

**Michigan Senior Mobility  
Action Plan 2009-2012**



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### **Action Plan Development**

In 1998, the American Association of State Highway and Transportation Officials (AASHTO) approved its Strategic Highway Safety Plan, which was developed by the AASHTO Standing Committee for Highway Traffic Safety with assistance of the Federal Highway Administration, the National Highway Traffic Safety Administration, and the Transportation Research Board Committee on Transportation Safety Management. The aim of the plan was to identify emphasis areas and strategies that would substantially reduce the incidence of vehicle-related fatalities and injuries. The overarching goal of the plan is to reduce the annual crash fatality rate to no more than 1.0 fatality per 100 million vehicle miles traveled (100M VMT) by 2008.

The National Cooperative Highway Research Program (NCHRP) provided guidance documents for the implementation of the AASHTO Strategic Highway Safety Plan. The NCHRP Report 500, Volume 9, A Guide for Reducing Collisions Involving Older Drivers includes a brief introduction, a general description of the problem, the strategies/countermeasures to address the problem, and a model implementation process.

In 1998, the Southeast Michigan Council of Governments (SEMCOG), with funding from the Michigan Office of Highway Safety Planning (MOHSP), convened a statewide, interdisciplinary Elderly Mobility & Safety Task Force. This task force went on to create and have approved in August 1999 by the Michigan State Safety Commission the “Final Plan of Action, Elderly Mobility and Safety – The Michigan Approach”. This document can be accessed at: <http://library.semcog.org/InmagicGenie/DocumentFolder/ElderlyMobilityFinal.pdf>

The 1999 Final Plan of Action created a framework for continuing activity by the state agencies in furthering the cause of elderly mobility in Michigan, which was partly monitored and promoted by the continuous meeting of the task force.

In early 2002, the Michigan overall safety effort was re-organized, with the creation of the Governor’s Traffic Safety Advisory Commission (GTSAC). Eventually, the existing Elderly Mobility & Safety Task Force assumed the role of advisory committee to this new overall safety body. The task force membership was kept intact, but the name of the group was changed to “Senior Mobility Work Group” to reflect its advisory status to the GTSAC.

The Michigan Senior Mobility Action Plan was created using the above documents and resources as a base foundation.

## **Nationwide Background**

The population of the United States is aging – its older population will double over the next 30 years. By 2030, one in five Americans will be 65 or older. In Michigan, those numbers are not much different. In 1970, only 9% of the population was age 65 and above. By 2020, that number is expected to grow to 17%. As the number of older people continues to increase, important issues affecting this population segment need to be addressed. One such issue is preserving the mobility and enhancing the safety of seniors. According to national transportation survey data, 90% of trips taken by older adults are by personal vehicle. Of that 90%, 70% involved an older adult driving the vehicle.

While the data show that most older drivers are quite responsible (e.g. have high safety belt usage, lower alcohol-related crash rates), national fatality rates per 100M Vehicle Miles Traveled (VMT) for the oldest drivers mirror the high rates for teen drivers. Plus, the inherent frailty of older drivers reduces their chances of surviving a crash, once it occurs. Current crash data show that older drivers were involved in only 11% of total Michigan crashes in 2003, but in 20% of the fatal Michigan crashes. If current fatality rates remain unchanged, the growth in the number of older drivers will lead to a tripling of traffic deaths among those over age 65 by 2030.

How safe are older drivers? The answer depends upon how “safety” is measured. On a licensed-driver basis, older adults are among the safest on the road. The real safety concern for older drivers arises when one takes into consideration their increased likelihood of being injured or killed in a crash.

## **Michigan Background**

Michigan already has an extensive senior transportation network. Every county has some form of senior transportation service. Over 465 agencies provide transportation to Michigan’s citizens, many of them serving only seniors. They include public transit providers, which provide almost three-quarters of Michigan’s senior transportation trips, specialized service agencies, volunteer driver services, all focused on keeping Michigan’s aging population mobile. There also are a number of very innovative programs across the state demonstrating daily that senior transportation can be successfully delivered.

In 2007, there were 1,075,583 older licensed drivers in Michigan, representing almost 15% of all licensed Michigan drivers. The number of older licensed drivers in Michigan has increased 12% in the past 10 years while the total number of Michigan drivers has increased only five percent.

