



Keeping Seniors Mobile: Alternate Transportation in Alberta



Improving public safety through research and innovation

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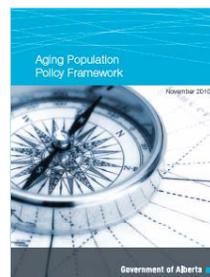
Acknowledgements

- Organizing Committee
- Government of Alberta
- Edmonton Seniors Coordinating Council
- Sponsors



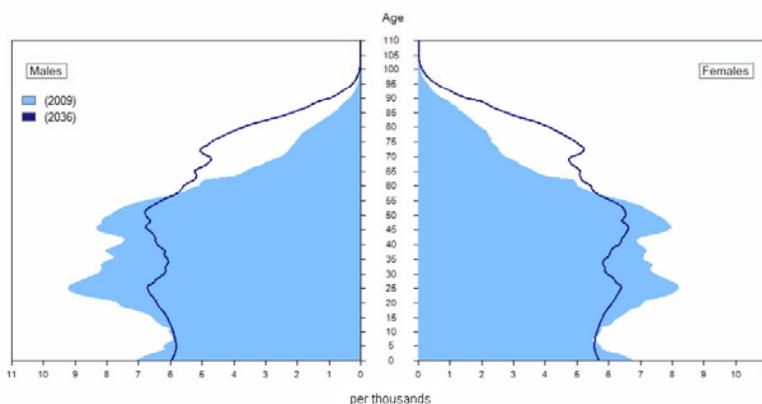
Mobility Needs

- Aging Population Policy Framework
 - Identified ‘access to safe, affordable, appropriate and accessible transportation options’ as one of the eight key theme areas
- Lack of transportation options identified as a ‘significant barrier to aging in place’ (Alberta Seniors and Community Supports, 2008, p. 8)



<http://www.seniors.alberta.ca/Seniors/AgingPopulation/docs/AgingPopulationFramework.pdf>

Aging of the Population



Source(s): Statistics Canada, Demography Division.

Statistics Canada – Catalogue no. 91-520-X (2010)
<http://www.statcan.gc.ca/pub/91-520-x/91-520-x2010001-eng.pdf>

Need for Responsive Transportation Outside the Public System

- Alternate transportation central to continued mobility
- Conventional fixed route public transit used by only 6% of seniors and is seen as "*the mode of last resort*" Coughlin (2001) and Evans (2001)
- 'Traditional' public transportation often not suitable
- Barriers include
 - Individual (e.g., physical/mental impairment, cost)
 - System (e.g., accessibility, infrequent service, concerns about personal security)
 - Environmental (e.g., inclement weather)

Who Is Most At-Risk?

- Vulnerable segments of the older population
 - Those who are older, female, in poorer health, and/or of low economic status are more likely to lack access to a private vehicle, either as a driver or passenger
 - Thus, these segments most in need of alternate transportation
 - Transportation deficiencies greater in rural Canada

Alternate Transportation

- Defined as “transportation provided to seniors outside of the conventional public (e.g., public buses, subways, light rail transit) and private (taxis) transportation systems” (Dobbs, Bhardwaj, & Pidborochynski, 2010)

Alternate Transportation Research by MARD Centre Researchers

1. Survey of alternate transportation service providers in **Edmonton and Area** (Dobbs & Bhardwaj, 2009)
2. Survey of alternate transportation service providers in **Alberta** (Dobbs, Bhardwaj, & Pidborochynski, 2010)
3. Survey of alternate transportation service providers in **British Columbia** (Dobbs, Pidborochynski, & Tassone, 2012)
4. An **international** scan of alternate transportation service providers (FPT) (Dobbs, Lee, & Song, 2011)
5. A **provincial** survey of **seniors** in Alberta (Dobbs & Bhardwaj, 2009)
6. Series of **focus groups** with seniors, service providers, and adult children in **St. Albert** (Dobbs & Bhardwaj, 2012)

Alternate Transportation Service Providers – Online Compendiums

Provincial Listing of Organizations Providing Alternate Transportation for Seniors in Alberta

Complete the following search form:

1. Select a **region name** from the drop-down list provided

Region

2. Select a **community** from the drop-down list of communities in the selected region

Community

3. Type the name or part of the name of the **organization** you are searching for. Leave this field blank if you want to see all organizations in your selected community.

Organization



Provincial Listing of Organizations Providing Alternate Transportation for Seniors in British Columbia



www.mard.ualberta.ca

Challenges Identified by Alberta Alternate Transportation Service Providers

- The need for expansion of services
- The need for newer and more accessible vehicles
- The need for more drivers
- The need for more funding
- “Need resources to take on more seniors”

Senior's Input to Transportation Very Important

- **Provincial Senior's Survey**
 - 900 seniors in Alberta
 - 360 in Edmonton and Calgary
 - 540 in 'Rural' areas
 - Population Research Lab at University of Alberta
 - Funded by the AMA Foundation for Traffic Safety

Demographics

- Average age: 73.43 (SD = 6.80)
- Female: 61%
- Marital Status: 59% Married
- Place of residence: 48% (rural) 52% (urban)
- Health: 28% rated health as fair or poor
: 40% indicated that physical health
sometimes interfered with daily
activities

The 5 A's of Senior Friendly Transportation

Availability

Transportation services are provided to seniors and those services are available when needed (e.g., days, evenings; weekdays, weekends)

