

CCMTA AGING DRIVER SPECIAL SESSION

**November 7, 2006
Summary Report**

Aging Driver Strategy Elements	Level of Support
<p>1. 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.</p>	
<ul style="list-style-type: none"> - community and all political levels - stakeholders with driving interest (not just seniors) - represents diverse need - trusted - law enforcement - medical community - celebrity - public face - forum to focus leadership (structure, national/provincial) - private sector organizations with ability to shape senior driving behavior - national advisory council on aging - congress of national senior organizations - private/insurers - identify key leader - clarify on problem, cost and solutions nationally and provincially 	<p>Blue dots: 19 Green dots: 3</p>
<p>2. Develop effective, collaborative partnerships across all jurisdictions that include licensing agencies, key stakeholders (health professions, law enforcement, seniors' groups) and private citizens.</p>	
<ul style="list-style-type: none"> - NS - road safety advisory committee - 55 alive - more national profile to increase awareness (celebrity face) - link to 'grassroots' - affected individuals - insurance industry as key partners - get better jurisdictional buy-in by highlighting costs - focus on family - academics - plan for evaluations - community programming to solve local needs 	<p>Blue dots: 26 Green dots: 9</p>
<p>3. Develop a wide range of flexible, adaptable, evidence-based and sustainable programs that are evaluated on a regular basis.</p>	
<ul style="list-style-type: none"> - need to be effective - public sees the program as effective and beneficial - best practices vs evidence-based - targetted 	<p>Blue dots: 6 Green dots: 0</p>

Aging Driver Strategy Elements	Level of Support
<p>4. Licensing programs should include a standardized individualized assessment component (conditional licensing) as an option for drivers with functional impairments.</p>	
<ul style="list-style-type: none"> - require functional assessment (personal) - system pay? - evaluate current programs - holistic approach - assessment tools - who assess? - multi-dimension - compensate - validity of road test - between pass/fail other options - different road test for target group 	<p>Blue dots: 23 Green dots: 8</p>
<p>5. 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.</p>	
<ul style="list-style-type: none"> - cultural/regional sensitive - educating and preparation for upcoming events (test, stop driving) - readability - relevant messages - survey of driver's families - communications strategy (drivers, politics, media) 	<p>Blue dots: 31 Green dots: 9</p>
<p>6. 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.</p>	
<ul style="list-style-type: none"> - different dynamic - before test/after test - training for what rules? for what personal challenges? - only recommend existing program - driver rehabilitation - when the training? - motivation for training (pass test, safer) - education - police contact and need for training - police see need for options - within existing services - cog. problems, look for support systems 	<p>Blue dots: 1 Green dots: 0</p>

Aging Driver Strategy Elements	Level of Support
7. 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.	
<ul style="list-style-type: none"> - include health authorities - non-profit - facilitating community base problem solving - guidebooks for communities? - link to leadership 	Blue dots: 28 Green dots:8
8. Motor vehicle manufacturers should be encouraged to continuously improve vehicle design in a manner that meets the needs of drivers with functional impairments.	
<ul style="list-style-type: none"> - car design - partnership opportunities - MoU with TC and manufacturers (in progress) - human factors north - protecting older people in crashes - improve safety - adaptations - promotion and awareness by ...e.g. manufacturers - collision avoidance systems - educate seniors about choice of vehicles (e.g. NHTSA's star-rating system) 	Blue dots: 1 Green dots:0
9. Traffic engineers and highway designers should be encouraged to continuously improve roads in a manner that meets the needs of drivers with functional impairments.	
<ul style="list-style-type: none"> - construction - what we built is what we planned - signage (relative to vision standards) - road users generally - alternative transport design - evaluate changes 	Blue dots: 9 Green dots: 1

Legend:

Blue dots - government participants
 Green dots - industry stakeholders