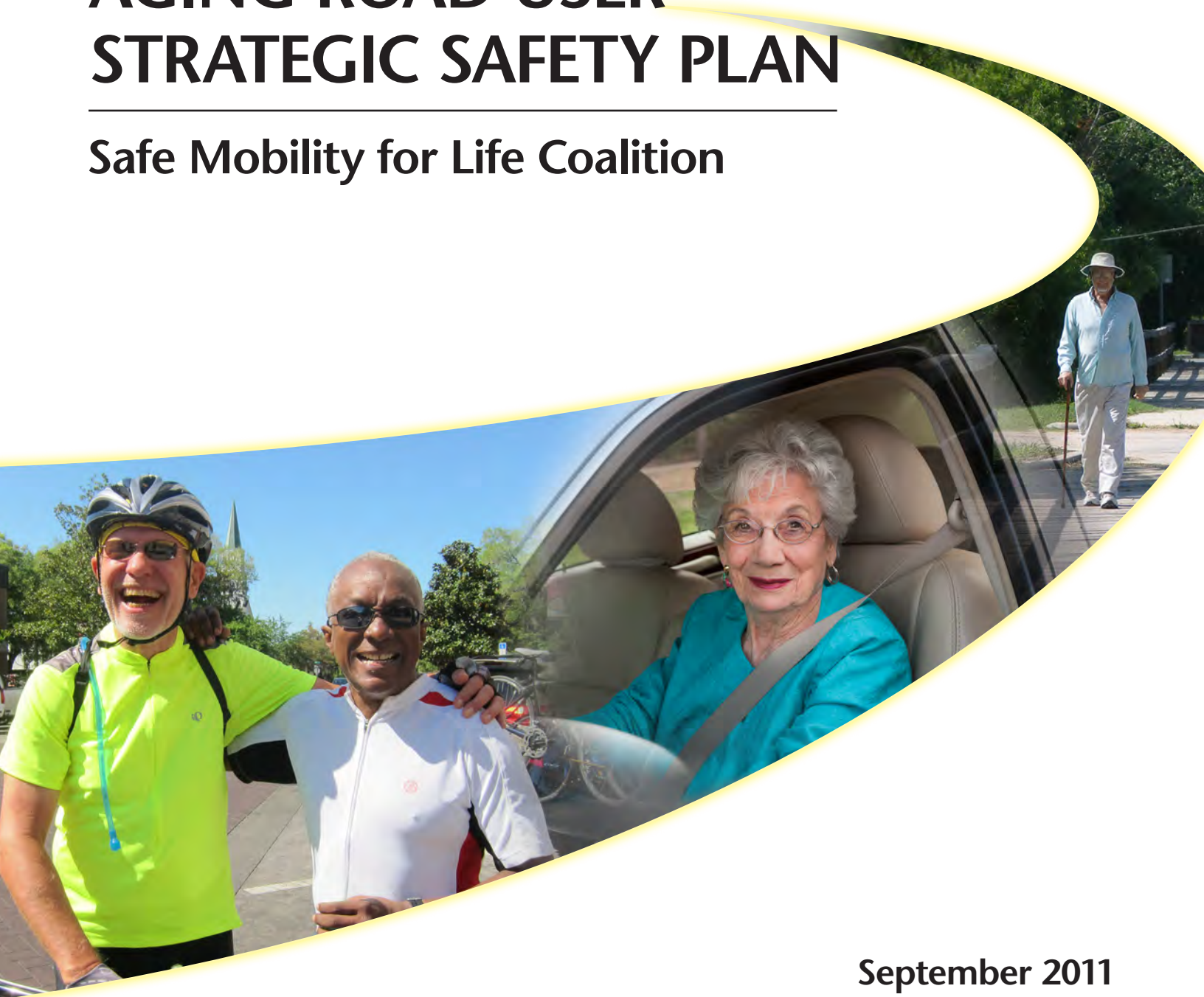




AGING ROAD USER STRATEGIC SAFETY PLAN

Safe Mobility for Life Coalition



September 2011



Aging Road User Strategic Safety Plan

prepared for

Florida Department of Transportation

September 2, 2011



Safety is

Golden

Safe Mobility for Life



Table of Contents

I. Introduction	1
Table A: Percentage of Florida Population (Five-Year Trend)	1
Table B: Percentage of Florida Licensed Drivers (Five-Year Trend)	2
Table C: Percentage of Florida Crashes (Five-Year Trend)	2
Table D: Percentage of Florida Crash Injuries (Five-Year Trend)	3
Table E: Percentage of Florida Crash Fatalities (Five-Year Trend)	3
Table F: National Population Projections (65 years and older)	4
II. Aging Road User Strategic Safety Plan	9
Vision, Mission, Goal, Emphasis Areas	
III. Emphasis Areas	10
1.0 Program Management, Evaluation, and Resources	10
Table 1.1: Program Management, Evaluation, and Resources Team	11
2.0 Data Collection and Analysis	12
Table 2.1: Data Collection and Analysis Team	13
3.0 Outreach and Education	13
Table 3.1: Outreach and Education Team	14
4.0 Advocacy and Policy	15
Table 4.1: Advocacy and Policy Team	16
5.0 Aging in Place	16
Table 5.1: Aging in Place Team	17
6.0 Assessment, Remediation, and Rehabilitation	18
Table 6.1: Assessment, Remediation, and Rehabilitation Team	19
7.0 Licensing and Enforcement	19
Table 7.1: Licensing and Enforcement Team	20
8.0 Other Road Users	20
Table 8.1: Other Road Users Team	21
9.0 Prevention and Early Recognition	22
Table 9.1: Prevention and Early Recognition Team	23
10.0 Transitioning from Driving	23
Table 10.1: Transitioning from Driving Team	25
IV. Conclusion	26
Appendix	27
Definitions	



Safety is

Golden

Safe Mobility for Life

I. Introduction

Aging Road User Strategic Safety Plan

Florida leads the nation with 18 percent of its population age 65 and older. By the year 2030, over 27 percent will be over age 65, and half of them will be 75 or older. Mirroring this growth, an increasing proportion of licensed drivers in Florida are getting older. In January 2011, one-quarter of all licensed drivers in Florida were age 60 and older, a small but steady increase from 23.7% in 2009. Furthermore, today's older drivers are driving longer and driving more miles per year than in the past. In fact, most older adults can expect to outlive their ability to safely drive by 7 to 10 years.

