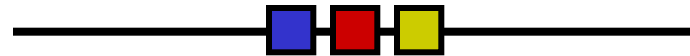
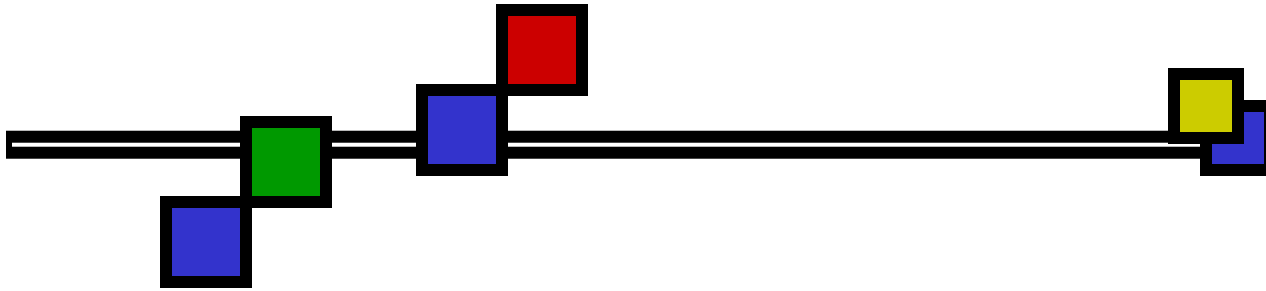


CCMTA Aging Driver Task Force Strategy 2006 - 2010

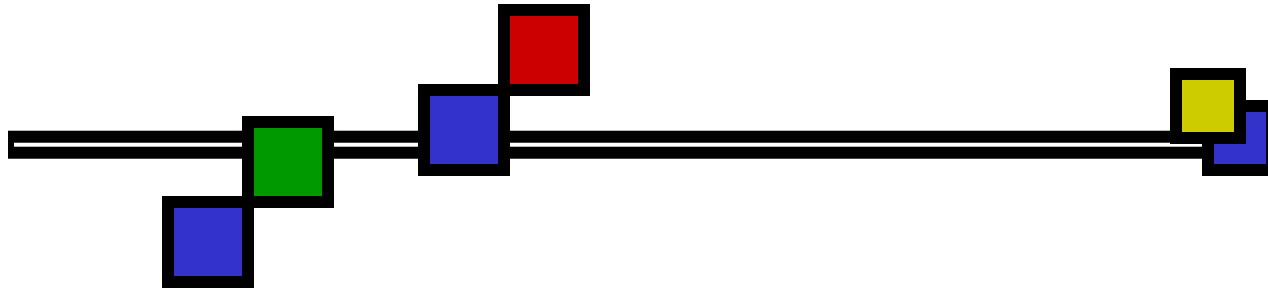


CCMTA Aging Driver Session November 7, 2006

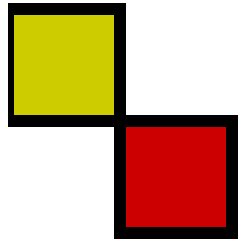


Task Force Goal

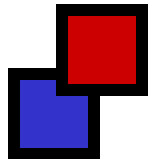
- Develop a strategy with a wide range of multimodal policy and program options that address the mobility needs of an aging population.

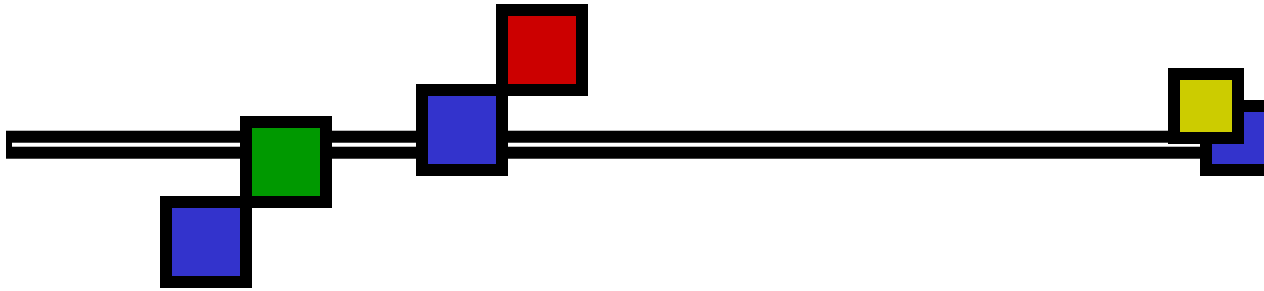


Strategy Vision Statement

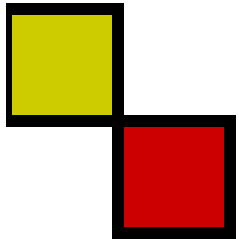


- **Supporting sustainable, safe mobility for older Canadians.**

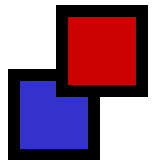


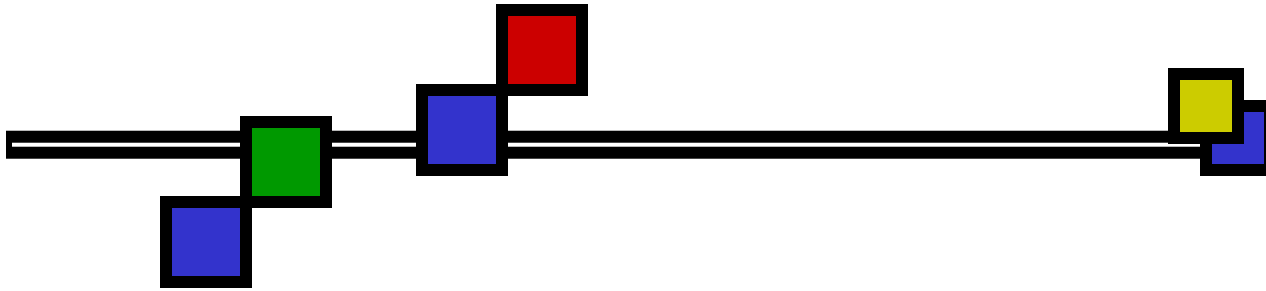


Strategy Objectives

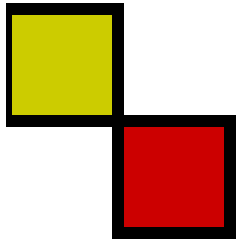


- Promote partnerships and collaboration to develop multimodal policy and program options
- Promote Improved Assessment Techniques and Programs for Older Drivers
- Promote Greater Access to Viable Transportation Alternatives (Especially Public and Not-For-Profit Sector)
- Promote Safer, User-Friendly Roadways and Walkways
- Promote Safer, User-Friendly Automobiles
- Encourage Development of Provincial and Municipal Mobility Action Plans
- Improve Public Information Products
- Identify and Promote Key Research Needs

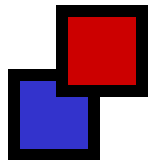


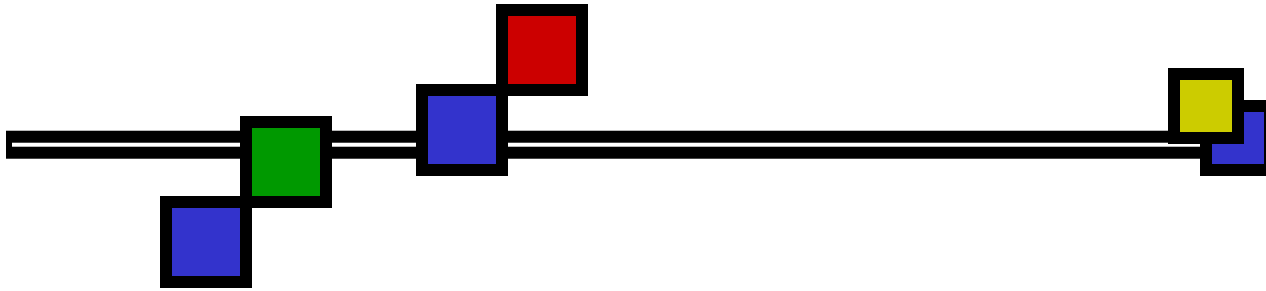


Strategy Core Values

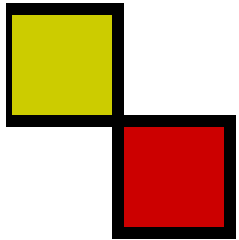


- Multimodal policies and programs shall be:
 - Safe
 - Fitness-based **not** age-based
 - Sustainable
 - Practical
 - Flexible,
 - Evidence-based
 - Acceptable to the public
 - Routinely evaluated

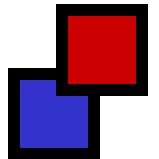


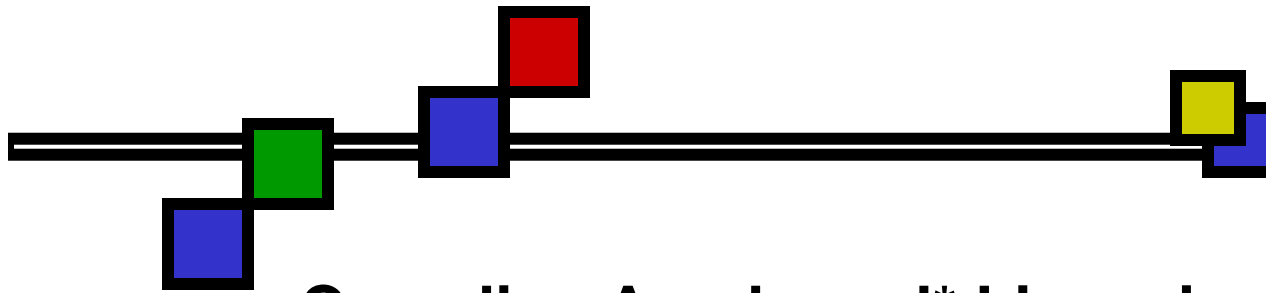


Where are we?



