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For advertising rates, please contact Staci Frazier, OTR/L, CDI, CDRS at 603-793-9335 or email to snpfraz@comcast.net.

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Winter is my least favorite season! That is pretty funny, given that I live in New Hampshire and am listening to the wind howl, as I write. We are in the middle of a blizzard, and I am nursing a bad cold. The holidays are over. I hope yours were wonderful, full of peace and love. For me the new year brings thoughts of achievements, losses and memories of the past year. It also brings inspiration to achieve new things, hope for future changes, dream of trips and fun times and plan for the new year’s professional, and personal goals.

I am excited for 2018! I have some fun plans with family and friends. I’m looking forward to the upcoming NMEDA conference, and ADED is right around the corner. I can’t wait to continue to challenge myself and my committee to keep improving the content and timeliness of the NewsBrake.

I hope you are enjoying the issues and encourage you to contact me with your ideas, thoughts and content.

As the new year starts, I am also about to embark with my family on a slightly scary, new path related to a diagnosis of Charcot Marie Tooth, which my son was given at the end of 2017. It brings forth a crazy mix of emotions, concerns and questions. We are lucky to live near Boston, where he’s been accepted into Mass General Hospital’s CMT center of excellence, and we are anxiously awaiting his appointment. He will be fine, because he’s a strong, very well-balanced and amazing kid, but it will change his future, most likely including the way he drives.

It is interesting how although I am a CDRS who frequently works with clients who have degenerative disorders and neuropathy problems, it all changes when it’s your family. I discovered David’s issue the first time I got him behind the wheel. He had no ability to complete a heel pivot motion to accelerate and brake, and he had NO ankle dorsiflexion on either leg. I couldn’t believe it! How the heck did I miss this before? I know that although my gut tells me one thing, my heart hopes for another answer. I do not have the ability to objectively determine if he will be able to drive with his feet or if he will need hand controls. So, once his EMGs and other tests are completed, he will be evaluated by another CDRS --one who is not his mother.

How do we deal with the issue of driving when it becomes personal? I remember that when my mother-in-law was diagnosed with Alzheimer’s Disease. She lived with us, and I was already monitoring her driving. I frequently drove with her, and we often spoke about driving and when it would be the time to stop. However, I still probably let it continue longer than I should have. I had stopped my kids from riding with her. Looking back now, that’s a real sign. If I’m concerned about the safety of my children, isn’t the safety of everyone a concern? When it seemed like the time for her to stop driving, I knew another CDRS should be involved, and I discussed having an evaluation completed with her. She decided to stop driving herself rather than be evaluated. It was a smooth, easy transition for her. She was ready, and she never considered driving again. We were lucky, as this can be one of the most difficult decisions and discussions a family has.

I’ve been hard on myself about signs I may have missed with David. We are all professionals, but we have to remember we are also mothers, fathers, children, friends and significant others. When we aren’t wearing our professional hat, our vision is different, and emotions can make us less objective. That is why we need each other. Don’t ever hesitate to reach out to another CDRS. A second opinion is always a benefit, and when it is related to someone you love, an objective professional evaluation by someone other than yourself may be a life saver.

Wishing you the best year yet!

Love, Staci
Greetings ADED members! I trust that your holidays were joyful and spent with loved ones. A New Year is upon us and with that, your 2018 ADED Board is excited and geared up to continue their work on an updated and visionary strategic plan.

The board met in Richmond, Virginia (site of the 2018 Annual Conference) this past December for the annual transition and planning meeting. This year, we welcomed two new board members to the group: Marc Samuels, 2018 President Elect, and Cassandra Johnson, 2018-2019 Treasurer. A full day was devoted to orientation so that they could hit the ground running in 2018. Marc and Cassandra are excited to help lead the organization and are both committed to their service to ADED. Jenny Nordine, 2018 ADED President, is excited to lead the organization forward a second time. While the strategic plan is a work in progress, the board has a clear vision for the future of ADED. More information about the strategic plan will be shared with membership with the spring issue of the newsletter, but in the meantime, please consider Dan Allison’s call for volunteers in his final president’s address.

2018 Board Members:
President:
Jenny Nordine, OTR/L, CDRS
Past President:
Dan Allison, MS, OTR/L, ATP, CDRS
President Elect:
Marc Samuels, MS, OT, CDRS
Treasurer:
Cassandra Johnson, CDRS
Secretary:
Beth Gibson, OTR, CDRS
Board Member at Large:
Leah Belle, OTR/L, CDI, CDRS
Board Member at Large:
Mary Beth Meyer, OTR, CDRS, CDI
Corporate Member:
Gina Lewis/Adapt Solutions
Mobility Equipment Dealer Member:
Cassy Churchill/M.C. Mobility

CDRS Renewals: Check your certificate! If your CDRS expired 12/31/2017, and you have not submitted a renewal, your credentials are now expired. However, it is not too late; you may still renew. The association allows up to 2 years to renew expired credentials. CDRS related policies are available: www.aded.net. You may always contact the ADED Executive office at: info@driver-ed.org and (866) 672-9466 for assistance. For those whose credentials expire 12/31/2018, your renewal packet will arrive by June 2018.

Membership Renewals: A huge thank you goes out to the members that have already renewed their memberships for 2018. With this membership drive, ADED offered a drawing worth 50% off ADED Annual Conference & Exhibits. A total of 20 names were randomly selected from the pool of renewals that were received by the deadline. Congratulations to the winners!

To keep your member profile active on the ADED website, you must renew your membership by March. Continuing with our efforts to reduce costs and waste, we are going paper-LESS by offering on-line renewals. If you have any trouble logging into your account, please e-mail us at info@driver-ed.org.

2018 ADED Annual Conference: Mark your calendars for 2018 Annual Conference in Richmond, VA for our 42nd annual gathering. Where Independence Begins is the conference theme as Patrick Henry, a U.S. Founding Father, famously declared “Give me liberty or give me death” at Richmond’s St. John’s Church in 1775, leading to the Revolutionary War. The church still stands and you can visit it during your stay in the city this summer. Under the direction of ADED’s Education Services Manager, Lynn Mortilla-Rocap, the conference team and the newly established Conference Content Taskforce have built an outstanding program for you. ADED selects the program contents by using a peer review process to approve submissions for program selection. In a format that allows for objectivity, all proposals are presented to the committee which includes program abstract and learning objectives with the presenter identifying information redacted. This format allows for objective and thorough assessment of the selections before they are accepted for the conference program. The Conference Content Taskforce is tasked with reviewing all submissions that have passed peer review and designing the conference program. We had many wonderful submissions, and although we could not use them all, we are certain that this is a program you will not want to miss.

Networking throughout the year: Have you heard? ADED has a closed Facebook group, Driver Rehabilitation Specialists Group, which can be found here: https://www.facebook.com/groups/drivererrehab/. We have over 150 members and growing every day with members in the US, Canada and Great Britain. Don’t miss out on the conversations, networking and fun. To access the group: submit a request to join through Facebook, answer a couple of simple questions and our moderators will approve your request. Stay in touch with your ADED friends and make some new ones across the globe by participating in this group. I hope to see you there!

Sincerely,
Elizabeth Green, OTR/L, CDRS CAE
Executive Director
President’s Address

After my 60 plus years on this planet and work on many non-profit boards –civic, religious, professional at all levels (local, state, and national)– this is undoubtedly the most dedicated, professional, and hardworking board I have ever had the opportunity to work with. I think this also flows down to the committee level, as ADED is so blessed by the talent that serves in many various ways. I must also mention the staff that does so much, most of which I had no clue of until this past year!

From the top down – there is no “dead wood” leading ADED!

I am not saying this to inhibit you from volunteering, but quite the opposite. I hope to encourage you to join a committee or run for a leadership position. We need you to help us continue this path as ADED continues to grow, become more professional, and be recognized as the global leader for driver rehabilitation expertise.

Consider volunteering. This is the paraphrased advice I received from a dear friend many years ago: “Fret not because you lack the knowledge, time, money, experience of others. All your life has been prologue for this moment in time – you are ready for it. You have gifts that others do not have, even as they have gifts you do not possess. Be content with your own gifts. Whether you recognize them or not, your gifts are considerable.”

My last thoughts as your outgoing president:

I am so blessed to have lived long enough to have my hair turning gray and to have my youthful laughs be forever etched into deep grooves on my face. So many have never laughed, and so many have died before their hair could turn silver.

As you get older, it is easier to be positive. You care less about what other people think. I don’t question myself anymore. I’ve even earned the right to be wrong.

I like being old. It has set me free. I like the person I have become. I am not going to live forever, but while I am still here, I will not waste time lamenting what could have been or worrying about what will be. And I shall eat dessert every single day (if I feel like it).

Have an AWESOME 2018!

Dan Allison, MS, OTR/L, ATP, CDRS
President

From one of my favorite teachers:

“Love yourself - accept yourself - forgive yourself - and be good to yourself, because without you the rest of us are without a source of many wonderful things.”