As more and more older adults drive on Florida's roadways, or travel the roads as pedestrians, passengers, bicyclists, or motorcyclists, the issue of transportation safety for this population is an increasingly significant public health concern. In 2008, 447 older Floridians were killed in traffic crashes, nearly 15% of all fatalities. From 2007 to 2009, adults age 65 and older made up an increasing percent of all fatalities from crashes over the three years -- 18.3%, 18.7% and 20.6%, respectively. While crash fatality is declining among older adults, the state of Florida lags behind the United States overall. According to the 2007 to 2009 Fatality Facts published by the Insurance Institute for Highway Safety, the motor vehicle crash death rate among older adults for the U.S. overall also declined from 2007 to 2009 and was lower than Florida's rate in each year (15.66 vs. 16.10 in 2007, 14.23 vs. 14.73 in 2008, and 13.36 vs. 14.63 in 2009).

Baseline Data on Florida Residents, Drivers, and Crashes by Age

A central goal of the Aging Road User Strategic Safety Plan is to reduce the number of driving-related injuries and fatalities among older drivers in Florida. Effective implementation of the plan should result in such reductions. Tables A through F report the baseline data for 2006 to 2010 against which post-implementation numbers on fatalities and injuries will be compared. These tables indicate the percent of the population, licensed drivers, crashes, crash injuries, and crash fatalities in Florida accounted for by those age 65 and older in five year increments (65- to 69-year-olds, 70- to 74-year-olds, etc.). They also

report the percent for 50- to 64-year-olds, a very important age group for the strategic plan since they are the older drivers of tomorrow and they account for a large percent of Florida's driving-related fatalities and injuries.

Table A shows that Florida's population became somewhat older in its age structure between 2006 and 2010. Almost 20 percent of the population is age 50 to 64, and another 17 percent is 65 and older (summing across age groups). These numbers resemble those in Table B that reports the percentages of licensed drivers. An increasing percent of Florida's licensed drivers are 50 and older, such that almost one-quarter of all licensed drivers are between age 50 and 64, and around 18 percent are over the age of 65 (again, summing across the age groups). Older adults and drivers thus make up a significant and increasing percent of all Florida residents and licensed drivers.

Table A

Percentage of Florida Population (Five-Year Trend)					
Age	2006	2007	2008	2009	2010
50 – 64	18.4%	18.8%	19.1%	19.7%	19.1%
65 – 69	4.7%	4.4%	5.0%	5.2%	5.1%
70 – 74	3.8%	3.8%	3.6%	3.8%	4.1%
75 – 79	3.5%	3.5%	3.6%	3.4%	3.3%
80 – 84	2.2%	2.5%	2.4%	2.4%	2.7%
85+	1.7%	1.8%	1.9%	1.9%	2.0%

Source: *Integrated Public Use Microdata Series, Current Population Survey: Version 3.0* [Machine-readable database] Minneapolis: University of Minnesota, 2010.

Table B

Percentage of Florida Licensed Drivers (Five-Year Trend)					
Age	2006	2007	2008	2009	2010
50 – 64	22.4%	22.9%	23.2%	23.6%	24.1%
65 – 69	5.1%	5.2%	5.5%	5.7%	5.9%
70 – 74	4.2%	4.3%	4.3%	4.4%	4.5%
75 – 79	3.7%	3.6%	3.6%	3.5%	3.5%
80 – 84	2.6%	2.6%	2.6%	2.6%	2.6%
85+	1.8%	1.8%	1.8%	1.9%	2.0%

Source: DHSMV Motorist Services; Office of Statistics and Web Services

Florida drivers age 50 and older also make up a large percent of Florida’s crashes and crash fatalities and injuries, in some cases more than twice than would be predicted based on their population size. Alarming, the over-representation of older adults among crashes is on the rise as well, and faster than their population growth. For example, while the percent of drivers age 50 to 64 increased two percentage points from 2006 to 2010 (from 22.4 to 24.1, Table B), the percent of crashes involving 50- to 64-year-olds increased six percentage points (from 31.7 to 37.9, Table C). The percent of crash injuries and crash fatalities involving older adults also increased from 2006 to 2010. Older adults appear to be especially susceptible to crash injuries. In Table D, 50- to 64-year-olds accounted for more than half (57.9%) of all crash injuries, reflecting a percentage point increase of 5 points over the five year time period. The percent of crash fatalities accounted for by older adults (Table E) also increased over the time period and exceed their percent of Florida residents or Florida drivers, but by a lesser amount.