- Summary slides of the current situation in Canadian jurisdictions

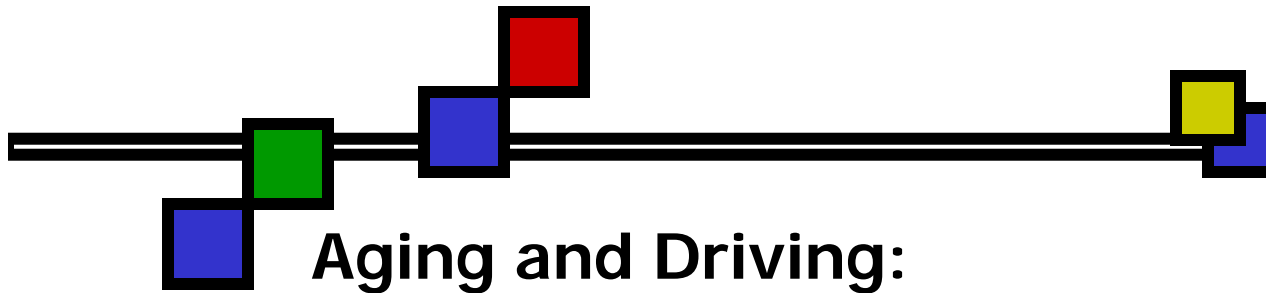




Canadian Age-based* Licensing Programs

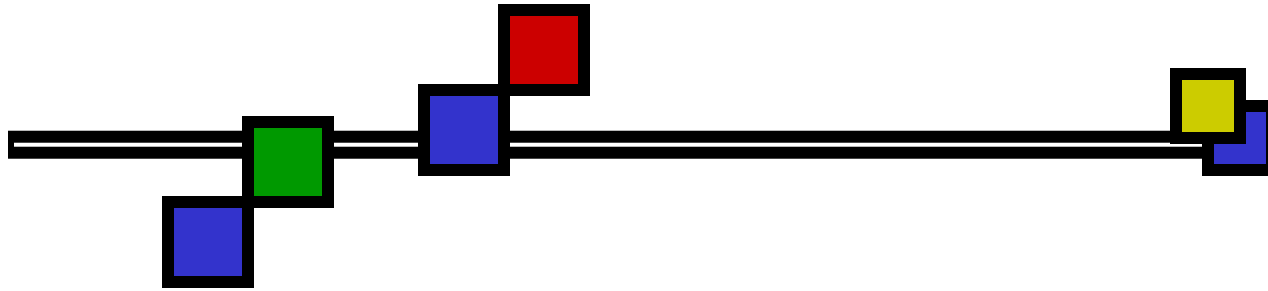
- 5 jurisdictions do not have any age-based requirements
- 7 of 13 jurisdictions require obligatory age-based medical exam:
 - Newfoundland, Quebec, Alberta, Northwest Territories and Nunavut require medical exams at ages 75, 80 and every 2 years thereafter
 - Yukon Territory requires medical exams at age 70, 80 and every year thereafter
 - British Columbia requires medical exam at age 80 and every 2 years thereafter
- Ontario requires vision, knowledge and attendance at group education session every two years beginning at age 80; this includes a review of driving record and road testing of drivers deemed to be at risk.
 - Drivers aged 70 and over convicted of collision-related offence are required to pass vision, knowledge and road test.

*Age is criterion for licensing requirements due to prevalence of medical conditions as drivers age.

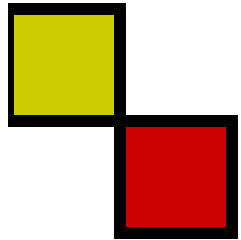


Aging and Driving: The Medical Perspective

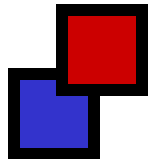
- Lack any evidence showing there is a specific age marking significant transition point in driving performance
- Medical profession increasingly aware that courts will not accept licensing decisions based on diagnoses
- Physicians need to consider their patients overall functional capacity and their ability to adapt to medical conditions and physical limitations
- Licensing decisions should be based on individual functional assessments



Canadian Conditional Licensing Programs



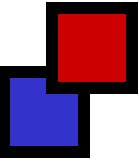
- **Conditional licensing is a driver licensing framework that would allow drivers with a functional impairment or declining abilities related to medical conditions, to continue driving under specified conditions, such as: driving during day-time only or driving only on certain roads.**

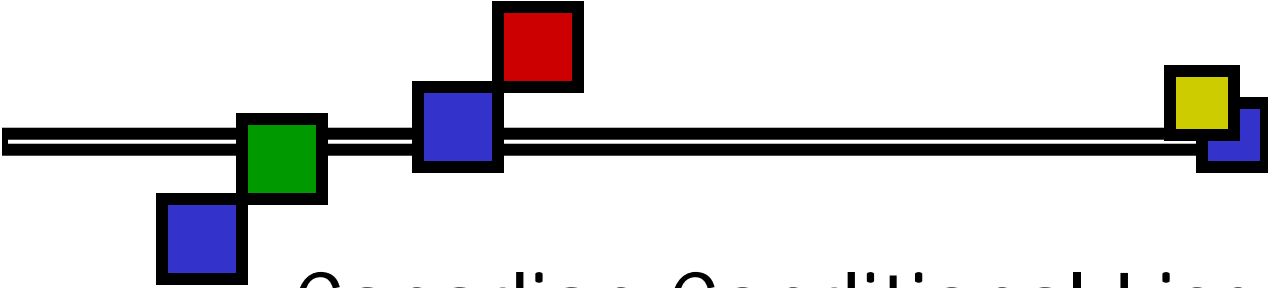




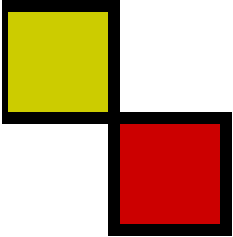
Canadian Conditional Licensing Programs



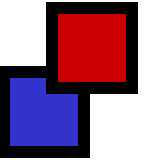
- Survey questionnaire sent to all 13 jurisdictions with 8 responses received
 - All respondents indicated they have some form of conditional licensing
 - All require a driver assessment with any impairments taken into consideration
 - 6 jurisdictions do not charge for an assessment for a conditional passenger vehicle licence
- 

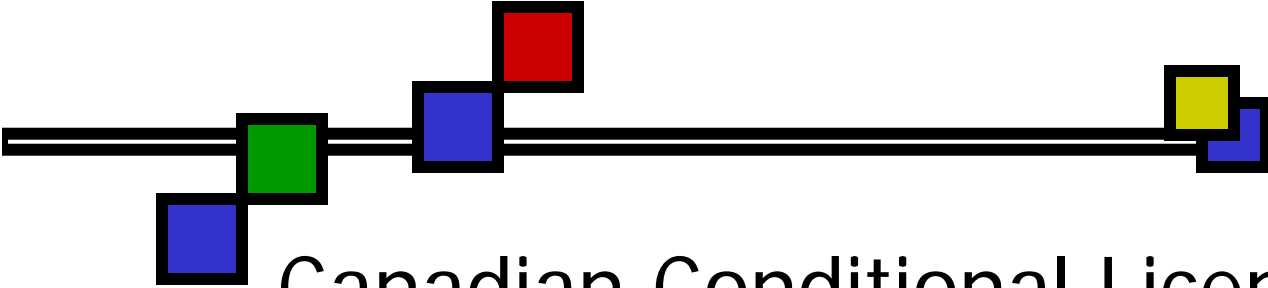


Canadian Conditional Licensing Programs – How they are identified

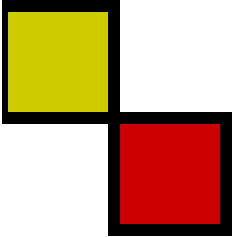


8	Physician reports to licensing agency
7	Healthcare professional other than a physician reports patient to licensing agency
6	Police report driver to licensing agency
6	Recommendation of driver assessment centre
4	Medical review board recommendation
4	Automatic restriction due to failed vision test
4	Driver application for conditional licence (anytime)
3	Driver application for conditional licence at renewal
1	Failure to meet licensing standard other than vision

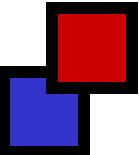




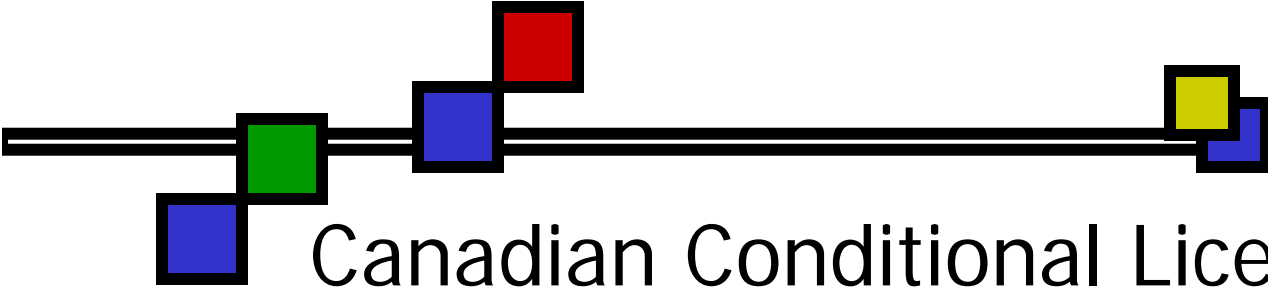
Canadian Conditional Licensing Programs – Who conducts assessment?