The most notable achievement of this task force was the planning and hosting of the National Conference on Elderly Mobility (NACEM), held in Detroit in September 2004. At this conference, best practices from around the world were identified and shared in the fields of roadway design, alternative transportation, education and training, housing and land use, and driver screening and assessment. As the conference’s engineering highlight, the Michigan Department of Transportation (MDOT) developed a “senior driver showcase roadway” in which signs, signals, and markings were modified on a 7.4 mile loop of freeway and arterial road system in Detroit. This showcase roadway demonstrated existing standards for signs, signals and pavement markings, next to recommendations that have been shown to provide improved visibility for the aging population.

## Goals

The goals of this Senior Mobility Action Plan are to reduce the number and severity of crashes involving senior drivers and pedestrians; to increase the scope and effectiveness of alternative transportation options available to seniors; to assist seniors in maintaining safe mobility for as long as possible; and to plan for a day when driving may no longer be possible.

Specific goals are as follows:

### Crash Reduction Goals:

Due to advances in medicine and lifestyle as well as the demographics of the baby boomer phenomenon, the number of senior drivers and the miles traveled will increase every year. Therefore, absent any intervention, the reasonable expectation is that senior crashes, including severe crashes, will increase every year. Given that discussion, any crash reduction in this subgroup of driving population – even holding the line on crashes – would be an improved outcome over current expectations. We are proposing to do our part to reduce senior crashes, to be in line with the Michigan SHSP, which is to reduce crashes by four percent per year.

We propose the following crash reduction goals for Michigan by 2012:

- Number of senior driver crashes < 31,000
- Number of K and A injuries resulting from senior driver crashes < 1,100
- Number of fatalities resulting from senior driver crashes < 180
- Percentage of senior driver crashes to total crashes – remain in 10-12% range

Year	Senior Driver Crashes	K+A Injuries Resulting from Senior Driver Crashes	Fatalities Resulting from Senior Driver Crashes	Percent of senior driver KA crashes to total KA crashes	Percent of senior driver crashes to total crashes	Percent of senior drivers to total drivers
1999	44771	1993	285	13.0	10.8	14.1
2000	44169	1760	262	12.8	10.4	14.2
2001	42587	1522	264	12.6	10.6	14.3
2002	42197	1664	241	13.6	10.7	14.3
2003	42329	1504	268	13.2	10.8	14.4
2004	41372	1521	234	14.1	11.1	14.4
2005	39468	1378	212	13.9	11.2	14.5
2006	37197	1255	205	14.2	11.8	14.8
2007	38014	1300	219	14.8	11.7	15.2

\* “K” injury is a death; “A” injury is an incapacitating injury.

A senior crash is any crash involving a driver, pedestrian or cyclist aged 65 or older.

Source: Crash Facts and University of Michigan Transportation Research Institute.

# Michigan Strategies

## Promote and sponsor research in Michigan on senior mobility issues

### Objective

The agencies involved in the work group, are continuously looking for research projects on senior mobility, which can be completed or funded by the different agencies involved in older adult mobility in Michigan.

### Strategies

#### *Ongoing Activities:*

- UMTRI is continually conducting research projects to better understand early stage dementia and driving sponsored by NHTSA and the Alzheimer's Association.
- The SMWG continues to seek out and identify current research opportunities within the State Of Michigan and world wide on senior mobility issues, and communicates them to other stakeholders.
- The SMWG continues to support research on senior mobility options.

#### *Short Term Activities:*

##### *Lead Agency: M-CASTL*

- Sponsors several research projects each year on older drivers and mobility;
- Sponsors and organizes a research and education conference each year partially focused on older adult transportation safety and mobility;
- Develops a research "synthesis" report each year that summarizes the state of knowledge in older adult transportation.

##### *Lead Agency: Central Michigan University's (CMU) DEER (Center for Driving Evaluation, Education and Research)*

- Starting October 2008, the center conducts research on how older drivers use their attentional resources during simulated driving and how older drivers make decisions about when to make left turns across traffic.

#### *Long Term Activities:*

##### *Lead Agency: SMWG will work with a partner to:*

- Investigate crash data to learn more about location, nature and scope of crashes involving senior drivers.
- Investigate alternative transportation needs and issues, particularly gaps between service needed and service provided within Michigan.
- Evaluate the effectiveness of existing Michigan senior-related programs. (e.g., Traffic Improvement Association of Oakland County (TIA) Mature Driver Workshops and SDAP).