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Albuquerque, NM. ADED Executive Director, Elizabeth Green, attended the Driving School Association of the Americas (DSAA) Annual Conference November 8-10, 2017. The DSAA is an international association primarily comprised of driving school owners. Ms. Green hosted an ADED booth in the exhibit hall and participated in a special exhibitor round table session designed to allow more interaction between attendees and exhibitors.

Attendance at the conference consisted of nearly 100 driver education professionals and driving school owners from the United States and Canada, including 12 exhibitors. Interest at the ADED booth ranged from driver educators searching for resources for their clientele to those who are interested in becoming or working with driver rehabilitation specialists. DSAA members have expressed interest in continuing education specific to the types of disabilities and conditions that occur in their student population. ADED’s Education Services Manager will be working with our Education Committee to identify and design unique and custom educational programming to assist driving school instructors to better serve their students.

photo: Michael Barley
Meet your 2018 Board Members

Jenny Nordine OTR/L, CDRS
President

The momentum I felt when first joining the board in 2014 as president-elect is not fading! I am hopeful this next term as ADED president will give me some of the insight and experience I lacked 3 years ago. When I considered a second presidential term, I felt the board had achieved many goals; however, there were additional goals to be reached.

As I look forward to the next year, I think about the transition board meeting which took place in early December. This is a time for the current board, as well as incoming board members, to come together. Although we had a strategic plan in place, so many of those goals were achieved. We decided it was necessary to identify the current needs of the membership through the fall survey and update goals, as well as set new goals and objectives. You will find the new board members engaged in their roles as your leaders and even outgoing board members continuing their commitment as committee chairs. This is the level of dedication I am finding in the strong ADED membership.

I have been in private practice since 2001 and a CDRS since 2002. Our practice has grown to include the states of Arizona and New Mexico, including 4 full-time CDRS’s, 2 evaluators working toward their professional credential and support staff. Private practice has given me a rare experience as an Occupational Therapist to practice in a unique setting as well as learn to manage a business. As in the past, I look forward to bringing this unique perspective for adaptive driving to the ADED board and its strategic plan for the future.

I initially joined the ADED board in 2014 as president-elect; however, I have also served ADED as Education Committee chair beginning in 2010 as well as the NMEDA CAMS-HP committee since 2011. Additional board experience includes our Arizona Brain Injury Board, and the Arizona State Rehabilitation Committee.

I look forward to serving each of you and your needs as ADED members. Please never hesitate to contact me at my office or email.

Dan Allison, MS, OTR/L, ATP, CDRS
Past President

I am employed at Shepherd Center in Atlanta as an OTR specializing in driving full time. Besides serving ADED, I am also active with NMEDA and the RESNA COWHAT (committee on wheelchairs and transportation), maintaining my ATP certification.

I’ve had a great experience on the ADED board. I have now completed 4 years on the board: two as board-member-at-large and most recently as president. I can’t believe how fast it has gone and the accomplishments that the board has made.

This past year, my focus was to facilitate the board and oversee the ad-hoc’s working on the strategic plan, as well liaison to the certification and education sub-committees. These groups were so well lead, it made my job pretty easy! I am so grateful to be surrounded with such great colleagues!

Looking forward, my focus for this last year on the board is to work on our updated strategic plan and to help facilitate the Marketing and Publications committees.

Elizabeth Green, OTR/L, CDRS, CAE
Executive Director

It is my great pleasure to serve the members of ADED, the Association for Driver Rehabilitation Specialists, as your executive director. Prior to my employment with ADED, my first career was as an Occupational Therapist, manager, and Certified Driver Rehabilitation Specialist (CDRS). This was a rewarding period of my life, and in various ways prepared me for the many aspects of running a non-profit organization. After years of study and work, I earned credentials as a Certified Association Executive (CAE), realizing my goal to step into another career, association management. I deeply care about our industry and am so proud of the highest levels of compassion and care our members show in the service of others. ADED has grown over the years and with the addition of new staff, has a solid board of directors and has recruited the largest group of volunteers the organization has ever known. We have rolled out an updated website, launching a new eLearning platform, and will soon be expanding our 2-day course speaker’s bureau. With this solid foundation, we are set up for success and progress. As I reflect on the state of the association, I am encouraged and excited about the road ahead. ADED is stronger and larger than ever, and our membership is not only engaged but are also active leaders in the industry. I am here to serve you, the membership, and will continue to support this fine organization as it moves forward with strength and integrity.

Marc Samuels MS, OT, CDRS
President Elect

I would like to start off by thanking you for voting me in as the future president (president elect) of our incredible organization. I strongly encourage you to take a moment at one of our many up- coming conferences (ADED, NMEDA, or AOTA) and let me know who you are and what direction you want ADED to be going in the next few years! This is a very exciting time to be on the board, because together we are setting our priorities and creating a detailed plan to achieve our goals via the new strategic plan. I also want to personally invite you to take a seat at the table in 2018 by signing up to be on a committee or adding your name to the microphone list. (Just call or e-mail ADED directly.)

For those who do not yet know me, here is some basic historical info about what has brought me to the table. I am an Occupational Therapist who has been working as a Driving Rehabilitation Specialist for over 10 years in the VA Palo Alto Health Care System, where I am currently the Driver Rehabilitation Program Manager and a National VA Subject Matter Expert. I am currently the president of the ADED California Chapter and continue to work with the ADED Professional Development Committee.

My personal priority is to work on promoting the services of Driving Rehabilitation Specialists, solidifying ‘driving’ as an IADL that should be considered by all service providers as part of regular assessments, and providing exceptional professional development for all ADEDS members. I look forward to hearing from you about your priorities soon!
Meet your 2018 Board Members

Mary Beth Meyer OTR, CDRS, CDI
Board Member at Large

I am the owner of Driver Rehabilitation of the Hudson Valley in NY. With over 20 years of experience providing driver rehabilitation services in both hospital and private practice setting, I enjoy helping others in program development and implementation. My own introduction to driver rehabilitation was being elected by my manager to start a program at the community hospital. I had the most diverse clinical background. “No thank you” was not an option. ADED and the mentorship of others were instrumental in my success. Thirteen years later I opened a private practice/licensed driving school, again with the help of diverse resources and mentors. Currently, I am consulting with a new hospital program and providing passenger safety evaluations for medically-at-risk children. I believe in the value of the ADED Mentor Program and helping newer members become trained and integrated into a successful role in the organization as providers of driver rehabilitation services. In 2018, the Mentor Program is expanding to be a year-round opportunity.

As a benefit to members looking to establish a new program, we will soon see the roll out of the new updated Tool Kit for Starting a Driver Rehab Program. What started as a casual discussion on how to improve the Tool Kit became a two-year process to expand and update the resources. One should not have to ‘reinvent the wheel’ starting a program when there are so many successful programs in our field from which to learn. ADED’s goal is to grow the number of CDRSs and programs available to serve clients in need. If folks are willing to contribute and serve as a resource to others, this goal will be attainable.

Beth Anderson Gibson, OTR, CDRS
Secretary

It is hard to believe I am entering my fourth and final year on the board. The secretary has the most obvious job description, so keeping the minutes remains at the top of the to-do list. However, all board members take on additional responsibilities. This year I am serving on a committee to explore expanding driver rehab services in underserved parts of the country.

As always, I continue to be involved in the educational aspects of our organization. I will be teaching the two-day Disability, Vision and Aging course later this year, and I will be presenting a new seminar at the ADED conference in August. I will also be working on the update for the two-day Application of Adaptive Vehicle Modification course and on a new initiative recognizing member’s expertise in working with older drivers. While we can never share everything that is in the works, I will say that everyone is going to be very excited at some of the changes coming to ADED education in the next few years as well as new ways to be recognized for your skills.

I would like to challenge everyone to push a little farther this year. Learn something new, volunteer for a committee, mentor a newbie or request a mentor. We have recently passed a new mentor program that gives credit for working together outside of the annual conference. One of the greatest things about my 20+ years in ADED has been the networking, mentoring and educational opportunities. I look forward to continuing to work with the board and the members in the coming year, and I hope a few of you can be inspired to push harder and join us. It really is worth more than what you can put into it, and it is never too late to learn.

Leah Belle OTR/L, CDI, CDRS
Board Member at Large

I am an Occupational Therapist with 32 years of experience in a Rehab facility in Greenville, SC. I was born and reared in the South, and you would know that if you talked to me! I coordinate a thriving Driving Program at Roger C. Peace Hospital and have two other CDRSs who fill out my team. I am very excited to be returning as one of ADED’s Board Member at Large. I have spent the past two years on the board of directors working on Goal #3 of the dynamic Strategic Plan for ADED. In our most recent Board meeting, this goal was updated, and my focus will be in other areas for the future of the Strategic Plan. My goal for the next two years is to work with my committee and members of the Education Committee to enhance the educational opportunities and growth opportunities for ADED membership. I plan to continue to be active in working on the updates of ADED core courses with other members and continue on the Speakers Bureau when able. I believe in the mission of this professional organization and find myself inspired everyday by the hurdles those we serve have overcome. My goal is to promote the value of our services, as well as support our organization with the best education opportunities as possible.

