TWO ADED 2-day Courses:
The Impact of Disability, Vision, and Aging on Driving Traffic Safety for Driver Rehabilitation

FOUR Full day Pre-Conference Workshops

TWELVE Breakout Sessions

Dedicated Session on Ethics

Product Presentations

Keynote Address & General Sessions

Poster Presentations

Soap Box Sessions

Dynamic Exhibit Hall

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www. aded.net/conference2019
Living in “The Motor City” has its advantages. I recently took a step back in time at a national historic landmark, The Henry Ford Museum and Greenfield Village in Dearborn, Michigan. I rode in the front seat of an original 1921 Ford Model T made on the first assembly line in Detroit, Michigan. It came in standard black, soft top that easily converted into an open top, or as we call it today, a convertible. While riding in the front passenger seat, I noted that the gentleman driving used his right hand on a lever near the steering wheel to control the gas, left hand on a lever to control the throttle, a vertical floor lever to control the transmission, and parking brake that also doubled as an emergency brake. On the floor there were 3 pedals, the clutch, reverse, and the transmission brake (there were no brakes on the wheels). The vehicle had to be started by turning a hand crank on the outside front of the vehicle. There was no speedometer, no rearview mirror, no turn signals, no heater (blankets provided upon request), and no windshield wipers as we found out as it began to rain. As we traveled, I fell into driver rehabilitation specialist mode, at-

(Continued on page 9)
Greetings ADED members! Our 43rd Annual ADED Conference & Exhibits is right around the corner. Are you ready to show your Professional Pride in Lexington, Kentucky? Together, we will be celebrating 43 years of coming together to share, explore, learn and network. ADED is excited to be coming back to host annual conference in the Bluegrass state. Plan your trip so you can explore all that Kentucky has to offer. Check out https://www.visitlex.com/ and turn this conference trip into a grand adventure.

Under the direction of Lynn Mortilla-Rocap, Education Director, our conference team consisting of Robert Dant, Katy Greene, Stacey Stevens, and Jason Strowmatt will be on hand to make sure your experience is phenomenal. In addition to the conference team, we have on-site volunteers and contractors making sure the show runs smoothly.

The conference team has been diligently building a program packed with as many continuing education hours as can possibly be squeezed in. Prepare for long, but purpose-filled days; you will be getting an invaluable return on investment. The team has also added more fun activities to keep you entertained and engaged.

Conference Challenge: I challenge all our conference attendees and exhibitors to meet someone new, learn something new, share something you know, and connect two people who haven’t met. Let me know how successful you are with this challenge!

Keynote address: We couldn’t come back to Kentucky without asking Paul Erway to return and offer our keynote address. Having a spinal cord injury for 39 years has provided insight and understanding to the multifaceted challenges that individuals face when attempting to proceed with life after a tragedy. There is a process to re-navigating a life that will be dramatically different than originally planned. Paul will share his experiences including the highs and lows he has endured in the hope that driver rehabilitation specialists can more fully understand their clients from a personal perspective and develop strategies that can assist in helping to get their clients “rolling” again. Be sure you’re in the room for an engaging and inspiring I Have a Speeding Problem keynote address.

Saturday Night Product Presentations: All registered attendees are invited to join us for Saturday Night Product Presentations. Provided by Gold Level Sponsors who are excited to share innovations in their product lines and help problem solve any special cases you may be currently working on. 3 contact hours are offered for this event.

Soap Box Sessions: These mini-seminars, held in the exhibit hall, are conducted by driver rehabilitation specialists in partnership with exhibit hall vendors. These seminars will offer the attendee a closer look at the practical application of manufacturer products in every day driver rehabilitation service delivery. Up to 2 contact hours offered for this event.

Poster Presentations: These mini-seminars adjacent to the exhibit hall are conducted by driver rehabilitation specialists and researchers presenting their research projects. These presentations will offer the attendees a closer look at current studies and work that can impact future service. 1 contact hour is offered for this event.

Mentor Program: The Mentor Program is offered to all first-time attendees who are paired with CDRS’s to enhance their conference experience. If you are unfamiliar with the program, please refer to the article in this edition. We are encouraging all first-time attendees to participate. When registering for conference, be sure to tick the box requesting a mentor or if you are offering to be a mentor. Contact hours are offered to CDRS’s mentoring new attendees.

Silent Auction: There will be a great selection of items to bid on at this year’s silent auction. Auction proceeds go to the ADED Memorial Scholarship.
Fund which supports education. ADED offers scholarships for course attendance throughout the year, so we need your participation to ensure that funds are available to support this program. Through generous contributions, the silent auction activity continues to be a popular (if slightly raucous) event each year. Please consider donating to the auction and be sure to plan on joining in on the fun!

Scholarships:

• The Spirit of Crescent Industries Scholarship is provided through generous donations from our corporate and mobility equipment dealer members. Through generous donations scholarships are awarded for ADED members attending 2019 conference. The conference program book will highlight those generous donors. Be sure to extend a heartfelt thank you for their generosity.

• The ADED Memorial Scholarship Fund is supporting attendees to the 2-day courses: Traffic Safety and Disability/Vision/Aging held in conjunction with conference. All donations to ADED benefit this fund. Donation activities at conference include: t-shirt sales, auction proceeds, raffle sales and cash donations.

Registration: Membership discount for registration makes attending conference the biggest bang for your buck. For example, the $535.00 conference-only registration fee allow you to earn up to 17 continuing education hours, complimentary continental breakfasts, sponsored nutrition breaks, exhibit hall reception meal and lunches, not to mention an entertaining awards banquet. We have negotiated excellent rates at the Lexington Hyatt Regency. Add the “perks” with the educational opportunities, and you will see that your education dollars are going a long way. Membership allows you to bundle conference with 2-day courses or with 1-day pre-conference workshops, saving even more money and earning more continuing education hours.

VISIT THE EXHIBIT HALL! Our corporate sponsors and exhibitors have been extremely supportive of the ADED conference and have demonstrated their support by reserving exhibit space and with generous sponsorship donations. They recognize the value of joining you at conference, exhibiting their products and participating in educational conference activities. We simply could not put on the type of program that you expect, with the quality that you deserve at a price that is reasonable without these companies. We cannot thank these generous leaders of the industry enough. Be sure to show your support and gratitude by visiting their booths in the exhibit hall and taking the time to learn about their products; your clients and your programs will benefit by the information you gather in the exhibit hall. Liz Green challenge: visit every single booth and ask the exhibitors at least 3 questions. I guarantee, you will learn more than you ever expected!

By celebrating 43 years together, ADED is the leader in driver rehabilitation providing quality education, networking with experts, and learning from highly experienced colleagues in the field. This is quite simply an event that you cannot afford to miss. I sincerely hope you will make the investment in your continued growth and expertise in the field of driver rehabilitation by coming to conference. There is always something new to learn and there are always new friends to make in this most rewarding industry. Come to Lexington, you won’t be disappointed. Be sure to let me know how successful you are with my two conference challenges!

Sincerely,
Liz Green, OTR/L, CDRS, CAE
Executive Director

Greetings from the Executive Office (Continued)
ADED Annual Conference is just right around the corner. Are you going?

If you are like me, you are already pouring over the program materials to compile a personal plan and schedule that takes maximal advantage of the educational opportunities that best fit your personal and professional interests and goals! And let’s not forget getting stocked up on contact hours at every opportunity. In addition to all the wonderful sessions, as you plan your conference, I encourage you to make it a point to add in time for the valuable personal interactions! The value from networking, mentoring, picking the brains of other ADED members, and those key social interactions that can rejuvenate and inspire us within our profession, are PRICELESS. I can remember coming back home, many a year, with the ‘conference energy buzz’ in my head. My brain is usually jam-packed full of the information presented in the workshops but the first thing I seemed to implement or incorporate into my actual practice has been some creative gem I had picked up from another conference participant. Over the years, I have noticed myself gathering these gems in casual conversation, at a booth in the expo hall, at the table during a meal, or from what a fellow member had offered up while participating in a workshop or presentation. I now carry a little notebook with me at conference to jot down these gems as I encounter them, knowing that my memory capacity is limited. You never know what will be the best-fit solution for situations we have yet to encounter. As you plan your conference, I encourage you to collect your own gems!

As 2019 ADED President, I want to personally extend an invitation to each of you. Take this opportunity to re-commit yourself to becoming the best at what you do, by immersing yourself in the most up to date resources available anywhere, and to continue to fill your tool box with the knowledge, equipment, and interpersonal connections to achieve your personal and professional goals. If you cannot attend conference this year, please consider accessing one of ADED’s other educational resources. ADED is working hard to develop and expand access to many of these opportunities. We can now learn online, through ADED’s online eLearning platform, and are developing year round mentorship opportunities, via the ADED executive office and in person education via the 2-Day ADED educational courses offered across the country.

I will now step down from my high horse (seems to be a good analogy since the conference is in Kentucky). I look forward to meeting and making a connection with each and every one of you this year! Make it your goal to gather as many gems as you can while you are conference and make sure to plan to connect directly with me. I will be at the ADED Booth at posted times throughout the conference. Please plan to come visit with me. As an added bonus, when you visit me at the booth in the Conference Expo Hall, say the secret passphrase “BLUEGRASS” and I will slip you a special name tag flag to add to your Conference ID badge. Consider it a little ‘gem’ from me to you! Looking forward to seeing you soon.

Marc Samuels, OT, CDRS
2019 ADED President

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SPECIAL INTEREST GROUPS

ADED’s Special Interest Groups (SIG) are communities within ADED that connect members who share common areas of interest and needs in focused sub-groups and diverse practices within the industry.

CRITERIA & APPLICATION PROCESS TO ESTABLISH A SIG CAN BE FOUND AT:

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News Brake

Summer 2019

NEWSBRAKE Summer 2019 7
I am a long time dog lover. Because I have my own company, I am able to bring my two dogs, Molly Ringwald and Ruth Bader Ginsberg, with me to my office on a daily basis.