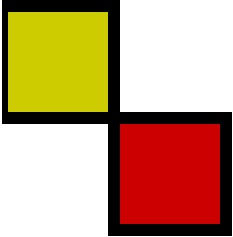
8	Physicians and/or other health professionals
7	Government licensing staff
7	Driver assessment centres
7	Occupational Therapists
4	Medical review boards



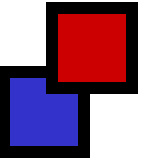
- Approval of conditions rests with licensing staff in 7 jurisdictions
- Complicated/inconclusive assessments result in a rejected application (4) or further review by medical board (3)

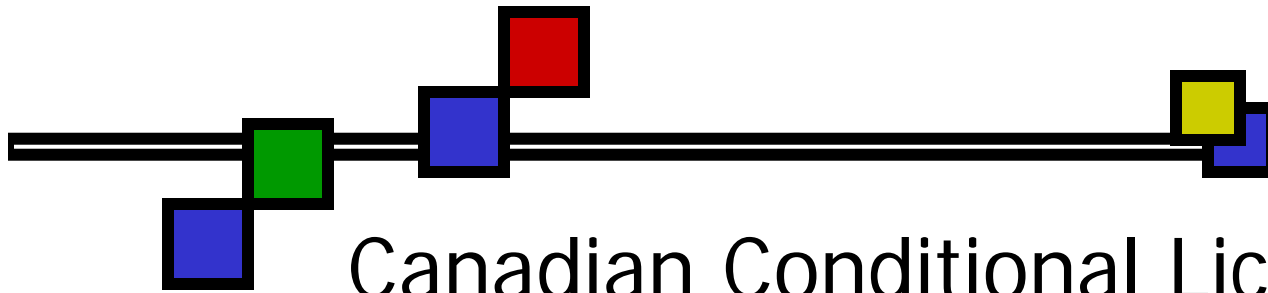


Canadian Conditional Licensing Programs – What are the restrictions?



8	Correctional vision eye glasses (or contacts)	5	Periodic vision tests
7	Hand controls	4	Light condition
7	Class of licence	4	Type of road
6	Time of day	4	Periodic road test
6	Geographical restrictions	4	Approved hearing aid
6	Special vehicle equipment	4	Type of vehicle (by mass)
6	Class of vehicle	3	Speed restriction
6	Individually customized restriction	3	Accompanied driver
6	Automatic transmission only	2	Provincial/jurisdictional restriction
5	Periodic medicals	1	"Other"





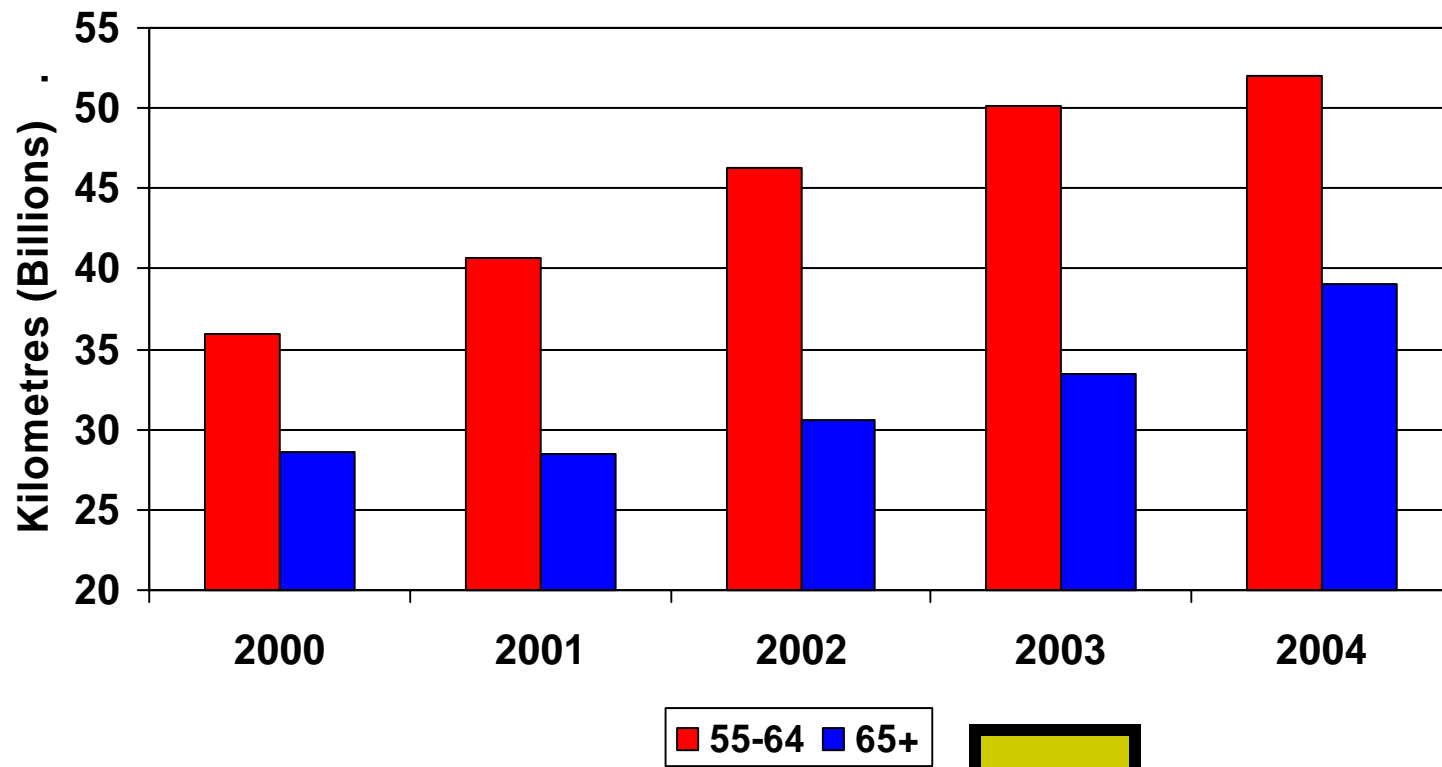
Canadian Conditional Licensing Programs – What are the restrictions?

- Renewal period for conditional licences range from 6 months to 5 years
 - 5 jurisdictions adjust renewal period depending on condition of driver

Licence renewal requirements:	
4	Medical assessment
4	Review by government licensing staff
3	Vision test
3	Road test
1	Knowledge test
1	Other: "declare new medical conditions"
0	Interview

Aging and Driving Trends

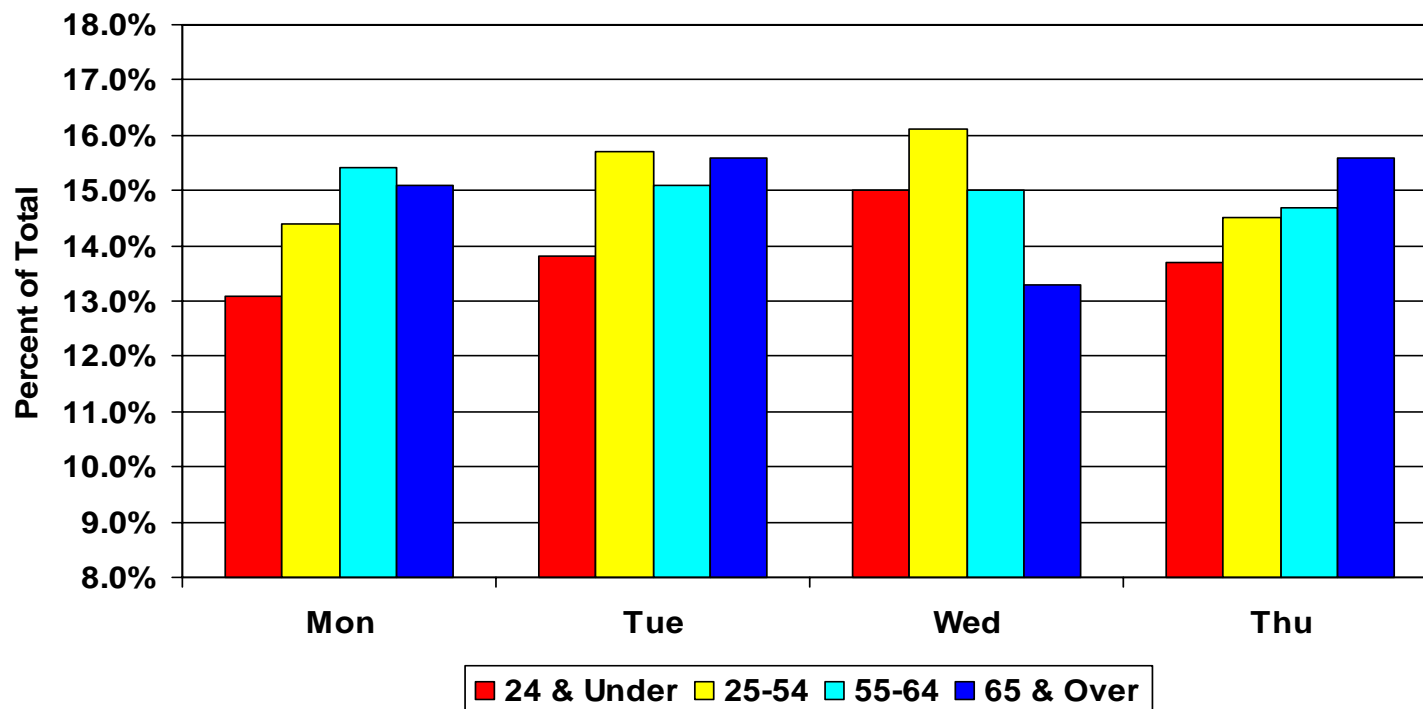
Total Kilometres Driven By Drivers Aged 55 and Over



