

# Walking on Sunshine

Northeast Florida Elder Transportation and Mobility Forum

## Final Report 2008

  
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## THE FLORIDA SENATE

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**SENATOR STEPHEN R. WISE**

5th District

September 24, 2008

Ms. Linda Levin, MSG  
ElderSource  
4160 Woodcock Drive, 2<sup>nd</sup> Floor  
Jacksonville, FL 32207

Dear Ms. Levin:

I was very pleased and honored to have had the opportunity to speak at the first ever Northeast Florida Elder Mobility and Transportation Forum, "Walking on Sunshine," held on August 23-24, 2007, in Jacksonville at the Hyatt Regency Hotel.

The diverse audience was made up of elders, caregivers, policy makers, transportation planners, aging network professionals and elected officials. Your presenters were outstanding and your national speakers were also equally impressive, and they presented many relevant and valuable views regarding mobility.

Mobility is critical to all Floridians and directly affects their independence and quality of life. In many recent surveys, seniors said transportation is one of their greatest needs, making this forum extraordinarily timely and fitting. I would like to personally compliment and thank you and the entire Mobility Task Force for a job well done!

Thanks again for the wonderful opportunity to participate in such an important event which impacts all Floridians.

Sincerely,

A handwritten signature in cursive script that reads "Stephen R. Wise".

Stephen R. Wise



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**T**ransportation has consistently been at the top of the list of needs for elders. According to an AARP report, *Beyond 50.05*, individuals who drive are far more likely than those who don't to be engaged with their community, have a high level of mobility and indicate successful aging. Also, according to this report, individuals age 50 and older who do not drive have significantly lower levels of mobility than those who do drive and are six times as likely as drivers to frequently or occasionally miss doing something they would like to do because they do not have transportation.

**A**ccording to the same report, non-drivers are much more likely to be women, African American or Hispanic. They are typically not employed, less educated, low income, not living with a spouse or partner. They live in an urban area, in fair or poor health or reporting a disability.

**W**e know that mobility options allow non-drivers age 50 and older to stay connected to their communities and that mobility options include walking, public transportation, taxis and human services transportation. Mobility is more than transportation. It affects the person's quality of life:

- Individuals who are mobile are more connected to the community.
- People who are connected are more likely to be engaged
- People who are engaged are healthier, are able to get to the doctor and pharmacy and are better able to engage in their faith activities.
- People who are engaged and healthier are able to volunteer.

**B**asically, mobility impacts a person's ability contribute to their communities as volunteers, advocates or consumers. On the flip side, people who do not have transportation options to meet their individual needs or have difficulties with their mobility cannot easily contribute to their communities as volunteers, advocates or consumers.

**A**s the Area Agency on Aging for Northeast Florida, ElderSource covers 7 counties (Baker, Clay, Flagler, Nassau, St. Johns and Volusia) encompassing rural, urban and suburban areas. Because of the critical nature of this issue, we felt it was important to pull people together to explore this issue further. With the help of our partners on the Elder Mobility Task Force, a two day forum was held and provided a venue for seniors, caregivers and advocates [can](#) learn more about the need and the options available. Experts from around the state and from Washington, DC provided valuable information on a variety of aspects regarding mobility and transportation. This report is a compilation of the presentations made over the course of the forum. It is our hope that this information will be helpful in identifying opportunities that could be implemented to enhance the quality of life of seniors, helping them to be engaged and valuable contributors in our communities.

Linda J. Levin, M.S.G.  
Executive Director  
ElderSource

# PRESENTATIONS

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# Florida Department of Elder Affairs Presentation

Presenter: Secretary Douglas E. Beach, PhD.

The following is a summary of Secretary Beach's powerpoint presentation.

**DOEA Vision Statement:** To lead the nation in assisting elders to age in place, with dignity, purpose, security, and in an elder-friendly community.

Foster a social, economic and intellectual environment for all ages, and especially for those 60 years of age and older, where all can enjoy Florida's unparalleled amenities in order to thrive and prosper.

## The Simple Problem

76 Million Baby Boomers will begin retiring in 2008

According to The Newspaper of Capitol Hill *ROLL CALL*:

- In the July 7, 2004 issue of Roll Call Norman Ornstein suggests that with the impending retirement of the baby-boomers we can expect a \$72 trillion unfunded mandate in Social Security and Medicare.
- Of the \$72 trillion, \$10.4 trillion is due to Social Security and \$61.6 trillion to Medicare.
- This could result in a budget deficit of nearly 16 percent of GDP compared to a budget deficit of 4.2 percent of GDP today.

## Florida's Secret Weapon

- 4.1 million seniors in Florida.
- Retirement industry is the second largest industry in Florida.
- \$135 Billion in spending power.
- 50 percent of all new home construction.
- \$2.8 Billion net tax benefit after services are rendered.
- 31 percent of Floridians age 60 and older are registered to vote.
- 43 percent of voters in to 2006 election were age 60 and older.

## Elder Mobility

### Overview:

National Overview

- More older people
- More of them will be driving
- Driving more miles than ever before
- Driving at older ages than ever before
- Few alternatives to driving
- 90 percent of all trips taken in automobile
- 1 – 2 percent of seniors use public transit
- Bus use increases for long distance trips
- Non drivers take far fewer & shorter trips

\*Source: 2001 National Household Transportation Survey

## Florida Policy Response

Florida At Risk Driver Council Mission Statement: "Help ensure safe mobility for Florida's elders which enhances dignity, quality of life and independence throughout their life span."

Report: "The Effects of Aging on Driving Ability"  
[www.hsmv.state.fl.us/ddl/atriskdrivers.pdf](http://www.hsmv.state.fl.us/ddl/atriskdrivers.pdf)

## Florida Response Assessment

- Age alone is not a valid predictor of driving ability.
- Multiple assessment methods can give positive indications if a problem exists.
- Mobility counseling is key to accepting changes that need to occur in driving habits and adapting.
- Research is needed to determine at what state of illness driving cessation is recommended

## Florida Response Remediation and Rehabilitation

- No two drivers are alike. This is particularly true of older drivers.
- Remediation in driving concerns is appropriate for some medical conditions, but not for Alzheimer's disease and similar disorders.
- Varied remediation efforts exist ranging from classroom instruction to behind-the-wheel instruction.
- Not enough trained/certified professionals to effectively conduct assessment, remediation, rehabilitation and adaptation of drivers.

