

Easter Seals

Moderator: Lisa Tucker
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Lisa Tucker: Hello and welcome to Resources and Tools for Older Driver Safety and Transitioning. This is Lisa Tucker with the National Center on Senior Transportation. And we are proud to bring you this distance learning event.

I am also pleased to welcome my esteemed co-presenters (Essey Wagner), Older Driver Program Analyst with the National Highway Traffic Safety Administration and (Jacob Nelson) Director, Traffic Safety Policy and Research with the AAA National Office.

This session was originally presented at the Life Savers annual meeting in April 2010. At this time I'd like to turn the presentation over to (Essey Wagner).

(Essey Wagner): Wonderful thank you so much Lisa. Before I go on into my presentation I want to give you a good understanding of what the Life Savers Conference is. It's a highway safety conference that involves people from across the country.

And I really do want to thank the NCST for furthering the reach of this particular session. I am from the National Highway Traffic Safety Administration or NHTSA. And our agencies mission as part of the Department of Transportation is to save lives, prevent injuries, reduce vehicle related crashes.

And we do this through two different things. Two different areas really. We have the vehicle side where we regulate the vehicles themselves through the Federal Motor Vehicle Standards, through research on crash avoidance and

crash worthiness. And consumer information for the, it's called NCAPP, if you look at the Star ratings, if you're looking at stuff on buying a new car and safer cars. And through defect investigations.

We also have a behavioral side where we're looking at research, program development, demonstrations, implementation, communication. I'm hoping that you're familiar with some of our programs. Such as the click it or ticket program, which is available right now. Or happening right now.

We also do over the limit, under arrest. The anti drunk driving campaigns. And if you remember the crash test dummies, that was us. So I'm going to be focusing on the behavioral side as opposed to the vehicular side with regard to what's going on.

And with regard to older drivers our goal is really achieving safe mobility. And that's keeping everyone driving as long as it's safe for them to do so.

Today we're here to give you an understanding of the tools that you can use now, and soon that are going to be coming out in the coming weeks. And a bit of why we wanted this session to take place.

If you move to the next slide, called driver involvement in fatal crashes by age group, it looks like there's not much problem, if you see that the big columns there's the 35 to 54 year olds in terms of fatal involvement. But the older people are very low, have very low involvement.

So why would we care you might say? Well there's a good reason for caring. Older people are 13 percent of the population of the United States and 41 percent of those have a disability, so there's a reason to care about for the situation that we have today, but we also have to think about what's going to be happening in the future given the aging population. Given the fact that the baby boomers will start turning 65 next year. So the futures really upon us.

If you move to the next slide, important things we've learned, this has been working on older driver safety over the past 20 years. And we've been doing, as we've been doing this we've learned a lot things and I'll go through them right here. We know that the (headgering eighty) in the population brings

challenges. So what that means is older people are, some people are running marathons in their 80s and some people are having early dementia in their 50s. So it's really kind of hard to get your hands on around the issue right there.

We've also learned that it's not age its function. The functional disabilities that come along are the challenges that make people less safe when their driving.

We also learned that we have to address multiple fronts. We need medical, licensing, social services, law enforcement, and families all to be involved in order to be effective in addressing and keeping people safe.

Another important thing that we learned is that when people transition, as we refer to is, when they stop driving, they are usually moving from the driver's seat to the passenger seat. So OP is what I have there, its occupant protection that still matters. We want to make sure that everybody's still buckled up.

And the last item there. Cognition is the hardest thing to deal with. We are struggling with that at the national level and I'm sure that families are struggling with it at the very very local level.

Moving to the next slide, identifying drivers who cannot drive safely is really a big, you know it takes a village kind of thing, it does start with families and physicians and the older drivers themselves. But then again the cogitative issues you get, you have concerns about whether people have the insight to understand whether their at risk.

And we're working to improve the scientific basis behind licensing decisions, we've recently come out with some guidelines for our state BMV on that. We encourage states to establish medical advisory boards, and address their medical, their licensing and renewal processes. But you can't really rely on licensing to make the decisions for you because honestly their only seeing people once every four years, every two years in some states, never in others.

So you can't rely on licensing, you really do need to engage law enforcement who will be seeing the at risk drivers, start to engage peoples physicians, or the families. And the question becomes how do you tell if an individual is a

safe driver and if you can tell that their not safe drivers how do we get them to transition, or help them to transition.

