

*—massDOT*   
**Innovation Series**

**Team Teaching Online: An Academic &  
Professional Partnership focusing  
on Senior Transportation**

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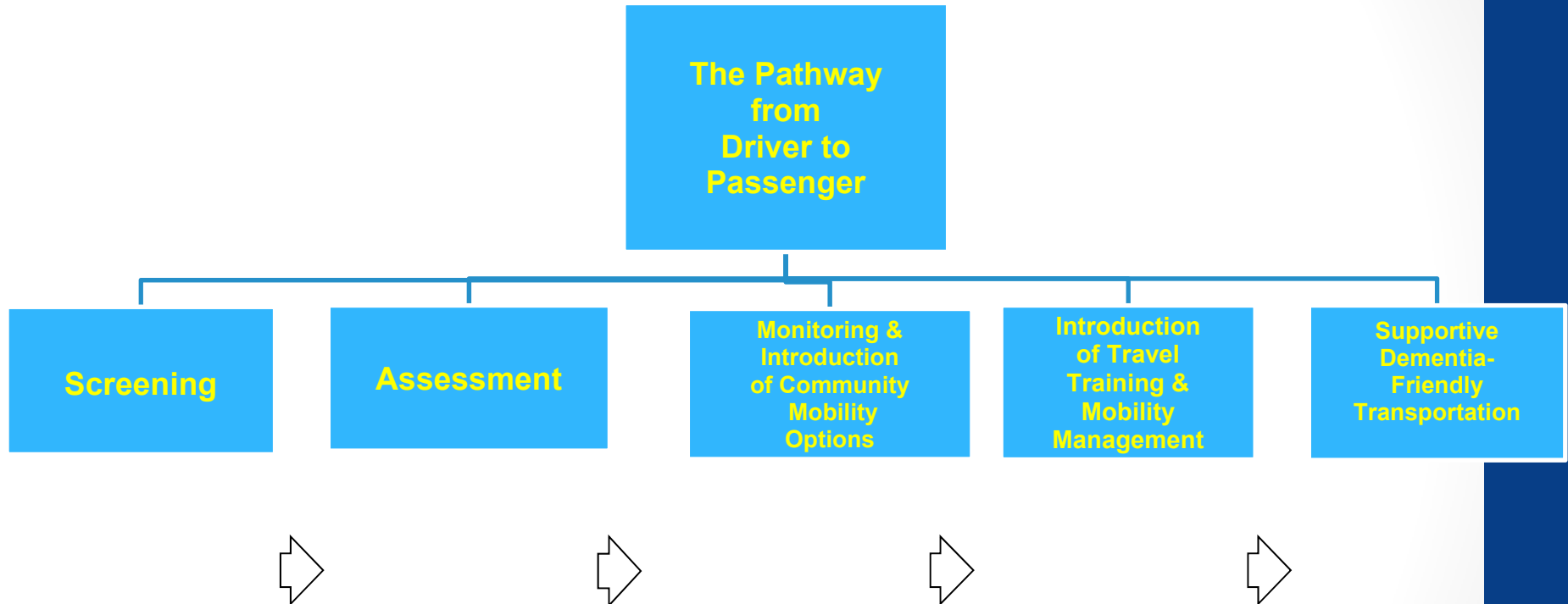
# Starting Point

- Most older drivers are safe drivers.
- It is not about age— it is about medical conditions that impact critical driving skills.
- 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

*“Of all older non-drivers, 54% do not leave their home on a given day, while only 17% of drivers stay home.” (Bailey, 2004)*

*“(In the USA), Men outlive their ability to drive safely by 6 years; women outlive their ability to drive safely by 10 years.” (Foley et al., 2002)*

# Community Mobility Continuum



Consider:

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

Source: Silverstein, N.M., Dickerson, A., & Schold Davis, E. (2016). Community Mobility and Dementia: The Role for Health Care Professionals in *Dementia Care: An Evidence-Based Approach*, Boltz, M., & Galvin, J., Editors. Springer Publications: 123-148.

# Intersectionality between Transportation & Aging

- Different jargon
- Different funding streams
- Different priorities
- Different knowledge and skill sets
  
- Sabbatical experience with NHTSA and the Alz Public Policy Office in DC during 2004-05 led to research, education, and policy work with transportation colleagues.
  - Transportation Research Board (TRB)
  - Gerontological Society of America (GSA) Transportation & Aging Interest Group
  - Journal of Transport & Health (Associate Editor)

# Professional Partner



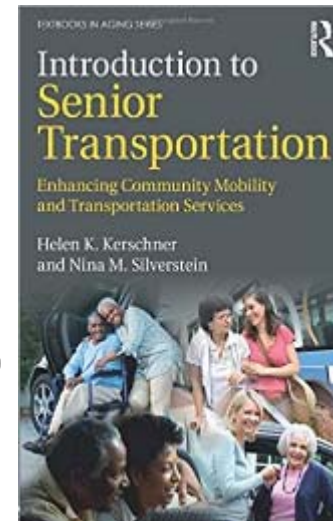
Helen Kerschner, PhD  
Director, Volunteer Transportation  
Shepherd Centers of America

- 35 years of experience in health, aging, transportation, and international development.
- Former Director of the National Volunteer Transportation Center of the Community Transportation Association of America, Washington, DC.
- Former, President and CEO of the Beverly Foundation, which conducted research, demonstration and education to for enhancing mobility for today's and tomorrow's older population.