Cassy Churchill
M.C. Mobility Systems Representative
Mobility Equipment Dealer

I am Cassy (Bell) Churchill, and I have the pleasure of serving a second term as the Mobility Equipment Dealer Representative for the ADED Board. I am originally a Michigan native and started working in this industry as a Regional Sales Representative for Freedom Motors (FMI) focused on selling rear entry modified vehicles in the North East region. Following a short stint as an Assistant Special Events Director in North Carolina, I was recruited back to Michigan by Viewpoint Mobility. I again took on the role of Regional Sales Manager, but this time in the Midwest region. In this position I was responsible for the sale of wheelchair accessible conversion packages to mobility dealers including M.C. Mobility Systems. In 2004, I was hired as the Store Manager of their Cincinnati location and was responsible for sales, service, marketing and administrative duties. I went from a Bell to a Churchill in 2011 after marrying my husband Nathan and spent two years as a mobility sales consultant for Superior Van and Mobility in Lexington, KY. I developed a great love and appreciation for the driver evaluation field during my time at Superior. We moved back to Cincinnati in July 2013, and I became the Regional Store Manager for the Cincinnati and Dayton locations for M.C. Mobility Systems. In addition to my responsibilities as a store manager, I am also active with the National Mobility Equipment Dealers Association, participating on the Education and Training Committee as well as the Dealer Marketing sub-committee. My husband Nathan and I spend most of our free time running after our soon-to-be 2 year old Skai, our most challenging and rewarding occupation for sure. I also try to fit in time for a jog and any type of outdoor activity I can. I am thrilled to be part of an industry that truly cares for their clients and hope to make a positive impact during my time on the ADED Board.
Cassandra Johnson, CDRS  
*Treasurer*

Hello, I am Cassandra Johnson. In late 2010, I went to work for Strowment Rehab Services, a private practice based in Houston, TX. Chad Strowment went out on a limb and took a chance on me. I’m not an OT, but I am thankful that Chad could see beyond that and felt I might have potential. I have a sincere passion for driver rehab and believe I/ we make an immense and positive impact on the lives of our clients. I thrive on the ever-changing challenges and enjoy the one-on-one connection I make with my clients.

I graduated from New Mexico State University with a BA in Economics. I spent several years in the corporate world and have experience in accounting, business management, as well as medical transcription.

I have been a member of ADED since 2011. I have served on the ADED Scholarship Review Committee and participated as a mentor at the 2016 ADED Conference in Columbus, OH. In 2015, I became a CDRS. You cast your vote of trust in me, and I am now your Treasurer for ADED. I am so eager to participate in strengthening the future of ADED. I will utilize my experience and knowledge to effectively and accurately track and report financial activities to the board and the ADED membership.

---

Erin York, CAPS  
*Manager – Sales Operations and Inside Sales*  
Bruno Independent Living Aids, Inc.

**MAP ORIGAMI TO AUTONOMOUS VEHICLES**

Early in my career at Bruno (as I planned trips to visit dealers, VA hospitals and even an occasional driver evaluator/clinic), I was known as the Jedi master of origami map folding. The front passenger seat of my rental car was littered with accordion style state/provincial maps, which were later replaced by pages I ripped out of public phone books/hotel rooms and finally transitioning to MapQuest printouts in the late 90’s.

Many trees were sacrificed in my trip planning until the introduction of the “Garmin.” The word “recalculating” permeated the air like rapid gunfire until I started using Google Maps on my phone. All is well in world until there is no cell service, and all of a sudden, I am having a, “Where’s Waldo” kind of day. How much data does Google Maps use up? On average…36MB per hour. Unlimited data plans as Martha Stewart would say, “are a good thing.”

This begs the question, how much data is required to operate an autonomous vehicle? Think of the amount of pressure you could get from sucking through a straw verses opening a fire hydrant. Autonomous vehicles could create up to 1GB of data per second. Here is how it breaks down:

- **Cameras** ~20-40 MB per second
- **Radar** ~10-100 KB per second
- **Sonar** ~10-100 KB per second
- **GPS** ~50 KB per second
- **Lidar** ~10-70 MB per second

This adds up to a total of approximately 4,000 GB per day for a single car. Forget about harvesting hemp. This is where the real money will be made. The storage and processing of data and doing it quickly.

The race is on and not only for Mopar fans. Technology giants will need to provide the infrastructure and platform to support upwards of 260 million cars that will be processing 5,800 Exabyte’s of data daily. Companies, such as Delphi, are coming to the marketplace with data solutions. The data collected is mined for critical information that transmits to the cloud more quickly than non-critical.

Companies like Delphi recognize the value of the consumer data, and they are taking that to the bank. Will marketing companies move their Google AdWords campaign budget to companies like Delphi? Insurance companies might have the ability to react quicker to driving habits, usage, accidents and fraud. Will a new version of privacy laws exist for the autonomous car owner?

On the positive side, software updates and fixes can be pushed out to vehicles automatically without a visit to the mechanic. This is a savings of time and money for the consumer. Negative car performance can be gleaned by the auto manufacturers and corrective actions taken prior to the consumers’ blood pressure raising. As a preemptive strike against global warming, the emissions control software could be updated remotely to control pollution. The possibilities are endless...

---

Gina Lewis  
*Business Development | Corporate Member Representative*  
Adapt Solutions | 145 Damase Breton | Saint-Lambert-de-Lauzon, Québec | G0S 2W0

I have now completed three years on the ADED Board of Directors. Time flies when you are having fun! I love this association. I love the big hearted volunteers that go above and beyond for the advancement of our industry! There are so many interesting projects that the board and our committees are working on. They say knowledge is power. On that note, I want to secretly tell you that you want to be at the upcoming conference in Richmond, Virginia. Put it into your calendar. August 12-14th, 2018. If you can make it happen, it will be worth it!

As we move into 2018, we will also be moving into an updated strategic plan. I am looking forward to what is next for ADED and to see what the future holds!

On a sad note, in case you hadn’t heard, we lost someone dear to the ADED family. Ann served as a board member and I worked closely with her when I joined the ADED Board. Words rarely properly express how we feel. She will be missed. RIP Ann Stjohn.

---

Ann Stjohn, Executive Director  
ADED Board of Directors  
December, 2017
INTRODUCING ANOTHER

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Find YOUR Bracket with our interactive bracket list at: qstraint.com/brackets
Autonomous Driving – Part 1

Submitted by Max Diekel & Longxiang Guo
Clemson University

Autonomous vehicles are coming and the ADED community needs to be ready. In preparation, a series of stories will be published in NewsBrake by students from the Automotive Engineering Department at Clemson University International Center of Automotive Research (CU-ICAR) as part of their graduate program. Max Diekel and Longxiang Guo are developing autonomous vehicles as part of their research. Their advisors, Drs. Yunji Jia and Johnell Brooks, have an interdisciplinary team who are studying autonomous vehicle’s passengers – specifically passengers’ comfort and needs. Please stay tuned for future research opportunities to share your thoughts and opinions with their research team. If you have questions about autonomous vehicles that you would like the authors to address in future additions of NewsBrake, please send your questions to Johnell Brooks at jobrook@clemson.edu.

Introduction

Once a fantasy of the future, the era of autonomous vehicles, or self-driving cars, is almost here. Despite autonomous vehicles (AV) being one of the greatest revolutions of the automobile since its inception, the capabilities, challenges and potential future of such vehicles are frequently a bit of a mystery to the general public. Autonomous vehicles are receiving a lot of attention regarding their impact on how they will change our lives in the future. With the potential impact of such a revolutionary technology on society, it is important for the ADED community to understand the various advantages and challenges of both developing and adopting autonomous vehicles. While the advent of the autonomous vehicle boasts a numerous and powerful list of advantages, such as safety and independence, the challenges are also significant in terms of the development and implementation of technologies – what exists today vs. what is still science fiction. Ultimately, these factors contribute to the future of the autonomous vehicles which is predicted to be “rolled out” in a staged process (see Figure 1). Before discussing the impact of autonomous vehicles, it is important to have a clear and uniform definition of what it means for a vehicle to be autonomous.