Source: Statistics Canada, Canadian Vehicle Survey

Aging and Driving Trends

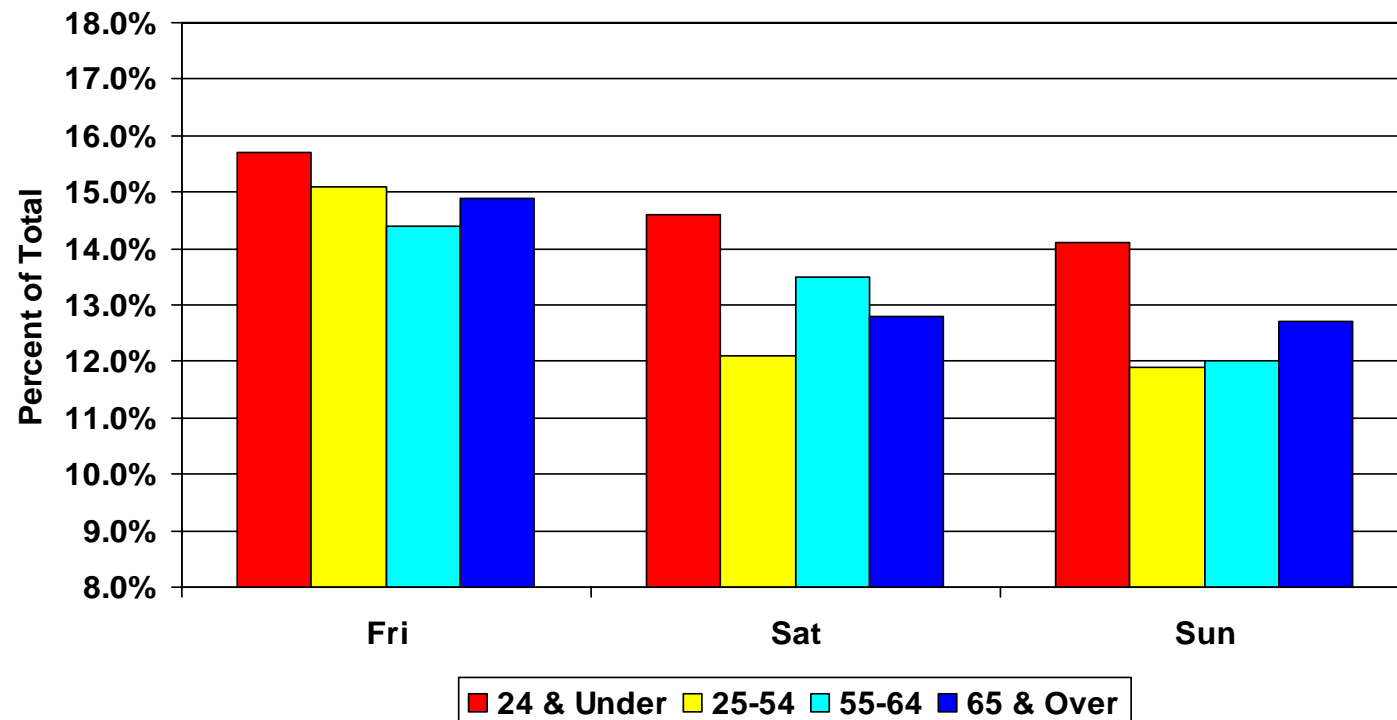
Percentage of Total Kilometres Driven By Drivers Aged 55 and Over By Day of Week



Source: Statistics Canada, Canadian Vehicle Survey

Aging and Driving Trends

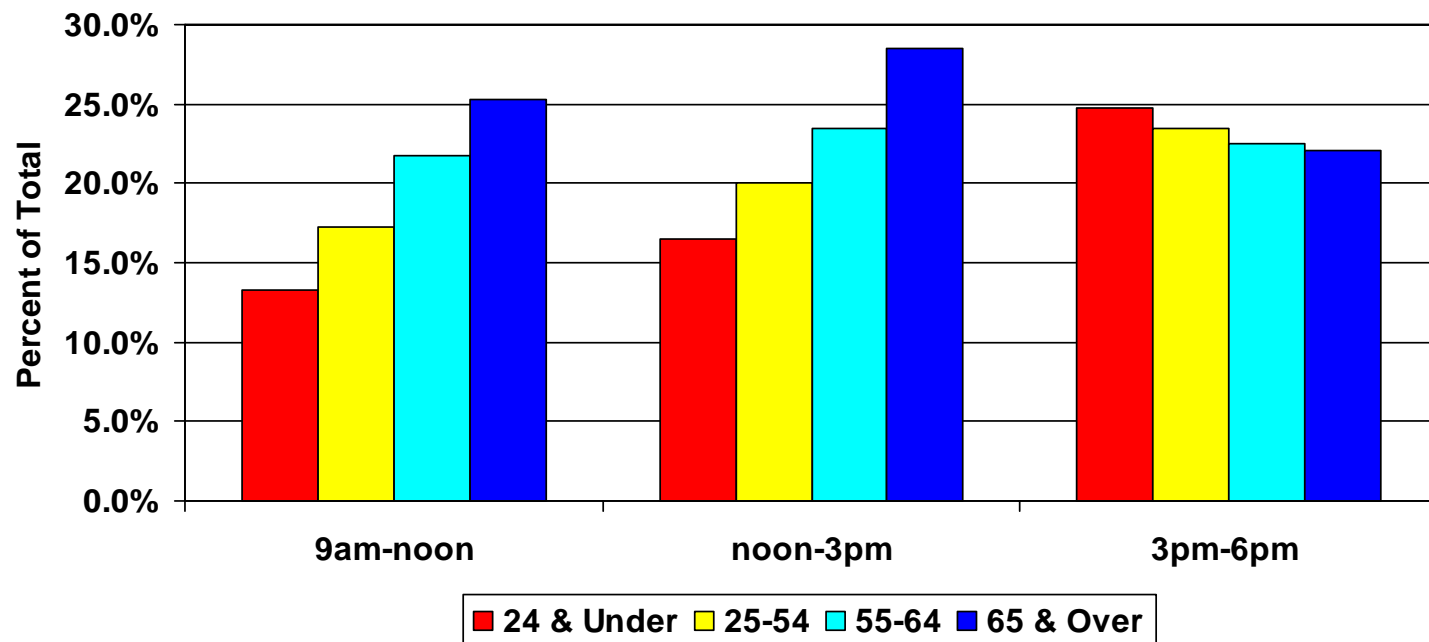
Percentage of Total Kilometres Driven By Drivers Aged 55 and Over By Day of Week of Week



Source: Statistics Canada, Canadian Vehicle Survey

Aging and Driving Trends

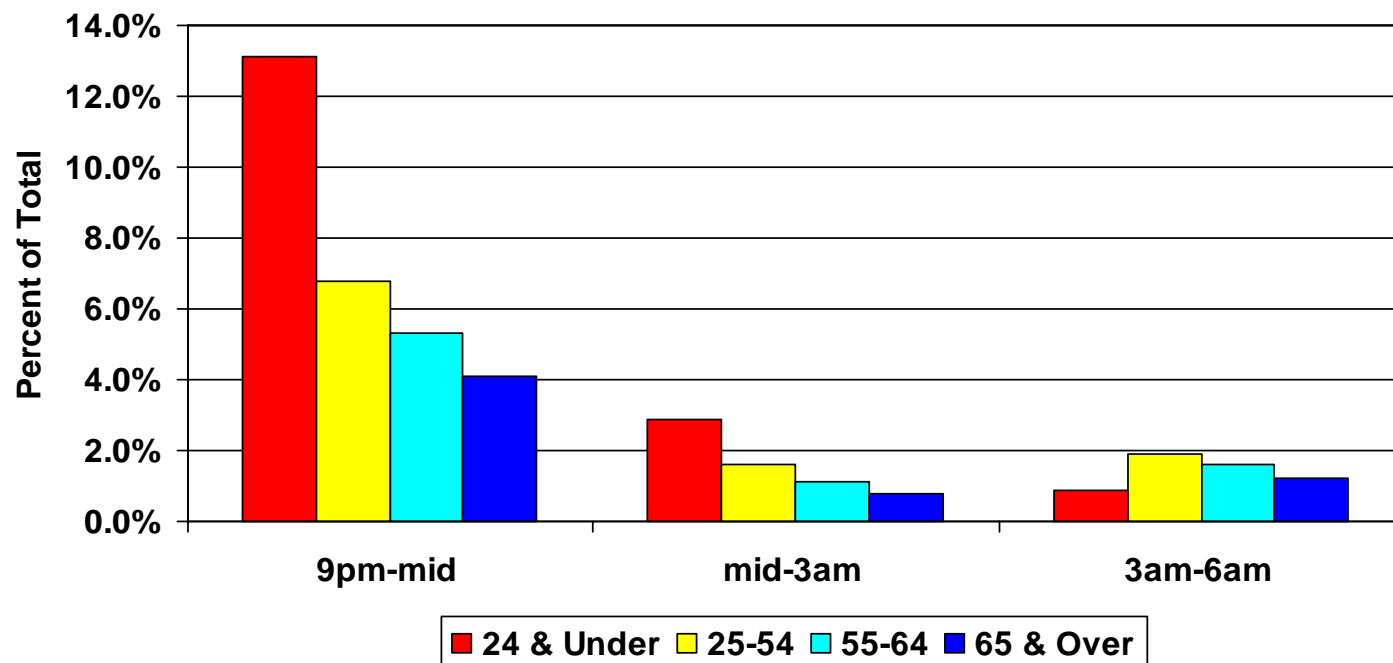
Percentage of Total Kilometres Driven By Drivers Aged 55 and Over By Time of Day