# Plan for an aging mobility and transportation dependent population

## **Objective**

Encourage agencies to consider the aging population, when they are planning their communities. Also encourage agencies to take into account how transportation dependent their population is, and how that should be taken into account in the planning process.

## **Strategies**

### ***Ongoing Activity:***

- The SMWG will continue promoting the use of the following resources among the task force and relevant agencies:
  - Land Use Tools and Techniques: A Handbook for Local Communities (SEMCOG)
  - Removing Regulatory Barriers to Housing Options for the Elderly (Cornell University)
  - Creating Walkable Communities: A Guide for Local Governments (MARC – Mid-America Regional Council)
  - Design Guidelines for Active Michigan Communities (Governor’s Council on Physical Fitness, Health, and Sports, MDCH, and MSU)
  - Michigan Community for a Lifetime: Elder Friendly Community Recognition Toolkit (State Advisory Council on Aging, OSA, MDCH, Michigan Vital Aging Think Tank, MSU extension) [http://www.michigan.gov/miseniors/0,1607,7-234-43293\\_46728---,00.html](http://www.michigan.gov/miseniors/0,1607,7-234-43293_46728---,00.html)
  
- The SMWG and partner agencies will continue to work on educating state and local governments on the importance of creating communities which are senior friendly.

### ***Short-term Action:***

- By January 2010, each agency represented will report on the status of the initiatives and strategies listed in “NCHRP Report 500, Volume 9: A Guide for Reducing Collisions Involving Older Drivers” as to which ones can and which ones cannot be implemented in Michigan.

### ***Medium-Term Action:***

- At the 2011 Michigan Traffic Safety Summit, SMWG representatives will report on the results of the findings after reviewing “NCHRP Report 500, Volume 9: A Guide for Reducing Collisions Involving Older Drivers”, as to what will or will not be implemented in Michigan, and when the ones that will be implemented can expect to start being implemented.
- By January 2010, the SMWG will identify applicable agencies and invite them to be part of the work group to further enhance the housing and land use issues within Michigan.

## **Promote roadway design and operational features that better accommodate the special needs of older drivers and pedestrians**

### **Objective**

Promote the design and operation of Michigan roadways with features that better accommodate the special needs of older drivers and pedestrians. Review the recommendations and new processes for improving the design and operation, and encourage all agencies to adopt those that are shown to be feasible in Michigan.

### **Strategies**

#### ***Ongoing Activities:***

- MDOT and the Federal Highway Administration (FHWA) will continue to make power point presentations to local and statewide audiences on engineering enhancements that show the benefits for the senior driver and pedestrian.
- MDOT will systematically review the collected best practices and make any changes it deems necessary to MDOT's statewide roadway system.
- MDOT will continue to support actions by the GTSAC Intersection Safety Action Team to provide for easier navigation and safer operations at intersections through design and operational improvements.
- MDOT will continue to review and adopt what is replicable from the Older Driver Highway Design Handbook, and any other older driver best practices.
- MDOT will continue to convene the committee within the Traffic & Safety division made up of members from each of the disciplines that looks into senior mobility issues, and how they can be incorporated into MDOT's everyday work.

#### ***Short Term Activities:***

- By late 2009, MDOT will have a recommendation, on the standard practice of using directional arrow diagrammatic signing.

#### ***Medium Term Activities:***

- By late 2010, MDOT will have a recommendation on the use of advance intersection signing on MDOT's statewide roadway system.
- By late 2010, MDOT will have a recommendation on the use of back plates with box span signal installations at locations with high crashes on MDOT's statewide roadway system.

## Promote seniors' use of transit services

### **Objective**

Promoting seniors' use of transit services by improving the public's awareness of all available transit options, and also study best practices in service delivery and customer outreach practices and investigate for possible replication.

### **Strategies**

#### ***Ongoing Activities:***

- The MDOS provides alternative transportation contact information in orders of action when a driver's license is suspended or revoked.

#### ***Short Term Activities:***

- MDOT's Bureau of Passenger Transportation will observe the Developmental Disabilities Council's transportation voucher projects for lessons learned that can be reported to MDOT's transit providers for possible replication.

#### ***Medium Term Activities:***

- By 2011, the OSA with the assistance of the SMWG will investigate the transportation services currently available in Michigan and look into possibly replicating a good volunteer based program in a transportation poor area of the state.
- By late 2011, MDOT's Bureau of Passenger Transportation and OSA will study best practices in service delivery and customer outreach practices and investigate for possible replication.