Autonomous Vehicle Definition/Functionality

Contrary to what is implied when we hear the term “autonomous vehicle”, there actually exists a spectrum of automation (Figure 1). This spectrum of automation is categorized into six general levels of automation by the Society of Automotive Engineers (SAE International) in SAE-J3016. These levels range from no automation (level 0) to fully autonomous (level 5). The term “fully autonomous” refers to an autonomous vehicle which does not require a human to operate the vehicle under any circumstance; it is the fundamental vision of what an autonomous vehicle should ultimately be. A level 0 vehicle, has no autonomous functionality – only in the past few years have we seen anything other than level 0 vehicles on this SAE scale. A level 1 autonomous vehicle has driver-assistance functionality meaning that a specific function of the driving operation (like accelerating or steering) is handled by the vehicle. An example of a level 1 autonomous driving function is adaptive cruise control, a system which controls the speed of the vehicle such that the vehicle by itself will maintain a safe following distance behind a lead vehicle. This “safe” distance is pre-set by the vehicle’s manufacturer. Level 2 autonomous vehicles allow for the driver to remove their hands from the steering wheel as well as their feet from the pedals. However, this level of automation is only a physical disengagement (not a visual or cognitive disengagement!) from driving the vehicle. In level 2 automation, it is expected that the driver is actively paying attention and monitoring the driving environment and is ready to intervene at any time. The advancement to level 3 autonomous vehicles is significant in that level 3 allows the driver to shift “safety-critical functions” to the vehicle in certain traffic and environmental conditions. A level 3 autonomous vehicle requires that the driver is standing by, ready to intervene throughout the normal driving operation. However, it is not required for the driver to continuously monitor the situation as in level 2 vehicles. Instead, the driver is able to take his or her eyes off the road at times. Level 4 (high automation) is arguably the most significant gap between levels, because level 4 eliminates the need for the driver within the operational design domain (ODD) of the autonomous vehicle. A level 4 autonomous vehicle can perform fully autonomous trips; however, it may not perform in certain driving modes such as extreme environments, including snow-covered roads or dirt roads. Level 4 autonomous vehicles should be suitable for bus services, shuttle services, delivery services, and other applications where the vehicle operates on a known route in ideal conditions. Finally, in level 5 automation, the autonomous vehicle becomes fully autonomous in virtually all driving scenarios, including these extreme environments.

How Autonomous Vehicles Work

The high level functional breakdown of autonomous vehicles can be simplified into two tasks: 1) autonomous vehicles must sense the
surrounding environment, and 2) autonomous vehicles must navigate the surrounding environment. Naturally, a human driver accomplishes much of the sensing of the environment using his or her vision, an incredibly sophisticated task most cognitively intact drivers can accomplish. Analogous to the eyes of human drivers, we can (and do) use cameras in autonomous vehicles to perceive the environment. However, it is extremely complicated for a computer to make sense of visual information to the same level of understanding which humans can. For that reason and to increase the robustness of the system, engineers use an additional variety of sensors to measure a variety of other variables necessary to make up for this deficit. Some of these other sensors, (LIDAR, radar, GPS, ultrasonic sensors, etc.) will be discussed in more detail in a future edition.

After the autonomous vehicle can “make sense” of its surroundings, the next function becomes maneuvering this environment in an appropriate manner. While computers are exceptional at performing simple tasks such as maintaining a precise speed of an autonomous vehicle or steering at a precise angle, they require a lot of scary math and algorithms to perform more complicated tasks such as a lane-changing maneuver. Based upon a step-by-step analysis, it is relatively easy to appreciate that human drivers consider many things when a driver performs a lane change maneuver. For example, a driver may consider his speed, the surrounding traffic, an upcoming traffic light, road conditions, etc. A driver may even “probe” the lane change maneuver by easing into the destination lane and simultaneously interpreting if the surrounding traffic understands his intentions to change lanes. The lane change maneuver is complicated not only in terms of the decision of to change or not to change lanes but also “how” one changes lanes. For example, how quickly should a driver switch from one lane to another? The most common approach for an autonomous vehicle to complete this navigation task is to develop mathematical equations and algorithms to mimic a human driver’s actions. After an autonomous vehicle can both perceive and maneuver the environment, then the autonomous vehicle has essentially fulfilled its primary functions.

Motivation

Once autonomous vehicles become commonplace, they are expected to be the vast majority of the traffic on the road. In this case autonomous vehicles may bring many benefits to individuals as well as the whole society.

The first and the most important advantage of autonomous vehicles will be the lives saved from reductions in crashes. There are 30,000 to 40,000 people killed in traffic crashes every year in the US alone, and over 90% of the crashes are caused by human error2. Human drivers are not perfect all the time; they can get distracted by a variety of incidents inside the vehicle or on the road, or get drowsy after an extended period of driving. Even when human drivers are focusing on the road, they can still make mistakes due to limitations with their vision or response delays to stimuli. With the help of multiple types of sensors, autonomous vehicles will not have such limitations. They perceive the full environment of 360 degrees with no blind spots. Since autonomous vehicles are expected to have communication with other autonomous vehicles and intelligent, nearby infrastructure in level 5 automation, these vehicles will be able to share perception information and learn the road condition before their own sensors can reach that area. For example, autonomous vehicles can get prepared for a child playing behind a sharp corner to avoid hitting him/her. Moreover, autonomous vehicles can’t get distracted or tired as long as the power is on. They keep their concentration (Continued on next page)
on the driving task. It is estimated that the reduction in crashes can save $488 billion dollars every year from the reduction of legal fees, fatalities and infrastructure losses from crashes3.

A second advantage of autonomous vehicles is that they may bring increased convenience to those who are unable to drive. Autonomous vehicles, together with other smart infrastructure and home devices, may maximize people’s travel freedom. It is anticipated that autonomous vehicle users will be able to request or “call” an autonomous vehicle, either owned by themselves or from a shared service provider, to pick them up at any time and drop them off at any place.

The third major advantage is that occupants of autonomous vehicles can be freed from the driving task and can do whatever they desire during their trip. A driver in the US spends an average of 293 hours behind the steering wheel annually4. With autonomous vehicles, it is anticipated that occupants will be able to sleep, eat, play video games, watch a movie or look out the window either alone or with other occupants. If occupants spend part of the time working while commuting, a production gain of $507 billion can be expected5.

The fourth advantage of autonomous vehicles is that they may enable more efficient traffic management. Today’s traffic flow is controlled by various types of intersections, traffic lights, roundabouts, etc. When humans are driving, we need to find the right timing for making a turn, changing a lane or crossing an intersection frequently because we don’t know about other driver’s intentions while driving. When the traffic is heavy, the situation can get even worse. An inopportune driving behavior can cause a severe traffic jam or a crash. Since autonomous vehicles will communicate with each other and the infrastructure nearby, they can coordinate in a way that human drivers can’t. Autonomous vehicles will also be connected to a large network, which will coordinate the vehicles on a higher level to plan the path for each vehicle. With this combined level of coordination, autonomous vehicles are predicted to reduce or even eliminate the traffic jams and, perhaps someday, traffic lights as well. Much higher traffic efficiency is anticipated. In turn, occupants are expected to spend less time on commuting. The coordination between vehicles is also expected to reduce the application of the brake and throttle, resulting in increased riding comfort and better fuel efficiency. From a broad societal perspective, autonomous vehicles may bring $138 billion of productivity gain and $11 billion of fuel savings from congestion avoidance, as well $158 billion of fuel savings from better vehicle motion control3.

References
The board met in Richmond, Virginia, site of the 2018 conference in December for the annual orientation, transition and planning meeting. Work completed during this meeting included approval of the 2018 Budget, updating several policies & procedures, review of work to date and executive director annual review. Due to the immense amount of progress under the current strategic plan, the board has taken steps to update the plan to include new objectives and strategies, guiding the organization into 2020. The board has a clear vision for the future of the association and has set a series of objectives to ensure success and growth. The finalized plan will be published in the Spring issue of the News Brake. Two new board members, Marc Samuels, 2018 President Elect, and Cassandra Johnson, 2018-2019 Treasurer, completed a full day of board orientation with Dan Allison, 2018 Past President, Jenny Nordine, 2018 President, and Liz Green, Executive Director.
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Jill Sclease, CTRS, CDRS
Driving to Independence
What were your first impressions of ADED? My first impression of ADED was WOW! At first, I was a little nervous because I was new and did not feel like I knew enough, but was made to feel very welcome and met so many new people who have assisted me throughout my career as a CDRS.

How long and/or in what capacity have you been a volunteer for ADED? I have been a volunteer with ADED since 2012-2013. I started by assisting the Education Committee with updating some of the 2-day courses. I wasn’t on the committee, but I would listen in on the calls and make the changes to the power point presentations.

Tell us about a project you’ve been working on with ADED (include time spent): I am now on the Education Committee and have assisted in revamping most of the 2-day courses. I have presented the Traffic Safety Course. I have also assisted the Education committee with the MedBridge project. In 2013-2014, I joined the Scholarship Committee and stepped in as Chairman in 2015 to present.

What other organizations have you volunteered for? I have volunteered for many organizations. As a teenager, I was involved in Job’s Daughter where we did fund raisers to raise money for various organizations such as Shriner’s Hospital, Hearing Impaired Kids Endowment Fund, and many others. I was also involved with the Arizona Spinal Cord Injury Association and assisted with the Mentor program and community events. I am Past President of the Arizona State Therapeutic Recreation Association. I have volunteered for 20 years for Day on the Lake, which is an event held 6 days a year for people with a disability to participate in adapted water skiing, jet skiing, boating, fishing, kayaking, tubing, wake boarding, and wave surfing. I have held many positions at this event, which include Dock Master. I provide direction to the participants and keep track of who is where and where they need to go next; Jet Ski driver/support – I assist in the transfer of client’s onto/off the jet ski and provide rides;and Water starter – I assist with getting the client into/out of the water, into/out of the ski and provide the stabilization needed during take-off behind the boat. Other positions include water intake, registration, sandwich maker, clean-up crew, etc. I also volunteer for We’re moving Forward – Brain Injury survivor and caregiver support group. I provide support where needed at their various events throughout the year.