Acceptability

Service quality is acceptable in terms of advance scheduling; vehicles are clean and well-maintained; service providers provide driver 'sensitivity to seniors' training

Accessibility

Service providers provide 'door-to-door' and 'door-through-door' transportation; service providers provide transportation to essential and non-essential activities

Adaptability

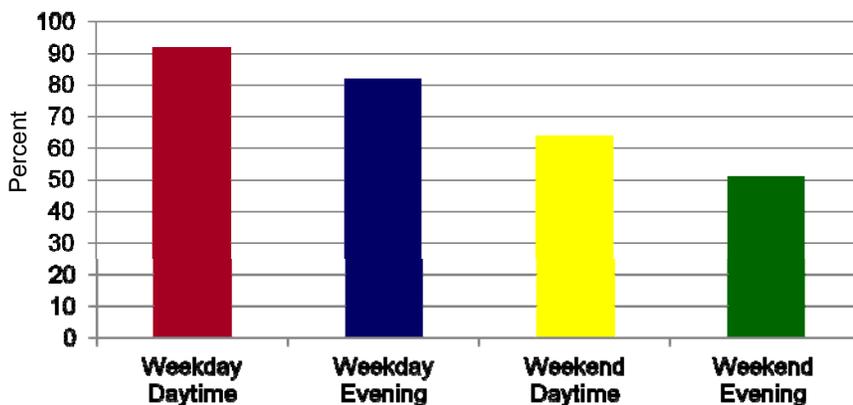
Transportation can accommodate riders wanting to make multiple stops (trip chaining); allows for different types of routes (fixed vs. client response) and passenger service (single vs. group); can accommodate wheelchairs and walkers; escorts can be provided

Affordability

Cost of transportation is affordable (e.g., uses volunteer drivers to reduce costs; vouchers or coupons available, etc.)

(The Beverly Foundation, 2001)

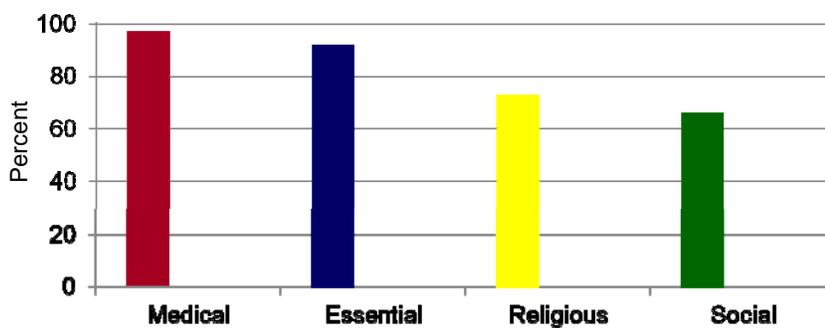
Availability of Alternate Transportation Services



Acceptability of Alternate Transportation Services

- 78% see having to book > 48 hours in advance as unreasonable
- Cleanliness of vehicles very important (98%)
- Having driver's knowledgeable about senior's issues (health, disabilities, etc.) very important (93%)

Accessibility of Alternate Transportation Services



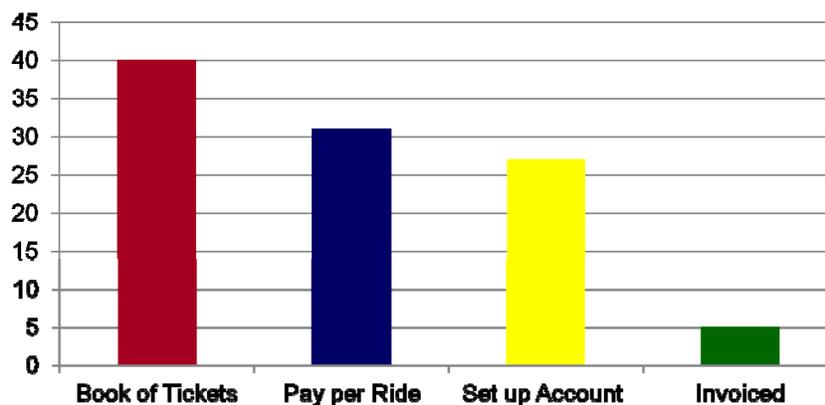
Adaptability of Alternate Transportation Services

- Multiple stops (doctor's office – bank-grocery store – mail) very important (82%)
- Ability to accommodate wheelchairs very important (87%)

Affordability of Alternate Transportation Services

- \$14 or less for one way ride rated as being affordable by 85% of respondents
- More than \$14 rated as being affordable by only 5%

Paying for Alternate Transportation Services



Awareness of Alternate Transportation Services

- Minority of seniors aware of services available in their community
 - ~ 1/3 aware of public buses
 - ~ 1/3 aware of volunteer driver programs
 - ~ 1/3 aware of paid driver programs
- Senior's Centre most important source of information

No *Easy* Solutions or Magic Bullets

- Many challenges (e.g., rural / remote)
- Requires
 - Collaboration
 - Commitment
 - Community engagement
 - Leadership
 - Focus
 - Partnerships (Government / NGO's)
 - Resources
 - Removing barriers / Supportive environment

Contact Information

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Panel Discussion

- Tara Burnett St. Albert Seniors Working Group
- Anastasia Stevens Calgary Seniors' Resource Society
- Mavis Sautner Bow Valley Volunteer Driver Program
- Bonnie Dobbs Medically At-Risk Driver Centre
(University of Alberta)