Source: Statistics Canada, Canadian Vehicle Survey

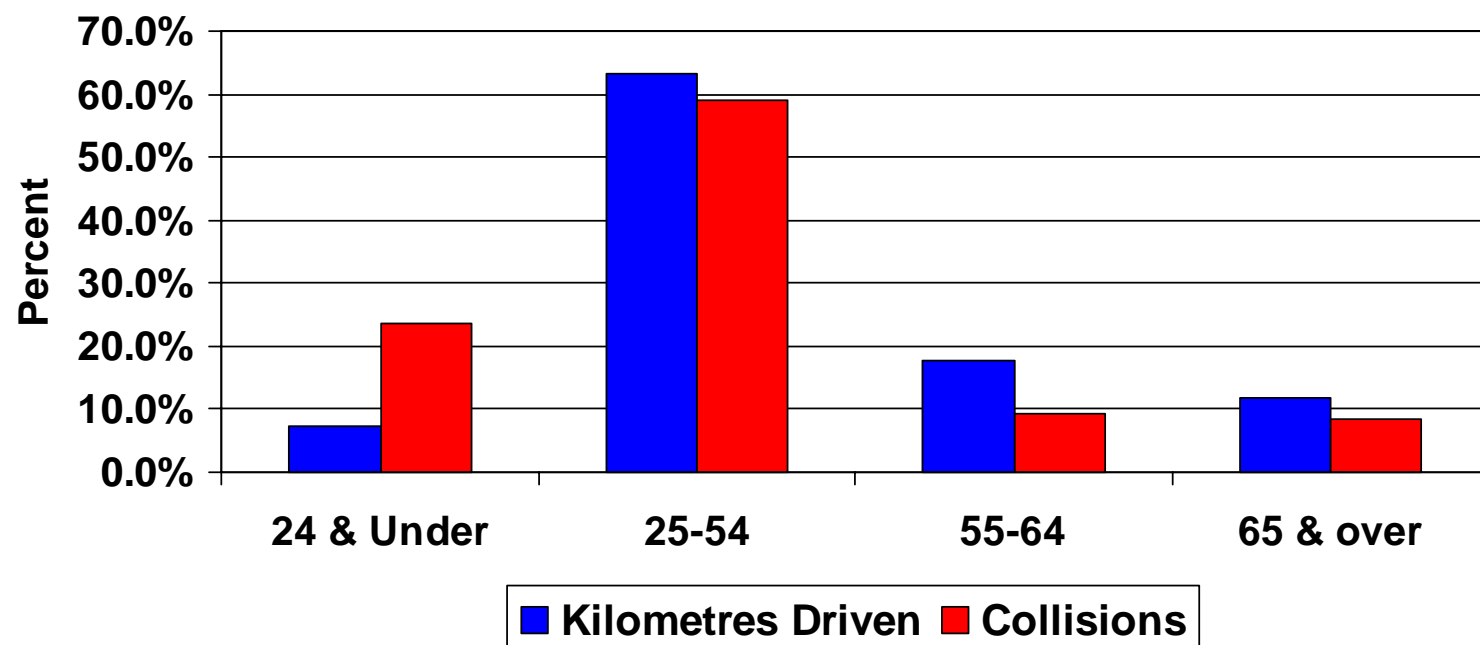
Aging and Driving Trends

Percentage of Total Kilometres Driven By Drivers Aged 55 and Over By Time of Day



Source: Statistics Canada, Canadian Vehicle Survey

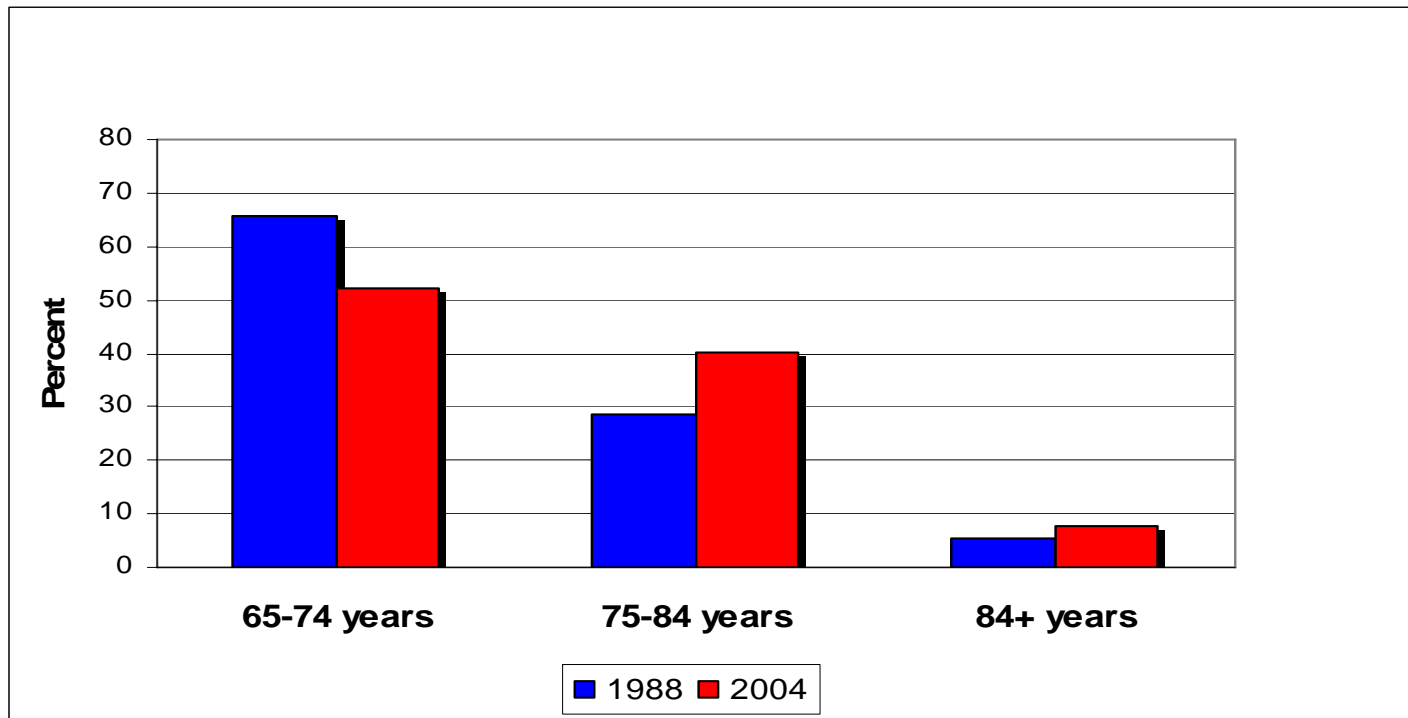
Percentage of Kilometres Driven and Drivers in Collisions by Age Group in 2003



Source: Statistics Canada, Canadian Vehicle Survey

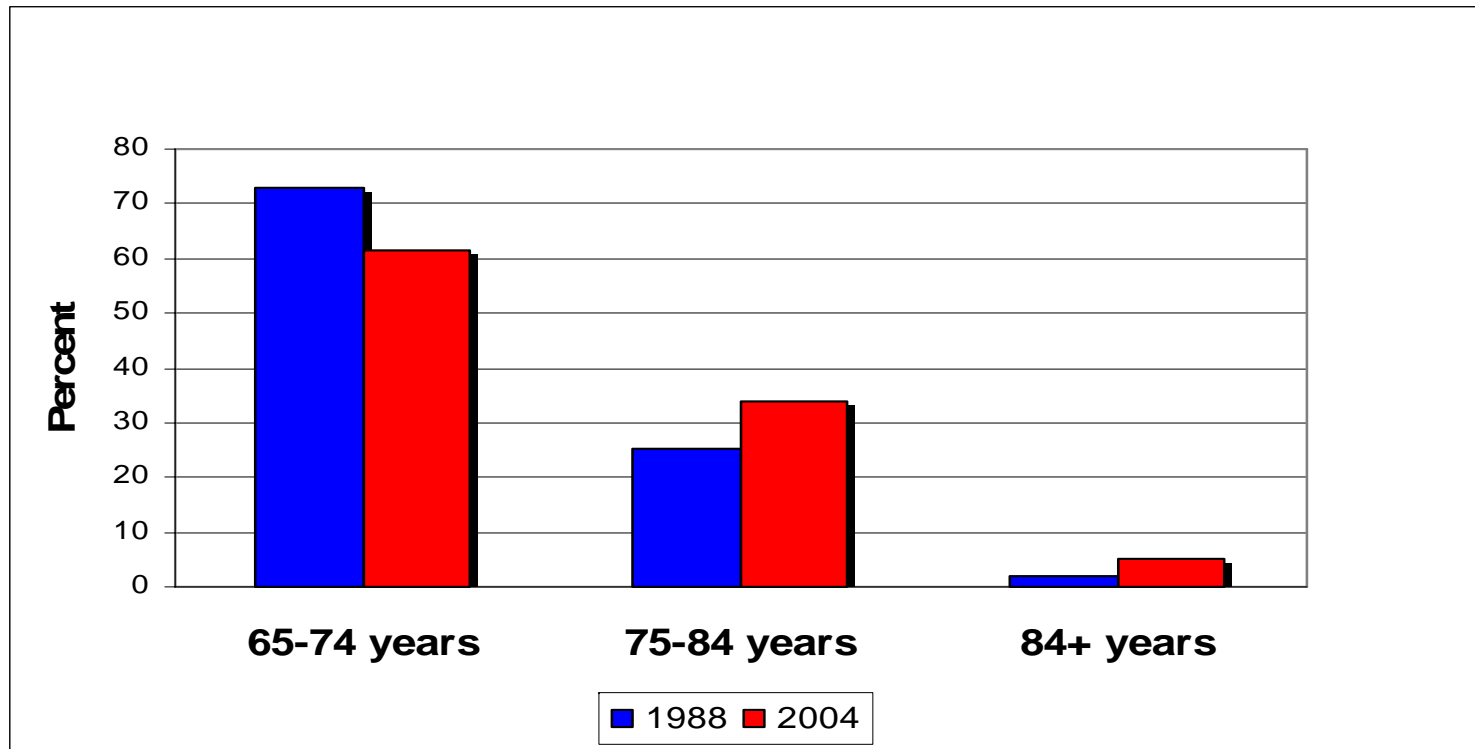
Traffic Accident Information Database (TRAID),
Transport Canada.