Other than work and family, what other group/people know you best? I have a great group of friends from college and the crew I have volunteered with at Day on the Lake for the past 20 years.

What is the funniest thing you heard or saw at an ADED conference? I would be in too much trouble if I shared!!!! What happens at ADED stays at ADED, right?

What is your favorite holiday tradition? Picking a Christmas Angel from the tree and shopping for gifts with my daughter. Also, on Christmas Eve we load up into the truck with hot chocolate and drive around and look at Christmas Lights.

Tell us about the best vacation you ever had, why, and where did you go? I have been blessed to have traveled as much as I have, but I would have to say one of my best vacations was last year when my daughter and I flew to Amsterdam, Holland and met up with my nephew and his girlfriend and we traveled to Paris, France for a day then to Madrid, Spain for a day then to Rota, Spain for three days to see my eldest bonus son who is stationed in Rota (he is in the United States Navy). While in Rota, we went to Cadiz and Sevilla. We then returned to Perme-rend, Holland for a day before flying home to Arizona. It was a fast trip, but we saw so many things, crossed a lot of things off my bucket list but, most of all, made some AMAZING MEMORIES!!!!

Who is your hero? My Mom!

What is pet peeve that you have about other drivers? When on the freeway and slow cars drive in the left lane and block traffic.

Describe something that happened and for which you have no explanation: Many years ago my Dad, Mom, and I were using my grandfather’s car, and his interior light had not worked for years. We were driving to my great uncle’s funeral and would return to St. Paul that afternoon to prepare for my grandfather’s funeral the next day. I was going to give my grandfather’s eulogy, and we had been talking about his life and I was writing things down on our drive. We stopped for food and when we got out of the car – all the interior lights turned on. We all noticed and were surprised they worked. When we returned to the car to continue our trip, the lights again stopped working and never worked again while my grandmother owned it.

COMMITTEE UPDATE
Certification Subcommittee
Sandra Wataoka, Certification Committee Co-Chair
A huge thank you to the Certification Committee members, Ann Clark, Don Sampson, Stephanie Scharf, Kate Lopez, Rosamond Gianutso, Linda Storz, and Sue Miller, for their tireless efforts and endless hours that they have contributed to ADED and the membership in order to advance our specialization profession. The co-chairs, Natalie Goldman and Sandra Wataoka, are grateful to have dedicated members volunteering their time to promote driver rehabilitation. At the end of 2017, Stephanie Scharf and Rosamond Gianutso transition off of the committee after years of service. We appreciate all the knowledge and insight they have contributed to shaping our committee. We wish the entire driver rehab community a very Merry Christmas season and Happy New Year 2018.
Alyssa Merilees, erg./OT, CDRS
Centre de readaptation Constance
Lethbridge Rehabilitation Centre

What were your first impressions of ADED?
An energetic bunch of like-minded and highly motivated individuals!

How long and/or in what capacity have you been a volunteer for ADED?
I joined the Professional Development Committee a few years ago and have been the chairperson since March 2016. We are currently working on a sub-project of the Digital Badging/Micro-credentialing initiative. I am also a member of 2 ad-hoc committees: the Toolkit Committee and the Certification Pathways Committee.

What other organizations have you volunteered for?
I've volunteered for Ten Thousand Villages, a non-profit social enterprise which provides opportunities for artisans in developing countries to earn income by bringing their products and stories to the North American market through long-term, fair trading relationships.

Other than work and family, what other group/people know you best?
Probably my volleyball teams…although, they know a more competitive version of myself

What is a fond memory of an ADED conference?
So many fond memories of good times! What sticks out most is probably my first conference in Dallas, Texas in 2007. I was nervous about writing my CDRS exam that year, and everyone was so encouraging!

What do you do for fun?
I love being outside! Hiking, cycling, skiing, snowshoeing, beach volleyball (yes, even up in Canada, and traveling).

Tell us about the best vacation you ever had, why, and where did you go?
I love to travel! Impossible to pick just one trip…I once spent 6 months in South America (visiting Ecuador, Peru, Bolivia, Chile, and Argentina). It was an incredible experience to really have the time to immerse myself in the culture. I also really loved visiting Vietnam and Indonesia. Such beautiful places and beautiful people. It was eye-opening for me to experience being a visible minority for the first time in my life. Turkey is another favorite place and Italy! I could go again and again! Such a rich history. Favorite cities include Florence, Geneva, Budapest, Istanbul, Buenos Aires, San Francisco….I could go on and on…

Favorite quote:
“Although the world is full of suffering, it is full also of the overcoming of it.”

HELEN KELLER

What is pet peeve that you have about other drivers?
I hate when drivers block intersections. As in, there’s heavy traffic, your light is yellow, there is clearly no room to go through, however you advance anyway…the only result being you block the path of perpendicular traffic. Grrr…

Rock, paper or scissors?
Why? I’ve had most success with paper…a lot of people seem to choose rock.

Would you rather have a baby elephant or piglet? Why?
I instinctually say elephant. I can offer no explanation.

In Loving Memory

Augusta Ann St. John, OTR-CDRS
unexpectedly passed away on December 9, 2017. She had been battling a rare form of skin cancer for the last 3 years with radiation and chemotherapy. In September of 2017, she underwent a stem cell transplant to rid herself of this cancer with her brother’s stem cells. She passed away from the complications related to her body’s rejection response.

Ann was born in Louisiana in 1958 and graduated from high school in Beaumont, Texas. She graduated with a BS in OT from the University of Texas-Medical Branch in Galveston. She took her first OT job at TIRR in Houston and eventually became the director of OT services prior to the implementation of managed care. She worked briefly in the mobility sales industry and then joined Chad Strowmatt as a driver evaluator and trainer in the mid 1990s. Within a few years, she earned her CDRS and worked in the private practice arena for 21 years. She was an active member of ADED who served on a number of committees as well as the ADED secretary for 2 terms. Ann was an advocate for her clients with special needs as well as a great representative of the OT profession to both students and other professionals. She was loved by many and will be sorely missed by all who knew her. At her memorial service, a number of her fellow co-workers who had not worked with her for over 20 years paid their respects. This was a testament to the gentle impact and straight forward approach she had with her colleagues. RIP Annie
When the Recommendation is Driving Cessation

Submitted by Laura L. Noblit, OTR, CDRS Senior Driving & Mobility Svcs., LLC

Our nation is in the midst of a ‘silver tsunami.’ Advances in medicine are increasing longevity, and Baby Boomers, people born during the population spike after World War II, are aging. More than 45 million licensed drivers in the United States are 65 years of age and older. Many of us in driving rehabilitation have noticed a significant increase in the number of older drivers needing our services.

Older drivers face unique challenges because driving is a complex task that requires physical, behavioral, cognitive and sensory perceptual abilities. Because of declines in physical and cognitive function, driving can become difficult and/or dangerous. Many medical conditions common to seniors can limit their ability to drive, including chronic pain, vision deficits, diabetic neuropathy, arthritis, dementia and stroke.

For older drivers, driving represents a lifeline that keeps them connected to productive living in their communities. Car ownership and driving provide an older driver control over their ability to access goods and services and to stay connected with family and friends. Evidence shows that driving cessation can be difficult for many individuals as well as their families and caregivers. One study in JAGS (64:332-341,2016) entitled ‘Driving Cessation and Health Outcomes in Older Adults’ found that driving cessation in older adults appears to contribute to a variety of health problems, particularly depression. Other health outcomes of driving cessation can include a decline in cognitive abilities, diminished physical and social functioning, greater risks of mortality and the need to move from their homes to a more supportive environment.

Knowing the potential for these adverse effects, driving rehabilitation specialists must assume the responsibility of attempting to mitigate negative outcomes following the recommendation to stop driving.

Delivering the Recommendation to Retire from Driving

One of the most difficult decisions that we make as driving rehabilitation specialists is to recommend that our clients no longer drive. In my practice, 98% of my clients are 65 years of age and older. An overwhelming majority of my clients have dementia. In my model of practice, I go to my clients to perform the comprehensive driving evaluation.

When driving cessation is the recommendation, there are many factors to consider. It is imperative that enough time is allowed to review the results, provide support and discuss options and resources.

Prior to every driving evaluation, a driving rehabilitation specialist should be prepared to offer resources and recommendations if the outcome for their client is to stop driving or if the recommendation is to have periodic follow-ups. A driving rehabilitation specialist should be well versed on local, state and national resources that might be beneficial to their clients and their families.

Families, friends and caregivers are crucial when discussing driving retirement. They need to be present to hear first-hand the recommendations. If the recommendation is to retire, the client may be angry and not wish to have further conversation. In this case, the resources can be shared with the support person. Family and friends can offer the kind of personal support that can only come from someone close to the client.

It is important to be aware that every family is unique and there are occasions when family dynamics are not healthy or possibly even abusive. The abuse can come from the support person or the client themselves.