Table C

Percentage of Florida Crashes (Five-Year Trend)					
Age	2006	2007	2008	2009	2010
50 - 64	31.7%	32.3%	33.3%	35.5%	37.9%
65 - 69	5.7%	5.8%	6.3%	6.8%	7.4%
70 - 74	4.2%	4.1%	4.4%	4.9%	5.1%
75 - 79	3.4%	3.3%	3.5%	3.7%	3.9%
80 - 84	2.3%	2.3%	2.5%	2.7%	2.8%
85+	1.5%	1.5%	1.7%	1.8%	2.0%

Source: FDOT Safety Office

Table D

Percentage of Florida Crash Injuries (Five-Year Trend)					
Age	2006	2007	2008	2009	2010
50 - 64	52.7%	53.1%	53.1%	55.8%	57.9%
65 - 69	9.3%	9.3%	9.5%	10.2%	10.7%
70 - 74	7.1%	6.5%	6.7%	7.4%	7.5%
75 - 79	5.7%	5.4%	5.5%	5.6%	6.0%
80 - 84	3.9%	3.9%	4.0%	4.1%	4.1%
85+	2.4%	2.3%	2.7%	2.7%	2.9%

Source: FDOT Safety Office

Table E

Percentage of Florida Crash Fatalities (Five-Year Trend)					
Age	2006	2007	2008	2009	2010
50 - 64	28.0%	28.3%	30.5%	30.0%	30.8%
65 - 69	5.0%	5.0%	5.2%	6.4%	6.7%
70 - 74	4.0%	4.1%	4.6%	4.8%	5.2%
75 - 79	4.0%	3.7%	3.7%	3.3%	4.7%
80 - 84	3.0%	3.3%	2.7%	3.4%	4.1%
85+	3.0%	2.2%	2.5%	2.7%	2.7%

Source: FDOT Safety Office

In summary, Florida’s population of residents and licensed drivers became older in composition from 2006 to 2010, but their representation among crashes, crash fatalities, and crash injuries is larger and grew at a faster rate. These numbers clearly show the current need for the Aging Road User Strategic Safety Plan. The need for action to increase the safety, access, and mobility of older adults in Florida will only continue to grow, as Florida’s 65 years and older population is projected to grow to 27 percent by 2030, remaining the “oldest” state in the nation.

Table F

National Population Projections (65 years and older)								
2000 State	2000 Percent	2000 Rank	2010 State	2010 Percent	2010 Rank	2030 State	2030 Percent	2030 Rank
U.S.	12.4	N/A	U.S.	13.0	N/A	U.S.	19.7	N/A
Florida	17.6	1	Florida	17.8	1	Florida	27.1	1
Penn.	15.6	2	West Virginia	16.0	2	Maine	26.5	2
West Virginia	15.3	3	Maine	15.6	3	Wyoming	26.5	3
Iowa	14.9	4	Penn.	15.5	4	New Mexico	26.4	4
North Dakota	14.7	5	North Dakota	15.3	5	Montana	25.8	5

Source: U.S. Census Bureau

Safe Mobility for Life Coalition

To prepare and meet the challenges of Florida's aging population, the Florida Department of Transportation (FDOT) implemented the Safe Mobility for Life Program in 2004 to improve the safety, access, and mobility of Florida's aging population. This program identified key transportation safety and mobility resources that have the added benefit of improving transportation safety for everyone.

In September 2010, to further their effort and keep up with the growth trends, the FDOT along with the Pepper Institute on Aging and Public Policy, reached out to other agencies and organizations to join together to form a statewide coalition to improve the safety, access, and mobility of Florida's aging road users. Many agencies, organizations, and groups have responsibilities and interests in aging road user safety and mobility to improve or maintain quality of life. Safe roadways are a shared responsibility among federal, state, county, and local governments. The Safe Mobility for Life Coalition includes professionals from the engineering, enforcement, safety, health, education, transportation, and aging agencies and organizations. As of August 2011, Safe Mobility for Life Coalition member organizations include:

- AAA Auto Club South
- AARP
- Area Agency on Aging for North Florida, Inc.
- Area Agency on Aging of Pasco-Pinellas, Inc.
- Carlin Rogers Consulting
- Commission for the Transportation Disadvantaged
- Community Traffic Safety Teams Coalition
- Florida Department of Community Affairs
- Florida Department of Elder Affairs
- Florida Department of Health
- Florida Department of Highway Safety and Motor Vehicles
- Florida Department of Transportation
- Federal Highway Administration Florida Division
- Florida Association of Area Agencies on Aging
- Florida Association of Senior Centers
- Florida Highway Patrol
- Florida International University
- Florida Public Transportation Association
- Florida State University, College of Medicine
- Lee County Sheriff's Office

Metropolitan Planning Organization Advisory Council
National Highway Traffic Safety Administration (*Ex-Officio Member*)
University of Florida, Institute for Mobility, Activity and Participation
Pepper Institute on Aging and Public Policy
StarMetro
Tallahassee Senior Center
University of Central Florida

Aging Road User Strategic Safety Plan

With an overall goal to reduce injuries and crashes among Florida's aging road users, the Safe Mobility for Life Coalition developed and is implementing this comprehensive Aging Road User Strategic Safety Plan. This plan includes goals, objectives, and strategies to not only assist in reducing crashes within this vulnerable population through safety efforts but also address their access and mobility issues in order to sustain quality of life. Striking a balance between safety and mobility ensures that Floridians maintain independence and remain active in the community even when driving is no longer a safe option.

Plan Development Process

The development of the Aging Road User Strategic Safety Plan spanned from September 2010 to August 2011. Coalition members met four times during the period. The dates and locations for the meetings are as follows:

September 28, 2010: Videoconference, Tallahassee, Florida with satellite locations (Bartow; Jacksonville; Chipley; Ft. Lauderdale; Deland; Miami; Tampa; and Ocoee).

February 24, 2011: Videoconference, Tallahassee, Florida with satellite locations: (Bartow; Jacksonville; Chipley; Ft. Lauderdale; Deland; Miami; Tampa; and Ocoee).