## **Florida Response Alternatives and Accommodations**

- A “safety net” must be in place to meet transportation needs.
- Seniors want choices. A Web site with statewide information on alternative transportation has been created for public access: <http://www.fssrc.pphp.ufl.edu>
- Mobility counselors are needed to ease access.
- Improve visibility of traffic control devices.
- Provide advance notice to traffic situations.
- Simplify decision making at intersection and interchange approaches.
- Provide pedestrian enhancements
- 6-inch wide pavement markings
- Increase the number of reflective pavement markers
- Use of overhead street name signs
- Use of advance street name signs
- Use of advance warning signs (signal ahead, etc.)

### Florida Response Senior Safety Resource Centers

- Pilot project funded by Department of Transportation, through Department of Highway Safety & Motor Vehicles
- Four Centers in the State:
  - o Area Agency on Aging, St. Petersburg
  - o Senior Resource Alliance, Orlando
  - o University of Miami, Miami
  - o Florida Atlantic University, Boca Raton

### Example: Senior Resource Alliance Community Partners:

- Winter Park Health Foundation (WPHF)
- AARP
- 2-1-1
- Dept of Elder Affairs
- Orange County Commission on Aging
- Alzheimer Association
- Physicians

### Elder Transportation Council (ETC):

- Public transportation/Paratransit Providers
- Hospitals
- AARP
- Senior Advocates
- State Legislator (s)/Staff
- Law Enforcement
- Senior Center

## **Florida Council On Aging – Assembly Results**

### Common Themes:

- Involvement of local business
- Commitment from local and state governments
- Effective use of volunteers
- Use of incentives
- Cost-sharing
- Public education and marketing
- Educating professionals

### Transportation, Mobility and Older Drivers

- Incentives and protections for businesses and others to provide transportation
- Expansion of volunteer programs
- Education of individuals and professionals about issues and needs



# National Center on Senior Transportation

Presenter: Tabitha Wilson

The following is a summary of Ms. Wilson's presentation.

## **Community Planning Tools and Resources**

- Framework for Action: Building the Fully Coordinated Transportation System
- A Blueprint of Action: Developing a Livable Community for All Ages

## **Framework for Action Self Assessment Tool for Communities**

- Planning and action tool that helps communities understand, define priorities, and move toward specific action
- Focuses on core elements of building a coordinated transportation system

## **Framework for Action Self Assessment Tool for Communities**

- Needs to Begin
- Needs Substantial Action
- Needs Some Action
- Done Well

## **Framework for Action Core Coordinated Planning Elements**

- Leadership
- Collaborative Planning
- Public Involvement
- Assessment of Needs & Resources
- Strategies

## **Framework for Action Leadership**

- Where is your community in identifying a lead agency/group?
- Agency, task force, coalition taking a leadership role
- Is there a local champion

## **Framework for Action Collaborative Planning**

- Are all stakeholders at the table & actively participating?
- Are you communicating with those stakeholders who are not at the table?

Aging/human service agencies, public & private transportation providers, health providers, law enforcement, employers, faith based organizations/churches, consumers, caregivers, elected officials, and & others

## **Framework for Action Public Involvement**

- Do you conduct outreach efforts to inform the public and stakeholders of your efforts and give them an opportunity to provide input?

Public Hearings (accessible & held at convenient times), surveys, focus groups, presentations at congregate dining sites, senior housing facilities, senior centers, & other appropriate locations

## **Framework for Action Assessment of Needs & Resources**

- Develop inventory of resources & programs that provide/fund senior transportation services
- Identify duplication of services & service gaps
- Document the specific transportation needs of older adults
- Involve older adults and other stakeholders in the assessment process
- Use results to develop actions plans to address the identified needs

## **Framework for Action Strategies**

- Track services and communicate successes
- Information about senior transportation services & options is accessible/easy to obtain
- Link the plan to the broader human services transportation coordination plan required by SAFETEA-LU

## **Blueprint for Action: Developing a Livable Community for All Ages**

- Aging in Place – an initiative of n4a and partners for Livable Communities
- Helping communities prepare for the maturing of residents and Become Good Places for People to Grow Up and to Grow Old.
- Housing, planning & zoning, transportation, health and supportive services, culture and lifelong learning, public safety, civic engagement & volunteer opportunities

## **Blueprint for Action: Developing a Livable Community for All Ages**

- Facilitate Community Dialogue on Aging in Place
- Assist Communities Develop Blueprints for Aging in Place
- Provide Technical Assistance to Move Blueprints into Action
- Develop Peer Network of Community Leaders Leading the Challenge on Aging in Place

### **Technical Assistance**

- United We Ride
- National Center on Senior Transportation (NCST)
- United We Ride Ambassadors

### **UNITED WE RIDE**

- United We Ride is a Federal interagency initiative that supports states and localities in developing coordinated human service transportation delivery systems.

### **The National Center on Transportation**

- Administered by Easter Seals in partnership with n4a through a cooperative agreement with FTA & AOA
- Provides Technical assistance to communities to improve and increase senior transportation options
- Clearinghouse of resources and best practices
- Demonstration projects to test innovative approaches to improving transportation services for older adults

### **United We Ride Ambassadors**

- United We Ride Ambassadors provide states and territories with hands-on technical assistance in the development and implementation of coordinated human service transportation plans.

### **Resources**

- [www.seniortransportation.net](http://www.seniortransportation.net)
- [www.unitedweride.gov](http://www.unitedweride.gov)
- [www.aginginplaceinitiative.com](http://www.aginginplaceinitiative.com)
- Toll Free Help Line – 866-528-NCST (6278)

The National Center on Senior Transportation is administered by Easter Seals Inc., in partnership with the National Association of Area Agencies on Aging in cooperation with the U.S. Department of Transportation, Federal Transit Administration and the Administration on Aging.