I, personally, have had two cases this year where my male clients were diagnosed with Lewy Body Dementia. Both spouses had been physically attacked by their husbands. One wife carried pepper spray and a cell phone in her pocket. In both cases, I had an additional support person present and in one case, had a family member remove all of the firearms from the home prior to my arrival. In both of these cases, driving cessation was recommended. It is important to report abuse to the proper authorities. It is important for the ordering physician to be aware of any extreme behavior issues. In both cases, I left the spouses information provided by our local Alzheimer’s Association which included an emergency hotline number and information on temporary in-patient stays for clients with dementia and behavior issues.

When delivering the evaluation results, summary and recommendations, it is vital that a driving rehabilitation specialist discuss the results of the pre-driving portion of the evaluation. The objective data gathered from many of the tests can be predictive of issues discovered during the on-road performance. For example, if the pre-driving tests indicated a possible issue with attention and focus, and during the on-road portion of the test your client ran a stop sign, then you can demonstrate a correlation between test performance and actual driving performance.

If the final recommendation is to stop driving, it is important to answer questions, provide support and offer resources. For the dementia clients that I have followed on a regular basis, I have made every attempt to prepare my clients and their support person(s) for the reality of driving cessation. From the initial evaluation, educational materials have been provided so that clients and families can prepare for the day that the client is no longer drives. I always provide a copy of The Hartford’s book, At the Crossroads - Family Conversations About Alzheimer’s Disease, Dementia and Driving. It is important to provide local resources on alternative mobility options.

It is crucial to reinforce your recommendation(s) for safety and liability sake immediately after the driving evaluation. I always leave a form outlining my recommendations regarding driving cessation. This is followed by a complete typewritten report. Families have shared that they find the initial form helpful when the client may not remember that they were found unsafe to continue driving.

It is important to explain what to expect if you plan to turn their evaluation results into your state’s licensing authority to start the license revocation process.

How to Handle Clients That Lack Insight

Many of these clients have dementia and will never agree with your recommendations. It is vital to stay calm, but firm. While it can be frustrating, it is never appropriate to argue with or show anger toward your client. If after attempting to explain your reasoning for recommending driving retirement multiple times, it may be appropriate to just state “we are just going to have to agree to disagree”.

In some instances, it is helpful to discuss public safety and the risk that they might pose to others on the roadway. Liability has become a big issue and while we are not legal counsel, we can address this issue in general.

When clients complain that they cannot afford alternative mobility, you can discuss the costs connected with owning and maintaining a vehicle. The costs connected with maintenance, licensing, registration fees, gasoline and insurance can go a long way toward helping with the costs of alternative transportation.

Supporting Family, Friends and Caregivers

As mentioned previously, driving cessation not only impacts the client, but also their support network. I carry an expandable folder in my car of all kinds of resources that can assist with the transition from driver to passenger. Since I travel to other counties in my state, I make sure that I am aware of and have their local resources in printed form.

Driving cessation is an emotionally charged issue that can drastically alter a person’s life. As driving rehabilitation specialists, we are uniquely qualified to handle this issue with empathy and grace and maximize their ability to move forward with safety and dignity and as much independence as possible.
ADED Education Update

by: Lynn Rocap, CAE
ADED Education Services Manager

ADED is pleased to announce that we have a new Learning Management System (LMS). Making things easy for our members, you will be able to log on using the same username/password used to log into www.aded.net.

Our LMS is designed to offer driver rehabilitation education that gives you an opportunity to brush up on knowledge you may not have used recently, to gain technical background in a specialty area, or to learn new skills. Sessions will also be offered focusing on adaptive driving equipment and driver rehabilitation techniques.

Four reasons how ADED’s eLearning can help you:

1. Investing in ADED’s online educational opportunities will give you up-to-date knowledge and skills to provide the best possible client care;
2. Continuing education can also assist you in the continual acquisition of knowledge, the expansion of interpersonal skills, and the improvement of problem solving approaches to professional practice;
3. Keeping current in driver rehabilitation knowledge and learning new information is beneficial to you, your employers and clients;
4. Ongoing education and experience reduces your exposure to risk and better prepares you to make informed decisions related to client care.

Our previous LMS will be disconnected on March 1, so please be sure you have completed any courses you have registered for and printed out any course completion certificates by that date.

We are working to build the library of education available. If you have a topic or course that you’d like to present as a webinar, please email Lynn Rocap, ADED’s Education Services Manager at Lynn@driver-ed.org.

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2018 Trade Show Activities - Visit the ADED booth at these events

ADED is spreading the message about driver rehabilitation and the great work our members do to future providers, industry leaders and influencers. Here is the line up of events we plan to attend in 2018; schedule is subject to change. We are always looking for volunteers to help man the ADED booth. If interested, e-mail marketing@driver-ed.org with the event and dates that you would like to volunteer.

**February 23-24**
SE-ADTSEA
Myrtle Beach SC

**March 2-4**
Pacific Northwest
Driver Traffic Safety Conference
Portland OR

**March 6-8**
National Mobility Equipment Dealer Association Conference (NMEDA)
Daytona Beach FL

**April 19-21**
American Occupational Therapy Association Conference (AOTA)
Salt Lake City UT

**June 20-23**
Canadian Association of Occupational Therapists Conference (CAOT)
Vancouver BC

**June 21-23**
Case Management Society of America Conference (CMSA)
Chicago IL

**July 11-15**
Rehabilitation Engineering and Assistive Technology Society of North America Conference (RESNA)
Alexandria VA

**July 22-25**
The American Driver and Traffic Safety Education Association (ADTSEA)
Rosemont IL

**August 10-14**
ADED Annual Conference & Exhibits
Richmond VA

**November 7-10**
Driving School Association of Americas (DSAA)
Baltimore MD

Scholarships for courses are available!
Please visit www.aded.net for complete course and scholarship information.

2018 Trade Show Activities - Visit the ADED booth at these events

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Introduction to Driver Rehabilitation
This 2-day course is designed for the new driving evaluator. The skills and knowledge needed to establish an adaptive driving program or become a new staff member for an established program will be discussed and shared. The course will also cover the following topics: development of a clinical and on road evaluation, basic training techniques, introduction to adaptive equipment, best practices in documentation and interactions with equipment vendors.

Course Dates & Locations:
March 6-7, 2018 • Daytona Beach, FL in conjunction with the NMEDA Annual Conference
August 10-11, 2018 • Richmond, VA in conjunction with the ADED Annual Conference

Application of Adaptive Vehicle Modifications
This 2-day course is ideal for those desiring knowledge of adaptive driving equipment as well as the process for prescribing and delivering such equipment to individuals with disabilities. Topics will cover adaptive driving equipment assessment, low tech equipment options, high tech driving systems, writing prescriptions and vehicle/equipment fitting. The course also covers collaboration with local mobility equipment dealers and drivers for best-fit options.

Course Date & Location:
August 10-11, 2018 • Richmond, VA in conjunction with the ADED Annual Conference

The Impact of Disabilities, Vision & Aging and their Relationship to Driving
This 2-day course provides a broad overview of the driver rehabilitation process. The course is designed for healthcare providers starting or advancing a driver rehabilitation program as well as those referring individuals to a program. Traffic safety/driver education professionals will benefit from the information that they can apply to their practice. Topics include: acquired, congenital, developmental and progressive disabilities; age-related and visual impairments that affect driving; the driver assessment process; adaptive driving equipment and vehicle modifications and driver licensing issues.

Course Dates & Locations:
Spring & Fall offerings to be announced

Scholarships for courses are available!

Please visit www.aded.net for complete course and scholarship information
## NMEDA ANNUAL CONFERENCE & EXPO

**MARCH 6-8, 2018**
**DAYTONA BEACH, FL**

### OPENING GENERAL SESSION KEYNOTE SPEAKER

**Kris “Tanto” Paronto**  
Former Ranger, 2nd Battalion, 75th Regiment  
**13 Hours in Benghazi**  
The Inside Story of What Really Happened  
[www.NMEDAAnnualConference.com](http://www.NMEDAAnnualConference.com)

### SCHEDULE OF EVENTS

**MARCH 6**
- **8:00am-10:30am** Vehicle Move-in
- **8:30am-5:30pm** CDRS & Technician Learning Tracks
- **12:00pm-5:00pm** Exhibitor Setup
- **6:00pm-7:30pm** Opening General Session
- **7:30pm-9:00pm** Expo Grand Opening

**MARCH 7**
- **7:30am-8:30am** Breakfast
- **8:30am-10:30am** All Learning Tracks
- **10:30am-2:30pm** Expo
- **12:00pm-1:00pm** Lunch in Expo
- **2:30pm-5:30pm** All Learning Tracks
- **3:00pm-4:00pm** Manufacturer's Forum
- **Open Evening**

**MARCH 8**
- **9:00am-11:30am** Expo
- **9:00am-10:00am** Breakfast in Expo
- **11:30am-12:30pm** Dealer’s Open Forum
- **12:30pm-2:00pm** Closing General Session
- **5:30pm-6:30pm** Cocktail Reception
- **5:30pm-6:30pm** Auction Fundraiser
- **6:30pm-8:30pm** Awards Banquet

### REACTION TIMER

**Model RT-2S**
- Totally Silent
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- Current Norms

**ATP Medical, LLC**  
800.548.4550 | 804.747.8574  
info@atpwork.com  
[www.atpwork.com](http://www.atpwork.com)
The Certification Pathway Ad-Hoc committee has been diligently working together these past 18 months and has determined their recommendation for ADED to introduce a digital badging system into its credentialing/continuing education program. Digital badges are a form of micro-credentialing that recognize professionals for demonstrating skills and competencies in specific content areas. For our purposes, a digital badge is a visual representation of a credential that can be displayed and verified online and are earned based on successful completion of select ADED Continuing Education courses. Think scouting badges of the 21st century…

A digital signature would incorporate the image of any badges that have been acquired by a member. These images could be “clicked on” to provide the reader with the meaning of the badge.

