

### Universal Themes

Several themes about the difficulties older adults face as drivers, as non-drivers, and as users of caregiver and community transportation services emerged from the discussions. The chart below includes themes related to driving, giving up the keys, and transportation options.

- Private Automobile "Can't see, can't hear, can't walk, but I have my car."
- Driving Limitations "I drive only during the day. Friends drive me at night."
- Transportation Dependency "I find it difficult to ask for people for help."
- The Pedestrian Option "I can't even walk to the toilet."
- Public Transportation "Public transportation is unavailable in my area."
- Transportation Alternatives "It's not just availability"
- Community Options "Thank goodness for volunteers."
- Quality of Life "It is difficult (without driving) to do the fun things."
- Transportation Assistance "Being a caregiver has made me think."

These and other opinions expressed in the focus groups and the results of the survey suggest that:

- Older adults value the ability to drive and want to continue driving as long as possible.
- Physical limitations and functional difficulties can cause older adults to limit or stop driving altogether.
- Many older adults who stop driving are unable to use many public and paratransit services.
- When they no longer drive, transportation becomes difficult for older adults and their caregivers.

### The Five A's of Senior Friendly Transportation

Finally, a recurring comment from participants across the country was that the availability of transportation was only one criteria for judging the appropriateness of an option. There were others which included acceptability, accessibility, adaptability and affordability.

<i>The Five A's of Senior Friendly Transportation</i>	
<b>Availability</b>	Transportation services that are available to seniors... Not only are services offered, but they meet expectations of time availability (evenings/weekends) and quantity (rides not limited).
<b>Acceptability</b>	Transportation services that are acceptable to seniors... Service quality is deemed satisfactory in terms of advance scheduling, vehicle cleanliness, drivers sensitivity to seniors, and wait time.
<b>Accessibility</b>	Transportation services that seniors can access... Services are easy to use because they offer supportive assistance (e.g. driver comes to door) and they provide rides where seniors need to go.
<b>Adaptability</b>	Transportation services that can be adapted to senior needs... Services accommodate seniors' needs for scheduling multiple stops, and providing additional support (assistance with walkers and wheelchairs, and help at destination).
<b>Affordability</b>	Transportation services that are affordable for seniors and the program... The potential for low-cost operations can enable programs to offer services free of charge, and to be financially sustainable.

Transit and aging services alike acknowledge that transportation is critical to older adults who have limited their driving or have stopped driving altogether. However, also important is that the degree of "senior friendliness" of their options will determine whether their options enable seniors to experience a sense of independence, to get where they need to go, and/or to enjoy an acceptable quality of life.

The 5 A's criteria provide a means for thinking about and assessing just how consumer friendly transportation services used by senior passengers are today or could be tomorrow.

# Beverly Foundation

Fact Sheet Series Vol. 1 (2)

## Giving Up The Keys

### Highlights

- **The Driver Safety Agenda**  
*Introduces rationale and actions for promoting older driver safety*
- **The Day May Come**  
*Suggests that driver safety efforts may not prevent driving cessation*
- **A Milestone Study**  
*Presents the study, its participants and their comments*
- **Worries About Not Driving**  
*Summarizes worries participants identified in a survey question*
- **Observations On Options**  
*Summarizes views of participants on transit options*
- **Universal Themes**  
*Presents nine themes that resulted from the project*
- **The 5 A's**  
*Introduces a major outcome of the project*

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### The Driver Safety Agenda

The delegates to the 2005 White House Conference on Aging identified two significant resolutions regarding how older adults get around their communities: (1) ensure that older Americans have transportation options to retain their mobility and independence; and (2) support older drivers to retain mobility and independence through strategies to continue safe driving.<sup>1</sup> Both resolutions are timely in that currently about 40% of fatal automobile crashes are alcohol related, but by 2025, more than 40% of fatal crashes will be due to age-related fatalities, with visual and cognitive impairments as major contributing factors.<sup>2</sup> Concern about older driver safety has stimulated efforts to design and initiate transportation options.