# Administration on Aging

Presenter: Edwin L. Walker, Deputy Assistant Secretary For Policy & Programs, U. S. Administration On Aging

The following are the remarks given by Mr. Walker. This text is the basis of the oral remarks of the Deputy Assistant Secretary for Aging. It should be used with the understanding that some material may be added or omitted.

Thank you Linda, and on behalf of Assistant Secretary Josefina Carbonell, we appreciate this opportunity to discuss the importance of supporting and enhancing mobility options for Florida's seniors.

First, I understand that we have a great audience here today of older adults, advocates, elected officials and service providers from both the aging community and the transportation community. So, I wanted to take a moment to define this concept "mobility". What do we at the federal level mean when we discuss the importance of "mobility"?

Older Adult Mobility is the continuum of community services and community supports that allow older adults to move around within the community with ease and to gain access to those daily activities that both sustain and enrich life. Mobility can be as simple as good street signs, curbs that accommodate wheel chairs or as complex as special buses for individuals with disabilities. For many of us, mobility is as easy as starting the car, catching a bus at the nearest corner, or walking to the nearest subway or rail station.

Mobility encompasses volunteer drivers, driver training, taxis, buses, walk-able communities and bike paths. A mobile community is one where an older person can easily get to the grocery store, can easily see friends, can go to the movies, can go shopping and go to the Doctor. For many of us, mobility ensures that we get to school and arrive at our jobs on time; we can go to church and visit our family. It means that we can attend social events and meet critical obligations like medical appointments.

So, as you can see, mobility is critical! Mobility equals access; access to those supports and services

that enhance quality of life. Mobility ensures access to your state's incredible network of programs and services. Mobility equals independence and choice. Choices and independence are the essence of the services the Administration on Aging support embodied in the mission of the Older Americans Act. Assistant Secretary Carbonell has been at the forefront of efforts to increase Choices for older adults, and she is a tireless advocate regarding the importance of addressing their mobility needs.

Today, we are witnessing a shift in our population. You all are aware, I'm sure, of the rapidly changing demographics of this nation AND especially of Florida. While I don't want to go into too much detail or provide you with too many numbers and statistics, I do think it is essential to share some facts.

We know that:

- People are living longer than ever and the good news is they are staying active and engaged in their communities;

- Nationwide, more people are over 65 today than at any other point in our history. Every five minutes, 23 adults are turning 65 and in less than 20 years, it will double.

Florida is leading the way with these rapidly changing demographics. Indeed, census estimates show that by 2030, nearly 34 percent of Florida's population will be over age 60, the highest percentage of any state. Florida will also be among the top ranking states in terms of percentages of people ages 65 and older and 85 and older.

One impact of longer life spans is that more people may face chronic disease or disability. According to a March 2006 U.S. Census report older people in the United States are healthier but a significant proportion still experience chronic health problems and diseases. Individuals over 70 often have more than 2 chronic diseases such as arthritis, hypertension, heart disease, diabetes or complications from strokes.

So, mobility-friendly communities with options that help older adults with chronic diseases manage their symptoms and stay engaged are critical!

So, what I'd like to do today is to share with you how we in the Federal Government are working on your

behalf to increase mobility options, how you can connect with these efforts and what the benefit is for you and your community.

It is exciting to see how Northeast Florida, and all of Florida, is dedicated to senior transportation and mobility. Events like these provide opportunities for policy makers, planners, service providers and the users of transportation services to discuss issues, share what is important for them, learn about each other's worlds and learn how to create critical improvements, and I'd like to applaud the visionary planners of this event. Over the course of my career, I've watched communities transform themselves when people meet, mingle and solve problems – together.

As I mentioned, Florida is a pioneer in addressing and expanding mobility for older persons. Last week, I had the opportunity to hear Secretary Beach share his vision for Florida at the Florida Council on Aging conference. You have a unique opportunity now with a new Governor and new Secretary. Secretary Beach spoke about his launching of "Communities for a Lifetime." While I don't want to pre-empt his remarks by telling you about his key components for this initiative, I believe he is going to be playing your song!

As a pioneer, you have active programs right here in Northeast Florida that leverage technology in order to better coordinate transportation services for the St. Johns Council on Aging. The Federal Government helped fund this special initiative through the Federal Transit Administration's Intelligent Transportation Program.

This is an excellent example of how a region can leverage federal programs and significantly improve productivity, service enhancements, coordination, and integration while providing more trips with fewer resources. Community and regional initiatives such as these are important steps states and communities need to take to meet the growing demand of the aging population, and especially the boomers.

At the federal level, the awareness of the importance of senior mobility and the need for coordinated systems of transportation is not new. In fact, this important issue was on the agenda of the 1971 White House Conference on Aging and was indicated as

one of the three greatest needs of older Americans, and you know what? -- transportation has been on the agenda of every White House Conference.

The 2005 White House Conference on Aging addressed mobility issues and the importance of ensuring that seniors have access to safe, affordable, coordinated and reliable transportation options. Some of the top resolutions highlighted the importance of rural transportation issues, coordination, and ensuring affordable transportation options.

Today, transportation services regularly rank among the most requested services of older adults. Requests for transportation services are among the top reasons individuals contact the Eldercare Locator.

Transportation services represent a significant service under the Older Americans act. States and Area Agencies on Aging rely on funding from the Act to provide essential transportation services.

In Fiscal Year 2005, OAA providers delivered more than 33 million rides to a variety of community services, including to medical appointments, grocery stores, and senior centers. Yet, transportation comprised only 37% of all expenditures for Title III.

States, AAAs and providers do an outstanding job of leveraging Title III funds for transportation with funding from other sources such as FTA's 5310, 5311, the 5317/New Freedom program, and from state and local funding. For instance, in Fiscal Year 2005, states' spent almost \$200M on transportation with Title III representing only \$71.6 Million, and just over \$121 Million coming from other sources. That's why we tell the Congress that our aging network is a great investment and we applaud your efforts.