## Encourage safe transportation options

### **Objective**

Assist drivers and their families or caregivers in making decisions that make use of safe transportation options and help sustain the individual's self-determination, dignity, and quality of life.

### **Strategies**

#### ***Ongoing Activities:***

- AARP will continue to provide the Driver Safety Program.
- The TIA will continue offering Mature Driver workshops (approximately 25 per year).
- AARPs "We Need to Talk" program will continue to be promoted and utilized.
- The M-CASTL is developing an educational series on older adult transportation for older adults, families, and transportation professionals.
- AAA is running a series of articles on varying aspects of senior mobility in their AAA Living Magazine throughout the entire Midwest region.
- CarFit will continue being sponsored by AAA Michigan, AARP, and AOTA, and the MDOS will continue to support it.
- The MDOS and the SMWG will continue to identify self-help resources available to help drivers maintain a driver's license and promote them to drivers.
- The MDOS makes the following information available at its branch offices:
  - AARP literature promoting their driver safety programs.
  - 'You Decide: Senior Driving Awareness Program' (SDAP) sponsored by the Area Agency on Aging 1-B (AAA1-B).
  - "Driving for Life" brochure that provides an understanding of the Department's role in licensing drivers, suggestions to help older drivers maintain their driving skills, and tips on alternative transportations.

#### ***Short Term Activities:***

- By 2009, The SMWG and FHWA will investigate the possibility of continuing the articles on Senior Mobility in the *Public Roads* magazine, beyond those currently planned.
- By 2009, AAA will explore the possibility of making Roadwise Review available on its web site.

#### ***Medium Term Activities:***

- MDOT is administering a contract to develop a multi-media toolkit to promote education and awareness for adults over the age of 65, their care givers, family and friends about the effects of aging on driving ability and to encourage drivers to make appropriate choices as they age.
  - By late 2009, recommendations will be completed on how best to inform the target audience.
  - By late 2010, the information will be available to the target audience.

***Long Term Activities:***

- In late 2008, the AAA1-B received a 3 year grant from United Way of Southeast Michigan to develop and promote the use of Mobility Resource Counselors to assist older adults residing in Oakland and Macomb Counties with developing plans for continued mobility at all stages of life and ability.
  - The long range goal is to have Mobility Resource Counselors trained in all areas of the state by 2012.

## Identify at risk older drivers

### **Objective**

Develop and/or enhance programs to identify older drivers at increased risk of crashing.

### **Strategies**

#### ***Ongoing Activities:***

- Central Michigan University has established the DEER Center. The mission is to evaluate the cognitive fitness to drive of older drivers and drivers with attention disorders. Part of this effort is to develop computer-based cognitive screening tools that will be predictive of driving ability, which will be able to be utilized by others.
- The MDOS will continue to work with senior citizen agencies and communities to educate and inform them of issues related to safe vehicle operation and the driver evaluation process.
- The MDOS will continue to educate law enforcement, medical community, senior agencies, etc. on the Departments driver evaluation process.
- The MDOS will continue to explore new and enhance current driving competency assessment tools and processes.

#### ***Short Term Activities:***

- The MDOS is working to establish a medical advisory board in 2009

#### ***Long Term Activities:***

- AAA-1B is working with Livingston County to develop and disseminate educational materials to assist the legal community (law enforcement officers, attorneys, judges) in identifying driving impairments and referring impaired individuals to the proper resources. By 2012, the SMWG will work with this information, and the Michigan Supreme Court – Michigan Judicial Institute (MSC-MJI) to offer educational opportunities to the legal community in identifying the cognitive issues associate

## Acronyms

AAA	American Automobile Association
AAA 1-B	Area Agency on Aging 1-B
AARP	American Association of Retired Persons
AASHTO	American Association of State Highway and Transportation Officials
AMA	American Medical Association
AOTA	American Occupational Therapy Association
CMU	Central Michigan University
DDC	Developmental Disabilities Council
DEER	Center for Driving Evaluation, Education and Research
EMS	Emergency Management System
FHWA	Federal Highway Administration
GTSAC	Governor's Traffic Safety Advisory Commission
M-CASTL	Michigan Center for Advancing Safe Transportation throughout the Lifespan
MDCH	Michigan Department of Community Health
MDOS	Michigan Department of State
MDOT	Michigan Department of Transportation
MOHSP	Michigan Office of Highway Safety Planning
MSC-MJI	Michigan Supreme Court - Michigan Judicial Institute
MSU	Michigan State University
NCHRP	National Cooperative Highway Research Program
NACEM	North American Conference on Elderly Mobility
NHTSA	National Highway Traffic Safety Administration
OSA	Office of Services to the Aging
RIDP	AAA Road Improvement Demonstration Program
SDAP	Senior Driver Awareness Program
SEMCOG	Southeast Michigan Council of Governments
SMWG	Senior Mobility Work Group
TIA	Traffic Improvement Association of Oakland County
TRB	Transportation Research Board
UMTRI	University of Michigan Transportation Research Institute
VMT	Vehicle Miles Traveled