Some years ago, while attending law school, I became good friends with a classmate who happened to be blind and he had a guide dog, Wally. Due to a series of unfortunate health issues including vision loss, Wally needed to retire and he came to live with me and my husband. The challenge was that as a long-time guide dog, Wally was not accustomed to being alone and it would have been unfair to leave him at home, but I still had to go to work everyday at a downtown law firm. I contacted our local transit authority and asked if they could provide a written exemption letter allowing Wally (now a retired guide dog with medical issues) to travel on the bus with me. I also asked for permission to bring Wally to into the office tower and the law firm where I was working. I was delighted that Wally was able to spend his last months “taking” me to the office everyday and knowing that he was not alone. During these eight months, Wally wore a vest that indicated clearly that he was a retired guide dog, and I was always diligent to ensure I was not representing him as my service dog. Back in those days, there was no option to obtain official certification in British Columbia for a retired guide dog and handler (there is now). By the end of those eight months, Wally was able to spend his last months “taking” me to the office everyday and knowing that he was not alone. During these eight months, Wally wore a vest that indicated clearly that he was a retired guide dog, and I was always diligent to ensure I was not representing him as my service dog.

The good news is that the client was successful in completing her driver rehab program and no serious incidents occurred with the dog. However, the DRS was left wondering if she could or should have handled the situation differently, while still respecting the needs of her client who did have legitimate and serious medical issues.

In this edition of Ethics in Action, I will explore issues related to the growing popularity of service/therapy/support animals and how this intersects with driver rehab practice.

Over the past 10 – 15 years, there has been a significant increase in the use of animals to support persons with disabilities. I think it would be fair to say that this trend has been accompanied by some amazing stories of triumph, some controversy and some abuse. A quick google search will yield crazy stories about odd emotional support animals including peacocks, pigs, and various reptiles. Unfortunately, there are also news stories of fraud and misrepresentation, as people are buying fake credentials and animal vests on-line, and then seeking to take their pet everywhere, under the guise that it is a service animal.

The Americans with Disabilities Act (ADA) has published a great booklet which is available on-line (https://adata.org/publication/service-animals-booklet) which outlines the current requirements in the USA for service animals. According to the ADA “A service animal means any dog that is individually trained to do work or perform tasks for the benefit of an individual with a disability, including a physical, sensory, psychiatric, intellectual, or other mental disability.” The ADA is clear that service animals are limited to dogs, and in exceptional cases, miniature horses – no other animals can be designated as service animals in the USA (https://www.ada.gov/service_animals_2010.htm).

The definition of an Emotional Support Animal (ESA) is much broader than the ADA definition of a service animal, and ESAs do not have the same level of rights of entry. In the USA, Emotional Support Animals are covered by the Fair Housing Act and the Air Carrier Access Act. That is likely why we have all seen the seemingly crazy stories of turkeys, pea-
News Brake

Ethics in Action (Continued)

cocks and other emotional support animals on planes. It does not appear that a driver rehab program would be subject to the rules related to ESAs, but this may vary from jurisdiction to jurisdiction.

The ADA is also very clear that a service animal must be performing a specific service / task for the human owner, not simply providing general support or comfort. The ADA states that "while emotional support animals or comfort animals are often used as part of a medical treatment plan or as therapy animals, they are not considered service animals under the ADA."

In British Columbia (where I live and work) the BC government has strict rules related to guide and service dogs (https://www2.gov.bc.ca/gov/content/justice/human-rights/guide-and-service-dog/service-dog-team-certification) which require individuals to obtain a government issued certificate. Consistent with the ADA, the Guide Dog and Service Dog Act (http://www.bclaws.ca/civix/document/id/complete/statreg15017) requires that the dog completes a task(s) for the person with the disability.

According to the ADA, there are only two questions appropriate to ask of a person presenting with a service animal at a public facility or accommodation:

1. Is the animal required because of a disability?
2. What work or task has the animal been trained to perform?

Even when a dog (or in limited situations, a miniature horse) meets the criteria of a service animal, the owner/ handler still needs to meet requirements regarding factors such as the animal’s behavior/ control, vaccinations, and ensuring the animal is housebroken.

I anticipate that as more individuals are obtaining service and therapy animals, driver rehab professionals are going to be asked, with increasing frequency, to permit these animals in their clinics and vehicles.

It will be important for the DRS and the programs where they work to establish clear policies BEFORE encountering these types of inquiries. Such policies/ practices could be simple, such as:

1. stating that we adhere to the ADA guidelines regarding service animals;
2. adding a question about support animals to your intake questionnaire; and / or
3. asking the specific questions that the ADA suggests to individuals presenting at your clinic with an animal.

It is important that the clinic and DRS ensure that they don’t simply adopt a policy refusing to allow service animals within their programs, as this would be contrary to the ADED Code of Ethics regarding non-discrimination (Principle B.1) as well as state / provincial laws.

Once a DRS determines that a client’s animal meets the criteria of a service animal and therefore must be permitted in the clinic and vehicle, other ethical and professional requirements come into play.

Principle A of the ADED Code of Ethics (A.1.b) requires that “Driver Rehabilitation Specialists ensure the physical safety of clients by ensuring that all equipment used in the provision of services is in proper working order, is utilized in an appropriate manner, and in an appropriate setting”.

So, going back to the DRS who initially expressed her concerns to me, I would be concerned about the potential safety of the dog’s free movement within the backseat and possibly the aggression displayed towards another animal while traveling in the vehicle.

For these reasons, driver rehabilitation programs may want to consider developing a policy that even where an individual has a service animal, the owner/ handler needs to keep the animal under control at all times, provide a safety harness/ restraint for use in a moving vehicle, and to establish a policy whereby they are responsible for any costs associated with damage to property by the animal.

Fortunately for driver rehabilitation specialists, it appears unlikely that a miniature horse will fit in the back seat of a sedan, and due to the ADA’s guidelines on type, weight and size considerations this won’t be forced on the DRS. Now I’m not sure what I’m going to do with that beautiful miniature horse I planned to buy in Kentucky while attending the ADED conference……See you in Kentucky!

Editor’s Note (Continued from page 3)

tempting to assess my Model T driver’s use of his “adaptive equipment,” but had no idea how to use it myself! Luckily the top speed of a Model T is only 35-45 mph (per the Model T driver) and the gas lever was within my reach. The divided attention, sequencing, pre-planning, and physical skills required to drive one of these old vehicles is quite complicated. After my ride, my final assessment was my driver would have benefitted from a spinner knob to coordinate his steering and smooth control of the gas. Just sayin’.

This year’s conference speakers will highlight many excellent topics involving the skills required to drive a Model T including “How to Enhance Driving Performance for Teens Defined with Autism and ADHD,” “Developing & Implementing a Formalized Program of Bi-optic Driver Screening, Training, Assessment and Testing,” ”Apply Cognitive Assessments to Improve Driving Rehabilitation Interventions & Outcomes,” and many more exciting presentations. Poster presentations will be displayed in the exhibit hall which are highlighted in this issue of NewsBrake on pages 27-30. There will be lots to learn and lots to keep you excited! I hope you will join us at ADED to take advantage of all of the wonderful educational offerings from the courses to the posters presentations in the exhibit hall.

Make sure to take time to network with your peers and broaden your circle to meet someone new. Consider yourself officially challenged! I encourage you to learn a new technique, assessment, or about the latest equipment to use with your clients/patients while at conference. And if you are not already a CDRS, I challenge you to become one. Learn more on page 11 about the process. I look forward to seeing you all at conference and hearing about how you have met your own challenge!

Our team is currently working on new ideas including:
1. “Speaker Spotlight” Did you hear a Speaker or topic at conference and want to know more?
2. “Case Study Corner” Do you have a unique case study to share and help your colleagues continue to learn?
3. “Clinical Pearls” Do you have a special technique, trick or “pearl” to share?
4. “Patient Perspectives” Do you have a patient that is exited to share their successful driver rehabilitation story?

If you would like to submit an article for any of these categories, or know someone who may consider it, please contact us. The committee would love to hear your ideas or what topics you’d like to know more about. It’s your newsletter!

See you in Lexington!

Janet Berthiaume, OTR/L, CDRS, FNORA
janetbotrchdsfnora@gmail.com

“Be the change that you wish to see in the world”

Mahatma Ghandi
To appreciate ADED education, it’s important to appreciate that multiple fields are represented in ADED membership: driver education/training, equipment manufacturers, kinesiotherapy, mobility equipment dealers, nursing, occupational therapy, physical therapy, rehabilitation engineering, rehabilitation technology, speech-language pathology, and vocational rehabilitation. ADED is acutely cognizant of the varying needs of our diverse membership which can be a challenge when members range from students and novices in the field of driver rehabilitation to sage, seasoned professionals. Effective educational design requires a participant’s ability to gain knowledge that enhances specific career stages and learning needs along each step of their professional pathway. The best rated educational activities provide interaction, immersion, and participation. ADED offers educational efforts that genuinely encourage professional evolvement, growth, and opportunities for learning to engage all levels of driver rehabilitation professionals in multiple formats suited to several learning styles. ADED works hard to provide a multifaceted approach to education encompassing, documents, courses, conferences, networking, professional development, resources, and mentorship.

True learning produces a change not only in extending one’s knowledge level, but also in how individuals think, in one’s behavior and in their capabilities. It is ADED’s goal to provide an appropriate pathway towards mastery for each individual learner’s specific role in driver rehabilitation that:

- Provides foundational and research-based information
- Establishes or advances skills and critical thinking
- Develops decision-making abilities firmly founded in best practices
- Recognizes knowledge, skills and experience through the awarding of badges, micro-credentials and certification

With the abundance of educational opportunities ADED now offers, we feel it’s the perfect time to roll out a road map of offerings to provide a pathway of how to consume all ADED offers in a more systematic approach that can be customized to each individual participant. This road map will be fluid, adapting to the ever-growing body of knowledge in the field, accumulating content as it is curated and developed, and expanding its offerings as additional badges, micro-credentials and certifications are created. As with the use of any road map there are two key pieces of information necessary to help guide your way – knowing your starting point and establishing your goal/destination. Stay tuned for more information as future NewsBrake articles explore and dissect each path of ADED’s Road Map for Driver Rehabilitation Education.
It is that time of year when talented, dedicated individuals will have the opportunity to advance their credentials in the profession of Driver Rehabilitation. Driving instruction for individuals with “challenges” whether they are physical, visual, cognitive, and/or emotional requires specialized training to best meet the individual’s needs. The outcome will assist them when creating a safe plan for independent mobility. Given the vast array of deficits and accommodations people may need, it takes time and patience to master the skills needed to make ethical and appropriate recommendations for your clients. Those of you reading this have influenced many lives and ADED is here to support your efforts to advance your credibility.