At AoA, we are committed to supporting states and communities and to help you realize fully integrated and coordinated systems of transportation. Under Assistant Secretary Carbonell's leadership, AoA and FTA joined forces in January 2003 with a memorandum of understanding.

This unique partnership developed as a result of the recognition of the importance of coordinating the transportation services for seniors funded by both organizations.

This key partnership was taken to the next level in 2004 when President Bush signed an Executive Order on Human Services Transportation Coordination. As a result Federal Departments were charged with reducing duplication, enhancing efficiency and simplifying access to transportation services. To accomplish these goals the Federal Interagency Coordinating Council on Access and Mobility was created to carry out the mandates of the executive order.

Shortly after the council began to review – from a consumer’s standpoint how to access transportation services – they were startled to see that there were 62 programs providing transportation support to a range of transportation disadvantaged individuals and guess what? – they were not coordinated.

Therefore, the result was not a surprise: it was hard for a consumer to get a ride – even though all 62 programs were designed to provide one. To address this issue, 12 Federal Agencies joined forces to participate in the United We Ride effort and formed the Coordinating Council on Access and Mobility which we call “CCAM” – you know how we feds. like acronyms....

CCAM helped drive coordination efforts to break down barriers such as vehicle sharing, cataloging and disseminating best practices, creating guides to building coordinated communities, providing state grants for coordination efforts, creating the framework for an action planning guide, showing how technology can enhance coordination and giving a voice to the issue of coordinated transportation. AoA has had the privilege to be an integral part of this important effort.

Now United We Ride has transportation-coordination and planning self-assessment tools and technical assistance through the new National Senior Technical Assistance Center. This center is run by Easter Seals Project Action and the National Association of Area Agencies on Aging. We are also integrating coordination efforts with our Aging and Disability Resource Center initiatives and the eldercare locator.

AoA’s work and the accomplishments of United We Ride are considerable, and the strategic plan for the

next three years is ambitious. We seek nothing less than the exponential growth of mobility friendly and coordinated communities!

One of the hallmarks of this important initiative is how key stakeholders in states and localities – like you -- have converged around the issue of transportation coordination. As a result, improved systems of coordinated transportation are emerging around the country.

AoA has been a key partner in United We Ride since its inception. At the onset, we encouraged state offices on aging and area agencies on aging to take active roles in United We Ride coalitions to ensure that the transportation needs of seniors are addressed in statewide United We Ride plans.

In 2006, we worked had in partnership with advocates and the Congress to reauthorize the OAA and to incorporate new strategies to help modernize this nation’s long term care system. Now the Act includes a roadmap for the modernization of long-term care centered upon the core principle of consumer empowerment.

Specifically, the new long-term care provisions in the Act direct AoA and the Aging Services Network to advance three specific changes at the federal, State, and local level that will make our system of care more responsive to the needs and preferences of individuals of all ages and their family caregivers. These changes are a part of an integrated strategy we refer to as “Choices for Independence” – designed to increase access to all community services, including transportation.

The three changes are:

- To reduce the confusion of where to turn for help through the creation of single entry points, which we call Aging and Disability Resource Centers and enable people of all ages seeking LTC information and services to make informed decisions about their care options;
- Our Evidence-Based Prevention component, designed to make behavioral changes that will reduce the risk of disease, disability and injury; and

- Our Nursing Home Diversion component, designed to enable individuals to remain at home and avoid unnecessary nursing home placement, impoverishment, and spend-down to Medicaid.

Today, millions of seniors who might have otherwise gone directly to nursing homes are now able to access community based long term care services and many will do so via Aging and Disability Resource Centers.

Prior to getting new authority in the Act, we began making investments in this area as a joint initiative between AoA and the Centers for Medicare and Medicaid Services. It was designed to streamline access and simplify eligibility for all home and community based services, including transportation. By serving as highly visible and trusted resources in the community, consumers of all ages, including seniors and their caregivers are able to learn about and access a range of services available to them. We are pleased to learn of Secretary Beach's plans to establish ARCs in all 11 State Regions here in Florida.

AoA is also working to ensure that the United We Ride goals of more rides with the same or fewer assets, improved access to transportation services, and increased customer satisfaction are attained in all programs and community service delivery systems.

We are striving to ensure that broad coordination of programs and services is a priority. In this regard, AoA gave specific guidance to states in the development of their state plans and we are encouraging the same attention to coordination at the local level.

To further support states are working with the National Association of State Units on Aging to develop practical tools to help states in their planning efforts. Ultimately, states will be able to ensure that their planning more fully addresses all areas of home and community based services, including transportation.

Recently, we met with Lori Parham, State Director of AARP and Secretary Beach to encourage the inclusion of the three Choices for Independence strategies as criteria for you "Communities for a Lifetime."

AoA is actively engaged in promoting transportation coordination throughout the entire aging services network. We have devoted a section of our web site specifically to transportation. It contains links to many tools and resources and will evolve to reflect the best and most useful information and will link to information from other key partner organizations – in order to be a comprehensive resource for you.

In late 2005, the AoA Transportation Toolbox was released and was distributed to the entire aging services network, and the entire American Public Transportation Association mailing list. We recently completed a third printing of over 10K copies and it is currently available through the National Center on Senior Transportation.

The toolbox contains technical assistance materials, information sources, and templates designed to inform the efforts of the aging network to coordinate transportation services for older Americans.

In FY 2006, we initiated a project through our ElderCare Locator Program to do grassroots outreach to local communities. This project is being carried out through a partnership between the n4a and APTA. The major goal is to bring together the aging and transportation networks to stimulate innovation at the local level so transportation coordination can take root and grow.

So, how do you connect with these efforts? ...and how do they benefit you? You have at your disposal the expertise and resources of a vast number of technical assistance venues.

A moment ago, I mentioned the National Center on Senior Transportation. And yesterday I understand you heard from a representative, Tabitha Wilson, about this wonderful new resource. AoA is very excited about the NCST and has been an ardent supporter of its formation from the beginning. AoA believes it is a critical resource and will continue to be an active partner in its operation and development.