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* <i>Current Member</i>	

## ACHIEVEMENTS

1. Michigan was one of the first states in the nation to consider senior mobility as an emerging issue. The initial work group was created in 1997, and is now identified as the Senior Mobility Work Group.
2. The GTSAC hosted the North American Conference on Elderly Mobility in September 2004. It was considered a successful conference attended by 17 states and 7 countries. The conference resulted in national recognition of Michigan as a leader in senior mobility.
3. The University of Michigan established the Michigan Center for Advancing Safe Transportation throughout the Lifespan (M-CASTL). Information can be found at <http://m-castl.org>.
4. The American Association of Retired Persons (AARP) and the University of Michigan Transportation Research Institute (UMTRI) have developed a guide “Promising Approaches for Promoting Lifelong Community Mobility” that reviews transportation safety and mobility programs related to driver screening and assessment, education and training, vehicle design and advanced technology, roadway design, transitioning from driving, transportation coordination, and alternative transportation options.
5. The Michigan Office of Services to the Aging (OSA) held public forums on Important Aging Topics in 2005 and prepared and published a report titled: “Public Input on Creating A Policy Agenda for Aging in Michigan”. Part of this report dealt with the transportation options of seniors in Michigan.
6. OSA publicized the “Michigan’s Senior Transportation Network: An Analysis of Transportation Services for Older Adults in Michigan” report dated November 2005.
7. The American Automobile Association (AAA) Foundation distributes the brochure ‘A Guide for Families and Friends Concerned about an Older Driver’.
9. At the request of the senior mobility work group, and following the success of the NACEM, the editors of The *Public Roads* magazine agreed to publish a series of articles on senior mobility.
8. AAA has developed and distributed its Roadwise Review CD to all Senior Centers and continues to be available at all AAA branch offices.
9. The MDOS continues to partner with rehabilitation agencies and driver training facilities to assess and enhance driver’s skills and to make recommendations for adaptive equipment.
10. The SDAP, a mobility counseling program designed to provide information to keep seniors driving safely for as long as possible and assist with planning for continued mobility when driving is no longer a safe or possible alternative. Between 1998 and 2006, this program provided assistance to more than 3,600 individuals. In 2007, program developers developed a plan to re-engineer the program to allow 5 day/week individual access to mobility options counselors throughout southeast Michigan, and the plan includes statewide expansion of mobility counseling assistance within the next 2-3 years.
11. CarFit – AAA, AARP, and the American Occupational Therapy Association (AOTA) piloted the CarFit program in 2006, holding 5 events; in 2007 17 events were held, covering 272 drivers. The Secretary of State promoted these events through branch offices and press releases.