Age Distribution of Mature Drivers in Fatal Collisions

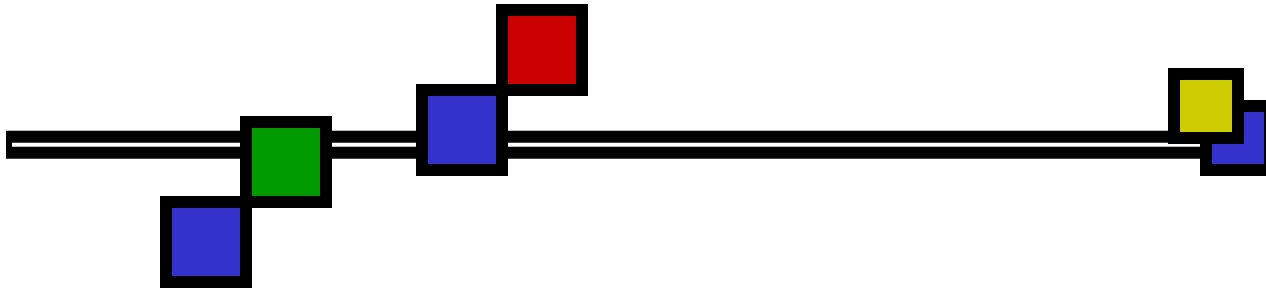


Source: Transport Canada

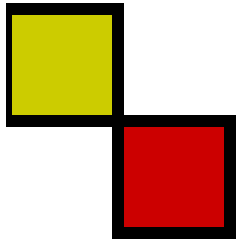
Age Distribution of Mature Drivers in Injury Collisions



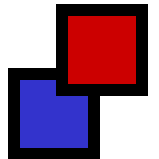
Source: Transport Canada



How Did We Get Here?

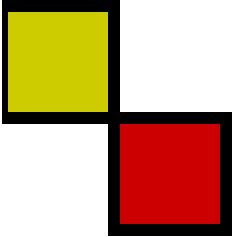
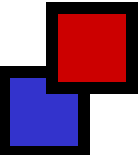


- An overview of previous strategies from Canada and around the world.



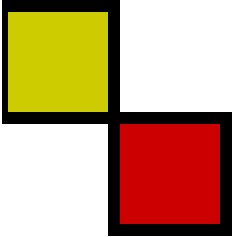
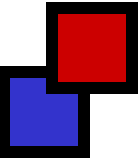


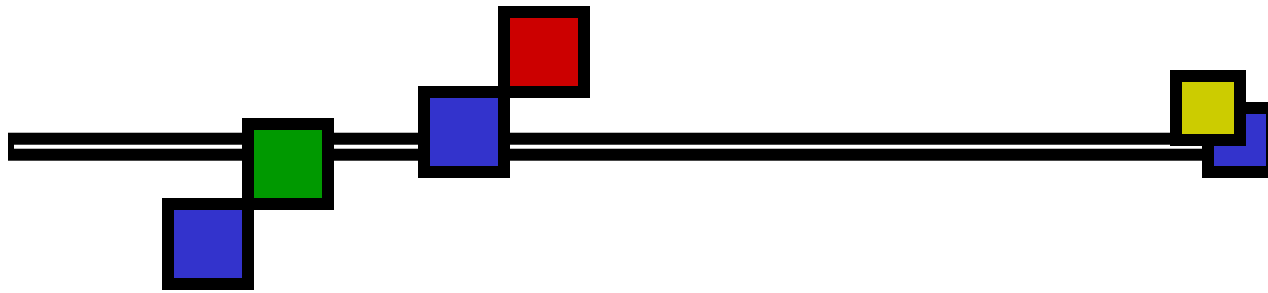
Transportation Research Board (TRB) Initiatives

- 
- In 1986, the Transportation Research Board (TRB) initiated a study on the mobility and safety needs of older persons.
 - A panel of experts was convened to review the design and operation of the surface transportation system and to recommend improvements that better serve an aging population.
 - Initiative supported by Congress as part of the Surface Transportation Assistance Act of 1987.
 - Since that time two key reports have been issued:
 - **Transportation in an Aging Society: Improving Mobility and Safety for Older Persons (1988, 2 Volumes).**
 - **Transportation in an Aging Society: A Decade of Experience (2004).**
- 

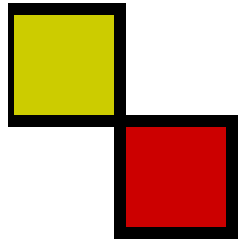


Synthesis of TRB Efforts - Recommended Strategy (2005)

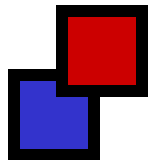
- 
- Ongoing improvement of driver assessment practices, including identification and counseling of the at-risk driver (linking research to practice);
 - Ongoing improvement of the remediation and training programs available to the at-risk driver (linking research to practice);
 - Coordination of user-friendly mobility options for drivers who are restricted or must cease driving;
 - Coordination of effective public and private systems for the delivery of services
 - Development of public information and education programs on the functional capacity changes that may occur with aging, how these changes may affect driving, and the importance of planning for driving limitations or driving cessation;
 - Ongoing implementation of roadway design and rehabilitation improvements;
 - Encouragement of land use designs that will provide senior-friendly housing choices.
- 



Synthesis of TRB Efforts – Overall Research Strategy (2005)

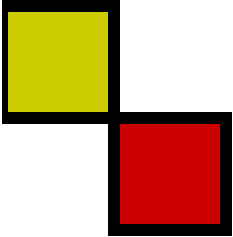
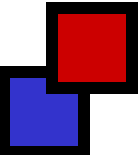


- An ongoing initiative to identify and catalogue research needs to ensure a reduction in overlap and a focus on projects with the greatest and most immediate benefit.
- Review of the research accomplishments, identify gaps in the knowledge base, and develop research agendas to help guide the efforts of researchers and focus scarce resources where they will produce the greatest benefit.



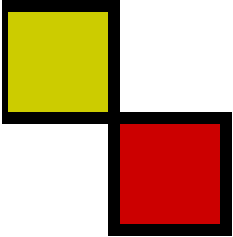
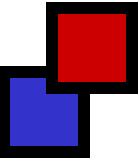


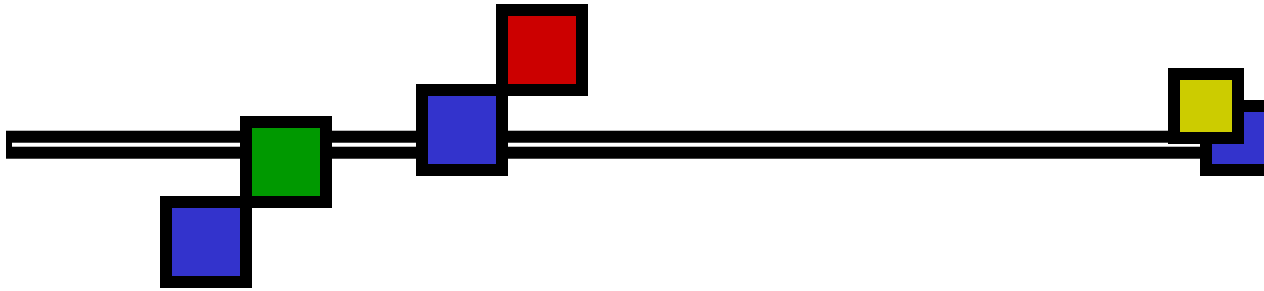
Australian Strategy for Future Research and Action Initiatives (1997)

- 
- Work of expert group comprising local and overseas specialists from government agencies, community groups and research organizations
 - Research issues of high priority included:
 - Monitoring of crashes involving older drivers
 - Ability of older people to self-regulate their driving
 - Development of adequate screening tests for older drivers
 - Role of highway design for older drivers
 - Older drivers as a cause of crashes
 - Collection of comprehensive exposure data on older drivers
- 



Australian Strategy for Future Research and Action Initiatives (1997)

- 
- Policy priorities included:
 - Improved guidelines for licence referral
 - Establishment pilot re-licensing program based on voluntary driver assessment (similar to Maryland pilot program funded by NHTSA)
 - Handbook dealing specifically with retiring from driving
 - Manual on highway design for older drivers
 - Older driver handbook (defensive, safe driving practices)
 - Improvement in labelling of prescription drugs so potential adverse effects on driving easily recognized by seniors
 - Collaboration with overseas efforts to avoid duplication of effort
- 



CCMTA Aging Driver Strategy 2000

- In 1998, CCMTA established the Project Group on Maturing Drivers, a joint initiative of both Standing Committees on Drivers and Vehicles and Road Safety Research and Policies, to undertake a review of aging driver licensing policies, standards and procedures.
- Project Group recommended a national strategy for aging drivers as the most appropriate deliverable for jurisdictions.
- Strategy is based on the findings and conclusions of the Maturing Drivers Workshop held in Ottawa in October 1999; proceedings were published in 2000.
- Total of 25 top priority issues were retained and grouped into 7 general categories: infrastructure, medical, alternative transportation, enforcement, legislation, public education/awareness and research/ monitoring.