When I sat for the certification exam in 2017 I made a commitment to myself. Despite the anxiety just before entering the testing location, I vowed that if I passed I would help ADED create a preparation system/tool for future test takers. The journey was long and required me to seek support and assistance from individuals I had met in training seminars and at ADED. It was clear to me that success rates and numbers of test takers would increase with more resources.

Many of you have probably asked yourself “why do I need to study and prepare to take the Certification Exam when I am able to help people without it?” For many of you providing quality care in this field ask yourself if you meet the criteria to sit for the exam. If you do, be brave and submit the application!!! For those of you hesitant in taking the exam, evaluate if any of the following benefits would enhance your business and credibility:

1. Your efforts to understand and meet the individual needs of a client make you more qualified.
2. The “CDRS” credential will reinforce to your customer and referral sources your commitment to provide quality services to your clients.
3. You will stand out in the crowd if you are able to demonstrate advanced knowledge and credentials when driving is in question for a person dealing with a medical condition.
4. When searching for the most qualified provider the credential will support your ability to assess the unique list of medical problems a person may have
5. You will be better prepared to handle situations such as client’s medication side effects or implications of visual impairments.
6. Family members will know that their needs and concerns will be addressed in a skillful manner by a person with advanced training and credentialing.
7. Your recommendations for equipment will integrate the most current options and devices to enhance safety and possible independence
8. Make sure you let people know the meaning of your credential once you have attained it.

REMEMBER THAT IF YOU TAKE THE EXAM AT CONFERENCE YOUR WAITING TIME FOR RESULTS IS A BIT LONGER SINCE THE SCORING WILL BEGIN SEPTEMBER 2019!

1. Attend conference and and spend time in the exhibit hall to review and refresh your knowledge of equipment
2. Attend specific sessions that pertain to your educational interest.
3. CDRS Exam Prep – This is an on-line study tool to help prepare those taking the exam (this is a resource that will continue to be enhanced over time).
4. Obtain hands-on experience with equipment is available at conference (or visit a local vendor near home).
5. Participate in case studies that can help with decision making when recommending equipment.
6. Use the AOTA resource guides to understand the rationale for why certain diagnoses may warrant various devices or restrictions for driving.
7. Make sure you approach the test as you would recommend your clients arrive to your clinic:
   a. Be well rested and in comfortable attire
   b. Hydrate with non-caffeinated beverages
   c. Arrive 15 minutes early to find a seat that feels comfortable to you
   d. Put away the books the night before; believe in your skills
   e. Exercise in the morning to release any anxiety
   f. THINK POSITIVE
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Volunteer Spotlight

Jürgen Babirad, MSA, CDRS
ACCES VR Vehicle Modification Consultant, Eastern Upstate & WNY

What were your first impressions of ADED?
My first impressions of ADED were extremely positive. It was back in 1981 and the 5th Annual Conference in Houston TX. (Wow! That was 38 years ago.) The conference was relatively small but the folks that I met became lifelong colleagues and mentors as we all supported each other in this new field. For those of us who remember the conference was hosted by Texas Institute for Rehabilitation and Research (TIRR). We all crammed on to a school bus for our field trip out to Texas A&M and saw some of the first VA research and testing done on adaptive driving devices.

How long and/or in what capacity have you been a volunteer for ADED?
I started volunteering for ADED in 1984-85 when my employer (Memorial Hospital of South Bend) hosted the 9th Annual Conference at The Century Center in South Bend. I continued with ADED as Treasurer (1990-91) and then as ADED President in 1987-88. We had begun discussing developing chapters and I started the ADED Midwest Chapter and later helped to start ADED Northeast (1993-95). I was President of both chapters in their first years of organization. I was on the planning groups that started discussion about professional certification and was one of the first CDRS candidates. I served as a Certification Committee member and Chair (2003-06). I have served on various committees and boards and was privileged to be a member of the Continuing Education RFP committee when the process of developing ADED Coursework was established. I was appointed Co-Chair of the Assistive Technology Subcommittee; Board of Regents and NYSED Postsecondary Education and Disabilities Task Force (1998-2000).

What is a fond memory of ADED conference?
Fondest memories often came at the annual conferences. I missed very few conferences in the early years of my career with wonderful memories of the 1984 conference in Toronto and our host Margaret Young. In 1989 my wife Gail and our newborn son (Kyle) joined me in Lexington KY and a wonderful picnic at the Kentucky Horse Park with our host Kathie Regan. The most fun and hilarious memory was 1992 when some of our Australian colleagues joined us in New Orleans. We shared a room with some of my lifelong friends and colleagues (Mike Flis, Cleveland; Jerry Bouman, Grand Rapids and Tony Regan, Ireland). The banquet was one to remember!

Who has been your mentor in driver rehab (can be more than one)?
There are too many to count but the one that comes up first is my dear friend, colleague and mentor, Jerry Bouman. Jerry and I became friends early in my career (1982) when he was the primary driver rehabilitation specialist at Mary Free Bed Hospital in Grand Rapids, MI. He was one of the organizing members of ADED that met back in 1977 in Detroit MI to bring an association of professionals to help improve driver education programs for the disabled. Jerry and I shared many common interests and met both professionally and socially for over 20 years including several visits in South Bend, IN (Figure 1). Jerry was instrumental in starting our first private consulting project (Bouman, Babirad and Associates) back in the early 1990s.

My second difficult choice would have to be Susan Gregory. Sue was one of the first Occupational Therapists working in Driver Rehabilitation in Australia. I met Sue when she traveled to the US and Canada in the mid 1980’s to study various programs and techniques of Driver Education. She brought back what she learned to teach new OT’s through the Driver Education Center of Australia (DECA) in Shepperton, Victoria Australia. Sue provided me with a wealth of information and insights that could only be provided by someone of her commitment and dedication. Although she no longer works in Driver Rehabilitation her teaching and insights continue to inspire in other professional interests. The connection remains to this day and we visit with Sue and her husband (John) on a regular basis. One of our last gatherings was with one of my graduate students and his SAE Mini-Indy project build at Syracuse University.

Who has your back?
Without a doubt, that would be my wife and partner (Gail). Gail has always been interested in our field and joined ADED over 10 years ago.
She is also a CDRS and volunteer to ADED. My day to day role has changed from direct service to more consulting, advisement and teaching. I have taken the lead on the clinical program including a brief tenure at Syracuse University. Gail has taken on the lead on the clinical program and has always supported my more unpredictable ventures.

If you didn’t work in driver rehab, what would you be doing?
I would most likely be a farmer.

What do you do for fun?
I like to travel and visit with family and friends. Gail and I both enjoy kayaking and have a small cottage on a lake in upstate NY. We enjoy working on the cottage and garden.

Tell us about the best vacation you ever had, why, and where did you go? Best vacation was a trip to Germany and England back in 1986. I spent 2 weeks touring around England looking for Gail’s ancestral home in Dartmoor and then off to Bochum, Germany to find and visit with my family in the North Rhine-Westphalia Region of Germany. Our family emigrated from Germany to the US in 1957 and it was the first time since then that any of us had been back.

Favorite quote:
“The mind is everything. What you think about, you become.” - Buddha

Favorite Movie:
Blade Runner

Dianna Robertson, BScOT, MScOT, JD
Robertson Consulting

What were your first impressions of ADED?
I remember my first ADED conference (I attended with my husband and long suffering rehab partner, Dean) as it was yesterday, though it was many moons ago. I was immediately struck by how everyone at the ADED conference seemed like a big family, but also how welcome we felt. I recall being impressed by the high level of organization, the large scale of the exhibit hall and the equipment, and experiencing some anxiety that there was so very much to learn. I’ve included a picture of my on the top of a crazy high lift that I trialed at an ADED conference a few years ago...that was very fun and illustrates the diversity of equipment I’ve had the opportunity to try out.

In what capacity have you been a volunteer for ADED?
Over the years, I have been involved in a few different ADED volunteer positions. I have served on the Certification Committee, the ADED board, and most recently I served on an ad hoc committee to update the Code of Ethics.

What other organizations have you volunteered for?
I am currently a board member with Spinal Cord Injury BC, The Lions Paraplegic Association, and the Trial Lawyers of British Columbia. In February 2019 I was very excited to be among the speakers at an international research symposium on Women’s Health and Reproduction after Spinal Cord Injury.

What is a fond memory of ADED conference?
I have so many fond memories, it is hard to choose just one. In 2004, when attending the ADED conference in Buffalo, NY, I really enjoyed going on a bus trip (organized by ADED) over to Niagara Falls where we went on the “Maid of the Mist” boat tour. Fortunately, the boat was at the bottom of the falls and no wooden barrels were involved. When our daughter Claire was younger, she came to many of the conferences with us, and she always enjoyed spending time with our ADED family, volunteering with Laura, dancing, as well as collecting some cool swag from the Exhibit Hall.

If ADED was a sandwich, what would it be made of?
My ideal ADED sandwich would be a Hero Sandwich, as it takes some real heroes to do this type of work. My sandwich would be made with whole wheat bread (gotta stay healthy, right?) and filled with Canada Back Bacon, Kentucky Ham, and some Kansas City BBQ with extra sauce.

Who has your back?
Jim Kennedy has always had my back, in all manners professional, but also when speeding down a roller coaster, and whilst out late-night disco dancing.

If you didn’t work in driver rehab, what would you be doing?
As some members may know, in addition to being a CDRS and OT, I am a practicing lawyer where I live in British Columbia Canada.

What is the last thing you binge watched?
I’m kind of embarrassed to say that I recently binge watched (and really enjoyed) the first 3 seasons of The Walking Dead. After season 3 the show got a bit too gruesome for me. Apparently, the reason a show about the Zombie Apocalypse resonates with so many people is because it deals with the themes of humanity and mercy.

What superpower would you want to have?
I would love to be omnipotent, as I figure this might come in handy in my legal practice and when trying to figure out which of my driver rehab clients who score in the “grey area” actually have rehab potential.

Name a song/musician that you like to listen to in your car: David Bowie and Queen’s rendition of Under Pressure. it is played loud and often but only when I’m alone!

Favorite quote:
Happiness is a warm puppy (Charles Schultz)
Which of these vehicles is **safely adapted** for a person with a disability?