May 24, 2011: Face-to-Face Meeting, Tallahassee, Florida.

August 16, 2011: Videoconference, Tallahassee, Florida with satellite locations (Bartow; Jacksonville; Chipley; Ft. Lauderdale; Deland; Miami; Tampa; Ft Myers; and Ocoee).

Individual Emphasis Area Teams met twice during this period. Between April 4th and 27th, they met to create draft goals, objectives and strategies for their emphasis area to present at the May 24th Coalition meeting. Between July 12th and July 27th, they met again to finalize objectives, strategies and action steps to present at the August 16th meeting.

Through this process, coalition members developed the necessary goals, objectives, performance measures, strategies and action steps to ensure a broad-based comprehensive plan.

Focus Groups

In addition to the information and expertise provided by coalition members, three focus groups were conducted to obtain stakeholder input. The focus groups were held at the following locations and dates:

January 28, 2011: Metropolitan Planning Organization's Advisory Council Meeting, Orlando, Florida

February 9, 2011: Walton County Council on Aging, DeFuniak Springs, Florida

February 11, 2011: FDOT District 4 Office, Ft Lauderdale, Florida

The focus groups allowed participants to offer recommendations for improving the Aging Road User Strategic Safety Plan and recruited their participation and commitment to help implement the plan.

Each focus group targeted a different set of stakeholders. The Orlando focus group concentrated on the infrastructure, funding, and planning aspects of meeting aging road users' needs. The DeFuniak Springs focus group concentrated on the unique challenges of rural aging road users. The Ft. Lauderdale focus group identified the needs of the urban population.

Aging Road User Survey

To identify the habits, needs, and concerns of Florida's aging road users and to establish a baseline for this strategic plan, a telephone and internet survey was conducted. The survey investigated drivers' and other road users' characteristics; their opinions regarding the safety of Florida's roadways; their plans for when they can no longer safely drive; and their knowledge of the Coalition, local transportation options, and CarFit events. The survey was administered to a random sample of 1,005 Florida residents, roughly half of whom are between age 50 and 64 and another half are 65 and older.

For the 65 and older population, the survey results indicated the following:

Most aging road users consider Florida's roads to be safe. Seventy-eight percent said the roads in Florida are very safe (21%) or somewhat safe (57%).

Aging road users view other drivers as the primary danger on Florida's roads.

When asked for their opinion on what is most dangerous about driving in Florida, 639 out of 1,005 mentioned other drivers. Almost 200 of these mentioned distracted drivers and those using cell phones.

Many aging road users see no alternatives to driving in their communities. When asked about ways they get around besides driving a car, 40% of those 65 and older replied they ride with family or friends, 26% said they walk, but 15% said there was no other way to get around other than driving.

Most older drivers do not plan for a future day when they may be unable to drive safely. Eighty-three percent of drivers age 65 and older reported they have no transportation retirement plan when driving is no longer a safe option.

Few aging road users are aware of CarFit events (6%) or the Safe Mobility for Life Coalition (4%). On the other hand, fourteen percent have used the internet to find transportation options, and almost half (47%) would attend a local CarFit event.

Overall, the results indicate that the availability of transportation options, planning for transitions away from driving, awareness of Coalition resources and safety events, and general motor safety vehicle concerns like distracted driving are critical issues for aging road users. Objectives and strategies addressing these issues are incorporated into this strategic plan.

II. Aging Road User Strategic Safety Plan

Vision

To provide a safer transportation system for aging road users and the motoring public.

Mission

To improve the safety, access, and mobility of Florida's aging road users by developing a comprehensive strategic plan to reduce injuries and crashes among this vulnerable population.

Goal

To improve aging road user safety and mobility in Florida by achieving a reduction in the number of aging road user fatalities, serious injuries, and crashes beginning in 2012 while maintaining aging road user's mobility and independence which is necessary for enjoying a fulfilling life.

Emphasis Areas

The Aging Road User Strategic Safety Plan identifies goals, strategies, and action steps to implement improvements in the specific emphasis areas. The emphasis areas included in the statewide aging road user strategic safety plan are as follows:

- Advocacy and Policy
- Aging in Place
- Assessment, Remediation, and Rehabilitation
- Data Collection and Analysis
- Licensing and Enforcement
- Other Road Users
- Outreach and Education
- Prevention and Early Recognition
- Program Management, Evaluation, and Resources
- Transitioning from Driving

III. Emphasis Areas

1.0 Program Management, Evaluation, and Resources

Goal:

Manage and evaluate aging road user safety, access, and mobility activities to maximize the effectiveness of programs and resources.

Objective 1.1 **Promote active participation and multidisciplinary involvement of agencies and organizations responsible for or impacted by aging road user safety, access, and mobility.**

Performance Measure: Number of partnerships formed and active participation in meetings/ events.

Strategy 1.1.1 Develop and facilitate a Safe Mobility for Life Coalition.

Strategy 1.1.2 Identify coalition member requirements and expectations.

Strategy 1.1.3 Establish methods to facilitate effective communications and information sharing among coalition members.

Objective 1.2 **Identify, address, and evaluate programs and initiatives that improve aging road user safety, access, and mobility.**

Performance Measure: Priority areas established; Number of programs identified, developed, implemented, and evaluated.

Strategy 1.2.1 Coordinate with emphasis area teams on identifying their top priority areas.

Strategy 1.2.2 Direct the implementation of programs that address the top priority areas.

Strategy 1.2.3 Identify or develop evaluation tools to determine the impact of programs or initiatives on reducing crashes, injuries, and fatalities.

