The Transition from Driver to Passenger and the Role of Senior-Friendly Transportation Options

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Starting Point Today

• Most older drivers are safe drivers.
• It is not about age— it is about medical conditions that impact critical driving skills.
• Most older adults in the USA get around their communities as drivers in their own passenger vehicles..
• Female non drivers outnumber male non drivers three to one
• Driving cessation is associated with:
  ▶ Increased social isolation
  ▶ Increased symptoms of depression
  ▶ Accelerated health declines
Travel Mode by People 65+

- After driving or being a passenger in a personal vehicle, more people are walking – 8.8% of all trips
  - For older people, 64% of pedestrian fatalities in 2009 occurred at non-intersection locations
- Where public transit exists, transit use is up 40% between 2001-2009– about 23% for non-drivers and 13% for drivers.
  - Still accounts for just 2.2% of all trips
- Bicycle accounted for 0.4% of all trips (2004 NHTS data)
- Taxi accounts for 0.2% of all trips

Concern for Isolation

“Of all older non-drivers, 54% do not leave their home on a given day, while only 17% of drivers stay home.”

Driving Expectancy is Significantly Less than Life Expectancy

› In the USA, Men outlive their ability to drive safely by 6 years; women outlive their ability to drive safely by 10 years.
  › More than 600,000 people age 70+ stop driving each year

› We all should be planning for our non-driving years!

Consider: when to Refer, when to Rehab, when to Relearn, when to Recommend, when to Reassure

Source: Silverstein, N.M., Dickerson, A., & ScholdDavis, E. (in press). Chapter 9: Community Mobility and Dementia in Dementia Care: An Evidence-Based Approach, Boltz, M., & Galvin, J., Editors. Springer Publications.
The ultimate outcome is mobility—and if driving cessation is recommended, then other mobility options must be explored, created, and mastered.

Thank you!

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Travel Instruction

Creating independence, one ride at a time.
BerkshireRides Mobility Management

a program of BCAC

- Employment Transportation
- Community Fleet
- I/R
- Travel Instruction
What is Travel Instruction?

• The focus of travel training is to teach individuals how to travel safely and independently in the community, using public transportation.

• The purpose of travel training is the provision of instructional services and supports to persons with disabilities, seniors, and other individuals who need assistance to use transportation independently.
Who can benefit from TI?

- Persons with disabilities
- High school students
- Seniors
What do we talk about in the classroom?

- Street crossing
- Interacting with strangers
- Being prepared for unexpected circumstances
- What to do if lost
- Self advocacy
What’s next?

- Trip planning
- Rules to follow while on the bus
- Stranger Danger
Riding the bus

- Using fare box
- Recognizing landmarks
- Seating
- Stop signal
- Safety
- Personal possessions
Sarah Jane B.

- Non Driver
- Husband Passed
- Isolation
- Volunteer Opportunity @ Elementary School
• Group Training - Council on Aging
  • 1.5 hr classroom/system orientation
  • 5 seniors/3 staff
  • “Bus Buddies”
  • Lunch Club

• NEXT UP - A Matter of Balance
  • Partner with YMCA
The possibilities are endless...

- Grocery Store
- Library
- Hairdresser
- Doctors Appointments
- Bank
- Visits to Family or Friends
- Mall
- Social Gatherings
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The Volunteer Driver Program Option

Helen Kerschner (2015)

National Volunteer Transportation Center
Located in Albuquerque, NM and Washington, DC

Mission
To support and sustain the development of existing and new volunteer transportation programs by providing technical assistance, education, information and other services.
Time To Give Up The Keys?

I'LL HAVE A CHEESEBURGER, LARGE FRIES, BLACK COFFEE...