And then the last item on that question list is how do we help them maintain community mobility? So let's move to the next slide. And the question is how do we change from I knew I shouldn't drive but to I knew I shouldn't drive so I found other options?

Because we know that in order for people to stay in their homes they have to get out of the house and they have to be able to get groceries, they have to be able to continue with volunteering, and getting to doctors appointments and socializing. So we really do want to figure a way to get people out and about to the, so I found a different way to get around and I didn't have to drive.

Next slide is resources on driving education, driving transitions education. Which is a new tool, it's about a year old now that NHTSA has worked on with the American Society on Aging. We really want to emphasize that it's really not driving retirement, its transitions. You're just moving over and letting someone else do the driving.

It emphasizes the shift to the passenger seat, we really do want to emphasize the dignity and independence and mobility of individuals. And the tool itself is geared for geriatric social workers or people who work with an aging population. And it has tools and practice exercises on responding to common reactions that you're going to get like "oh, I'm so depressed", or "oh I hate you".

Kinds of reactions that you know you're going to get. So you know how to deflect those and problem solve with the individual.

Moving further with the rest of this session, which is the next slide. The first person you're going to be hearing from is (Jake Nelson) from AAA and then you'll hear from Lisa Tucker from here at the National Center for Senior Transportation. And the important work that they've been doing lately. Including new tools and resources that you can pick up and use. And I really do hope that you'll do that.

The last slide you'll see includes, and it's a logo, our Web site, my contact information. You can go ahead and call me, you can e-mail me, or you can go on to our Web site and find some of the materials I talked about. And I have other materials there as well. Just go on to the main page and click on Senior Drivers on the front page.

At this point thank you and I'll send it over to (Jake).

(Jacob Nelson): Thanks (Essey). Hello everybody. My name is (Jake Nelson) as both Lisa and (Essey) mentioned before and I'm the Traffic Safety Advocacy Director at the AAA National Office in Washington DC. I'm going to jump directly to the slide called about AAA.

As you may know AAA is a federation of independent motor clubs in the U.S. and Canada serving over 51 million members. That means it's second only to the Catholic Church. The AAA makes, that makes the AAA the largest membership organization in North America.

Our members are prime users of the nation's transportation system. We are commuters, leisure travelers, pedestrians, and users of public transportation just like many of you. You may be surprise actually to learn that AAA is a not for profit organization founded over 100 years ago in 1902 to advocate for safer roads. And that's well before AAA became known for Trip Ticks and emergency road service for example.

Over a century later AAA remains committed to insuring the safe and personal mobility of the American public.

I'm going to jump now to the next slide. As (Essey) described a bit ago, older drivers are sometimes misrepresented as unsafe drivers. And this is despite being among some of the nation's safest motorist. We all know that older drivers are a vulnerable population of road users because of age related fragility makes them more susceptible to fatal injuries when involved in motor vehicle crashes.

In fact research has shown that when older drivers are involved in at fault crashes resulting in one or more deaths that a large majority of those lives lost are actually the lives of the older drivers themselves or their older passengers.

This picture here on this slide simply describes the changing demographics among older adults in the United States. And as you can see how different the age distribution will look by the year 2050.

Moving to the next slide, in 2003 AAA launched a nationwide awareness campaign in recognition of these changing demographics. And the focus was to keep seniors driving for as long as safely possible much in the same way that NHTSA is working in this area.

And also to keep them mobile within their communities if and when independent driving became, no longer was a safe option for them. The goals of the campaign were simple.

First it was to make sure the public recognized how this demographic shift would impact them and their families. Two to set the record straight regarding who's most at risk when it comes to older drive crashes and third to provide user friendly tools, resources and services to aging drivers and their families. And after nearly 8 years since the start of the campaign, we've really come a long way. And that's not to say, of course, that our work here is done.

In 2008 we teamed up with Global View Worldwide to do some research on issue awareness and consumer needs around the issue of senior safety mobility and what we found, was that the adult children of older drivers are extremely concerned about this issue. They want to deal with it themselves, they don't want anyone to manage this process for them. But they remain largely unaware of where they can go for information, advice, and tools to help them have those often difficult conversations in an objective and credible way.

We call these people at AAA sandwich boomers because they often have an older driver in their life and a younger driver back at home. So their dealing with driving and mobility issues sort of at the two ends of the age spectrum.

And we really started to focus at AAA primarily on these people as our primary target audience for the campaign.