- Strategy 1.2.4* Identify or develop evaluation tools to determine the impact of programs or initiatives on improving the safety, access, and mobility of aging road users.
- Objective 1.3** **Monitor and evaluate the performance measures and effectiveness of the Aging Road User Strategic Safety Plan.**
Performance Measure: Evaluation plans established for each emphasis area.
- Strategy 1.3.1* Identify tools and determine baseline to effectively evaluate all emphasis areas.
- Strategy 1.3.2* Implement evaluation tools to determine the impact of the implementation of the strategic plan on reducing crashes, injuries, and fatalities.
- Strategy 1.3.3* Implement evaluation tools to determine the impact of programs or initiatives on improving the safety, access, and mobility of aging road users.
- Objective 1.4** **Increase opportunities to identify and share potential funding resources.**
Performance Measure: Number of funding opportunities identified and shared.
- Strategy 1.4.1* Identify program funding sources at the national, regional, state, and local level.
- Strategy 1.4.2* Create a distribution plan to distribute potential funding resource information.

Table 1.1 **Program Management, Evaluation, and Resources Team**
(Leader: Gail Holley)

Buddy Cloud	Florida Dept of Elder Affairs - Communities for a Lifetime Bureau
Dr. John Reynolds	Pepper Institute on Aging and Public Policy
Gail Holley	Florida Dept of Transportation - State Traffic Engineering & Operations Office
Kim Jones	Florida Dept of Highway Safety and Motor Vehicles, Division of Motorist Services
Joe Santos	Florida Dept of Transportation - State Safety Office
Trenda McPherson	Florida Dept of Transportation - State Safety Office

2.0 Data Collection and Analysis

Goal:

Provide the best available data to assist with decisions that improve aging road user safety, access, and mobility.

Objective 2.1 **Create a directory of existing data sources that link to the source.**

Performance Measure: Creation of the directory.

Strategy 2.1.1 Identify all existing potential data sources and entities responsible for collecting, maintaining, and disseminating the data.

Strategy 2.1.2 Identify the data needs of each emphasis area team.

Strategy 2.1.3 Identify data gaps.

Objective 2.2 **Increase consistency in data collection and reporting to enhance and support the Aging Road User Strategic Safety Plan.**

Performance Measure: Consistent methods and definitions for data collection identified.

Strategy 2.2.1 Establish and publish data definitions.

Strategy 2.2.2 Verify that the data is current and reliable.

Strategy 2.2.3 Develop methods to share data with external partners.

Objective 2.3 **Provide data consultation and guidance to all emphasis area teams.**

Performance Measure: Data consultation provided.

Strategy 2.3.1 Provide a listing of data and subject matter experts.

Strategy 2.3.2 Solicit data requests and questions from emphasis area teams.

Table 2.1 Data Collection and Analysis Team
(Leader: Joe Santos)

Amy Datz	Florida Dept of Transportation - State Transit Office
Dr. John Reynolds	Pepper Institute on Aging and Public Policy
Gail Holley	Florida Dept of Transportation - State Traffic Engineering & Operations Office
Joe Santos	Florida Dept of Transportation - State Safety Office
Kim Jones	Florida Dept of Highway Safety and Motor Vehicles, Division of Motorist Services
Kyla Shelton	Florida Dept of Health - Office of Injury Prevention
Mary Anne Koos	Florida Dept of Transportation - Roadway Design Office

3.0 Outreach and Education

Goal:

Provide information and resources regarding aging road user safety, access, and mobility.

Objective 3.1 Increase awareness of information and resources available for aging road users relating to safety, mobility, and quality of life.
Performance Measure: Number of information and resources presented.

Strategy 3.1.1 Educate and raise awareness on the importance and benefit to develop a transportation retirement plan for when driving is no longer a safe option.

Strategy 3.1.2 Develop marketing and communications plan to reach aging road users, families, caregivers, professionals, and the general public.

Objective 3.2 Provide information and resources to support all emphasis areas.
Performance Measure: Number of resources and information provided.

Strategy 3.2.1 Provide educational materials that support the goals, objectives, and strategies of each emphasis area.

Strategy 3.2.2 Create and promote an aging road user resource center.

Objective 3.3 **Increase the use of resources, information, and services available through the Safe and Mobile Seniors website.**

Performance Measure: Number of resources, information, and services accessed on the website.

Strategy 3.3.1 Promote the resources, information, and services available on the website.

Strategy 3.3.2 Expand customer use of and within the website.

Table 3.1 **Outreach and Education Team**
(Leader: Laura Cantwell)

Amy Datz	Florida Dept of Transportation - State Transit Office
Debra Stalling	Florida Dept of Transportation - District 1
Dennis Scott	Florida Dept of Transportation - State Safety Office
Gail Holley	Florida Dept of Transportation - State Traffic Engineering & Operations Office
Jeanette Rouse	Florida Dept of Transportation - District 7
Kim Jones	Florida Dept of Highway Safety and Motor Vehicles, Division of Motorist Services
Laura Cantwell	AARP
Marianne Trussell	Florida Dept of Transportation - State Safety Office
Michele Harris	AAA Auto Club South
Pat O'Connell	Florida Association of Senior Centers
Sheila Salyer	Tallahassee Senior Center
Veronica Grove	Florida Dept of Transportation - District 5

4.0 Advocacy and Policy

Goal:

Inform public officials about the importance of and need to support national, state, Regional, and local policy and program initiatives which promote and sustain aging road user safety, access, and mobility.

Objective 4.1 **Increase communication opportunities with elected officials to promote policies that enhance safety, access, and mobility for aging road users.**

Performance Measure: Number of communications; Number of policies identified.