- Older Driver Safety Approaches**
- Driver Screening
  - Driver Assessment and Evaluation
  - Driver Rehabilitation and Training
  - Driver Education and Coaching
  - Licensing Legislation
  - Safe Car Fit

### The Day May Come

Many older drivers continue to drive safely until their final days, some because of involvement in driver safety approaches. However, recent research identified a mismatch between driving expectancy and life expectancy which results in a period of time (6 years for men and 10 years for women) when older adults may no longer be able to drive.<sup>3</sup> Regardless of the reason for "giving up the keys" older persons and their family members generally live in dread of the day it will happen, and face many challenges in coming to grips with: (1) no longer being able to drive; (2) being transportation dependent; and (3) making the transition to community-based transportation options. This fact sheet describes the results of a national research effort related to "giving up the keys."

<sup>1</sup> Report from the White House Conference on Aging, 2005.  
<sup>2</sup> Data from National Highway Transportation Safety Administration, May 2003.  
<sup>3</sup> Daniel J. Foley et al., "Driving Life Expectancy of Persons Aged 70 Years and Older in the United States", American Journal of Public Health, 2002.

### A Milestone Study

In 1999, the Beverly Foundation in collaboration with the National Highway Traffic Safety Administration, US Department of Transportation, the AAA Foundation for Traffic Safety, and the Eno Foundation undertook twenty-two focus groups in selected sites in California, Florida and Michigan. Focus group participants included “transportation rich” seniors (older adults who drove), “transportation dependent” seniors (older adults who no longer drove), and individuals who were “transportation concerned” (family, friends who were caregivers). Below is a profile of the 203 men and women who participated in the study.<sup>4</sup>

<b>Transportation Rich Profile</b>	<b>Transportation Dependent Profile</b>	<b>Transportation Concerned Profile</b>
<b>Total # Participant</b> 84	<b>Total # Participant</b> 70	<b>Total # Participant</b> 49
<b>Female Gender</b> 67%	<b>Female Gender</b> 67%	<b>Female Gender</b> 76%
<b>Age</b>	<b>Age</b>	<b>Age</b>
Under age 75 42%	Under age 75 22%	Under age 75 80%
Age 75 - 84 42%	Age 75 - 84 53%	Age 75-84 16%
Age 85+ 17%	Age 85+ 20%	Age 85+ 4%
<b>Education</b>	<b>Education</b>	<b>Education</b>
Graduated College 24%	Graduated College 7%	Graduated College 66%
Attended Grad School 35%	Attended Grad School 19%	Attended Grad School 50%
<b>Household Income</b>	<b>Household Income</b>	<b>Household Income</b>
Median \$15,000 - \$30,000	Below \$15,000 44%	Below \$15,000 27%
<b>Driving Status</b>	<b>Driving Status</b>	<b>Recipient's Status</b>
No longer driving 36% <sup>5</sup>	No longer driving 36%	No longer driving 45%
Driving/limitations 33%	Driving/limitations 37%	Lives alone 41%
Driving/no limitations 29%	Driving/no limitations 20%	Fair/worse health 54%

### Telling Comments from Participants

The comments below offer a glimpse of the opinions of the transportation rich, the transportation dependent, and the transportation concerned about the importance of driving and the perceived and real difficulties encountered in giving up the keys. It is clear from these comments that driving is important, and that not driving presents a host of problems to drivers, their family members and their friends.

#### Transportation Rich

- “I still drive, so I really don't have problems.”
- “My wheels are my independence.”
- “Crippled, blind, deaf, whatever, I will always drive.”
- “If I didn't drive, I would miss living.”
- “Just because you're old, doesn't mean you're a bad driver.”

#### Transportation Dependent

- “If you don't drive you're out of luck.”
- “I depend totally on the senior van. That's my salvation.”
- “I have difficulty getting rides. Friends and relatives are forgetful.”
- “I have limited sight and don't drive, so I depend on volunteer drivers.”
- “I want to be able to get to essential places and to the fun things.”