A  

B  

The QAP difference may not be visible, but it can be lifesaving.

Know more about adaptive driving options, and say "**no more**" to unregulated vehicle modifications.

Find a QAP dealer near you at [www.nmeda.com/dealerlocator](http://www.nmeda.com/dealerlocator).
In Memoriam

I am sad to report that one of the charter members of ADED has passed away.

Leroy Rotschafer of Des Moines, Iowa passed away on March 14, 2019 at the age of 89. He was an exceptional man, a pioneer, and he will be greatly missed.

In 1972, 12 instructors met to discuss techniques, equipment, and methods of teaching students or adults with a disability. In 1973, Leroy joined ADED and he served on many committees and held many offices including President in 1984. He was awarded ADED’s Lifetime Honorary Membership Award, in 1995.

In 1970, Leroy was instrumental in developing the Driver Rehabilitation Program at Iowa Methodist Medical Center-Youkner Rehab in Des Moines. It was a joint venture between the Des Moines Public Schools and Youkner Rehabilitation Center. At that time there were only two places in the United States offering a program for the physically challenged to learn to drive or return to driving. As part of the project he was involved in helping produce educational films that were used in various states as well as in several countries including Canada, England, Netherlands, Germany, Australia, and Japan.

I had the opportunity to work with Leroy for 5 years before his retirement in 1989. He was my mentor and taught me how to best meet the needs of those we served. I was able to attend several ADED conferences with Leroy and his wife and many times Leroy was called upon to be “Brother Leroy” for the benediction prior to the banquets.

Leroy was very dedicated to improving the lives of those hoping to return to driving or to become an independent driver. He helped obtain a then state-of-the-art van for the Driver Rehabilitation Program at Youkner Rehab and stayed up to date on adaptive equipment.

Although Leroy retired in 1989, he was always interested in learning about the latest ADED news. He and his wife traveled the U.S. after retirement and I know he visited several ADED conference sites following retirement. I am proud of how he helped break ground for ADED.

Although I am no longer at Iowa Methodist, I am very proud of what Leroy started at Iowa Methodist and I am so glad I had the opportunity to learn from him and say he was my dear friend.

Submitted by Sue Toale Knapp, OTR/L, CDRS

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Submitted by Sue Toale Knapp, OTR/L, CDRS
ADED Conference Highlight:

**Examining the “Strategic” Level of Driving Behavior: Evidence and Implementation**

Have you ever completed a driving evaluation with a client with cognitive changes and thought, “Wow, they just drove perfectly, despite having clear deficits on the clinical tests”? Have you thought, “I wonder if I provided enough challenge during this driving evaluation to really understand if this client has the cognitive skills needed for driving”? If you have ever been in this situation or worked with clients with any form of cognitive changes, then you need to attend *Examining the “Strategic” Level of Driving Behavior: Evidence and Implementation* will be presented on August 11, 2019 from 2:00 PM - 5:15 PM, during the 2019 ADED Conference.

During this presentation we will review Michon’s hierarchy of driving behaviors and discuss why this theoretical framework is essential for supporting evidence-based practice for driver rehabilitation specialists and occupational therapists who address the IADL of driving and community mobility. Then, using current research and tools for evaluation, we will focus Michon’s strategic level and correlate the evaluation and/or observation of executive functioning during carefully planned clinical tasks and components of the on-road assessment. We will explore research evidence on the use of wayfinding or navigation as a strategic task as a means of underscoring the strengths and challenges of developing a comprehensive on road assessment. Case studies with various diagnoses will be used to highlight select interventions for application of Michon’s model. Participants will have the opportunity to explore new approaches for the on-road assessment through an interactive activity with the goal of building “strategic” evaluation components that will produce stronger evidence for decision making and/or client recommendations.

ADED members who attend this session will gain a thorough understanding of Michon’s hierarchy of driving behaviors and its application as a framework for decision making and determining recommendations. They will determine approaches for the use of technology to support evaluation of a client’s impaired strategic level of functioning and learn to exam strategies to assess their own on road assessment to ensure all levels of driving behaviors are evaluated effectively. In addition, attendees will be able to explain how the Occupational Therapy Performance Analysis of Driving (OT-PAD) can be used to design driving evaluations.

Join us for this exciting session on Sunday, August 11th and benefit from additional tips & strategies for you to improve your own on road assessment.

Session will be presented by Terri Cassidy, OTD, OTR/L, CDRS, Anne Dickerson, PhD, OTR/L, SCDCM, FAOTA, Elin Schold-Davis, OTR/L, CDRS, FAOTA, & Susie Touchinsky, OTR/L, SCDCM, CDRS.

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**2019 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 where ADED can be found over the next few months. Schedule subject to change.

**July 21-24: Burlington VT**

American Driver and Traffic Safety Education Association (ADTSEA) The American Driver and Traffic Safety Education Association (ADTSEA) is the professional association which represents traffic safety educators throughout the United States and abroad. http://adtsea.org

**October 27-30: Oklahoma City, OK**

Driving School Association of Americas (DSAA). The DSAA is an international association of driving school owners. Their membership is comprised of driving school owners, including entrepreneurs, public and private school teachers, former examiners, transportation and safety experts. Most work across the United States and Canada, though several other countries have been represented over the years. https://www.dsaa.org/

**November 18-19: Cary, NC**

Positive Approach to Care. Dementia is a State of Mind: Gaining a Positive Approach to dementia will explore approaches to living with dementia for everyone involved from the person living with the disease to the family or professional care partner who wants to know more. https://teepasnow.com/pac-annual-conference/
In today's world, EZ Lock will continue to provide a safe and reliable product while pushing the boundaries to move away from the discrete world of blinks, beeps and buzzes into a digital future of highly visible LED lights, concise verbal voice notifications and intuitive application features using our common everyday phones and tablets.

**VOICE FEEDBACK NOTIFICATION**

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<th>Voice Feedback</th>
<th>Action</th>
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<tr>
<td>&quot;READY&quot;</td>
<td>Chair LOCKED</td>
</tr>
<tr>
<td>&quot;STOP&quot;</td>
<td>Chair NOT LOCKED</td>
</tr>
<tr>
<td>&quot;WARNING&quot;</td>
<td>Lock DEACTIVATED</td>
</tr>
<tr>
<td>&quot;CHAIR UNLOCKED&quot;</td>
<td>Please Roll Back</td>
</tr>
<tr>
<td>&quot;LOCK RE-ACTIVATED&quot;</td>
<td>System Ready</td>
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<tr>
<td>&quot;SOLENOID MALFUNCTION&quot;</td>
<td>Service Required</td>
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<tr>
<td>&quot;PLEASE TURN OFF IGNITION TO UNLOCK CHAIR&quot;</td>
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*OPTIONAL FEATURES

**WHEELCHAIR DOCKING SYSTEM**

- **BL-6290**
  - 1 piece base system
- **EZ-8202**
  - 2 piece base system
  - *smaller profile
  - *variable heights
- **MRC-51T**
  - Manual Release Cable (recommended)

**TOUCHPAD**

One button with LED lights

- **Red** - (STOP) wheelchair not locked
- **Yellow** - (WARNING) deactivated
- **Green** - (READY) wheelchair locked

*OPTIONAL FEATURES
Chapter News . . .

Welcoming newest ADED Chapters, Iowa/Nebraska and Texas! Meet the new chapter officers.

IOWA/NEBRASKA ADED CHAPTER

Kelina Moore, OTD, OTR/L, CDRS
ADED Chapter President

I have been an occupational therapist for 11 years. I have worked in a variety of settings, but am most proud of working in the field of driver rehabilitation. I have enjoyed being a part of creating the driver rehabilitation program at Methodist Hospital in Omaha, Nebraska and continue to find ways to grow and educate within the community. I was born and raised in Iowa and attended undergraduate at colleges in both Iowa and Nebraska before completing the Doctorate of Occupational Therapy program at Creighton University.

I am an active ADED member and currently serve on the Marketing Committee. I attend ADED yearly and enjoy the education and networking that it has to offer. I believe there is a need for local networking in the area of driver rehabilitation where we can learn more from one another and that is why I have petitioned for this Iowa/Nebraska Chapter.

In my spare time I enjoy spending time with my husband and our two children. We are a very active family that spends most of our time outdoors or on the go!

Mikala Pfeifer, OTD, OTR/L, DRS
ADED Chapter Secretary

I graduated with my Doctorate of Occupational Therapy from Creighton University in Omaha, NE in Dec 2009. I have been an occupational therapist at Methodist Hospital in Omaha, NE, for 10 years, mostly within the fields of acute rehab and acute care. Within my entire career, I have always had an interest in driving rehabilitation. After the driving rehabilitation program was developed at my hospital, I began to be cross trained in this area and have been assisting with driving evaluation and re-trainings for the past 4 years. I am currently the lead occupational therapist for a staff of 20 OT practitioners and am involved in many committees for the betterment of our acute rehabilitation floor. I have been the secretary of the Nebraska Occupational Therapy Association for 3 years. I enjoy being active within the fields of occupational therapy that I am passionate about and am excited for the opportunity to grow my network of driving rehabilitation specialists as well as grow my knowledge of driving rehabilitation with this ADED chapter.

TEXAS ADED CHAPTER

Chad Strowmatt, LOT, CDRS
ADED Chapter President

Chad Strowmatt is an occupational therapist and owner of Strowmatt Rehabilitation Services in Texas. He has been involved in ADED since the Grand Rapids conference in the late 1980’s. He served on the ADED Board as the Professional Development representative while Tom Kalina was President. Chad has served in various board positions over the last 30 years including President in 2004. He was awarded the Scholar Award at the ADED Jacksonville conference in 2011. He currently serves on the ADED Research Committee, Awards Subcommittee, and Board Development Committee. Chad is also a member of the ADED and NMEDA Speaker Bureau to teach the 2-day Application of Vehicle Modifications course and the NMEDA CAMS single day course.

