



Research Seminar

Driver Rehabilitation and Community Mobility: The Move Toward Standardized Procedures for Assessment of Driving Performance

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ABSTRACT

In the United States, the ability to travel without depending on others has become synonymous with independence, autonomy, dignity, self-esteem, and the automobile. The older adult population is the fastest growing age cohort and many will outlive their ability to drive due to declining physical, sensory, and cognitive skills. Some policy experts believe this may pose a public health crisis. Current research efforts are focused on: assessments to identify deficits in driving-related skills and driving performance; rehabilitation and intervention strategies to maintain driving independence; and use of transportation alternatives when driving is no longer a safe option to maintain community mobility and participation. Research evidence is needed for identifying active safety technology that can improve and maintain the safe driving performance of older adults. This presentation will review driver rehabilitation practices and the measurement procedures currently used to determine driving safety.

BIOGRAPHICAL SUMMARY

Dr. Justiss received his PhD in Rehabilitation Science from the University of Florida with a Graduate Certificate and minor in Gerontology from the University's Center for Gerontological Studies. He received his Master of Occupational Therapy from Duquesne University in Pittsburgh, PA. He holds Bachelor of Science degrees in Neuroscience and Medical Technology from the University of Pittsburgh.

He is an Assistant Professor in the Department of Occupational Therapy. Michael began his aging research with the University of Florida's Rehabilitation Engineering Research Center on Technology for Successful Aging (RERC-Tech-Aging). During his first two years, he conducted research with smart technology applications to enhance elder independence. He was the RERC-Tech-Aging project leader for a collaborative project with Honeywell's Independent LifeStyle Assistant (ILSA) used to remotely monitor elder activity in a home environment. He has also done research with the Veteran Administration's Low ADL Monitoring Project (LAMP), which uses smart technology to enhance care-coordinator activity. He was a research assistant and post-doctoral fellow with the National Older Driver Research and Training Center at the University of Florida. He has served as a University of Florida representative on the Florida At-Risk Drivers Council and served as an Expert Panel member for the International Older Driver Consensus Conference.