We know it is absolutely essential to have reliable information and guidance to which to turn to for assistance in developing real coordinated systems of transportation at all levels, whether federal, state, or local. Highly skilled technical assistance centers

with sound resources and tools are invaluable for developing and enhancing mobility and coordinated transportation options. The NCST is going to be the “premier” provider of technical assistance for senior mobility and transportation coordination issues.

But, even newer than the NCST is the National Resource Center on Human Service Transportation Coordination, or NRC. The goal of the National Resource Center is to provide states and communities with the support they need to coordinate transportation services for people with disabilities, older adults, and individuals with lower incomes and to ensure that the vision of United We Ride is realized in every state and community around the country. The Center is administered by the Community Transportation Association of America with support from the Federal Transit Administration.

These two centers are looking to provide comprehensive technical assistance resources for mobility and transportation planning.

These resources are emerging at an exciting time for transportation services. For example, the new opportunities brought about by SAFETEA-LU and the New Freedom programs and their ultimate success will depend heavily upon solid coordination efforts.

The New Freedom formula grant program provides additional tools to overcome existing barriers facing Americans with disabilities who seek inclusion into the work force and into all of society. By working to reduce barriers to transportation and by expanding transportation mobility options, significant steps are being made toward improving the overall quality of life for many individuals.

In the end, the goal of well coordinated transportation services is clear: improved access for all users. Whether going to the movies or to the doctor, grocery shopping or to a congregate meal program, each rider should be able to expect a high degree of efficiency, reliability and responsiveness to his or her individual needs.

AoA is committed to ensuring senior mobility and to advancing coordinated systems of human services transportation. Coordinated transportation is an essential component of the long term care service

delivery system and is an important means by which all consumers can continue to fully participate in their communities and thereby achieve the goal of the New Freedom Initiative.

Together, our efforts to coordinate transportation services and ensure the mobility of older persons must be done with the singular goal of enriching the lives of those we serve. In doing so we enable consumers to:

- ▣ Access a range of life activities and remain active in the community
- ▣ Have choices when it comes to the types of transportation services that are available, and
- ▣ Know how to successfully use the services that are available.

I hope that you will use the opportunities presented at this forum to initiate and strengthen your dialogue and deliberation around transportation and mobility issues or to create new partnerships. Even better, I hope you will learn a bit more about each other...sometimes when we walk in different worlds we gain an enriched perspective and understanding of how to leverage our strengths to enhance our collective outcomes.

At forums such as this – we can learn how to break down the barriers between us and work toward the same goal – to make the world a better place for older adults. I am proud to be a part of such an effort, and I know you are as well.

Thank you.



Administration on Aging

# Mobility and Alzheimer's Disease

Presenter: Francine Parfitt, Director of the Memory Disorder Clinic at Mayo Clinic Jacksonville and serves as the Co-Director for the Education Core for Mayo Clinic's Alzheimer's disease Center

Presentation Summary: This was a presentation on basic mobility issues for seniors diagnosed with Alzheimer's and Dementia. Driving is the most common mobility issues for people diagnosed with these diseases. Suggesting seniors with cognitive impairment to use public transportation is still a mobility issue. The cognitive impairment is reasoning and problem solving. Taxi service fees, bus fare, gas prices, and also the cost of a chauffeur are examples of financial mobility issues.

Memory, being the most popular domain to discuss, yet, it is more than just memory that effects mobility issues. Visual spacial skills are another important factor. Visual spacial skills judges the distance between the individual or the object the individual is in control of and another object. While driving, you need top use of these skills to determine the distance of making left or right hand turns. For dementia to be diagnosed you have to have executive skill impairment as well. Memory loss alone is no longer considered a total cognitive impairment. Behavior is another mobility issue. Someone diagnosed with dementia is capable of responding erratically to situations on the road, especially road rage. Coordination is another key factor in causing a mobility issue. You can look for yellow flags in people with impaired cognitive skills when it comes to driving. Dementia alone does not qualify someone to lose their driving privileges. There are different forms of dementia. To lose ones driving abilities you have to determine the main factor. When considering a mobility issue the best approach is a medical assessment.

A formal driving assessment, which is not through the DMV, is offered by many rehab centers. Clinical Dementia Rating Scale is a redundant type process that interviews the patient and someone who knows them well through thoughts, performance, and skill status. A CDR of .5 may be okay to drive. A CDR of .1 is an increased risk and should not be driving. A CDR assessment also looks at memory, orientation, judgment, problem solving abilities, community affairs,

home and hobbies, and personal care. Create a buddy system. Use a positive approach. When there is no other option try to compromise driving options to limit driving.

Another mobility issue is medication, both over the counter and prescription. Visual impairment is another issue. Certain medical conditions can also play a role in impairing someone's driving abilities. Arthritis, DM I and II, DM Neuropathy, and also Parkinson's disease are examples of diseases that impair driving skills.

The effects of dementia and mobility issues not only effect the patient, but also effect people in their surroundings and everyday life.



# The Graying of America and its Implications for Transportation Systems

Presenter: Dr. James D. Wright, Department of Sociology, University of Central Florida

Presentation Summary: The Graying of America has become a cliché in the past few years but expresses a profoundly important point, namely, that the elderly portion of the US population will grow dramatically in the next half century.

A large percent of the population over age 65 will grow over the next 40 years or so. There are three major reasons for this growth. The baby boomer generation is aging. The birth rate has decreased. There are less young people now than before. One in eight motorists is over the age of 65. By year 2030 this number will increase to one in five motorists over the age of 65. Right now statistics show one in six motorists are over the age of 65 in Florida. By 2030 this number will increase to one in three. The good news is the elderly drive less frequently and less distance. The bad news is the only group of drivers that numbers increase in accident and death rates is teenagers.

In today's America, one in eight motorists is over age 65. By 2030, the figure will be one in five. With the highest percentage of elderly of any state, the Florida numbers are commensurately different: roughly one in six or possibly one in seven today, maybe one in four by 2030, and one in three by 2050.