Megan Frazier, MS, OTR, DRS
ADED Chapter Vice-President

Megan Frazier is an occupational therapist with more than 15 years of experience working in various adult settings within the medical model including acute care, skilled nursing facilities, and outpatient rehabilitation. She specializes in dementia care, treating adult neurological disorders including stroke, Parkinson’s disease, and amyotrophic lateral sclerosis. Megan has undergone specialized training to become a driver rehabilitation specialist and is the owner of Functional Stability and Mobility, LLC. Functional Stability and Mobility is central Texas’s first private practice that addresses the community’s need for comprehensive driving evaluations and training for clients that have experienced a medical or physical change that want to continue driving. Additional areas of expertise include seating and mobility assessments for an adult population, and aging in place home assessments and modifications. Megan also serves on the Advisory Committee for University of Mary Hardin Baylor’s occupational therapy program and is part of the AOTA’s Fitness to Drive Community of Practice and Leadership Community of Practice.

Amanda Frias, OTR, MOT, DRS, CBIS
ADED Chapter Secretary

Amanda Frias is an occupational therapist with over 3 years of experience addressing driver rehabilitation with individuals with acquired brain injury. She is a driver rehabilitation specialist working toward obtaining her CDRS and completes both clinical and behind the wheel evaluations and intervention. She will graduate with her Doctor of Occupational Therapy degree in August of 2019 with an emphasis in driver rehabilitation. Her areas of research include using mobile electroencephalogram (EEG) for exploring brain activation patterns in individuals with stroke and she has a particular interest in exploring contextual interventions for hemispatial neglect and cognitive impairments. She is the founder of the Texas Chapter of ADED and regularly presents CEUs related to driving in her community. Amanda is passionate about education and hopes to facilitate the delivery of continued education. She hopes that this chapter will empower leaders in her state to collaborate and share new ideas in the field of driver rehabilitation to better serve their clients.
## ADED Chapter Officers

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<tr>
<th>COLORADO</th>
<th>FLORIDA</th>
<th>GEORGIA/SOUTH CAROLINA</th>
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<tr>
<td>Barry Doyle, President</td>
<td><a href="mailto:bdoyle@craighospital.org">bdoyle@craighospital.org</a></td>
<td>Brigitte King, President</td>
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<tr>
<td>Denise Kaplan, Secretary</td>
<td><a href="mailto:lovetherockymountains@msn.com">lovetherockymountains@msn.com</a></td>
<td>Rebecca Day-Lewis, Secretary</td>
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<td>Bryan Garrison, President</td>
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<tr>
<td>Lori Grismore, Vice-President</td>
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<tr>
<td>André Johnson, Secretary</td>
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<td>Kelina Moore, President</td>
<td><a href="mailto:kelina.moore@nmhs.org">kelina.moore@nmhs.org</a></td>
<td>Violet Potocki, President</td>
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<tr>
<td>Mikala Pfeifer, Secretary</td>
<td><a href="mailto:mikala_rae6@hotmail.com">mikala_rae6@hotmail.com</a></td>
<td>Clayton Jewell, Vice-President</td>
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<tr>
<td>Michele Coffey, President</td>
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<td>Meredith Sweeney, Secretary</td>
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<tr>
<td>Suzanne Farnan-Maddux, Secretary</td>
<td><a href="mailto:Suzannefarnan-maddux@kentuckyonehealth.org">Suzannefarnan-maddux@kentuckyonehealth.org</a></td>
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Updated 05.24.19

Terms: July 1, 2018-June 30, 2020
The Paravan Chrysler Pacifica
A Successor to the Chrysler Voyager for Self-drivers, Co-drivers, and Passengers

Two decades ago, in 1998, the very first Paravan based on a Chrysler Voyager was adapted to people with disabilities at Paravan GmbH. Now, 20 years later, the conversion specialists based in Aichelau, Swabia, are presenting the next generation of Paravans, once again based on Chrysler, this time the Chrysler Pacifica.

The Pacifica is built on a new platform, weighs less than its predecessor and, for the first time, is also available with a plug-in, hybrid drive, the 16 kWh capacity, lithium-ion batteries of which achieve a pure electrical range of around 53 km and can be recharged in two hours with a 240V charger. Sales of the Pacifica started in March 2016 with the hybrid model following in November 2016. Paravan can only convert the gasoline version, as the space under the vehicle (conversion of tanks, etc.) is otherwise insufficient.

In Germany, the Chrysler Voyager enjoyed great popularity amongst drivers with disabilities. Because of its construction, it was comparatively simpler to convert (lowering of the vehicle floor, installation of a side ramp), the price-performance ratio was just right and it was one of the first vans with a comparatively low vehicle height that was easy for wheelchair drivers to use. The new Chrysler Pacifica builds on this tried-and-tested design.

The Paravan Chrysler Pacifica for self-drivers, co-drivers, and passengers

The adaption of the Paravan Chrysler Pacifica for people with disabilities and wheelchair users provides a multi-use, flexible, and comfortable vehicle for self-drivers, co-drivers, and passengers. It begins with the new, exclusive Paravan pneumatic suspension that imparts a unique driving sensation with noticeably improved driving comfort. It allows worry-free and relaxed driving for the disabled or those with age-related restricted movement. This applies in this vehicle for wheelchair users as well as in the solutions for passengers and self-drivers. The system can be operated simply at the touch of a button and provides sufficient ground clearance in any situation by raising and lowering the vehicle (up to 5 cm), meaning that underground car park entrances are no longer a problem in future. Even with a full load, the ground clearance is maintained along the whole chassis with the highest level of comfort. In the lowered position, the entry slope via the side lift is especially slight, allowing wheelchairs or mobility scooters to be rolled in easily.

Variable interior configuration. There is a wide variety of options for the configuration of the interior of the Paravan Chrysler Pacifica. Multiple wheelchairs can be transported at the same time and the driver and co-driver positions can be used alternatively, as the co-driver seat can be used as a driver seat. This means that drivers without movement restrictions to travel easily in the original seat with the quick-release fastener. This driver can be changed in just a few simple steps. Additional features of the accessible vehicle conversion include the lower floor, which provides greater interior height and complete accessibility and the individually extendable ramp that automatically adapts to any ground condition.

The adjacent diagram (see below) illustrates the different ways of using the interior space.

Paravan Chrysler Pacifica with Paravan Mobility Concept

With its components perfectly adapted to each other, Paravan’s new disability vehicle, the Paravan Chrysler Pacifica, is an ideal all-in-one solution.

This first and foremost includes the combination with the PR 50 wheelchair developed by Paravan – the only wheelchair with an integrated strap system and specialist orthopedic chair that has EU-wide approval as a vehicle seat. A second important element of the well-thought-out overall design is the docking station that makes the connection between the vehicle and the wheelchair. This is ideal for self-drivers, with no conversion necessary. The complete package of wheelchair, docking station, and accessible vehicle conversions has been crash tested, a test it passed in accordance with the ECE-R 17 directive, and is approved under Article 35a of the German Road Traffic Approval Act (StVZO).

This mobility solution is rounded off by the electronic “Space Drive” driving and steering system. The multi-redundancy drive-by-wire system enables even those people with only little residual strength to drive easily completely without steering wheel and pedals. Control is achieved comfortably via a joystick or mini steering wheel.

Space Drive

Space Drive allows people with disabilities to drive, even those with little residual strength, a high cross section, minimum motor skills, or with no arms or legs. With Space Drive, the brakes, gas, and steering are operated via microprocessor-controlled driving aids with absolute

Paravan Space Drive System

A new dimension of drive-by-wire

Space Drive is the world leading drive-by-wire system with triple redundancy that is unrivaled in the world – a real breakthrough. It allows persons with low residual strength, minimum movement capabilities and even those without limbs to safely drive a car. With Space Drive, you activate the brake, accelerator, and steering wheel using driving aids controlled by microprocessors using triple redundancy. These transmit the signals in nanoseconds to a servo motor for the brake and accelerator and another for the steering. The system is certified according ISO 26262 ASIL D and manufactured according to the world-wide highest quality level: IPC-A-600 class 3.

Report: Ivo Escales, Rollstuhl-Kurier, issue no. 1-2019

Variety usage options of the interior

© Paravan

www.paravan.com
Manufacturers’ Corner

Paravan

Precision and safety. These transfer the signals digitally in fractions of a second to a redundant servo drive for brakes and gas as well as to an additional servo drive for the steering (“Drive by Wire” or “Steer by Wire”). Paravan adapts the individual modules specifically to the disability profile.

The whole system is designed with multiple redundancy (x3), i.e. three independent control circuits are always running in parallel and mutually monitoring each other as they do so, thereby guaranteeing absolute failure safety.

High-performance processors and newly developed servo drives provide precise and extremely easy handling. Should the disability profile change, the software and hardware components can be re-adapted on site.

The technology fulfills the highest requirements according to the ISO26262 ASIL D safety standards. The control devices are manufactured according to the highest IPC-A-600 Class 3 quality grade.

**Paravan Touch & Touch Display**

*Operate the Secondary Functions with a Single-tap*

The Paravan Chrysler Pacifica presented here also has the Paravan Touch & Touch Display. In the past, to open the door, take out the ramp, turn the ignition on, signal left, retract or extend the ramps and complete many other "secondary functions", you had to find the right button on the remote control – which was often painstaking to do. Now it is all much easier. Simply open the Paravan Touch app on the smartphone, touch the desired command on the control panel and the vehicle opens up as if by magic. Up to 100 different functions are available.

The best thing about it: whether mobile or fixed installation, or in combination with the Paravan Voice Control, Paravan Touch recognizes the command and synchronizes it across all installed devices. Giving you complete control at all times. Can be used as a fixed installation 7-inch touch display in the vehicle, or on the move on all iOS and Android devices (iPad, iPhone, etc.). The touch display with integrated gateway, the touch WLAN package and the new Paravan Touch app for iOS devices are all that you need. The app can be downloaded free of charge from the Apple AppStore. The app also works with the Apple Watch (currently up to Series 3). It couldn’t be simpler.

Of course, the Paravan Touch app is also available for Android devices. In addition to Paravan Touch Display, all you need here is the Touch WLAN package, and you can control important functions on your vehicle with your smartphone or smart watch. The Android app can similarly be downloaded free of charge from the Google PlayStore.

**Paravan Touch & Paravan Voice Control**

The perfect interplay for the control of all the secondary functions of the vehicle is achieved through the combination package made up of Paravan Touch and Paravan Voice Control. This package combines the advantages of control by touch with the advantages of voice control. Ignition on, start engine, open door... a little tap on the display and the function is carried out. Paravan Voice Control provides support during the journey. Following voice commands such as turn signal left, sound horn, windshield wipers on, activate telephone, air conditioning, radio volume down, open window, etc., the commands are carried out by the system free of distraction. A multi-variable control unit provides up to 100 freely programmable functions, leaving no wish unanswered. Adapted individually to the person: the customer’s request is a command and is carried out. Door opening, windscreen wipers, horn, and much more. The innovative technology made by Paravan enables the rapid execution of all spoken commands. The driver simultaneously receives a confirmation from a control LED or on the Paravan Touch Display.