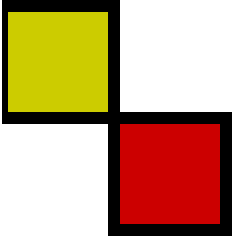
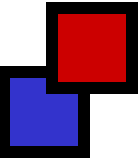


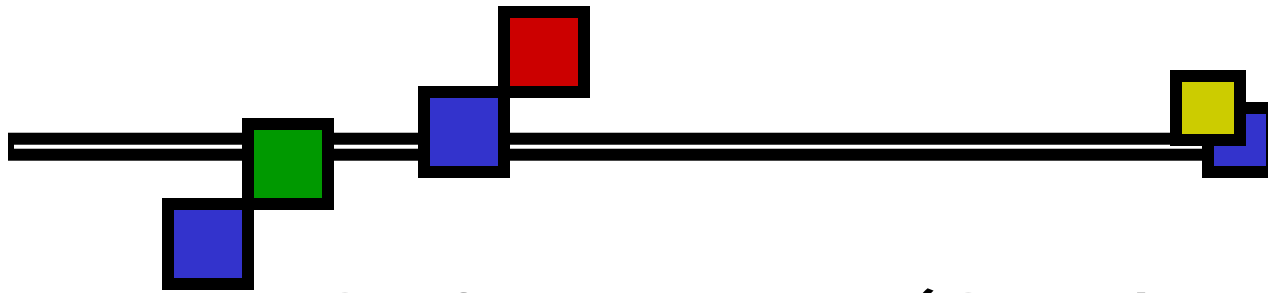
CCMTA Aging Driver Strategy 2000 (cont'd)

- 
- **Infrastructure/Vehicles** - *better design with emphasis on consistency and simplicity*
 - **Medical** - *clearer reporting guidelines for physicians; educate physicians on mature driver issues*
 - **Alternative Transportation** - *strong lobbying for mobility options*
 - **Enforcement** - *develop tools to help police report drivers; educate police on mature driver issues*
 - **Legislation** - *promote conditional licensing and assessment of drivers throughout the licence lifecycle*
 - **Public Education/Awareness** – *develop ongoing training programs and provide incentives; reach drivers at right time with appropriate information on their limitations*
 - **Research/Monitoring** - *develop valid and reliable screening and assessment methods*
- 

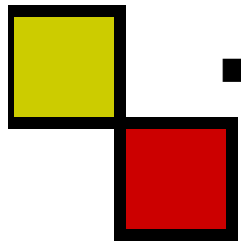


European Council of Ministers of Transport (ECMT)

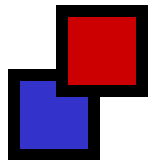
- 
- ECMT (in consultation with OECD working group) met in May, 2001 and adopted a holistic approach to accessible transportation for older people
 - There are 41 member and associate member states (Canada is an associate member)
 - Key policy areas identified were:
 - User-friendly and accessible transportation network
 - Well designed land use and housing choices
 - Cost-effective delivery of private and public services
 - Coordinated delivery of human and social services
 - Effective driver evaluation and training programs
 - Full choice transportation alternatives
 - Enhanced role for public education
- 

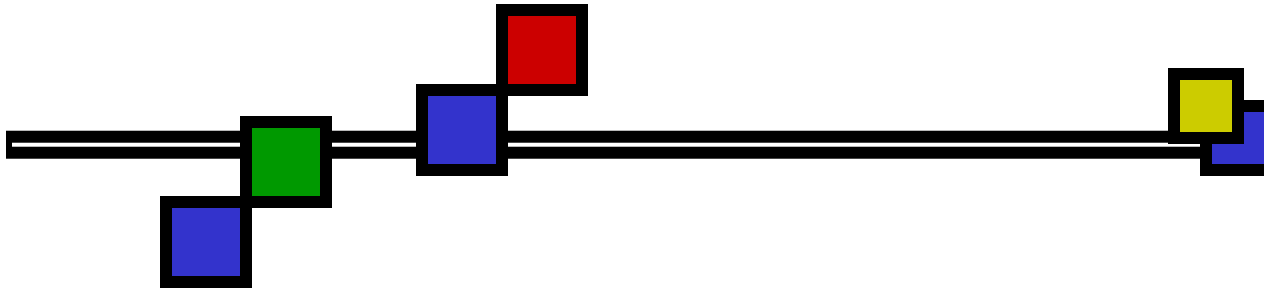


OECD Report (October 2001)

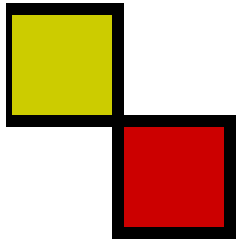


- Organisation for Economic Cooperation and Development (OECD) issued comprehensive report on Ageing and Transport: Mobility Needs and Safety Issues
- Represents international consensus on issues related to mobility and safety of older drivers
- Report states researchers increasingly recognize that age-based mandatory assessment programs targeting older drivers are unlikely to produce safety benefits

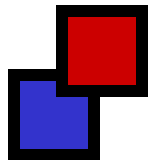


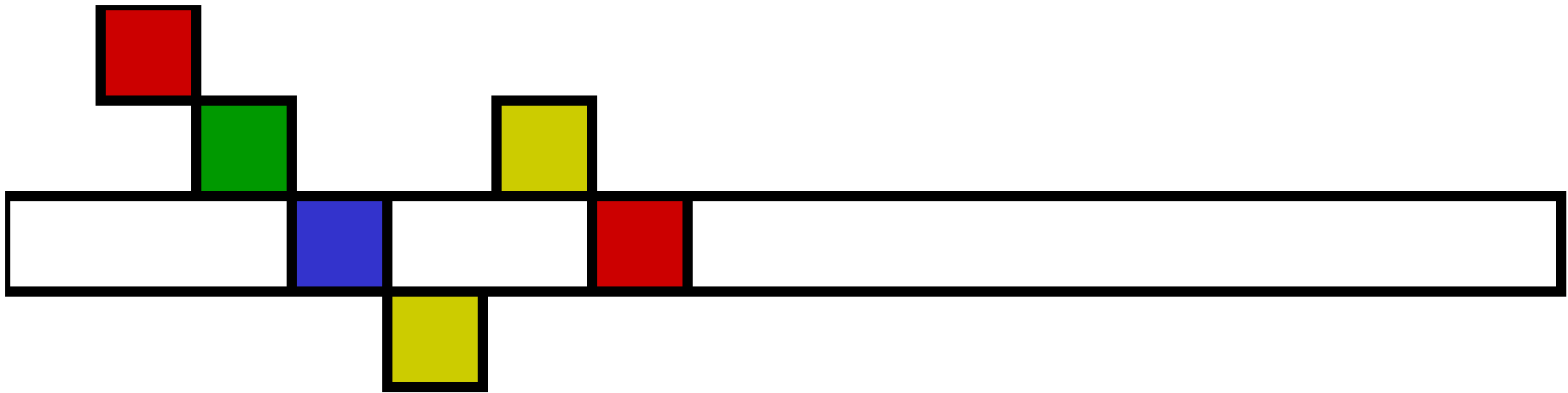


OECD Report: Priorities



- Support and funding to enable lifelong mobility.
- Support for older people to continue driving safely.
 - It is necessary to define more clearly and support driver assessment and rehabilitation approaches for those afflicted with significant functional impairment that can affect safety.
- Provision of suitable transport options to the private car.
 - Mobility management programmes for functionally limited older people need be developed to achieve their transition to user-friendly transport options over time.
- Safer vehicles for older people.
- Development of safer roads and infrastructure.
- Appropriate land-use practices.
- Involvement of older people in policy development.
- Educational campaigns to promote maximum mobility and safety for older people.





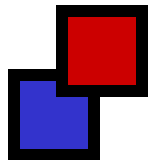
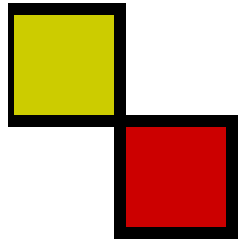
Strategies




Canada Day Session
March 2006



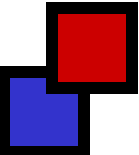
Identify and recruit energetic leaders from both the public and private sectors to assume responsibility and promote the vision and its associated strategies in each jurisdiction and across Canada.

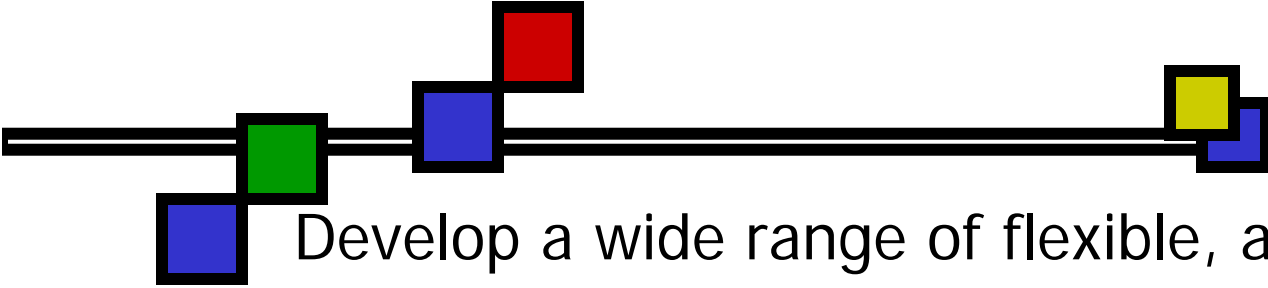




Develop effective, collaborative partnerships across all jurisdictions that include licensing agencies, key stakeholders (health professions, law enforcement, seniors' groups) and private citizens.

Examples:

- CanDRIVE
 - A national research project with the goal of developing an evidence-based clinical decision rule for physicians to identify at-risk drivers who need further evaluation. University researchers do conduct their research with assistance from seniors groups and government agencies.
 - B.C. Automobile Association Traffic Safety Foundation
 - Developed the Living Well, Driving Well workshop for mature drivers. The regularly scheduled workshops are available throughout the province. The workshops were developed with support from the Ministry of Community Services and the Vancouver Foundation.
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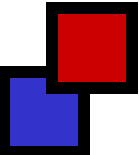


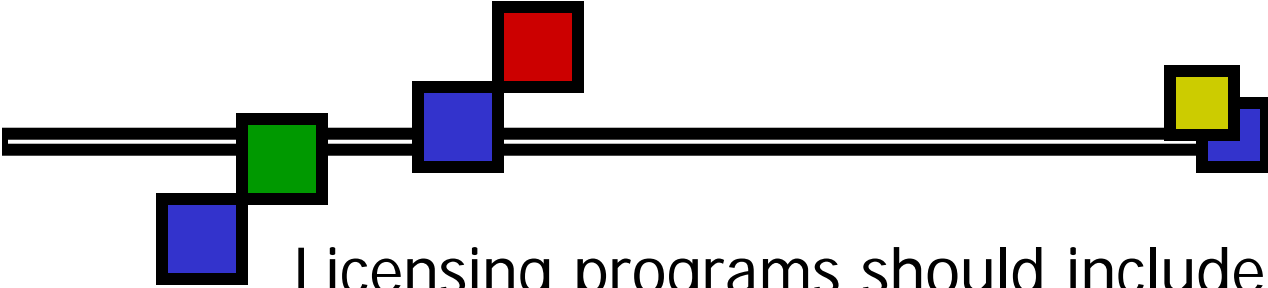
Develop a wide range of flexible, adaptable, evidence-based and sustainable programs that are evaluated on a regular basis.