Although the CDRS certification will remain the nucleus of the program and will still be considered ADED’s Gold Standard, this new badging system will enable our association to recognize specific skills and expertise both prior to and following the acquisition of the CDRS designation.

The committee submitted a detailed outline of the project to the Board of Directors at Transition Meeting in December, and although the resources that are anticipated are substantial (both in man-hours and in money), the proposal was met with enthusiasm and full support. We are therefore “full steam ahead” and aim to launch the program in spring 2019.

The enormous scope of this program requires a little more manpower than our humble committee can provide on its own. We have therefore recruited the Professional Development Committee (with its fearless leader Alyssa Merlees) and another Ad-Hoc under the Education committee (headed by the forces of Nathalie Drouin and Leah Belle) to join the mission. Lynn Mortilla-Rocap, CAE (ADED’s Education Services Manager) will remain involved at the operational level to keep us grounded and ensure that all our brilliant ideas are actually feasible.

Keep your eyes and ears open for further details regarding the upcoming changes in our credentialing pathways. And of course, there will be much more information divulged at conference 2018! Meanwhile, if you complete any ADED-approved educational seminars in the near future, please make sure to keep those certificates and proof of attendance… the CEU hours may help you towards your first ADED badge!

Any burning questions? Please do not hesitate to contact either Jenny or Dana for more information…but beware! You may find yourself being recruited to help us move this project forward!

Submitted by Dana Benoit on behalf of the Certification Pathway Ad-Hoc Committee

(Co-chairs: Jenny Nordine & Dana Benoit, Members: Chad Strowmatt, Roger Kelsch, Kathy Woods, Phil Lauerman, Susanne Adamson)
Mentor Program Expands in Response to Requests

Submitted by Mary Beth Meyer
Board Member at Large

If you spend 1:1 time mentoring a member new to the field of driver rehabilitation, you may qualify to apply for ADED continuing education credits for the time spent mentoring. The time can include face to face meeting, phone calls, emails or teleconference. If both parties keep track of hours and sign the mentor hour verification form, the mentor can apply for ADED continuing education credits towards his/her CDRS renewal.

This expanded program is in response to requests from individuals who had attended the Introduction to Driver Rehabilitation course and were looking for a mentor. We hope to have a resource list of members willing to meet the need. The success of the mentor program held during ADED annual conference gave momentum to expand to a program that can run throughout the year.

A member benefit, the Mentor Program is not designed to require an intense, long term relationship, but rather to offer a resource while the newer member becomes familiar with ADED as an organization. Mentees shall be active ADED members who have participated in an ADED 2-day course, ADED Annual Conference or both. Mentors shall be active members with a valid CDRS credential.

Mentors can offer experience and advice on the topics of interest specific to the new member. The mentor does not need to be an expert in the field, but instead be willing to assist a new member by answering questions and guiding their decisions.

Topics may include:
- Provide guidance and advice regarding client or program specific questions
- Discuss goal setting
- Share knowledge and experiences
- Offer encouragement
- Advise on professional development opportunities
- Identity other resources in the field or available on the ADED website
- Advise on networking and networking opportunities
- Review case studies or documentation
- Help the mentee establish contact with a Mobility Equipment Dealer in their geographical area

The frequency and duration of time spent in the mentorship is solely at the discretion of the mentor and mentee. Mentors are encouraged to establish and verbalize their goals with their assigned mentor. Mentors should establish guidelines and provide availability for communications, including preferred method (e-mail, phone calls, and in-person meetings). The mentorship may be disbanded at any time by either the mentor, mentee or by agreement. Both are asked to complete the mentor agreement form and obtain necessary signatures for verification of time spent in the mentorship.

There is a formal application on the website that both the applicant and mentor must complete. Individuals who may be interested in being a mentor when the need arises are asked to complete the application for filing in the ADED office. If a request comes in, the mentor will have the opportunity to accept or decline. Requests will be paired by Board Member at Large. Every effort will be made to pair a mentee with a mentor that will be a good match.

If you enjoy helping others succeed, please consider volunteering to mentor someone during the year.

See Policy 302 listed under in the member services tab on the ADED website for further details.

2017 NETSEA/ADDED Northeast Conference
2018 MEMBERSHIP APPLICATION  
Membership period runs January 1 – December 31, 2018  

Please provide contact information as you want it to appear on the website directory:

<table>
<thead>
<tr>
<th>Name:</th>
<th>Credentials:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Company:</td>
<td>Telephone Number:</td>
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<tr>
<td>Mailing Address:</td>
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<td>Fax Number</td>
<td>E-Mail Address:</td>
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<td>Website Address:</td>
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</table>

☐ Directory Opt out: please DO NOT post my information on the www.aded.net membership directory
☐ Mailing Address change: I would like my ADED mail to go to this address;

<table>
<thead>
<tr>
<th>Please indicate your membership level below:</th>
<th>Membership Dues:</th>
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<tr>
<td>Individual Member</td>
<td>Individual</td>
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<tr>
<td>Individual members shall include all persons involved in provision, implementation, or administration directly related to the provision of driver rehabilitation.</td>
<td>Rate=$145</td>
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<tr>
<td>☐ Individual RENEWING Member: Rate=$145</td>
<td>Rate=$155</td>
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<tr>
<td>☐ Individual NEW Member: Rate=$155</td>
<td>$______</td>
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<tr>
<td>Facility Member</td>
<td>Facility*</td>
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<tr>
<td>A facility member shall be an individual member employed by a business or agency involved in provision, implementation, or administration directly related to the provision of driver rehabilitation.</td>
<td>Rate=$290</td>
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<tr>
<td>☐ New membership ☐ Renewing membership</td>
<td>Rate=$580</td>
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<tr>
<td>☐ Facility Member-LEVEL 1* (1-3 Individuals): Rate=$290</td>
<td>Rate=$1015</td>
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<tr>
<td>☐ Facility Member-LEVEL 2* (4-6 Individuals): Rate=$580</td>
<td>$______</td>
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<tr>
<td>☐ Facility Member-LEVEL 3* (7-10 Individuals): Rate=$1015</td>
<td>*PLEASE COMPLETE MEMBERSHIP INFORMATION SHEET ATTACHED</td>
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<tr>
<td>Mobility Equipment Dealer</td>
<td>Mob. Equip. Dealer</td>
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<tr>
<td>Mobility equipment dealer members shall include businesses involved in providing installation, services, and/or retail sale of equipment, vehicles, or rental vehicles for individuals with disabilities.</td>
<td>Rate=$200</td>
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<tr>
<td>☐ New membership ☐ Renewing membership</td>
<td>Rate=$550</td>
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<tr>
<td>Corporate Member</td>
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<tr>
<td>Corporate members shall include businesses solely involved in manufacturing and distributing products used by driver rehabilitation specialists or individuals with disabilities.</td>
<td>Rate=$550</td>
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<tr>
<td>☐ New membership ☐ Renewing membership</td>
<td>Rate=$125</td>
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<tr>
<td>Associate Member</td>
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<td>Associate members include students, educators, researchers or other stakeholders with an interest in the mission of the Association who are interested in gaining more knowledge about the field but do not provide driver rehabilitation services. Associate members shall not have voting rights, nor are they eligible to serve as an officer.</td>
<td>Rate=$125</td>
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PLEASE RETURN THIS APPLICATION WITH PAYMENT IN US CURRENCY FOR PROPER PROCESSING.  
REMIT TO: 200 First Ave NW Suite 505 Hickory N.C. 28601. Fax 828-855-1672

For credit card payments: complete the following information and fax to 828-855-1672 or mail to address above.