Both systems, Paravan Touch and Paravan Voice Control, are completely matched and
Despite the varied functions and aids, the whole cockpit of the Paravan Chrysler Pacifica is easily visible and the ergonomic arrangement is perfect. This is also what one wants as a non-disabled driver. Clear arrangement of all the tools, large displays, and keys and buttons that are not too small. Picture: © Yvo Escales.

synchronized with each other. And with the optional WLAN package, everything can also be controlled via the Paravan App.

**Travel comfort for disabled and non-disabled drivers.**

The concept of the Paravan conversions is based on both disabled and non-disabled-drivers being able and allowed to drive the vehicle, as the disabled-specific ancillary equipment, such as hand operation for gas and brakes or the Space Drive system, can be deactivated. The normal driver or passenger seats can easily be removed, allowing space for the mobility scooter that is automatically anchored to the floor group by the docking station on either the driver or the passenger side.

Automotive: The Chrysler Pacifica is available with a purely gasoline 3.4 liter V6 four-stroke engine, or as a hybrid with an additional electric drive. The hybrid, however, cannot be converted, as this involves lowering the floor and the ramp and the floor cannot be lowered.

The Chrysler Pacifica gasoline version achieves 279 HP (maximum speed 180 km/h, consumption 9.9 liters of premium gas for 100 km), with the hybrid version the figures are 245 HP at a maximum speed of 169 km/h and a consumption of only 2 liters premium gas for 100 km (combined). The drive train is provided by 9 ratio automatic gearbox as standard. The hybrid is ideal for those who do a lot of short journeys (max. range 57 km, charging time approx. 2 hours).

Chrysler places great emphasis on developed and comprehensive safety equipment. The Pacifica provides over 100 safety functions, including a 360° camera, cruise control with distance regulation, an emergency braking function, and lane keeping and parking assistance.

**Further information:**

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Website: www.paravan.de
Report and pictures: Yvo Escales
View of the front row. The seats can be removed in various ways to make space for the wheelchair drive.

Another real help is the camera system that sends a 360° all-round view to the display when reversing, parking, or maneuvering in areas where view is restricted.

Infobox (left):
PARAVAN Touch System: Key facts
Innovation and Technology made by Paravan

- All secondary functions can be operated (e.g. turn signals, gear select, electric windows, wiper function, headlights, horn, door opening, platform lift, engine control and many more).
- Up to 100 individually adaptable commands possible (dependent on vehicle type).
- Rapid execution of the command entered
- Compatible with iOS and Android devices. Also suitable for smart watches.
- Parallel use on Touch Display and mobile devices possible.
- Compatible with Paravan Voice Control
- Paravan Touch app only in combination with Paravan Touch Display and Paravan WLAN package.

Seat adjustment by the press of a button (incorporated in the door trim) as well as a 12V plug.

Paravan Chrysler Pacifica (Dimension/size information in mm)
- Entry height: 1,320 mm
- Internal height: max. 1,350 mm
- Internal width: max. 1,460 mm
- Ramp width: 750 mm
- View height: 1,200 mm
- Ramp length: 1,100 mm
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An Engineering Approach to Selecting Components for Driving Video Games to Practice Basic Driving Skills
Matthew Wesnner, Lauren Mims, MS, Ashish Gupta, Ashwin Murthy, Joseph James & Johnell Brooks, PhD
Department of Automotive Engineering, Clemson University, Greenville, SC
Clients often ask what off-the-shelf steering wheel, pedals set and game(s) clients can use to practice my driving skills at home. Students in the Automotive Ergonomics course at Clemson University were challenged to address this question. The team conducted a market inventory considering multiple variables for each component; for example, for the steering wheel the shape, size, amount and type of feedback, table top attachment options, etc. The team focused on products that maximize realistic driving experience (rather than racing). Comparing multiple products helped to identify the strengths and limitations of each product. Through the detailed exploration of the characteristics, various challenges were identified. These challenges led the team to the realization that there are often polarizing trends between cost, ease of use and performance. The outcome of the investigation is that there is no simple, clear answer to identifying the ideal steering wheel, pedals set and game(s). It is anticipated that the knowledge gained from this activity will be useful to many ADED members.
Learning objectives:
Participants will be able to discuss the key components of an at-home driving practice system.
Participants will be able to discuss the pros and cons to consider with each major component of an at-home driving practice system.
Participants will be able to discuss the polarizing trends between cost, ease of use and performance.
Participants will be able to discuss the challenges non-technical users may experience when thinking about an at-home driving practice system.
Presenter: Johnell Brooks, PhD

Drivers’ Understanding of Nine Instrument Cluster Warning Symbols Related to Powertrain and Advanced Driving Assistant Systems
Breno Schwambach, MS, Johnell Brooks, PhD, Lauren Mims, MS & Casey Jenkins
Department of Automotive Engineering, Clemson University, Greenville, SC
With the dramatic increase of technology, vehicles’ instrument clusters have become more complex. Availability of different powertrain configurations (e.g. internal combustion engines, hybrids, electric vehicles) on the market and the development of advanced driver assistance systems (ADAS) are increasing the demand on drivers to become familiar with more information displayed. A previous study evaluated user’s understanding of instrument cluster information from three vehicles with different powertrain configurations (gasoline, hybrid, and electric) between teenage drivers, automotive engineering graduate students, driver rehabilitation specialists, and performance driving instructors using a matching task between 42 automotive symbols and their descriptions. Teenage drivers demonstrated significant poorer understanding of the vehicle indicators and warning symbols. This follow-up study focuses on 9 symbols that: 1) are related to powertrain or ADAS, 2) require a corrective action from the driver and 3) had poor scores on the previous study. The goal of the study is to evaluate driver’s understanding of the 9 symbols using engineering (ISO, 2014; SAE, 2008) symbol comprehension standards. High school students with a license and engineering students completed a survey while DRSs and “normal” drivers completed an interview to assess their knowledge of the 9 symbols. Understanding what information needs to be displayed on the instrument cluster may benefit not only drivers, but also passengers of current vehicles as well as users of future autonomous vehicles. The findings of this study are important for the ADED community when evaluating and training clients.

Learning objectives:
Participants will be able to discuss the differences in knowledge of instrument cluster information between high school students and more experienced drivers.
Participants will be able to discuss driver’s ideas for improving understanding of the information presented in current and future autonomous vehicles.
Participants will be able to discuss the implications of increased instrument panel complexity by different powertrain configurations and ADAS for the clients served by driving rehabilitation specialists.
Presenter: Breno Schwambach, MS
Breno is a full-time student.

Development and Usability of a Novel Holographic 3-dimensional User Interface using Hand-gesture Control for a Future Vehicle Application by Older Adults
Breno Schwambach, MS1, Johnell Brooks, PhD1, Robert Knizek, MS1, Lauren Mims, MS1, Casey Jenkins1, Shayne McEconomy, PhD1, Yang Yang, MS1, Julian Weber, PhD2 & Joerg Schulte, PhD2
1Department of Automotive Engineering, Clemson University, Greenville, SC 2BMW Group, Munich, Germany
The Deep Orange program is a concept vehicle development program that provides hands-on experience in design, engineering and prototyping as part of building the drivable vehicle. During the ideation phase as part of building the drivable vehicle. During the project’s concept ideation phase, students explored new vehicle interior interface concepts with the goal of having a clean, minimal dashboard design. One outcome of the students’ ideation process is a concept for a holographic companion that can act as a concierge for all functions of the vehicle. After creating a prototype of the holographic display using existing technologies and developing a user interface controlled by hand gestures, a usability study was performed with twelve older adults. The results suggest the system was not intuitive, but participants’ performance improved with training. Participants demonstrated better performance with tasks using discrete hand motions in comparison to those that required continuous motions. The data were helpful for engineering students to understand the challenges of untrained users interacting with a new human machine interface system.

Learning objectives:
Participants will be able to discuss the challenges non-technical users experience when interacting with a new vehicle interior interface.
Participants will be able to discuss the usability testing process used to evaluate new vehicle interior interfaces.
Participants will be able to discuss the use of gesture-controlled interface for in-vehicle controls.
Presenter: Breno Schwambach, MS
Breno is a full-time student.
Driver Rehab Mentorship Model: Connecting Community-Based Practice and Academia

Jennifer C. Radloff, OTD, MHS, OTR/L, CDRS1, Dorothee Zuleger, MOT, OTR/L, DRS2 & Tia Hughes, DrOT, MBA, OTR/L, DRS1
1Department of Occupational Therapy, AdventHealth University, Orlando, FL 2The Neuro Hub, Orlando, FL

Starting the journey towards becoming a driver rehabilitation specialist (DRS) or developing a driver rehab program is overwhelming. Continuing education courses provide the foundational knowledge needed for a professional to gain their specialization in driver rehabilitation, but a key aspect of this new journey is developing a mentor-mentee relationship with an experienced DRS. Most driver rehabilitation mentor-mentee relationships involve two practitioners who provide consumer driver rehabilitation services. While this relationship is ideal for developing practice skills, establishing a relationship between a faculty member with expertise in driving and community mobility as a mentor and a practitioner as the mentee could bridge practice skills and research development. Through this presentation, the speakers will share their four-pronged approach to the mentor-mentee relationship that (1) develops the mentee’s practice skill set and the program services that can be offered, (2) aligns with the mentor’s academic service requirements to profession and community, (3) creates opportunities for conducting research in the community, and (4) educates the next generation of occupational therapists that are in the academic program on the area of driving and community mobility.

