checks, driver perception skills, vehicle control skills, and driver performance skills. The assessment can be conducted by a trained driving instructor or DMV examiner, but is also appropriate for use by a family member or friend. The results of the assessment yield a competency score in each area, along with an overall rating, and can provide a basis for tailored instruction and training. Although there is still some work to be done in finalizing the materials for the older driver, the Strategic Driving approach has been field tested on several hundred individuals in a variety of settings.

All attendees were provided copies of the Strategic Driving On-Road Assessment tool and Principles and Practices of Strategic Driving, along with other materials. (Information and samples of some of the materials are also available on the Consolidated Driving Programs, Inc. website at <http://www.consolidex.com/>. Dr. McDaniel and Mr. Cloer responded to a variety of questions, and expressed their desire to work with the SDSC and/or its member organizations to have a larger population of older adults explore the program's usefulness. However, it was noted that the proprietary nature of the materials might prohibit their being promoted, for example, on the planned senior driver website. Nevertheless, members of the group agreed to continue to explore possible avenues for mutual benefit.

The final item on the meeting agenda was a discussion of possible restructuring of the SDSC/ODWG. Although time did not allow for much discussion on this issue, Jane distributed a copy of the minutes from a recent meeting of the Older Californian Traffic Safety (OCTS) Task Force, which is administered by the California Highway Patrol. This Task Force meets quarterly, but is currently divided into 8 working groups with designated responsibilities and objectives. These include aging services, health services, law enforcement, licensing, mobility, policy & legislation, public information, and transportation safety. (A copy of these minutes has been scanned and attached as a pdf file.) Jane asked that members think about whether our group could benefit from a similar structure, although clearly we do not have the membership to support this large a number of workgroups.

Before adjourning the meeting, Suzanne LaFollette-Black offered the following quick announcements:

- CarFit Events are currently scheduled at the following locations: Hendersonville (4/24), Carolina Meadows near Chapel Hill (4/28), Burlington/Mebane (5/15), and Hendersonville/Blue Ridge Mall (5/24).

- The NC Senior Driver Safety and Mobility Options Forums offered in five NC communities last year by NC AARP and members of the Coalition are featured in the newly released AARP Senior Mobility Toolkit (contact Suzanne for copies).
- Raleigh and Charlotte are two of only ten cities selected across the nation to participate in a joint AARP / National Recreation and Park Association project designed to increase walking by older adults. The Raleigh program will kick off on April 5 with a walk on the Raleigh greenway system at Lake Lynn.
- An additional “We Need to Talk” training has been scheduled for June 14th in Brevard, specifically for family members, and another train-the-trainer session will be held in early fall.
- Bill Turner, North Carolina’s AARP Driver Safety Program coordinator, will be taking on the responsibilities of regional coordinator, with oversight of programs in five states.

Next Meeting:

Two potential dates in June were identified for the next meeting. A final decision will be made once members unable to attend the day’s meeting have responded to their availability on these dates.

The meeting was adjourned at 1:15 pm.

SENIOR DRIVER SAFETY COALITION/
EXECUTIVE COMMITTEE FOR HIGHWAY SAFETY - OLDER DRIVER WORK GROUP:
Website Subcommittee
3/28/07

Possible website names to help people find us when "googling"

- senior driver safety
- mature driver
- older driver
- boomer driver
- safe mobility
- elderly driver
- aging driver
- senior mobility

Slogans from other states:

- drive well
- shifting gears in later years
- 65 is a speed limit, not an age limit

Possible slogans for the NC website - which image represents us best?

- Over 40 but not over the hill
- Keys - Keep the keys to safe driving
- Giving up the keys
- Not losing the keys
- Hiding the keys
- Sharing the keys
- Wheels - taking control of the wheel
- Steering toward safety
- Turning toward safety
- Steering safely down the road of life
- Steering without fearing
- Turn toward safe decisions
- On the road again to safety
- Mapping your transportation plans for later life
- Trip planning for later life
- Planning for your driving health
- Driving health and wellness
- A lifetime of safe driving

Miscellaneous notes:

- The Oregon website (over for printout of homepage) was chosen as the best model - easy to use, contains the same elements we are interested in, consumer-friendly, uses question format to draw readers further into website materials, takes a positive approach (see "Staying Safe Behind the Wheel" and "Self Test - How's My Driving?").
- Agree with positive approach - believe it will pay off better.
- Somewhere on secondary levels of website, need to link to research conducted by AARP, NHTSA, AAA Foundation, etc.
- Need to have focus groups review the website before going live to see if it works.