☐ VISA Account #:__________________________________________
☐ AMERICAN EXPRESS Expiration Date: month:__________/year:__________
☐ MASTERCARD CVV#__________
☐ DISCOVER Card Holder’s Name:__________________________________________

Zip Code of Billing Address:__________________________________________

Card Holder’s Signature:__________________________________________

NewsBrake Winter 2018
## Executive Committee-Reports to Board President

### Education Subcommittee

<table>
<thead>
<tr>
<th>Year</th>
<th>Chair (Term Ends)</th>
<th>Co-Chair (Term Ends)</th>
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<tbody>
<tr>
<td>2018</td>
<td>Nathalie Drouin</td>
<td>Natalie Goldman</td>
<td>Sandra Wataoka</td>
<td>Nata...</td>
<td>Nata...</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:NDROUIN@GHS.ORG">NDROUIN@GHS.ORG</a></td>
<td><a href="mailto:NATALIE.GOLDMAN@MERCY.NET">NATALIE.GOLDMAN@MERCY.NET</a></td>
<td><a href="mailto:SANDRAWATAOKA@GMAIL.COM">SANDRAWATAOKA@GMAIL.COM</a></td>
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<tr>
<td>Team</td>
<td>Jill S Close, Ashlee Ricotta, Tamealea Stone, Jon Geiger, Stephanie Schaff</td>
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### Certification Subcommittee

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### Quality Committee-Reports to Board President ELECT

### Leadership Development Subcommittee

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<tr>
<td>2018</td>
<td>Amy Lane</td>
<td>Alyssa Merilees</td>
<td>Nathalie Drouin</td>
<td>Nata...</td>
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</tr>
<tr>
<td></td>
<td><a href="mailto:LANEAK@UPMC.EDU">LANEAK@UPMC.EDU</a></td>
<td><a href="mailto:ALYSSA.MERILEES.CLETHB@SSS.GOUV.QC.CA">ALYSSA.MERILEES.CLETHB@SSS.GOUV.QC.CA</a></td>
<td><a href="mailto:NDROUIN@GHS.ORG">NDROUIN@GHS.ORG</a></td>
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<tr>
<td>Team</td>
<td>Lori Benner, Mary Frances Gross, Chad Strowmatt, Lea Bertoni</td>
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### Professional Development Subcommittee

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<td>Alyssa Merilees</td>
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<td><a href="mailto:ALYSSA.MERILEES.CLETHB@SSS.GOUV.QC.CA">ALYSSA.MERILEES.CLETHB@SSS.GOUV.QC.CA</a></td>
<td><a href="mailto:NDROUIN@GHS.ORG">NDROUIN@GHS.ORG</a></td>
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### Research Subcommittee

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<td>Beth Rolland</td>
<td></td>
<td>Johnell Brooks</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td><a href="mailto:BETH.ROLLAND7@GMAIL.COM">BETH.ROLLAND7@GMAIL.COM</a></td>
<td></td>
<td>MARY SHOTWELL</td>
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### Finance Committee-Reports to Board Treasurer

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<tr>
<td>2018</td>
<td>Cassandra Johnson</td>
<td>Liz Green</td>
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<tr>
<td></td>
<td><a href="mailto:cdaltonjohnson@hotmail.com">cdaltonjohnson@hotmail.com</a></td>
<td></td>
<td>BRYAN GARRISON</td>
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### Scholarship Subcommittee

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<tr>
<td>2018</td>
<td>Jill S Close</td>
<td>Nathalie Drouin</td>
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<tr>
<td></td>
<td><a href="mailto:JILL@DRIVINGTOINDEPENDENCE.COM">JILL@DRIVINGTOINDEPENDENCE.COM</a></td>
<td></td>
<td>Dana Moore-Wills, Kelly Wood, Alisa Gound</td>
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### Marketing Committee-Reports to Board Past President

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<td>Liz Green</td>
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<tr>
<td></td>
<td><a href="mailto:ELIZABETH.GREEN@DRIVER-ED.ORG">ELIZABETH.GREEN@DRIVER-ED.ORG</a></td>
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### Publications Subcommittee

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<td>2018</td>
<td>Staci Frazier</td>
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<tr>
<td></td>
<td><a href="mailto:SNPFRAZ@COMCAST.NET">SNPFRAZ@COMCAST.NET</a></td>
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</table>

### Ad Hoc Committees-Reports to Board President

#### DCM Curriculum (SP Goal #1)

| Chair: Jenny Noridine | Team: Susie Touchinsky, Elin Schold-Davis, Anne Dickerson, Terri Cassidy |

#### Government Relations (SP Goal #2)

| Chair: Cassy Churchill | Team: Anne Dickerson, Susie Touchinsky, Brenda Bennett, Liz Green, Pam Winpigler |

#### CDRS Branding (SP Goal #3)

| Chair: Leah Belle | Team: Nathalie Drouin, Lynn Mortilla-Rocap, Beth Gibson, Cassy Churchill, Katy Abney |

#### Certification Pathway (SP Goal #4)

| Co-Chairs: Jenny Nordine, Dana Benoit | Team: Roger Kelsch, Kathy Woods, Chad Strowmatt, Phil Lauerman, Alyssa Merilees, Nathalie Drouin, Susanne Adamson |

#### Program Development (SP Goal #5)

| Chair: Jenny Nordine | Team: Peggy Gannon, Mary Beth Meyer, Alyssa Merilees, |

#### DRS Recruitment (SP Goal #5)

| Chair: Liz Green | Team: Jenny Nordine, Mary Beth Meyer, Beth Gibson |

#### Driver Rehab. Prog. Development Task Force

| Chair: Liz Green | Team: Peggy Gannon, Beth Gibson, Anne Hegberg, Brigitte King, Eric Mansfield |
**VEIGEL**
**DETROIT ELECTRONIC**
**HAND CONTROL**

- Acceleration is 100% electronic
- More knee and leg room
- Low profile design
- Stylish trim cover for better integration into vehicles interior
- Unique button switch activates system – renders OEM pedal non-functional
- Automatically reverts to factory OEM pedal when vehicle is turned off
- Pre-programed accelerator sensor
- Pedal adaptor harness specific to each vehicle
- Military grade accelerator sensor - unaffected by vibration, temperature & moisture
- Tested to SAE J1903 standards

---

**Elizabeth Green**
OTR/L, CDRS, CAE
EXECUTIVE DIRECTOR
Toll free: 866-672-9466
direct line: 828-358-3395
Elizabeth.green@driver-ed.org

---

**Lynn Mortilla-Rocap**
EDUCATION SERVICES MANAGER
Toll free: 866-672-9466
direct line: 828-358-3346
lynn@driver-ed.org

---

**Robert Dant**
OFFICE MANAGER
Toll free: 866-672-9466
direct line: 828-358-3296
robert@driver-ed.org

---

**VEIGEL**
800.488.7688
www.veigel-na.com
2018 ADED BOARD OF DIRECTORS

Jenny Nordine
OTR/L, CDRS
PRESIDENT
480-449-3331
jenny@drivingtoindependence.com

Dan Allison
MS, OTR/L, ATP, CDRS
PAST PRESIDENT
404-350-7763
Dan_Allison@Shepherd.org

Marc Samuels
MS, OT, CDRS
PRESIDENT ELECT
650-771-2797
Marc.samuels@va.gov

Leah Belle
OTR/L, CDI, CDRS
MEMBER AT LARGE
864-455-4959
lbelle@ghs.org

Mary Beth Meyer
OTR, CDRS, CDI
MEMBER AT LARGE
845-264-5137
marybeth@driverrehab.com

Cassandra Johnson
CDRS
TREASURER
817-637-4929
cdaltonjohnson@hotmail.com

Cassy Churchill
M.C. Mobility Systems
MOBILITY EQUIPMENT DEALER
513-469-8220
echurchill@memobilitysystems.com

Beth Gibson
OTR, CDRS
SECRETARY
770-514-9954
bgibson@freedomandmobility.com

Gina Lewis
Adapt-Solutions
CORPORATE
418-889-0419
ginalewis@adaptsolutions.ca
The Carospeed Menox Hand Control is specifically designed to give physically limited drivers the benefit of control and ease when driving a vehicle. Driving becomes an easy and enjoyable experience with Carospeed Menox.

Common reasons for choosing Autoadapt Menox Hand Controls
- Floor mounted push pull with more adjustability.
- "brake latch" enables use of right hand.
- aesthetically designed to match vehicle style.
- not an obstruction when moving in and out of vehicle.
- transferable into future vehicle.
- multi-function option for secondary controls

Steering Devices

Carospeed Menox Hand Controls
www.autoadapt.com
Distributed in the USA and Canada by Driving Systems Inc.

Scott System Driving Controls

Secondary Controls

The CP05 Palm Control steering knob is equipped with 3 rocker switches to provide six switches in total. Each switch is designed and programmed to operate specific secondary controls. The switches provide primary and residual operations. The primary operation is achieved by a smooth touch of the button. The residual operation is achieved by holding the button ON for about one second.

dSi provides the technology necessary for disabled drivers to experience independence.

The Scott Driving System has been developed over the last 40 years and is a complete system which permits the physically challenged to safely perform all driving tasks without assistance, including entering and leaving the vehicle. The system provides for safe extended mobility for the driver who must remain in his or her wheelchair while driving. The system has been successful in a variety of disabilities. Patients with post polio, multiple sclerosis, muscular dystrophy, spinal muscular atrophy and spinal cord injury up to C4/C5 are successfully driving on a daily basis.

- Reliability
- Low Maintenance
- Long Service Life
- OEM Steering Option
The BraunAbility® Pacifica offers unmatched spaciousness, including the market’s widest ramp and most spacious doorway opening. And with an additional ten inches of interior cabin space, you’ll finally know the freedom of obstruction-free maneuverability.

**It’s the vehicle you deserve from the brand you trust.**