Learning objectives:
At the conclusion of the session, attendees will understand how a mentor-mentee relationship between faculty and practitioners is mutually beneficial and benefits others beyond the relationship.
At the conclusion of the session, attendees will describe the four-pronged mentorship approach between a faculty member and a practitioner.
At the conclusion of the session, attendees will discuss ideas of how they could benefit from establishing a relationship between a faculty member and practitioner in their geographical area.
Presenter: Jennifer C. Radloff, OTD, MHS, OTR/L, CDRS

Addressing Driving and Community Mobility in Belem, Brazil

Patricia M. Niewoehner, OTR/L, CDRS1, Ana Isabel Beserra Macedo, OT2 & Girlene Ramalho de Deus, OT2
1VA St. Louis Health Care System, St. Louis, MO 2State University of Para, Belem, Para, Brazil

The poster will describe an educational workshop on driving and community mobility offered in Belem, Para in September 2018. Although Occupational Therapist in Brazil address similar domains as in the United States, they do not address driving and community mobility. The idea for a cross-cultural workshop on driving and community mobility was generated by a Brazilian OT who travels to the United States frequently. She has a strong interest in improving professional training and research driven practice for practicing OTs in Brazil. Brazilian society is aging at a fast pace and the number of adults over 65 is expected to triple with an estimated 64 million seniors living in the country by 2050. The poster presentation will inform, educate and encourage discussion on cross-cultural views on addressing driving and OT practice in a developing country. We will discuss the pros and cons of presenting such a workshop (Pros- participants demonstrated a good understanding of the need to address driving, are in fact already addressing older drivers in a limited capacity, demonstrated a strong interest in evidence-based practice. Cons- language barrier, low attendance). Other factors influencing driving and community mobility in Brazil will be discussed such as socioeconomic barriers, lack of integration of the disabled into everyday life, their unique driving style compared with the United States, inadequate road maintenance, poor DMV data collection and statistics.

Learning objectives:
Participants will learn ways to participate in cross-cultural collaborations on driving and community mobility.
Participants will discuss similarities and differences on how cultures view driving and community mobility.
Participants will learn factors influencing driving and community mobility in Brazil.
Presenter: Patricia M. Niewoehner, OTR/L, CDRS

An Exploratory Evaluation of Parents’ Views of the “Guard Your Life Challenge” Program

Lauren Mims, MS1, Johnell Brooks, PhD1, Breno Schwambach, MS1, Casey Jenkins1 and Dan Gubitosa2
1Department of Automotive Engineering, Clemson University, Greenville, SC 2BMW Performance Center, Greer, SC

Motor vehicle crashes are the leading cause of death for teens. When compared to other age groups, drivers ages 15 to 19 have the highest rates of fatalities and injuries per mile driven. The Guard Your Life Challenge is a half day driving program taught by BMW Performance Driving instructors that includes both classroom and hands-on instruction using a closed-road track. In the classroom, the students and parents are introduced to topics ranging from different types of distractions, knowing where to look, proper hand and seating position, how to make corrections for oversteer and understeer, the purpose of ABS, etc. On the track, the teens practice defensive driving skills including skid recovery and emergency braking as well as gain first-hand experience driving distracted. While our previous study only explored the students’ views, the purpose of this study was to explore 134 parents’ and 164 teens’ views of the program by completing a survey immediately after the course. Most parents believed that their child would change their future behaviors while driving as a result of the class by reducing distractions, being more aware while driving and looking further down the road. When comparing the students’ responses with the parents’, both groups provided similar views. Importantly, parents believed that they would change their own behaviors. It may be valuable for ADED members to include parents in classroom-related activities based upon these findings.

Learning objectives:
Participants will be able to discuss crash rates among drivers of different ages.
Participants will be able to explain the on-track activities used in the Guard Your Life Challenge program.
Participants will decide if increasing parental observations is possible for their clinical and classroom-related activities with teens.
Presenter: Lauren Mims, MS Lauren is a full-time student.
Multi-limb Control and Attention During Simulated Driving in Parkinson’s Disease: Study Methods

Emily McFadden, OTD1, Daniel Eldridge, SPT2, Rhéma Nicoll, SPT2, Kaleigh Sullivan, SPT2, Jyothi Gupta, PhD, OTR/L, FAOTA1 & Tara McIsaac, PT, PhD2

1Occupational Therapy, A.T. Still University, Arizona School of Health Sciences, Mesa, AZ
2Physical Therapy, A.T. Still University, Arizona School of Health Sciences, Mesa, AZ

Driving is an important activity that enables independence and cessation of driving leads to decreased quality of life including depression, poorer health outcomes, and decreased longevity. Distraction and multi-tasking while driving often leads to disastrous results, highlighting the importance of attention and cognition for safe driving. Drivers with PD are at particular risk for driving cessation or reduced safety due to progressive difficulties in both motor and cognitive function. A characteristic feature of cognitive impairment in PD is difficulty to begin or change self-initiated movement based on implicit or contextual cues. People with PD rely more heavily on external or explicit cues to overcome their slowed and small movements. The purpose of this study is to compare the effects of explicit instruction for task prioritization with implicit cues on shifts in attention during lane-keeping (steering) and car-following (acceleration/braking) behavior during simulated driving performance of drivers with PD and age-matched healthy older adults. Our goal is to characterize impairments in dual-task abilities of individuals with PD. By doing so, our data will contribute to the development of PD specific rehabilitation and training protocols to improve the driving quality, community mobility and safety, and ultimately the quality of life of this population. The study’s completion date is estimated to be after the presentation of this poster; therefore, we will address the methods used to conduct the study. Results will be completed by the 2020 conference, and a follow-up poster proposal is planned to report these findings.

Learning objectives:
Describe the impact of explicit instruction versus implicit environmental cues on performance of dual-tasking during simulated driving in individuals with PD as compared to healthy age-matched controls.
Identify whether a hierarchy exists in prioritizing upper limb versus lower limb performed tasks in individuals with PD while driving, as compared to healthy age-matched controls.
Identify and describe the effect of dopaminergic medication state on attention switching to explicit and implicit cues during simulated driving performance behavior in adults with PD.

Presenter: Emily McFadden, OTD
Emily McFadden was a full-time student.
Drivers with Autism and Traffic Stops: A Training Program
Brandon Lesch, MS, OTR/L, CDRS, CIDI & Danielle Czajkowski, MS, OTR/L, CDRS, CIDI
Marianjoy Rehabilitation Hospital, part of Northwestern Medicine, Wheaton, IL

Objective / Purpose: For drivers with autism, a routine traffic stop can be a confusing scenario that might escalate quickly. The purpose of this presentation is to describe the program development for a traffic stop driving program for individuals with autism.

Program Development: The intent of the traffic stop training program is to instruct drivers on effective communication strategies during this potentially stressful encounter and to increase awareness of officers for interacting with a driver with autism. The program is divided into two components, the classroom and the mock traffic stops. The classroom is led by officers and drivers are provided with a “wallet disability card” that they are instructed to use during the traffic stop. Next, the program moves outdoors to participants in different visibility conditions.

Outcomes: This program has been completed three times with 20 participants. Participants, parents, and law enforcement officers all reported new learning and the value of this program. Both individuals with autism and law enforcement can benefit from this type of mock training program.

Driver Rehabilitation for Individuals with Hemispatial Neglect: Where Do We Begin?
Amanda Frias, OTR, OTD, DRS, CBIS1,2 & Josephine Chan, PhD, OTR, CHT1
1School of Occupational Therapy, Texas Woman’s University, Houston, TX 2Pate Rehabilitation, Fort Worth, TX

The purpose of this study is to pilot a method for assessing factors that influence successful return to driving for individuals with right hemispheric stroke resulting in hemispatial neglect. Brain activation patterns of two participants with hemispatial neglect were compared with two healthy participants while performing behind the wheel driving maneuvers requiring various levels of visual spatial skills. Brain activation patterns were measured using a mobile electroencephalogram (EEG) headset. A clinical evaluation assessing for residual hemispatial neglect symptoms was completed, and observations of eye movements and driving accuracy were collected during the driving activity. Finally, a qualitative semi-structured interview was conducted to explore the insights and preferred compensatory strategies used while driving. The results of this study can assist in guiding future research pursuits and provide preliminary evidence to guide practice for driver rehabilitation specialists.

Learning objectives:
- Summarize the limitations to current driver rehabilitation practice for individuals with hemispatial neglect.
- Compare brain activation patterns between individuals with hemispatial neglect and healthy individuals during the occupation of driving.
- Identify two areas for future research related to improving driver rehabilitation for individuals with hemispatial neglect.
- Present the program outcomes for this teen safety driving from both the participants and the local law enforcement members.

Presenter: Amanda Frias, OTR, OTD, DRS, CBIS
Amanda was a full-time student.

Characterization of a New Glare Source for a Driving Simulator under Varying Levels of Visibility: A Pilot Study
Johnell Brooks, PhD1, Breno Schwambach, MS1, Casey Jenkins1, Lauren Mims, MS1, Patrick Rosopa, PhD2, Rachel Tanner, OD, MPH3, Charles Woody, OD, PhD3, Doug Evans, MS4, Ken Melnrick4, Renea Stasaski, MS5 & Rajaraman Suryakumar, PhD5
1Department of Automotive Engineering, Clemson University, Greenville, SC 2Department of Psychology, Clemson University, Clemson, SC 3Pelham Vision Center, Greer, SC 4DriveSafety, Inc., Salt Lake City, UT 5Alcon Labs, Fort Worth, TX

Glare can negatively impact the driver’s capabilities. The objective of this research was to conduct a driving simulator study to determine if a new glare source met a 10 to 20% reduction in visual perception performance. Two younger (ages 26 and 28) and two older males (ages 49 and 56) performed driving tasks that simulated travelling on a straight two-lane rural road (no participant steering required) using cruise control at 55 mph in clear, fog, and glare visibility conditions. Participant’s performance was measured by the distance from which visual targets presented along the road were first detected or identified. In the clear condition, targets were detected at an average distance of 466.9 ft and were identified at an average of 309.1 ft. In the fog condition, targets were detected at an average distance of 373.0 ft and were identified at an average of 271.7 ft. Comparing the fog to the clear condition, decrements in performance were on average 20.1% for the detect task and 12.1% for the identify task. In the glare condition, targets were detected at an average distance of 372.7 ft and were identified at an average of 266.7 ft. Comparing the glare to the clear condition, decrements in performance were on average 20.2% for the detect task and 13.7% for the identify task. In the fog and glare condition, decrements in performance were greater on the detect task than the identify task. The goal of an average 10-20% decrement in performance on the glare condition was achieved.