Strategy 4.1.1 Inform elected officials on the physical and cognitive effects of aging and how they impact safe driving and mobility.

Strategy 4.1.2 Identify policies that affect aging road users.

Objective 4.2 **Increase sustainable transportation funding options that support aging road users.**

Performance Measure: Number of funding options.

Strategy 4.2.1 Identify existing and innovative sustainable transportation funding options.

Strategy 4.2.2 Provide data to assist elected officials in their funding decisions.

Strategy 4.2.3 Develop a strategic approach to transportation investment to provide reliable transportation funding options.

Objective 4.3 **Promote incorporation of goals, objectives, and strategies in the Aging Road User Strategic Safety Plan into national, state, regional, and local plans.**

Performance Measure: Number of plans that link with the goals and objectives of the Aging Road User Strategic Safety Plan.

- Strategy 4.3.1 Gather and review existing plans to address aging road user safety access, and mobility.
- Strategy 4.3.2 Distribute and promote the Aging Road User Strategic Safety Plan to appropriate agencies, organizations, and elected officials.

Table 4.1 Advocacy and Policy Team
(Leader: Dr. John Reynolds)

Dr. John Reynolds	Pepper Institute on Aging and Public Policy
Gail Holley	Florida Dept of Transportation - State Traffic Engineering & Operations Office
Howard Glassman	Florida Metropolitan Planning Organization Advisory Council
Laura Cantwell	AARP
Marianne Trussell	Florida Dept of Transportation - State Safety Office
Melanie Weaver Carr	Florida Dept of Transportation - Office of Policy Planning

5.0 Aging in Place

Goal:

Promote and encourage practices that support and enhance aging in place.

- Objective 5.1 Increase the number of livable communities in Florida.**
Performance Measure: Number of active livable communities.

- Strategy 5.1.1 Educate stakeholders on the benefits of aging in place.
- Strategy 5.1.2 Promote and disseminate information to the benefits of aging in place through partnership with the Department of Elder Affairs Communities for a Lifetime Initiative.
- Strategy 5.1.3 Identify and promote existing livable communities in Florida and the benefits of aging in place.
- Strategy 5.1.4 Promote transportation and land use decisions to support livable rural and urban communities.

Objective 5.2 Improve the transportation environment to better accommodate the safety, access, and mobility of aging road users.

Performance Measure: Number of proven, evidenced-based improvements identified and implemented.

Strategy 5.2.1 Promote partnerships with regional planning organizations and local governments and educate on the importance to address the special needs of the aging population in their transportation, land use and housing plans.

Strategy 5.2.2 Promote the interconnectivity of the transportation system.

Strategy 5.2.3 Implement, at the state and local level, proven safety and mobility countermeasures that address the specific physical and visual issues affecting aging road users.

Strategy 5.2.4 Support, conduct, and promote research that enhances and validates safety and mobility countermeasures to benefit aging road users.

Table 5.1 Aging in Place Team
(Leader: Janine Harris)

Buddy Cloud	Florida Dept of Elder Affairs, Communities for a Lifetime Bureau
Charley Locke	Florida Dept of Transportation - District 3
Chester Henson	Florida Dept of Transportation - Roadway Design Office
Dale Cook	Florida Dept of Transportation - State Maintenance Office
Dennis Scott	Florida Dept of Transportation - State Safety Office
Gail Holley	Florida Dept of Transportation - State Traffic Engineering & Operations Office
Janine Harris	Florida Dept of Elder Affairs, Communities for a Lifetime Bureau
Laura Cantwell	AARP
Linda Levin	Florida Association of Area Agencies on Aging & ElderSource
Mary Altman	Florida Dept of Transportation - District 2
Melanie Weaver Carr	Florida Dept of Transportation - Office of Policy Planning
Rick Mitinger	Florida Dept of Transportation - District 4

6.0 Assessment, Remediation, and Rehabilitation

Goal:

Enhance aging road user safety and mobility through assessment, remediation, and rehabilitation.

Objective 6.1 Increase access of aging road users to assessment, remediation, and rehabilitation resources.

Performance Measure: Number of referrals to the Medical Advisory Board (MAB); Number of referrals for driver assessments; Number of court cases involving at-risk aging road users.

Strategy 6.1.1 Educate on the importance and need for comprehensive driving evaluation, remediation, and rehabilitation.

Strategy 6.1.2 Promote referrals by professionals to Driver Rehabilitation Specialists.

Strategy 6.1.3 Establish recommendations on a process for medical reimbursement or discount for driver evaluations.

Objective 6.2 Increase the statewide capacity of Driver Rehabilitation Specialists.

Performance Measure: Number and statewide distribution of Driver Rehabilitation Specialists

Strategy 6.2.1 Promote the importance and need for comprehensive driving evaluation, remediation, and rehabilitation.

Strategy 6.2.2 Promote educational resources for training and re-training of Driver Rehabilitation Specialists.

Objective 6.3 Increase the statewide capacity of professionals trained to perform screenings and driver skill assessments.

Performance Measure: Number and statewide distribution of professionals trained.

Strategy 6.3.1 Educate on the importance and need for screenings and driver skill assessments.

Strategy 6.3.2 Establish and recommend best practices of evidence based screening and driver skill assessment tools and resources.

Table 6.1 **Assessment, Remediation, and Rehabilitation Team**
(Leader: Dr. Sherrilene Classen)

Dr. Janan Smither	University of Central Florida
Dr. John Reynolds	Pepper Institute on Aging and Public Policy
Dr. Sherrilene Classen	University of Florida-Institute for Mobility, Activity, and Participation
Gail Holley	Florida Dept of Transportation - State Traffic Engineering & Operations Office
Sue Samson	Area Agency on Aging of Pasco-Pinellas, Inc.