With the increase in age and disabilities there will be a demand for more alternative ways of transportation as the years go by. One transportation service that is currently working in central Florida today is a door-to-door access link called a Para-transit service. Cost is approximately \$3 and the actual cost is about \$38 a person. This service does not pay for itself for its amount of usage. Funding for this service has become a problem and to lose this service would not be beneficial as elderly are taking a great advantage of this type of transportation system.

There is a sharp difference in life expectancy between men and women. An eight year difference meaning and increase in female elderly drivers on the road.

# Safe Mobility for Life

Presenter: Gail Holly, Elder Driver and Research Program Manager, Florida Department of Transportation

Presentation Summary: In this workshop the objectives were to inform and update persons on the changes that have been made by the FDOT to making Florida roads and highways safer for the mature drivers and pedestrians.

The content was specifically geared toward the improvements to local systems that accommodate the special needs of elderly citizens, such as roadways, traffic operations and pedestrian considerations. Special emphasis was given on countdown pedestrian signals and how they work and their benefits. Increased visibility for road signs, pavement marking- reflective pavement markers, larger lettering on signs and overhead name signs.

Overall conclusions were that our older population has increased and will continue to do so, no one agency can do this alone—partner and or partnerships are needed, a collected organized approach is needed to address issues and lastly we need to act now by planning and designing all road users.

Attendees concluded that this topic should be addressed in any future forums.

Additional topics or studies that could be addressed are a study on crosswalk timing (increased) and a study on bus and bus stop signage both in size and appearance.



# AAA Roadwise Review: Contributing to Lifelong, Safe Mobility

Presenter: Kevin Bakewell, Senior Vice President, AAA Auto Club South

Presentation Summary: The American Automobile Association (AAA) serves as a vocal advocate for motorists including an ever growing population of senior drivers. Recognizing the true limitations and special needs of older drivers, yet cognizant of the fact that Americans of all ages love their automobiles and cherish their driver licenses, AAA has focused on keeping seniors mobile as long as safely possible. In keeping with that spirit Mr. Bakewell introduced the audience to the AAA Roadwise Review Compact Disk (CD) – based assessment tool.

Attendees viewed an engaging DVD demo of AAA Roadwise Review and learned how AAA Auto Club South could be helpful in the cause of lifelong, safe mobility.

AAA Roadwise Review: A Tool to Help Seniors Drive Safely and 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. The abilities assessed in Roadwise Review include:

- Leg Strength and General Mobility
- Head/Neck Flexibility
- High- and Low-Contrast Visual Acuity
- Working Memory
- Visualization of Missing Information
- Visual Search
- Useful Field of View



# Urban Transportation

Presenters: Liz Peak, Regional ChoiceRide Transportation Administrator, Jacksonville Transportation Authority; and Kenneth Badger, Director JTA Connexion  
Presentation Summary: With the spread of industrialism and the growing size of cities, it was no longer possible for many city dwellers to live within walking distance of work. Urban transportation has become increasingly important as our cities continue to grow. Early attempts to solve the urban transportation problem were made in other countries.

In Jacksonville our transportation system has evolved significantly over the years. There is more of a need to coordinate efforts for transportation for different needs. Jacksonville is on the right track although the demands are something people cannot seem to comprehend, however this is an issue the JTA can and will be improve.

Technology is something that is going to help us in the improvement process. To give an example of what may come is in California when emergency vehicles are trying to get down the street through traffic they have a remote they use to change the lights at intersections to stop the flow of traffic to ease through without causing a back up. This is a goal to help improve traffic flow in NE Florida. Buses will also have access to this remote control to help enable them to have the amount of time needed to make certain difficult turns. Jacksonville is already headed in this direction. Notice all the cameras on 95 and 295. Eventually you will be able to see all major intersections and roadways to ensure proper flow of traffic.

Today, JTA faces many challenges and in the coming years. JTA is always looking for ways to improve our transportation system by providing services that are both effective and efficient for our riders.

Lastly, we are challenged to determine how do you recruit organizations to volunteer to provide transportation services?

## Traveling Together

Presenters: Neil Coppens, Director, Traveling Together; Volusia County Council on Aging and Gary Willoughby, VOTRAN

Presentation Summary: DeBary is a small city in West Volusia County with a population of approximately 16,000 residents. Although DeBary offers a diversity of lifestyles and interests, and is a very caring community, there is a lack of social assistance for the seniors of the community, including affordable transportation for the elderly. Mr. Neil Coppens saw this need and began a service within neighborhoods, which also interfaced with other subdivisions, to provide transportation for seniors who no longer drove with volunteer drivers. Although not advertised, word-of-mouth regarding this service spread. As the demand for rides grew, Mr. Coppens recently created a new non-profit organization called Ride Together, a 501(c)3 organization, which will allow him to apply for funds to help with expenses such as hiring a person(s) to maintain the volunteer/rider lists and to schedule rides, computer equipment, perhaps reimbursements for fuel, etc. Currently, Mr. Coppens is sole administrator and director of Riding Together, and is forever on-call.

The idea behind Riding Together is basically neighborhood volunteers helping elderly neighbors drive places. Mr. Coppens maintains a list of volunteer drivers. He has worked out a share system which basically works like this example:

Ms. X is a full-time worker whose elderly mother lives with her and needs to be taken to doctor appointments every Tuesday and Thursday. Ms. X cannot take off work that often, so she calls Riding Together and she is set up with a volunteer who agrees to drive the mother to her appointments. The time the volunteer spends driving is documented. Instead of paying for the rides, Ms. X can volunteer her time on weekends, when she is free, to drive some other elderly person in need, to repay the time spent on her mother's travel.