Learning objectives:
- Participants will be able to discuss the impact of a glare source on the detection and identification of visual targets between younger and older participants in different visibility conditions.
- Participants will be able to discuss the impact of a glare source on the detection and identification of visual targets between younger and older participants in different visibility conditions.

Presenter: Johnell Brooks, PhD
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<tr>
<td>Individual Member</td>
<td>Individual members shall include all persons involved in provision, implementation, or administration directly related to the provision of driver rehabilitation.</td>
</tr>
<tr>
<td>Individual RENEWING Member: Rate=$145</td>
<td>Individual RENEWING Member: Rate=$145</td>
</tr>
<tr>
<td>Individual NEW Member: Rate=$155</td>
<td>Individual NEW Member: Rate=$155</td>
</tr>
<tr>
<td><strong>Facility</strong></td>
<td></td>
</tr>
<tr>
<td>Facility Member</td>
<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>
</tr>
<tr>
<td>Facility Member-LEVEL 1* (1-3 Individuals): Rate=$290</td>
<td>Facility Member-LEVEL 1* (1-3 Individuals): Rate=$290</td>
</tr>
<tr>
<td>Facility Member-LEVEL 2* (4-6 Individuals): Rate=$580</td>
<td>Facility Member-LEVEL 2* (4-6 Individuals): Rate=$580</td>
</tr>
<tr>
<td>Facility Member-LEVEL 3* (7-10 Individuals): Rate=$1015</td>
<td>Facility Member-LEVEL 3* (7-10 Individuals): Rate=$1015</td>
</tr>
<tr>
<td><strong>Mobility Equipment Dealer</strong></td>
<td></td>
</tr>
<tr>
<td>Mobility Equipment Dealer</td>
<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>
</tr>
<tr>
<td>New membership</td>
<td>New membership</td>
</tr>
<tr>
<td>Renewing membership</td>
<td>Renewing membership</td>
</tr>
<tr>
<td>Rate=$200</td>
<td>Rate=$200</td>
</tr>
<tr>
<td><strong>Corporate</strong></td>
<td></td>
</tr>
<tr>
<td>Corporate Member</td>
<td>Corporate members shall include businesses solely involved in manufacturing and distributing products used by driver rehabilitation specialists or individuals with disabilities.</td>
</tr>
<tr>
<td>New membership</td>
<td>New membership</td>
</tr>
<tr>
<td>Renewing membership</td>
<td>Renewing membership</td>
</tr>
<tr>
<td>Rate=$550</td>
<td>Rate=$550</td>
</tr>
<tr>
<td><strong>Associate</strong></td>
<td></td>
</tr>
<tr>
<td>Associate Member</td>
<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>
</tr>
<tr>
<td>New membership</td>
<td>New membership</td>
</tr>
<tr>
<td>Renewing membership</td>
<td>Renewing membership</td>
</tr>
<tr>
<td>Rate=$125</td>
<td>Rate=$125</td>
</tr>
</tbody>
</table>

*PLEASE COMPLETE MEMBERSHIP INFORMATION SHEET ATTACHED

---

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

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<th>Zip Code of Billing Address:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Card Holder’s Signature:</td>
<td></td>
</tr>
</tbody>
</table>
## EXECUTIVE COMMITTEE-REPORTS TO BOARD PRESIDENT

### EDUCATION SUBCOMMITTEE

<table>
<thead>
<tr>
<th>2019 CHAIR (2ND TERM ENDS 2019):</th>
<th>NATHALIE DROUIN</th>
<th><a href="mailto:ndrouin@ghs.org">ndrouin@ghs.org</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>TEAM:</td>
<td>JILL SCLEASE, ASHLEE RICOTTA, TAMALEA STONE, JON GEIGER</td>
<td></td>
</tr>
</tbody>
</table>

### CERTIFICATION SUBCOMMITTEE

<table>
<thead>
<tr>
<th>2019 CO-CHAIR (2ND TERM ENDS 2019):</th>
<th>SANDRA WATAOKA (AH/TS)</th>
<th><a href="mailto:sandrawataoka@gmail.com">sandrawataoka@gmail.com</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>2019 CO-CHAIR (1ST TERM ENDS 2020):</td>
<td>ANN CLARK (AH/TS)</td>
<td><a href="mailto:jsa@lsmc.com">jsa@lsmc.com</a></td>
</tr>
</tbody>
</table>

### QUALITY COMMITTEE-REPORTS TO BOARD PRESIDENT ELECT

### LEADERSHIP DEVELOPMENT SUBCOMMITTEE

<table>
<thead>
<tr>
<th>2019 CHAIR (2ND TERM ENDS 2019)</th>
<th>AMY LANE</th>
<th><a href="mailto:laneak@upmc.edu">laneak@upmc.edu</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>TEAM:</td>
<td>LORI BENNER, MARYFRANCES GROSS, CHAD STROWMATT, LEA BERTONI</td>
<td></td>
</tr>
</tbody>
</table>

### PROFESSIONAL DEVELOPMENT SUBCOMMITTEE

<table>
<thead>
<tr>
<th>2019 CHAIR (2ND TERM ENDS 2019)</th>
<th>ALYSSA MERILEES</th>
<th><a href="mailto:alyssa.merilee@ssss.gouv.qc.ca">alyssa.merilee@ssss.gouv.qc.ca</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>TEAM:</td>
<td>NATHALIE DROUIN (EDU COMMITTEE LIAISON), JENNIFER BIRO, JESSE HUNTER, TIM DANTER</td>
<td></td>
</tr>
</tbody>
</table>

### RESEARCH SUBCOMMITTEE

<table>
<thead>
<tr>
<th>2019 CHAIR (1ST TERM ENDS 2020):</th>
<th>JOHNELL BROOKS</th>
<th><a href="mailto:jobbrook@clemson.edu">jobbrook@clemson.edu</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>TEAM:</td>
<td>MARY SHOTWELL, CHAD STROWMATT, THERESA PRUDENCIO</td>
<td></td>
</tr>
</tbody>
</table>

### FINANCE COMMITTEE-REPORTS TO BOARD TREASURER

<table>
<thead>
<tr>
<th>2019 CHAIR (1ST TERM ENDS 2019):</th>
<th>CASSANDRA JOHNSON</th>
<th><a href="mailto:cdaltonjohnson@gmail.com">cdaltonjohnson@gmail.com</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>TEAM:</td>
<td>LIZ GREEN, EVA RICHARDVILLE, BRYAN GARRISON</td>
<td></td>
</tr>
</tbody>
</table>

### SCHOLARSHIP SUBCOMMITTEE

<table>
<thead>
<tr>
<th>2019 CHAIR (1ST TERM ENDS 2020):</th>
<th>ROBIN STRUP</th>
<th><a href="mailto:robinstrup@gmail.com">robinstrup@gmail.com</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>TEAM:</td>
<td>NATHALIE DROUIN, DANA MOORE-WILLS, KELLY WOOD, MARY SHOTWELL, AMY ANDERSON</td>
<td></td>
</tr>
</tbody>
</table>

### MARKETING COMMITTEE-REPORTS TO BOARD PAST PRESIDENT

<table>
<thead>
<tr>
<th>2019 CHAIR (1ST TERM ENDS 2020):</th>
<th>GINA LEWIS</th>
<th><a href="mailto:gina.lewis@adaptsolutions.ca">gina.lewis@adaptsolutions.ca</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>TEAM:</td>
<td>LIZ GREEN (STAFF LIAISON), PUBLICATIONS LIAISON, JASON STROWMATT, JANNETTE CONRAD, KELINA MOORE, KRISTINA WHITE</td>
<td></td>
</tr>
</tbody>
</table>

### AD HOC COMMITTEES-REPORTS TO BOARD PRESIDENT

### STANDARDS OF PRACTICE (SP GOAL #1)

<table>
<thead>
<tr>
<th>CHAIR:</th>
<th>DAN ALLISON</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEAM:</td>
<td>DIANNA ROBERTSON, JIM KENNEDY, UTE SMITH, NICOLE WHITE, LIZ GREEN-STAFF LIAISON</td>
</tr>
</tbody>
</table>

### GOVERNMENT RELATIONS (SP GOAL #2)

<table>
<thead>
<tr>
<th>CHAIR:</th>
<th>CASSY CHURCHILL</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEAM:</td>
<td>LIZ GREEN-STAFF LIAISON, ANNE DICKERSON, SUSIE TOUCHINSKY, PAM WINGFIELD, BOBBIE MILLIKIN, BRIAN IADAROLA, BRENT BENNETT</td>
</tr>
</tbody>
</table>

### DRS RECRUITMENT (SP GOAL #5)

<table>
<thead>
<tr>
<th>CHAIR:</th>
<th>LIZ GREEN</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEAM:</td>
<td>JENNY NORDINE, MARY BETH MEYER, BETH GIBSON</td>
</tr>
</tbody>
</table>

### DRIVER REHAB. PROG. DEV. TASK FORCE

<table>
<thead>
<tr>
<th>CHAIR:</th>
<th>LIZ GREEN</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEAM:</td>
<td>PEGGY GANNON, BETH GIBSON, ANNE HEGEBERG, BRIGITTE KING, ERIC MANSFIELD</td>
</tr>
</tbody>
</table>

### CDRS EXAM PREPARATION (SP GOAL #5)

<table>
<thead>
<tr>
<th>CHAIR:</th>
<th>JOAN CRAMER</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEAM:</td>
<td>AMY DONABEDIAN, LIZ GREEN-STAFF LIAISON</td>
</tr>
</tbody>
</table>

### BODY OF KNOWLEDGE (SP GOAL #4)

<table>
<thead>
<tr>
<th>CHAIR:</th>
<th>BETH ROLLAND</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEAM:</td>
<td>AMY LANE, LEAH BELLE</td>
</tr>
</tbody>
</table>

### CERTIFICATION TITLES

<table>
<thead>
<tr>
<th>CHAIR:</th>
<th>TBA</th>
</tr>
</thead>
</table>
ADED Executive Director and Staff Directory

Executive Director reports to ADED Board of Directors

All staff report to ADED Executive Director

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
CAE, CMP
EDUCATION DIRECTOR
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

NewsBrake Summer 2019
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Jannette Conrad
VMI
CORPORATE REPRESENTATIVE
480-236-5898
jannettec
@vantagemobility.com
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

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 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.

Scott System Driving Controls

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.
SEATING SOLUTIONS
WE'VE GOT THIS