Example:

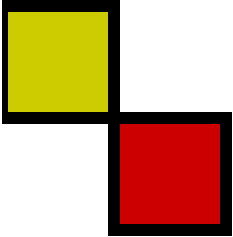
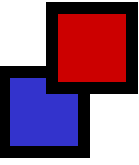
■ **Ontario's Group Education Sessions**

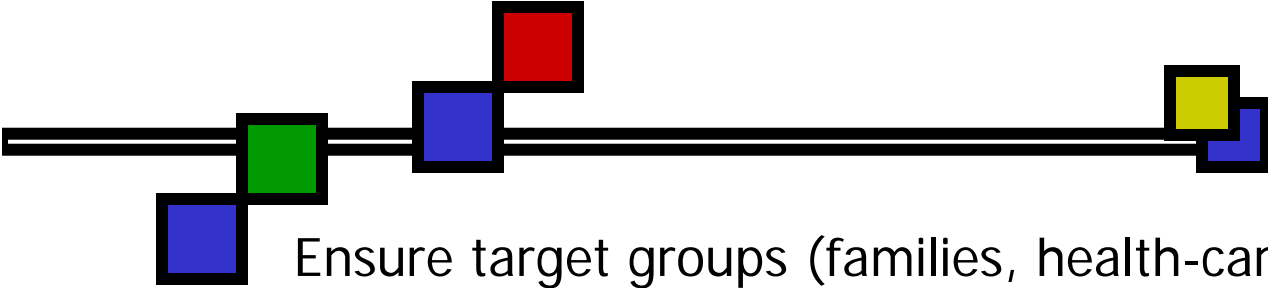
- Every two years, drivers 80 and over must pass a rules of the road knowledge test, a vision test, attend a group education session and have their driving record reviewed. However, a senior driver may also be asked to take a road test if an Ontario Ministry of Transportation (MTO) counselor considered it necessary, or if their driving record includes demerit points.
 - In December, 2003, MTO commissioned experts in gerontology and adult education to review the GES curriculum to ensure that this critical piece of Ontario's senior driver program meets the needs of today's seniors.
 - Based on the consultants' report, the GES curriculum was revised, new presentation materials, a new knowledge test and a take-home booklet were developed. MTO driver improvement counsellors were retrained with an emphasis on encouraging a friendlier and more comfortable environment for seniors attending the GES. In July 2005, MTO successfully completed the rollout of Ontario's revised curriculum for Group Education Sessions for senior drivers aged 80 and older.
- 



Licensing programs should include a standardized individualized assessment component (conditional licensing) as an option for drivers with functional impairments.

Example:

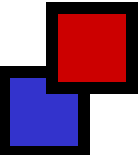
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- **Newfoundland and Labrador conditional licensing program**
 - Driving restrictions are custom designed to meet driver's needs. Some of the most common are: speed zones, daytime only, geographical region and adaptive equipment.
 - **Quebec conditional licensing program**
 - Program places an emphasis on flexibility. Most restrictions involve distance from home, time of day, type of transmission, class of vehicle. Condition "S" permits the Medical Evaluation Service to specify the type of restriction.
 - Drivers awaiting a functional assessment may have a "S" that states that they may drive only if accompanied by an occupational therapist or a driving instructor.
- 

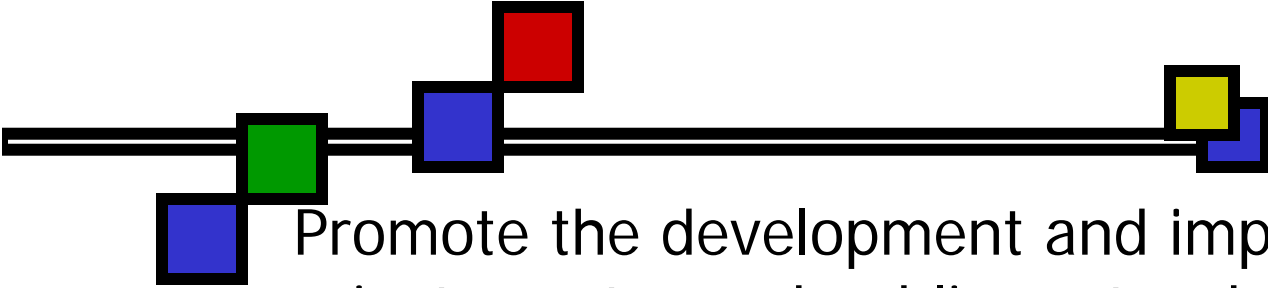


Ensure target groups (families, health-care providers and seniors' organizations) as well as wider public are knowledgeable about the issues by disseminating accurate evidence-based information through proven, user-friendly public education programs.

Example:

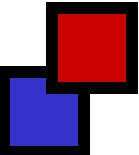
■ **ICBC Vernon Pilot Study**

- The program is composed of two components: 1) an engineering component that focuses on improving the road environment to meet the needs of an aging population, and 2) an educational component focusing on enhancing drivers' knowledge and self-awareness. The program is aimed at all drivers age 55 years and older.
 - A secondary audience is the aging driver's family. Preliminary studies for the engineering component have been completed: results have been used to inform on engineering changes. Upgrades will be undertaken in partnership with the City of Vernon.
 - The educational component of the program is designed to enhance drivers' knowledge of the rules of the road, raise awareness of the effects of aging on driving, and encourage self-evaluation of driving habits.
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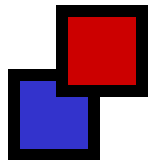
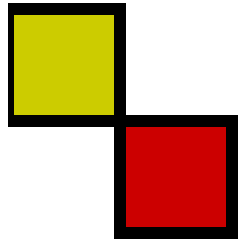
Promote the development and implementation of private-sector and public-sector driver training and education programs that communicate information about collision risk, physical fitness and mobility options clearly and concisely.

Example:

- CAA Road Wise Review
 - A Tool to Help Seniors Drive Safely Longer is a scientifically validated screening tool developed by AAA and noted transportation safety researchers. Available on CD-ROM, this tool allows seniors to measure in the privacy of their own home the eight functional abilities shown to be the strongest predictors of crash risk among older drivers.
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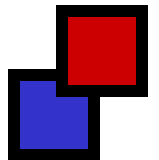
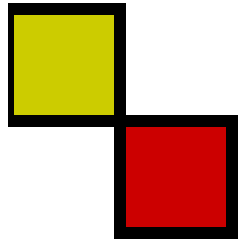


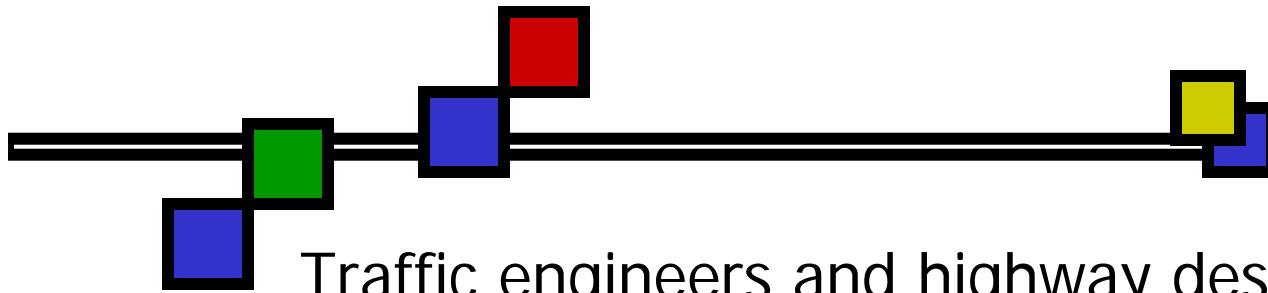
Develop community-based networks and coalitions consisting of public and private partnerships that offer facilitation, counselling and mediation resources for senior drivers and their families.



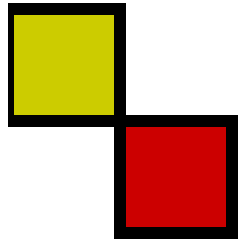


Motor vehicle manufacturers should be encouraged to continuously improve vehicle design in a manner that meets the needs of drivers with functional impairments.



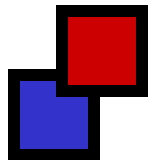


Traffic engineers and highway designers should be encouraged to continuously improve roads in a manner that meets the needs of drivers with functional impairments.



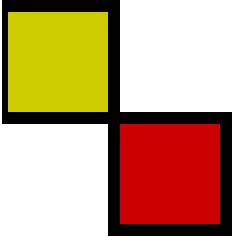
Example:

- Canadian Association of Road Safety Professionals
 - Workshop on Designing for the Aging Driver: New Emerging Guidelines held prior to XVI Canadian Multidisciplinary Road Safety Conference.





Key Challenges

- 
- Leadership
 - Who will lead nationally? Who will lead in each jurisdiction? How can momentum be sustained?
 - Securing resources
 - Who will provide funding (private and public sectors; opportunities for partnerships)? How can funding be sustained?
 - Identify best practices
 - What are the best multimodal policies and programs?
 - Deliverables
 - What specific information products, programs and technologies are required?
 - Work Plan
 - What are realistic timelines for the deliverables?
- 