7.0 Licensing and Enforcement

Goal:

Promote safe driving and mobility for aging road users through licensing and enforcement.

Objective 7.1 **Increase the knowledge of law enforcement and licensing personnel on the recognition, assessment, and reporting of aging at-risk drivers.**

Performance Measure: Knowledge level of officers and licensing personnel.

Strategy 7.1.1 Increase the knowledge of law enforcement on the tools to recognize, assess, and report aging at-risk drivers.

Strategy 7.1.2 Increase knowledge of front line licensing personnel on the tools to recognize, assess, and report aging at-risk drivers.

Objective 7.2 **Develop and promote driver licensing policies that address the specific needs of aging road users.**

Performance Measure: Number of policies developed and promoted.

Strategy 7.2.1 Strengthen and support the structure, roles, and responsibilities of the Medical Advisory Board (MAB).

Strategy 7.2.2 Update policies and procedures to assist with the assessment of visual, cognitive, and physical abilities to drive by front line licensing

Table 7.1 Licensing and Enforcement Team
(Leader: Sandra Lambert)

Christina Fogt-Boulnois	Community Traffic Safety Teams Coalition
Gail Holley	Florida Dept of Transportation - State Traffic Engineering & Operations Office
Kim Jones	Florida Dept of Highway Safety and Motor Vehicles, Division of Motorist Services
Lt. Bill Leeper	Florida Highway Patrol
Lt. Donnie Fewell	Lee County Sheriff's Office
Mike Sarvis	Florida Dept of Highway Safety and Motor Vehicles, Division of Motorist Services
Sandra Lambert	Florida Dept of Highway Safety and Motor Vehicles, Division of Motorist Services

8.0 Other Road Users

Goal:

Promote the safe mobility of aging vulnerable road users (pedestrians, transit riders, bicyclists and other non-motorized vehicles).

Objective 8.1 Increase awareness of the safety, access, and mobility needs of aging vulnerable road users among stakeholders.

Performance Measure: Level of awareness of safety, access, and mobility needs of aging vulnerable road users.

Strategy 8.1.1 Educate stakeholders on the needs of aging vulnerable road users.

Strategy 8.1.2 Promote focused education and enforcement at locations that have a high number of aging vulnerable road user crashes, fatalities, and injuries.

Objective 8.2 Identify and implement effective design elements and safety countermeasures to benefit aging vulnerable road users.

Performance Measure: Number of effective measures identified and implemented.

- Strategy 8.2.1* Promote multidisciplinary involvement of agencies and organizations that serve aging vulnerable road users.
- Strategy 8.2.2* Implement behavioral countermeasures to address issues pertaining to aging vulnerable road users.
- Strategy 8.2.3* Recommend infrastructure improvements to better accommodate aging vulnerable road users.
- Strategy 8.2.4* Make strategic safety investments focusing resources where opportunities for improvement are greatest.
- Strategy 8.2.5* Evaluate design elements and safety countermeasures to determine effectiveness.

Table 8.1 Other Road Users Team
(Leader: Trenda McPherson)

Amy Datz	Florida Dept of Transportation - State Transit Office
Dave Blodgett	Florida Dept of Transportation - Office of Policy Planning
Dennis Scott	Florida Dept of Transportation - State Safety Office
Dr. Dennis McCarthy	Florida International University
Gail Holley	Florida Dept of Transportation - State Traffic Engineering & Operations Office
Mary Anne Koos	Florida Dept of Transportation - Roadway Design Office
Rick Mitinger	Florida Dept of Transportation - District 4
Trenda McPherson	Florida Dept of Transportation - State Safety Office
Veronica Grove	Florida Dept of Transportation - District 5

9.0 Prevention and Early Recognition

Goal:

Promote the value of prevention strategies and early recognition of at-risk drivers to aging road users and stakeholders.

Objective 9.1 Increase early detection of aging at-risk drivers through improved strategies for identification.

Performance Measure: Number of aging at-risk drivers identified.

Strategy 9.1.1 Encourage external reporting of aging impaired drivers to licensing authorities.

Strategy 9.1.2 Enhance current systems to improve early detection and monitoring of aging at-risk drivers through collaborating with Coalition member organizations.

Objective 9.2 Increase the resources, tools, and information available to aging road users with visual, cognitive, and physical impairments.

Performance Measure: Number of available resources, standardized tools, information.

Strategy 9.2.1 Identify and prioritize existing key standardized screening tools and resources.

Strategy 9.2.2 Facilitate awareness, education and training in the use of standardized tools and materials.

Strategy 9.2.3 Support procedures to follow up on reported Silver Alerts to reduce repeated cases.

Objective 9.3 Increase the number of drivers who are proactive about staying safe on the road.

Performance Measure: Number of proactive drivers

Strategy 9.3.1: Educate aging road users on the resources and tools that will enable them to drive as long as safely possible.

Objective 9.4 **Increase the ability of physicians and the medical community to recognize and report aging at-risk drivers.**

Performance Measure: Number of referrals to the Medical Advisory Board by the medical community.

Strategy 9.4.1 Develop a baseline survey for physicians and/or the medical community on the Medical Advisory Board referral process.

Strategy 9.4.2 Facilitate awareness, education and training on the use of the screening tools and materials and self-regulating behaviors.

Strategy 9.4.3 Utilize and expand the most appropriate training programs.