12. AARP, The Hartford Foundation and MiT AgeLab's "We Need to Talk" program has been developed, and implemented.
13. The Lansing State Journal did a year long series entitled *The NewAge: Living Longer in Mid-Michigan*. The Senior Mobility Work Group participated in the article on Transportation, and a coffee chat, where the Lansing State Journal invited the public in to ask questions on senior transportation issues to a panel of experts, three of whom were from the SMWG.
14. UMTRI developed and distributes the Driving Decisions Workbook, a self-screening instrument for older drivers.
15. UMTRI developed and makes available SAFERDriving: The Enhanced Driving Decision Workbook, an interactive website for self-screening older drivers (<http://um-saferdriving.org>)
16. The AAA Road Improvement Demonstration Program (RIDP) which began in 1996 has resulted in Road Safety Audits at 451 intersections in Michigan and Wisconsin. Intersection safety improvements have been made at 351 of these locations. Funding applications, design and construction continues for the improvements at the remaining 100 intersections. A before and after evaluation of crash data at 84 of these intersections indicated a 25% reduction in crashes and a 40% reduction in injuries. The evaluation also indicated a higher reduction in crashes and injuries for drivers 65 and older.
17. MDOT adopted in 2004 the use of 6-inch edge lines on all of its roadways.
18. MDOT adopted in 2005 the use of Clearview font lettering, and prismatic lettering on high intensity green background for all its freeway guide signs.
19. MDOT adopted in 2006 the box span design as their preferred method for signal installation.
20. MDOT developed the senior showcase roadway which remains in place. This showcase features seven miles of roadway with side by side comparisons of sign sheeting and font, signals, and pavement markings.
21. MDOT developed in 2007 a policy for the installation of pedestrian countdown signals.
22. The roundabout intersection design, which we consider to be a safer than traditional intersection design for older drivers, is catching on in Michigan. Since 2001, at least 38 roundabouts have been built in Michigan at the state, county and city level and an additional 50 are in the planning and development stage.
23. MDOT adopted in 2007, the 4-head flashing yellow arrow left-turn signal display for statewide use.
24. MDOT recognized the merits of the United We Ride Initiative and with cooperation of other state departments, formed a United We Ride Work Group. The Group's goal was to improve efficiency of resources through enhanced state and local transportation services coordination, and thereby to maintain and even expand current levels of transportation services to transportation-disadvantaged populations, including many seniors. Included in the Group were representatives from Michigan's Departments of Community Health, Office of Services to the Aging, Human Services, Education and Labor and Economic Growth, as well as transit providers and advocacy representations. As the outgrowth of these activities winded down, MDOT provided a blueprint for local action as described in the accomplishment below (#25).
25. After holding six regional forums in 2005, the United We Ride Group issued a draft action plan which could be adopted at the local level to achieve coordination among

providers funded by different departments. In addition to action steps, the plan presented best practices, and identified common problems and potential solutions to coordinating various transportation services. The plan was distributed to the 214 stakeholders who participated in the regional forums.

26. MDOT encouraged the Transportation Work Group of the Department of Community Health's Developmental Disabilities Council (DDC) to carry out demonstration projects in transit services. The DDC responded by allocating \$653,701 and awarding it to six projects over a three year period in order to demonstrate the use of transportation vouchers by consumers with disabilities. The paradigm is consumer centered as opposed to provider centered and allows the reimbursement of volunteer drivers.
27. MDOT has implemented a Federal requirement for locally coordinated plans from grant applications for the federally funded Jobs and Reverse Commute program, New Freedom program and Section 5310 capital program for private, non-profit agencies.
28. The Michigan Vital Aging Think Tank was created and is supported by the Michigan State University (MSU) Extension, the Michigan Department of Community Health (MDCH) and the OSA.
29. The first Michigan Elder Friendly Community State Assembly was held in November 2005.
30. The Michigan Healthy Aging Initiative finalized the Healthy Aging Guidance document.
31. MSU Extension piloted *Communities for a Lifetime: An Elder Friendly Communities Certification* in the Gaylord Area and North Ottawa County and is looking at expanding to other areas.
32. The Communities for a Lifetime Certification project has been completed and is currently administered by the Commission on Aging.  
[http://www.michigan.gov/documents/miseniors/CFLAssessment-Final\\_207788\\_7.doc](http://www.michigan.gov/documents/miseniors/CFLAssessment-Final_207788_7.doc)
33. The MDOS continues to offer free identification cards to persons that are legally blind; drivers whose driving privilege is suspended, revoked, or denied due to physical or mental infirmities; and for drivers 65 years or older who voluntarily relinquish their driver's license.
34. The MDOS continues to utilize the mobile office to offer services to the senior population.
35. The AAA Foundation for Traffic Safety and the M-CASTL developed and conducted a workshop entitled the North American License Policies Workshop which addressed licensing issues and developed a consensus-based set of best practices, available at [www.aaafoundation.org/pdf/LPWorkshopProceedings.pdf](http://www.aaafoundation.org/pdf/LPWorkshopProceedings.pdf)
36. MDOT contracted with the Michigan Public Transit Association for the provision of training on locally developed, coordinated public transit-human service agency transportation plans. The plan is a federal requirement for recipients of Federal Section 5310 (services for the elderly and persons with disabilities), Section 5316 (Job Access/Reverse Commute), and Section 5316 (New Freedom). The training was held in four locations around the state during October 2008.