The next slide, we have officially, or unofficially grouped the types of resources that we think older drivers and their families need into three buckets. Each one leading to the next and these are based on where an aging driver might be on a driving continuum if you can imagine one.

Whether it be a safe, whether it be safe and without physical or cognitive declines, or potentially unsafe and in need of assistance to a safe transition from driver to passenger.

Some tools help point out specific weaknesses a driver may have and provide some guidance about possible next step, steps. While others are designed to educate people about how aging may impact driving and the need for early planning before there's an issue.

This is important because there are many simple and easy ways as you all know that we can extend our safe driving years and maintain our independence on the road.

And finally we've created resources to help families plan for continued mobility once it's time to transition from driver to passenger. This is important now more than ever because of course people today live an average of 7 to 10 years beyond their driving lifetime. Life expectancy of course is projected to increase even more as we move into the future.

So what I'll do not is I'll jump into just a few of the tools and resources that are publicly available to you regardless of AAA membership and at very little and the majority of cases no cost whatsoever.

The next slide talks about roadwise review and many of you have probably heard about this program. It's a self screening tool available on CD Rom for private home based use. It looks at the eight abilities important to safe driving and about 30 to 45 minutes it will provide personalized feedback about fitness to drive and offers recommendations about how we might address some of these issues.

Roadwise review is a great family conversation starter. It provides some good information and new perspectives on driving as we age. In fact in a study of over 600 drivers age 65 and older in the state of Florida we learned that people who use roadwise were more likely to initiate discussions about driving and mobility with family or friends or their healthcare providers and were more likely to self regulate their driving in some way based on the personalized screen results.

In just this past year in fact AAA made roadwise review available on line and for free at no cost to the public. And you can check that out at www.aaa.com.

On the next slide we talk about car theft. AAA teamed up with the American Occupational Therapy Association and AARP to develop and offer a community based program which is similar in many ways to the structure of the child safety seat check event.

But this is designed specifically for older drivers and particular to enhance both their comfort and safety while behind the wheel.

Car fit uses trained community volunteers to guide individual drivers through a 12 point check list. When you look at things like the distance between a drivers chest and the steering wheel to make sure that their not too close to the steering wheel and become injured in the event of a crash and airbag deploying.

We also look at the line of sight above the steering wheel and other things such as difficulty that a driver may have entering or exiting a vehicle. Once the driver and the technician complete this checklist, an occupational therapist or driver rehab specialist will review the results paying special attention to those items that remain unresolved after adjusting the vehicle settings.

And this entire process takes about 20 to 30 minutes. When we pilot tested this program a few years ago we learned that participants in the program leave the car fit event having made an average of about two adjustments that leave them feeling safer and more confident behind the wheel. And participants

were more likely to initiate those conversations with friends, family or health care providers about their ability to keep driving safely.

On the next slide we talk about smart features for mature drivers. In partnership with the University of Florida's National Older Driver Research and Training Center, AAA looked at vehicles with features that address specific needs and health issues that often come with older ages.

So some of those recommendations in this program include for example if a driver has hip or leg pain, or decreased leg strength, or limited range of motion, a driver like that might want to look at vehicles with six way adjustable power seats and seat heights that come between the drivers mid thigh and lower buttocks. Both of these features can make it easier for drivers to enter and exit their vehicle.

Another example might be diminished vision or problems with low contrast sensitivity. So somebody with a challenge like that they may want to consider vehicles with extendable sun visors, large audio and climate controls and displays with contrasting text.

In addition to the brochure the smart features brochure, there's an 8 page vehicle listing that's available on AAA Seniors.com and this listing basically sort of outlines all the vehicle makes and models that have these different senior friendly features.

The next slide is about drive sharp. And this is a computer based brain training software program developed by Posit Science which is out of San Francisco California. Posit is the only company of its kind that publishes all of its research in peer review journals.

And although skeptical at first we were so impressed by the research conducted by Posit that we endorsed their program and agreed to promote it to our members. In exchange for our endorsement Posit Science agreed to provide the program at a significant discount when purchased through AAA, through an AAA club.

Of course I just want to point out that this is not a project, product from which AAA profits. We promote it simply because there's substantial evidence, we believe, that it reduces crash risk and improves reaction time.

The next slide I just want to highlight some of the things that are coming soon. In July of 2010 the AAA Foundation for Traffic Safety will be launching a new tool called Roadwise RX. This is Web based tool that looks at how medications and the combination of medications can impact a person's ability to drive safely.