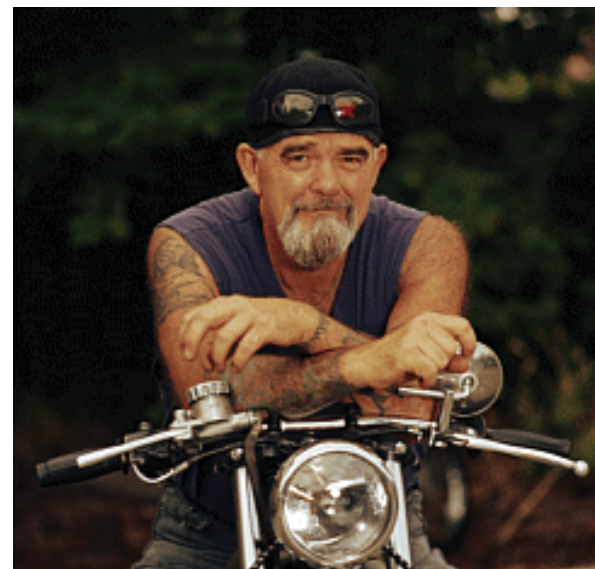
Because this is so new, Mr. Coppens is still working out all the details, and does not yet want to advertise because he isn't sure if they could handle the demand for rides; however, he does plan on advertising and meeting the demand in the near future.

## Transportation Disadvantaged

Presenters: Jeanie Palmer, Transportation Disadvantaged Coordinator, Northeast Florida Regional Council, Elizabeth De Jesus, Duval County Transportation Disadvantaged Coordinator (Multi-Modal Coordinator), First Coast MPO

Presentation Summary: Transportation Disadvantaged is a statewide program that provides transportation services to Florida's most vulnerable people. In 2006, over 52 million trips were provided to the elderly, persons with disabilities, children at-risk and those who could not afford transportation to such basic places as health care appointments, employment, education, shopping, social activities or other life sustaining activities. This valued service often becomes the link between isolation and socialization for Florida's citizens, and helps maintain independence for many elderly citizens.

Jeanie Palmer and Elizabeth De Jesus will explain the who's, what's, when's, where's and how's of this much needed service in Northeast Florida. You will walk away from this session with a new appreciation of transportation services in your community.



# Florida GrandDriver, Getting Around Safe and Sound

Presenter: Selma Sauls, Florida GrandDriver Program Coordinator Florida Department of Highway Safety and Motor Vehicles

Presentation Summary: The GrandDriver program is a driver license program specifically designed to meet the needs of senior drivers, The Florida Transportation Lifetime Choices (TLC) program.

Selma Sauls, has over 30 years of experience with Florida Department of Highway Safety and Motor Vehicles, she conducts training statewide and nationally on the driver license medical referral process and senior driving issues. She is currently the principal investigator for a statewide collaborative effort with FDOT to establish a baseline for driver fitness screening at DDL's and a mature driver database. She is also a partner in a pilot project to establish "Florida Senior Safety Resource Centers", which provides driver assessments and mobility management counseling to seniors.

This is an education and awareness campaign of the Florida Department of Highway Safety and Motor Vehicles. The goal of the program is to educate the public about the effects of aging on driving ability and to encourage drivers to make appropriate choices as we age-choices that maximize personal safety and the safety of our communities.

GrandDriver was established because of the growing issues of the older driver, the increasing numbers of older drivers, higher crash rates among older drivers. The information is available, but the majority of the public is unaware of these issues.

What you should know about when to stop driving:

- Know the signs-Don't wait.

- Address the issue-Cost of prevention is less than the cost of recovery.

- Conduct a self assessment, if a problem is found, seek help.

- Alter habits to compensate for any changes experienced.

- Know available resources.

Partners of Florida GrandDriver Program- AAA, AARP Driver Safety Program, Agencies on Aging, American Occupational Therapy Program, and National Highway Traffic Safety Administration.

What's the bottom line?

- There's no one right answer.

- Get smart.

- Adapt.

- Plan Ahead.

- Talk now.

- Emergency contact info on Driver's License/ID.

Sources for assistance:

- Stay healthy, exercise.

- Driver skills/screening.

- Driving retirement plan.

- Contact DHMSV when you need help.

Community Transit Resources

- Community Level Transit Programs

- Volunteer Programs

- Commission on Transportation Disadvantaged

Senior Community Resource

- American Society on Aging- AWA Drive Well

- ASA/AAA/AARP/AOTA

- Driver Safety Courses



# ITNOrlando, 20,000Miles & 2,000 Rides Later

Presenter: Tom Porter, Executive Director, ITNOrlando(tm)

Presentation Summary: Participants in this session were introduced to an innovative, volunteer based transportation system focusing on the Elder Population.

The ITN transportation service is designed to replicate the comfort, convenience and feelings of private transportation. The ITN transportation service is available 24 hours a day/7 days a week, uses cars only, and gives customers the option to ride alone or with others, as they please. There are no restrictions on either the purpose of the ride or the frequency. All decisions about use of the service reside with the customer. Seniors who use the service become dues-paying members of the organization at a nominal fee and open personal transportation accounts to pay for their rides. ITN keeps fares reasonable by asking members to pay roughly half the true cost of providing the rides.

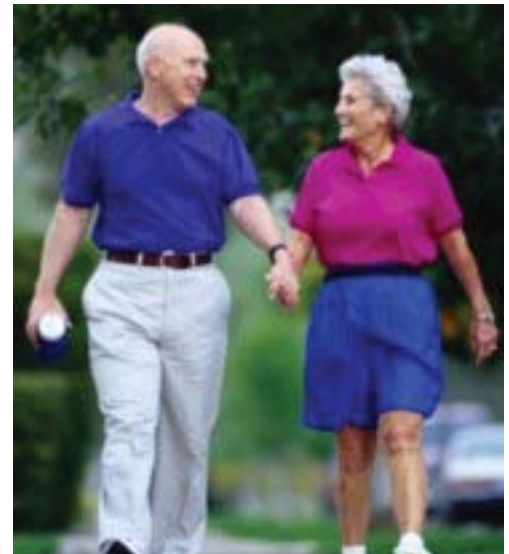
The ITN relies on a combination of paid and volunteer drivers, integrating them seamlessly into the service, a capability that is unique among senior transportation providers. Through the efficiency of the ITN specific software system, volunteers who in a typical transportation service could drive one person can now drive four, five or six, instead. If volunteers are not available, ITN solves this problem with paid drivers, a practice that ensures the service is reliable and responsive to customer needs. The flagship site ITN Portland has been operating for eleven years and currently provides more than 16,000 door-through-door rides a year for approximately 1,000 seniors.