#### Transportation Concerned

- “It is difficult being the responsible person to drive someone else.”
- “A neighbor of mine had a problem and I offered to help.”
- “The transportation I provide is the life force for my aunt.”
- “My mom is the primary caregiver but doesn't drive.”
- “I'm not married and have no children. I am concerned about what will happen to me.”

<sup>4</sup> Find the full report Transportation in an Aging Society. Focus Group Project at [www.beverlyfoundation.org](http://www.beverlyfoundation.org) (library).

<sup>5</sup> The totals for questions with mutually exclusive response choices may not equal 100% due to non-responses.

### Worries About A Future Without Driving

While each of the focus groups included considerable discussion about the challenges of giving up the keys, they also offered participants an opportunity to respond to several related closed-ended survey questions. The charts below provide the responses to a question on worries about future transportation options other than driving. Respondents could check as many worries as they wished.

<b>Transportation Rich</b>	<b>Transportation Dependent</b>	<b>Transportation Concerned</b>
Being a burden on others 66%	Being a burden on others 70%	Loss of independence 80%
Loss of independence 63%	Loss of independence 66%	What would happen to me 76%
Dependency on someone 57%	Dependency on someone 57%	Being a burden on others 69%
Inability to do activities 51%	Inability to do activities 51%	Inability to do activities 65%
What would happen to me 44%	What would happen to me 51%	Dependency on someone 63%
Not getting out as much 44%	Convenience (scheduling) 43%	Not getting out as much 61%
Having to use pub transit 39%	Not getting out as much 43%	Convenience (scheduling) 47%
Inability to renew license 33%	Having to use pub transit 36%	Inability to renew license 45%
Someone else deciding that I should stop driving 32%	Inability to renew license 33%	Someone else deciding that I should stop driving 41%
Convenience (scheduling) 31%	Someone else deciding that I should stop driving 26%	Having to use pub transit 31%

Although the responses from these three groups were somewhat similar, it is clear that: being a burden and the loss of independence were the greatest worries for the transportation rich and the transportation dependent groups; and the loss of independence and what would happen to them when they no longer drove were the greatest worries for transportation-concerned caregivers. It is interesting that the inability to renew driving license and the possibility of someone else deciding they should stop driving rated fairly low on the worry scale for all three groups.

Participants expressed a variety of negative impressions related to transportation options in their communities. In order to

### Observations On Options

<b>Observations of Services Today</b>			<b>Expectations for Tomorrow</b>			
<u>Transit Rich</u>	<u>Transit Dependent</u>	<u>Transit Concerned</u>	<u>Groups</u>	<u>#1</u>	<u>#2</u>	<u>#3</u>
Inconvenient	Inconvenient	Inconvenient	Efficient	1	2	3
Outdated	Inaccessible	Inaccessible	Convenient	2	1	2
Inefficient	Inefficient	Inefficient	Safe	3	4	1
Inaccessible	Economical	Disjointed	Economical	4	6	6
Safe	Efficient	Safe	Accessible	5	3	5
			User friendly	6	5	4
User Friendly	User Friendly	User Friendly	Comfortable	7	7	8
Unsafe	Unsafe	Expensive	Clean	8	8	9
Interlinked	Interlinked	Interlinked	State of the art	9	11	10
Energy Efficient	Energy Efficient	Convenient	Interlinked	10	9	7
Dirty	Dirty	Dirty	Energy efficient	11	10	11

understand how they viewed transportation services in their communities, the survey instrument included a list of 20 words (10 positive and 10 negative) and asked participants to use each word to either describe their community's transportation system of today or to describe what they would like it to be in the future. The accompanying chart provides the top five and bottom five opinions of all 203 participants. It also includes a comparison of what each group identified as expectations for the future. Once again, the concerned caregivers tended to have somewhat different opinions.