Even though the program of tools directed towards older drivers, it's really applicable to any driver. So look for that in July.

Also AAA has decided to launch a national tour that we're calling the Senior Driver Expo. We actually kicked off our first Expo in San Francisco on May 18, and we're taking this expo to four more locations in 2010 and then continuing on into 2011 and 2012.

The goal is by the end of the tour to have hit the major cities in all 50 states in the country. So for more information on where the tour is going next visit aaaseniors.com and click on Senior Driver Expo.

So the next slide is actually just a floor plan or a layout of what you might expect to see at the expo. Basically AAA wants to partner with area agencies on aging, local health departments, and highway safety offices around the country to basically do what is essentially a community health fair but is all things senior safety mobility.

Talk about self screening and assessment programs, when you might want to look for a more comprehensive assessment by an occupational therapist or driver rehabilitation specialist. We'll talk about starting that difficult conversation. In fact we've developed a seminar which is similar in many ways to the program that (Nippsy), that (Nippsy) that (Essey) described a moment ago. That NHTSA had designed for practitioners.

This program called Keeping the Keys is a workshop or seminar that is really designed for the families of older drivers. And it really guides them through

the whole issue of senior safety mobility and how important it is to begin planning early the same way we would begin planning for our retirement.

The next slide is basically a short list of some of the other tools and resources and programs available through AAA clubs and the AAA foundation for traffic safety. And I won't go through all these but I'll just point out that we have a variety of other self assessment tools here. A (traoperator) course which is similar to what you might find at AARP.

There is an STP connect which is essentially a supplemental transportation resource where you can go and search by zip code for supplemental transportation programs in your community, if they exist. And a variety of other resources as well.

On the next slide is basically a screen shot of aaaseniors.com. It's the Web site that I referred to a couple of times during this session. We launched this site last year based on the (Ogalve) research that I mentioned earlier. Specifically we learned in that research that nearly a third of sandwich boomers or the adult children of older drivers have absolutely no idea where to go for help and advice on older driver issues.

And as a result they tend to Google senior drivers or older drivers so we've designed this site for people concerned about an aging driver. It's designed for the consumer, the everyday consumer. That could include family members, caregivers, health educators, et cetera. Basically anyone who wants credible evidence based tools and resources to help them manage this difficult quality of life issue.

And with that I'll thank you for your time and I'll hand it off to Lisa.

Lisa Tucker: Thanks (Jake). I'm going to tell you all a little bit about the NCST and some of the resources that we have related to older drive safety and transitioning. And then I'm going to tell you about a state level project that we did in collaboration with NHTSA and the Federal Trans Administration.

If you look on the first slide, just very briefly the NCST mission is to increase transportation options for older adults and enhance their ability to live more independently within their communities throughout the United States.

On the next slide you'll see our four major functions of how we work on that mission. First training through distance learning events such as this using teleconferences and Webinars and on site such as events in DC or in communities around the country.

We also provide technical assistance via phone or e-mail or on site, we do outreach, we have a variety of resource materials in the library on our Web site, we produce a quarterly print newsletter and monthly e-newsletters which you can sign up for on our home page.

We also do a little bit of applied research through demonstration projects and also through graduate level research such as our student scholars program.

Next I'd like to tell you about some of the resources available through the NCST. This slide shows the cover of hanging up the keys, options when driving retirement becomes a crisis.

And that was developed by one of last year's student scholars. The audience is older drivers and families to help them understand the current level of risk for an older driver and to direct them to useful resources. It includes the driving checklist, risk factors to consider, communication and safety tips, and information on alternatives to driving.

This is available through the NCST library. On the next slide you'll see personal profiles, older adults who have transitioned from private automobiles to public transit use and that profiles five former drivers who have successfully made the transition to public transportation.

This packet includes a profile template and a model release form that you can use to create your own personal profiles of seniors in your community. And it also has a list of suggested uses. These materials are also available through the NCST library.

On the next slide you'll see choices for mobility independence, transportation options for older adults. And this describes various types of transportation services for older adults and lists key questions to ask transportation providers to help determine the best option to meet individual needs. And of course this is available through the NCST library.

The next resource I'd like to tell you about is the senior transportations template and that's a customizable electronic template that you can use to catalog all the transportation options that are available to seniors in a particular community. And I'll be telling you a bit about an application of this in just another moment.