# A Partnership—Team Teaching Online

[https://www.umb.edu/academics/caps/corporate/senior transportation](https://www.umb.edu/academics/caps/corporate/senior%20transportation)

- Developed in 2012 as an academic and professional partnership (To date, 58 grad students and 85 professionals trained)
- Funding from the Beverly Foundation Legacy assured:
  - Partial scholarships intended for 5 years for non-profit transportation & aging service providers (planned for 25 and stretched it to 37 awarded in 8 years)
  - Honoraria for experts in the field
- Co-authored a supplemental textbook (2018)



# Two Agendas—Two Programs

- Graduate Course: GERON GR 640 (3 academic credits)
  - Elective for students in the Management of Aging Services Masters program, Gerontology Department, UMass Boston
- Professionals' Course: PRFTRN 117 (4.2 CEUs)
  - Certificate in Organizing and Managing Senior Transportation Options for professionals in transportation and aging. Gerontology Institute and Corporate and Professional Development, UMass Boston
- Two separate Blackboard course sites
- About 7 synchronous/real time and 6 asynchronous/self-paced sessions over a full academic semester.
- Grad students are graded and have more assignments— all have applied learning exercises.

# Major Topics Covered

- *Older Drivers and their Transitions to Options*
- *The Family of Transportation Services*
- *Senior Friendliness and Transportation*
- *Older Adults and their Utilization of Options*
- *Volunteer Driver Programs*
- *Special Focus on Rural*
- *Risk Management Challenges and Solutions*
- *Plan for the Road Ahead: Making a Transportation Plan*
- *Strategies for Providing Support to Passengers with Dementia and their Caregivers*
- *Technology and Transportation for Older Adults*
- *Senior Transportation Today and Tomorrow*



# Impact of COVID-19

- Already online—so no impact on course delivery
- Added to content with newly developed resources:
  - NADTC. (nd). The impact of COVID-19 on transportation access and social isolation. Brief. (focus on response from transportation providers).  
<https://www.nadtc.org/resources-publications/the-impact-of-covid-19-on-transportation-access-and-social-isolation/>
  - NADTC. (nd). Operating Volunteer Driver Programs in a Pandemic. Tip sheet.  
<http://www.nadtc.org/wp-content/uploads/Volunteer-Driver-Suggestions-COVID.pdf>
- Encouraged our Experts to address

# “Ask the Experts” from the field



Dale Marsico, former ED, CTA  
Currently with United Health Care



Elin Schold Davis  
Older Driver Initiative  
American Occupational Therapy Assoc.



William Henry,  
Volunteer Insurance Service Assoc.



Julie Wilcke, Ride Connection  
Portland, OR



Connie Garber,  
York County Community Action, ME



Barb Cline, Prairie  
Hills Transit, SD

# Examples of Applied Exercises

- Discover your Transportation Priorities
- Calculate Senior-Friendly Transportation in your community using the 5A's:
  - Available, Acceptable, Accessible, Adaptable, Affordable
- Plan a Volunteer Driver Program
- Plan a Risk Management Strategy

The 5 A's of Senior-Friendly Transportation are criteria which can be used by transportation services to make a judgment as to their senior friendliness. To initiate your review, check each of the factors below that are represented within your public or community transit service. Each check equals one point. When you have completed your review, add up your score and look at the scoring key at the bottom of the page to know where you are on "the road to senior friendliness."

**Availability: The Transportation Service...**

- provides transportation to seniors
- can be reached by the majority of seniors in the community
- provides transportation anytime (day, evenings, weekends, 24/7)
- can take riders to destinations beyond city & county boundaries
- maintains organizational relationships with human service agencies

**Acceptability: The Transportation Service...**

- uses vehicles that are easy for seniors to access
- offers "demand response" with no advance scheduling requirement
- provides driver "sensitivity to seniors" training
- adheres to narrow "window of time" for home and destination pick up
- ensures cleanliness and maintenance of vehicles

**Accessibility: The Transportation Service...**

- can accommodate the needs of a majority of elders in the community
- has information program for improving senior transportation knowledge
- can provide "door-thru-door" transportation when needed
- can provide services to essential and non-essential activities
- can link seniors with "more appropriate" transportation options

**Adaptability: The Transportation Service...**

- will provide transportation escorts when needed
- can provide multiple stop trips for individual passengers
- can access vehicles that accommodate wheelchairs and walkers
- maintains a policy of "adapting the system to meet needs of seniors"
- undertakes annual senior customer survey for service improvement

**Affordability: The Transportation Service...**

- offers reduced fares (or free transportation) to senior passengers
- secures funding specifically to support senior transit services
- offers opportunity to purchase monthly pass instead of paying cash
- offers options for purchasing tickets by mail or the internet
- uses volunteer drivers to reduce costs for providing "extra" services

Total \_\_\_\_\_ ( Possible Score = 25 )

<b><i>The Road to Senior Friendliness</i></b>					
0	5	10	15	20	25
Just Starting	Out of the Garage	On the Road	Chugging Along	Getting Close	Senior Friendly

# Thank you!



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