I'M STARTING TO THINK RETESTING SENIORS FOR DRIVING ISN'T A BAD IDEA!
There May Be A Family Of Options
Volunteer Programs: A Practical Solution

Senior Challenges

Assistance Solutions

Destination Solutions

Low Risk
Low Cost

From

“The Hope of The Future”
Volunteer Driver Programs

...706
...18
...64% and 30%
...5,000,000
...55,000
...50,000
...60,000,000
...6,000,000
...1,402,497,000
Number in NVTC Database

Identified in STAR Award Applications
Located in almost every state
Fill the transportation gaps
Available in urban, suburban, and rural areas
Sited on a Map of Volunteer Driver Programs

“When is your next STAR Award Application?”
Years in Operation

Sleighs and Wagons

Sustainability

Flexibility

Community support

Low cost services

“We don’t have much $$$ but we have big hearts.”
Budget Ranges

64% Less than $100,000
30% $100,000 - $500,000

Low and no cost rides
Volunteer drivers
Volunteer vehicles

“We have Government Grants & organize Chicken Dinners”
5,000,000 Passengers

High % age 75+
High % no longer drive
High% need assistance
Destinations vary
Socialization is a plus

“I couldn’t stay in my home without the program.”
Drivers

93% provide door-to-door
89% drive to help others
54% driving 50+ years
30% serve more than 7 years

Challenges:
incontinence, dementia, assistive devices

“I read Stories from the Road.”
50,000 Vehicles

Volunteer owned
(Some are program owned)
Automobiles & some vans
Mileage reimbursement (14 & 57.7)
Require insurance coverage

“Insurance is based on miles driven not on passengers.”
60,000,000

Miles Driven

Many destinations
Short & long distance trips
Frequently cross jurisdictions
Often include trip chaining
Costly when drivers are paid

“We take Myrtle to dialysis
3 times a week.”
6,000,000

**Volunteer Hours**

Contributions from volunteer drivers
Most during weekdays
55% 1-5 - 6% 20+ years
Recruitment major challenge
Results in a “twofer”

“I’m not a mere chauffeur but also a friend to my passenger.”
Actually $1,402,797,000

Volunteers drivers contribute twice
Dollar value of volunteer hours
Independent Sector & Corp. Nat Service
2013 ($22.55)
States vary (Arkansas $18.23; DC $38.69)

“Volunteers aren’t worthless... they’re priceless.”
Passenger Friendliness is Critical

The Five A’s

availability
accessibility
acceptability
adaptability
affordability

Try Calculating Passenger Friendliness
706 Programs in NVTC Data Set*

- Years: 18
- Budget: 64% and 30%
- Passengers: 5,000,000
- Drivers: 55,000
- Vehicles: 50,000
- Miles: 60,000,000
- Hours: 6,000,000
- $$ Value: $1,402,497,000

and

5A's of Passenger Friendliness

*Estimate Based On 2014 STAR Award Results
Special Thanks!

National Volunteer Transportation Center

CTAA

Ride Connection
CIMA (Volunteers Insurance Service)
The AlterNet Ways Company

U Mass Boston
Yes, liability is a risk in volunteer-based transportation programs.

The good news is that it is manageable.
Kinds of accidents

- On the road – Accidents at intersections are the most common type of vehicle claim in the Volunteers Insurance Service program.
- Not all vehicle accidents occur in traffic.
Why a risk management system is worthwhile

- Vehicle accidents are a distraction, at the very least.
- If the sponsoring organization does not address its foreseeable risks, it is putting its reputation and its mission in jeopardy.
- Risk management has several interlocking parts -- risk identification, driver selection and training, supervision, accountability, accident response, and the right insurance.
- The good news – it’s doable!
What to do

- Make sure everyone knows safety is a top priority.
- Obtain motor vehicle records, proof of insurance, and current safety inspection certificate annually for all drivers.
- Consider criminal background check, drug testing.
- Apply safety training, continually.
- What are the client’s special needs? Train the driver.
- Hold volunteers accountable.
- Dig into the “what-if” scenarios…the importance of communication
- If there is an accident, take advantage of lessons learned.
The myth of volunteer immunity

Drivers often have low limits – consider excess auto liability insurance for your volunteers.

Being a volunteer driver does NOT affect the personal auto policy!

For the organization itself – “nonowned and hired” auto policy
“Preventer Papers” -- One-page and two-page documents on how to prevent common accidents

Contact William Henry at 800.222.8920, or whenry@cimaworld.com. I will email you the Preventer Papers you select.

Motor Vehicle Record acceptability checklist

“Where are you now?” – Volunteer risk management questionnaire
Coverage for good.