And finally on the next slide you can download any of these materials, or order print copies of them from the NCST library at seniortransportation.net.

Now if you'll go to the next slide I'd like to tell you about the project that I mentioned that we did in collaboration with NHTSA and the Federal Transit Administration.

And that was called Demonstration Projects to Establish and Implement Older Driver Safety Plans. And this was funded by NHTSA and conducted in partnership with the Federal Transit Administration. The goal was to enhance and promote older driver safety and other modes of transportation in local communities across the states as a comprehensive and unified approach to improving transportation mobility among older adults.

Six states were selected through a competitive process, each received \$5,000 to incentivize their efforts and two were selected through a second competitive process to receive additional funding of \$6,000 each. And that was Minnesota and Tennessee. The other states were Nebraska, North Carolina, Georgia and Florida.

On the next slide you'll see the list of required team members that each team had to assemble. They had to at a minimum have these members from the listed agencies and the teams were also permitted to add additional members at their own discretion.

All of the teams involved in the project chose to do that and expanded their collation by adding members from such groups as AAA, AARP, the Alzheimer's association, Universities, State Transit Association, driver rehab specialist as well as others.

The next slide shows what we did at the action plan development meeting. And the teams were brought together for this meeting in September of 2008, we had (plennery) sessions where they heard from national experts in older drive safety. They also met in breakout sessions where all of the law enforcement, or all of the public health team members could meet and discuss with their peers from the other teams.

But the main focus was on team planning time for them to develop their action plan. We provided the template for the action plan and the teams adapted that as needed and created the plan that was right for their state and for their team.

They worked on a 12 month time line and at the end of the meeting they had an action plan ready to go and they took that back home to implement their plan.

And now I'd like to tell you a little bit about what they did during that 12 month project year. If you go to the next slide well start with Florida. They focused on two counties to implement a one call or mobility manager system. St. Johns and Putnam counties. They were training the existing community transportation coordinators as they're known there, to become mobility managers. Thereby making more inclusive all the available transportation options and resources and expanding to include other transportation disadvantaged populations or vulnerable road users such as pedestrians and bicyclist within their counties.

They developed training materials, they conducted workshops in both counties, and included a lot of community partners in each county. They worked with the two counties to also create transportation guide books. This is where they used that senior transportation options template that I mentioned earlier to create a resource book containing all the transportation options for each county.

The next state Georgia, developed a legislative proposal that they hope will be picked up in the next legislative session and that includes recommendations focused on cognitive testing, renewal modifications, vision testing, reporting, and training.

They also developed a physician's awareness packet and that's a CD that contains a PowerPoint presentation that provides statistical information, tips on evaluating older drivers for medical professionals, and suggestions for successful communication with older drivers and their family members.

They also worked with law enforcement in the state to develop a reporting form for officers to use to request a driver evaluation by the Department of Driver Services. And they held an initial training on using the form this past January for state and local officers and they will be expanding that in the future.

Next we have Minnesota, and the Minnesota team worked with the Minnesota Gerontology Society to develop a one hour documentary for Minnesota Public Television that was aired throughout the state a number of times and is available on the Minnesota Gerontology Society Web site.

They also created a public site for the Minnesota Partnership for Safe Mobility and an internet site for all the partner organizations involved in the group. They developed a number of presentations that were used more than 10 times to key groups representing the state on the issues and resources for older drivers.

They also created a work group within the team that prepared a training presentation incorporating the NHTSA Law Enforcement training modules and they presented that to officers and driver examiners and they've identified additional opportunities to provide this training in the future.

If you go to the next slide you'll see that a highlight from Nebraska. And they developed a fact sheet for state legislatures that highlights the cost to Nebraska, both in terms of human and financial loss and they received a lot of positive feedback from law makers around the state.

They also developed a tool and conducted a survey among seniors in and around Kearney Nebraska so they could better understand the characteristics of older drivers and their training needs. And they also connected with the Community Transportation Association of America. Also known as CTAA, which resulted in a state wide institute for transportation coordination. And that institute brought together the six regional teams from across the state that developed action plans for their regions for coordination.

The goal of these plans is to maximize fleet vehicle use in meeting local transportation needs.

Next we have North Carolina. And some of these on the list are self explanatory so I'll just highlight a few of those that aren't. The DMV signs for special testing. That's a laminated set of cards for identifying road signs to be used at the DMV for testing and they created 150 copies that were distributed to DMVs around the state.