All communities have their own characteristics that create unique challenges and opportunities for successful replication. This is why the ITN model has the flexibility to adapt. Such characteristics as population size and density, median age, geographic size and location, volunteer base, and median income are all important considerations. However, ITN affiliate communities must maintain all these standards:

1. Use automobiles only to provide rides 24 hours a day, 7 days a week;

2. Be available for any purpose, without restriction to all ITN® members;
3. Be sustainable through fares from those who use the service and voluntary local community support, without the use of taxpayer dollars;
4. Connect to and be served by the ITN specific information system technology;
5. Serve seniors 65 years of age and older and visually impaired adults;
6. Become an independent, non-profit, membership organization.

The Jacksonville area could truly benefit from exploring the ITN model.



# The AARP Driver Safety Program - "Car Fit"

Presenter: Bernie Loonam, Driver Safety Program Coordinator

Presentation Summary: The AARP Driver Safety Program in the local area including Duval, Clay, Nassau and Baker Counties uses the instructor skills of 18 volunteer individuals as well as the skills of 2 Telephone Coordinators. This is a modified presentation designed for individuals over 50 years old. For the 8 hour course information and registration individuals can call 1 -888 - 227 - 7669 or on the AARP Web Site at [www.aarp.org/drive](http://www.aarp.org/drive)

## Falls Prevention

Presenter: Dr. Deborah G. Stewart, Chief Medical Officer and Medical Director, Brooks Health System/Rehabilitation

The training objectives of "Falls Prevention" were to examine why so many elderly people fall, the scope of the population who fall and the impact seniors receive from falls. These falls in seniors were found to be both predictable and preventable. Participants all concurred that objectives were met.



## Some Closing Thoughts



As a lay person among so many professionals and experts on the subject of aging, elders and the attendant social and public policy issues surrounding them, my first reaction to the Northeast Florida Elder Transportation and Mobility Forum was a great sense of confidence that there are so many competent, forward thinking, and very compassionate people in our region and across the nation dedicated to finding real solutions to the challenges faced by an aging population. Florida Department of Elder Affairs Secretary, Douglas Beach, set the positive tone of the forum with a fact-based presentation on the challenges Florida (and the nation) faces and Florida's response through a wide range of innovative programs, almost all of which rely on collaborative partnerships involving public, private and nonprofit sector players.

We were very fortunate to have Deputy Assistant Secretary Edwin Walker of the U.S. Administration on Aging (AoA) describe federal efforts to address elder transportation and mobility issues. Mr. Walker lauded Florida's and Northeast Florida's pioneering efforts in this arena. He underscored recent changes to the Older Americans Act designed to, among other things, reduce the confusion of where to turn for help for services for elders, including transportation. The issues of access, customer awareness, and single entry points for service were consistent themes throughout the forum. It is not always a lack of service but a lack of awareness of available service that inhibits elder transportation and mobility.

The Forum also demonstrated that while we are constrained by resources, we are not constrained by a lack of imagination or innovation in finding community solutions to community issues. Creative answers to the question of how we keep seniors mobile, engaged and active in our communities range from regional transportation plans for the disadvantaged to ride-sharing and Orlando's innovative ITN transportation service that combines volunteer and paid drivers to provide 24/7 service to seniors at very low cost to the riders.

For those not fully informed on the specific impacts of the aging process on transportation and mobility, the Walking on Sunshine Forum offered great insights by a host of outstanding presenters and subject matter experts. Every family will, at some point, have to deal with difficulty decisions regarding the fitness to drive of an aging or disabled family member. Presentations on aging drivers, dementia and motor skills held a mirror up for some of us. But we also learned how to help elders (and ourselves) avoid injuries and how to compensate for slower reaction time or poor night vision so you can drive safely.

My thanks to all the partners of the Elder Mobility Task Force for bringing together such a comprehensive and enlightening forum. Special thanks to all the presenters and to Linda Levin and the staff of ElderSource for their outstanding administrative and logistic support that made this Forum possible.

Charles R. Cramer  
Chair, Elder Mobility Task Force

## **Members of the Elder Mobility and Transportation Task Force**

AARP, Baker County Council on Aging, Carlin Rogers Consulting, LLC, City of Jacksonville – Public Relations, Clay County Council on Aging, Council on Aging of Volusia County, CSX Corporation, Inc., ElderSource, Flagler County Community Services, Flagler County Public Transportation, First Coast Metropolitan Planning Organization (MPO), Florida Department of Elder Affairs, Jacksonville Community Council Inc (JCCI), Jacksonville-Duval County Council on Elder Affairs (COEA), Jacksonville Public Library, Jacksonville Transportation Authority (JTA), Jewish Family and Community Services, Nassau County Council on Aging, Northeast Florida Regional Council, St. Johns County Council on Aging, United Way of Northeast Florida, United Way of Volusia-Flagler, Urban Jacksonville, Inc, VOTRAN and Mr. Robert Jones/Consumer Advocate.

## **Exhibitors**

AAA Auto Club South      AARP      American Eldercare, Inc.      Bus and Parts Inc.  
Blue Cross and Blue Shield of Florida      City of Jacksonville, Mayor’s Special Events Advisory Council  
Clay County Senior Advocacy      Community Hospice of Northeast Florida      Consulate Health Care  
Council on Aging of Volusia      ElderSource      Evercare  
First Coast Metropolitan Planning Organization      Florida Department of Transportation, Global-5 (511)  
Florida Licensing on Wheels (FLOW)      The miniFLOW is a Division of Driver Licenses Florida  
Licensing on Wheels mobile unit      Florida Power and Light Company      Independent Living Resource Center  
Jacksonville Transportation Authority (JTA)      Mayo Clinic, Jacksonville, Florida      Medco, Inc.  
Newgen Advanced Orthotics Lab      SHINE (Serving Health Insurance Needs of Elders)  
The Community Foundation in Jacksonville      The Scooter Store      United Way of Northeast Florida  
Urban Jacksonville, Inc.      Vision is Priceless Council, Inc.      Well Care Health Plans, Jacksonville, FL

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