Table 9.1 **Prevention and Early Recognition Team**
(Leader: Dr. Alice Pomidor)

Dr. Alice Pomidor	Florida State University - College of Medicine
Dr. Sherrilene Classen	University of Florida - Institute for Mobility, Activity, and Participation
Fran Carlin-Rogers	Carlin Rogers Consulting
Gail Holley	Florida Dept of Transportation - State Traffic Engineering & Operations Office

10.0 Transitioning from Driving Emphasis Area

Goal:

Bridge the gap between driving retirement and mobility independence.

Objective 10.1 **Increase the number of alternative transportation mobility options.**

Performance Measure: Number of alternative transportation options established.

Strategy 10.1.1 Educate on the importance and need for community based mobility programs.

Strategy 10.1.2 Expand the availability and variety of transportation modes that meet individual transportation needs.

Objective 10.2 Increase the number of mobility managers available in every community.

Performance Measure: Number of mobility managers established; Number of elder population accessing service.

Strategy 10.2.1 Educate on the role and benefits of a community based mobility manager.

Strategy 10.2.2 Promote widespread use of community based mobility manager programs.

Strategy 10.2.3 Promote the use and benefits of travel assistance as a resource for mobility managers.

Objective 10.3 Increase senior ridership on public transportation in rural and urban areas.

Performance Measure: Number of seniors accessing public transportation.

Strategy 10.3.1 Determine barriers associated with seniors using public transportation.

Strategy 10.3.2 Coordinate with transit agencies on solutions to overcome the barriers that seniors face in using public transportation.

Objective 10.4 Increase the number of transportation providers that have active dementia-friendly transportation plans.

Performance Measure: Number of dementia-friendly programs established.

Strategy 10.4.1 Establish criteria and customer expectations for dementia-friendly transportation.

Strategy 10.4.2 Raise awareness on the safe use of transportation by individuals with dementia.

Table 10.1 Transitioning from Driving Team
(Leader: Fran Carlin-Rogers)

Amy Datz	Florida Dept of Transportation - State Transit Office
Dr. Dennis McCarthy	Florida International University
Fran Carlin-Rogers	Carlin Rogers Consulting
Gail Holley	Florida Dept of Transportation - State Traffic Engineering & Operations Office
John Irvine	Florida Commission for the Transportation Disadvantaged
Pat O'Connell	Florida Association of Senior Centers
Ron Garrison	StarMetro/Florida Public Transportation Association
Sheila Salyer	Tallahassee Senior Center

VI. Conclusion

Florida is dedicated to improving the safety, access, and mobility of our transportation system for aging road users and all stakeholders. The overall goal of this Aging Road User Strategic Safety Plan is to reduce the number of crashes, injuries, and fatalities on Florida's roadways. The goals, objectives, and strategies included in this comprehensive plan identify Florida's aging road user priorities. The plan provides a blueprint for state, regional, and local agencies and private organizations committed to improving the safety, access, and mobility of Florida's aging population with the added benefit of improving safety, access, and mobility for everyone.

Appendix

Definitions

The following terms are defined for use in this Aging Road User Strategic Safety Plan:

Aging in Place – Living where one has lived for many years, or living in a non-healthcare environment, and using products, services, and conveniences to allow or enable older adults to not have to move as circumstances change.

Aging Road User – Includes drivers, passengers, pedestrians, bicyclists, transit-riders, motorcyclists, operators of non-motorized vehicles that are 50 years of age and older, with a special emphasis on the 65 year and older age group.

Assessment - An evaluation or appraisal of a condition.

At-Risk Drivers – Drivers who exhibit behaviors that increase the risk of traffic crash involvement, and may include new drivers, mature drivers, impaired drivers, those with functional impairments, and serious traffic offenders.

Countermeasures – An action taken to oppose, improve, or neutralize another action.

Dementia-friendly Transportation - Going beyond senior friendliness, a transportation service that considers the special needs of passengers with all stages of memory loss.

Driver Rehabilitation Specialist – One who is trained and certified to plan, develop, coordinate and implement driver rehabilitation services for mature drivers or individuals with disabilities.

Impaired Driving – The operation of a motor vehicle by anyone under the influence of alcohol or drugs or driving while drowsy, or having any medical condition which adversely affects the operator’s ability to drive safely and competently.

Mobility Manager – A person who is responsible for optimizing mobility by coordinating the travel and trip planning needs of an individual by identifying and offering available community transportation alternatives including but not limited to, ride-sharing, public or para-transit, volunteer or private driving programs.

Other Road Users - Those using an alternative to driving a motorized vehicle including those riding a bicycle, walking, using public/private transit, golf carts, low speed vehicles, and non-motorized vehicles.

Pro-active Driver - A driver who has the tools and skills to drive defensively against any factor which might cause a crash whether it is other drivers or adverse conditions on the roadway.

Remediation - The act or process of correcting a weak point or deficiency.

Rehabilitation - To restore to good health or useful life, as through therapy and education.

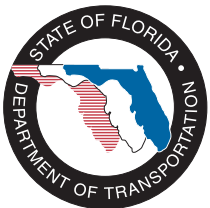
Stakeholders - A person, group, organization, or system that affects or can be affected by an organization's actions. In this plan, stakeholders include aging road users, families or caregivers, law enforcement, physicians, engineering and aging professionals, and local government.

Travel Trainer - The person responsible for providing instruction in travel skills to individuals with any disability except visual impairment. Travel trainers work in communities where they are employed by a range of not-for-profit and for-profit organizations that include schools, human service agencies, self-advocacy organizations, transit authorities and agencies, and consulting firms.

Vulnerable Road Users - Those without protection surrounding them, including "other road users" as defined above, as they sustain a greater risk of injury in any collision against a vehicle and are therefore highly in need of protection against such collisions.



Safety is
Golden
Safe Mobility for Life



Funded by the
Florida Department of Transportation

www.SafeandMobileSeniors.org