Also the common conditions and implications for safe driving. That is a table that was developed by an occupational therapist that's detailed common physical and mental conditions that may affect driving and it provides the typical adoptions to deal with them.

Next the Q card for highway patrol. That's a small laminated card that officers can keep with them that contains a series of questions to assist the officer in determining whether an older driver is unsafe. And it also provides information on how to submit a medical review referral.

The final one, law enforcement dealing with older drivers. This is really exciting. It's a topic of choice for in service training determined by the North Carolina Criminal Justice Education and Training Standards Commission.

They'll be doing that training in 2011 by one of the coalition members who is a law enforcement officer on staff with the North Carolina Justice Academy. The curriculum utilizes the NHTSA Law Enforcement Training module and is supplemented with North Carolinas specific information. And this is going to be a train the trainer model and those who attend the Justice Academy training will be prepared to train officers throughout the state in turn.

The final state that I'm going to tell you about is Tennessee. And a couple of the resources that they did, those first two, Decisions for Tennessee Senior Drivers and Driver Safety for Tennessee Seniors, a resource for family members and care givers. These are spiral bound booklets, one created specifically for drivers the other for family members and care givers. And these contain safe driving tips, and they also have a list of transportation options around the state. They're available on the Tennessee Department of Transportation Web site, by the way.

The next senior driver curriculum. This is a training for highway patrol officers and driver licensing supervisors to provide them the skills to then present older driver safety workshops to seniors around the state and they'll be doing that in venues such as senior centers, senior housing complexes et cetera.

And the final two, Tennessee older driver medications records sheet and the older driver transportation resources. These are one page resource forms that were designed for older adults to complete for their own personal use and the medication form has a space to list potential effects on driving, on any medications that someone may be taking. And the resources form asks older drivers to consider what they might do if they couldn't drive and to explore what transportation options they might have.

Finally on the next slide coming soon is the user guide related to this project and it will have reports from the teams, tips for successful coalition building. The action plan template and instructions that were used by the teams, all of the team products that they created as part of their participation in the project and a lot of additional older driver safety resources.

All the teams involved in the project did a great job and it's a result of their efforts, six broad collations, dedicated to advancing safe mobility options for older drivers in their respective states were initiated or enhanced.

And some of the groups were able to obtain additional funding to support their efforts or they have additional funding slated for their use once current budget restrictions are lifted. And the user guide will also be available on the NCST

Web site and in the mean time we're providing monthly updates to that section of the Web site and reporting on individual state activities as well as topical trends that emerge, such as those for law enforcement or public health.

And the final slide has my contact information and again that's out Web site, seniortransportation.net and all the resources I mentioned and the updates about the state team activities are available through our Web site.

OK, this concludes resources and tools for older drive safety and transitioning, the contact information for all three presenters is on the final slide and before we go I would just like to ask (Jake) and (Essey) if they have anything that they would like to add?

(Essey Wagner): Yes I would like to add a little bit more here. I think it's really important that the people who are listening understand that they don't need to reinvent the wheel. We have a lot of things available to them free of charge that these building blocks are in place that they can use, just pick up and you can tweak them if you need to. Their free.

And then you can put them together yourself and build a structure that suites your needs. And I think that that's really an important idea to get across. You don't have to do it yourself.

Lisa Tucker: Anything else (Jake)?

(Jacob Nelson): You know I'll probably just say that just reinforce the message that starting sooner rather than later to deal with this issue is the best thing that you can possibly do. Especially if you bring up the conversation, begin it before an older drivers safe mobility comes into question.

Plan together. Talk about the issue, it could impact things like where an older driver might live when they retire, maybe becoming more comfortable with public transportation now while that person can still drive independently, a lot of early planning that can be done that really takes, it turns a situation that's very emotional and challenging to deal with to something that's much more manageable. So definitely start now. Start sooner, have the conversation and plan together with the older driver in your life.

Lisa Tucker: Thanks guys those are great final thoughts. Great things to keep in mind. On behalf of all of my colleagues at the National Center on Senior Transportation, I'd like to thank (Effie Wagner) and (Jacob Nelson) for sharing their time and expertise.

And I'd like to thank all of you for joining us today. If you interested in any of the resources that we discussed or if you have any questions regarding older driver safety or driving transitions, please don't hesitate to contact us.

Thank you.

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