

Provincial Transportation Needs Assessment of Seniors and Persons with Disability

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Accessibility Advisory Committee Executive Meeting

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Need for ST Services

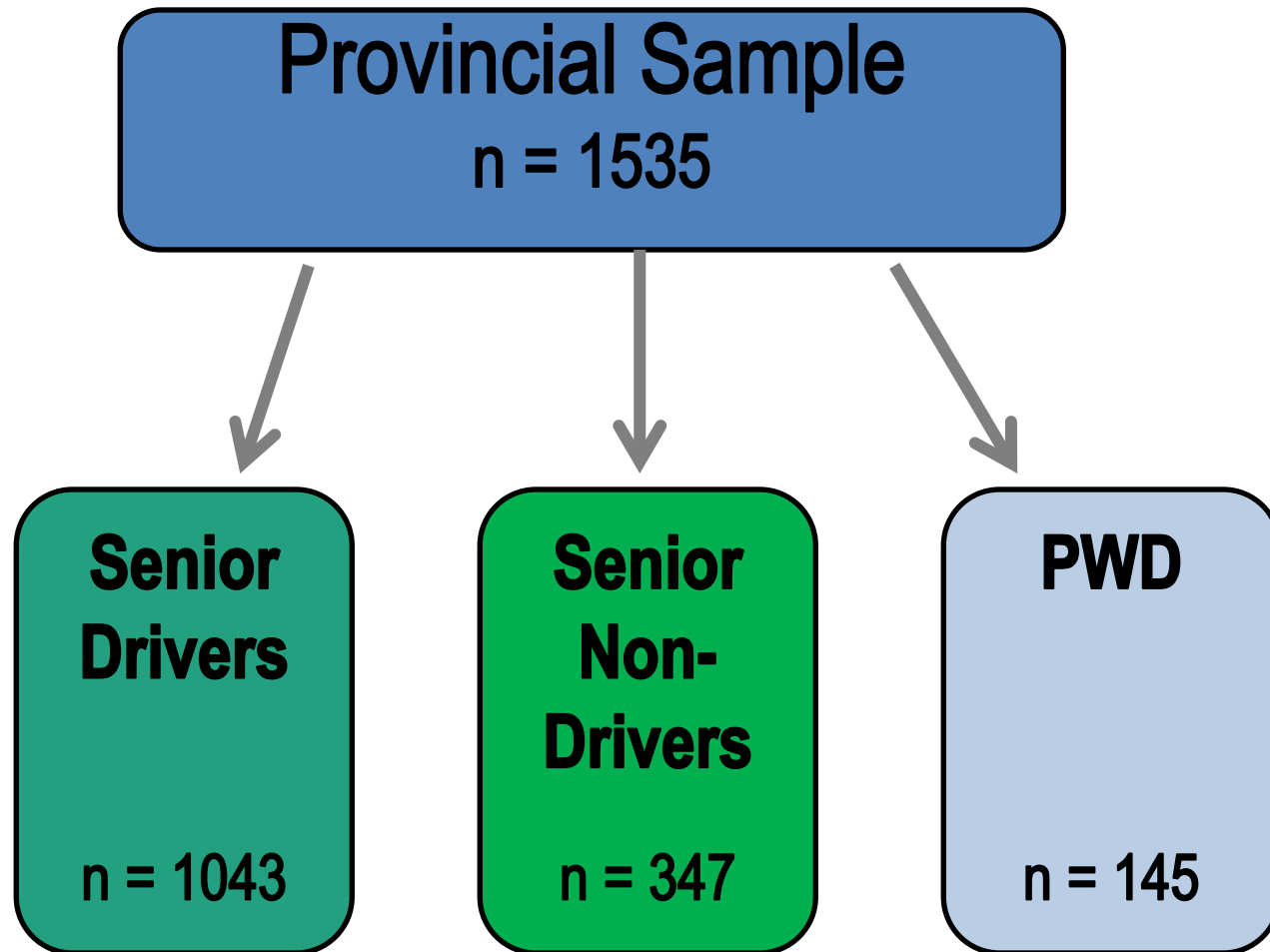
- Transportation mobility an important issue for Persons with Disabilities (PWD)
 - 16% of Albertans have a disability (significant % are 65 and older)
(Alberta Seniors and Community Supports, 2006)
 - Disability has been identified as **“the most important individual characteristic influencing travel behaviour, mobility, and problems with transportation”** (Mattson, Hough, & Abeson, 2010)
 - PWD are less likely to drive, more likely to say that transportation is a limiting factor for trip making ability, and less likely to indicate that there are adequate transportation options available in the community
(Mattson, Hough, & Abeson, 2010)

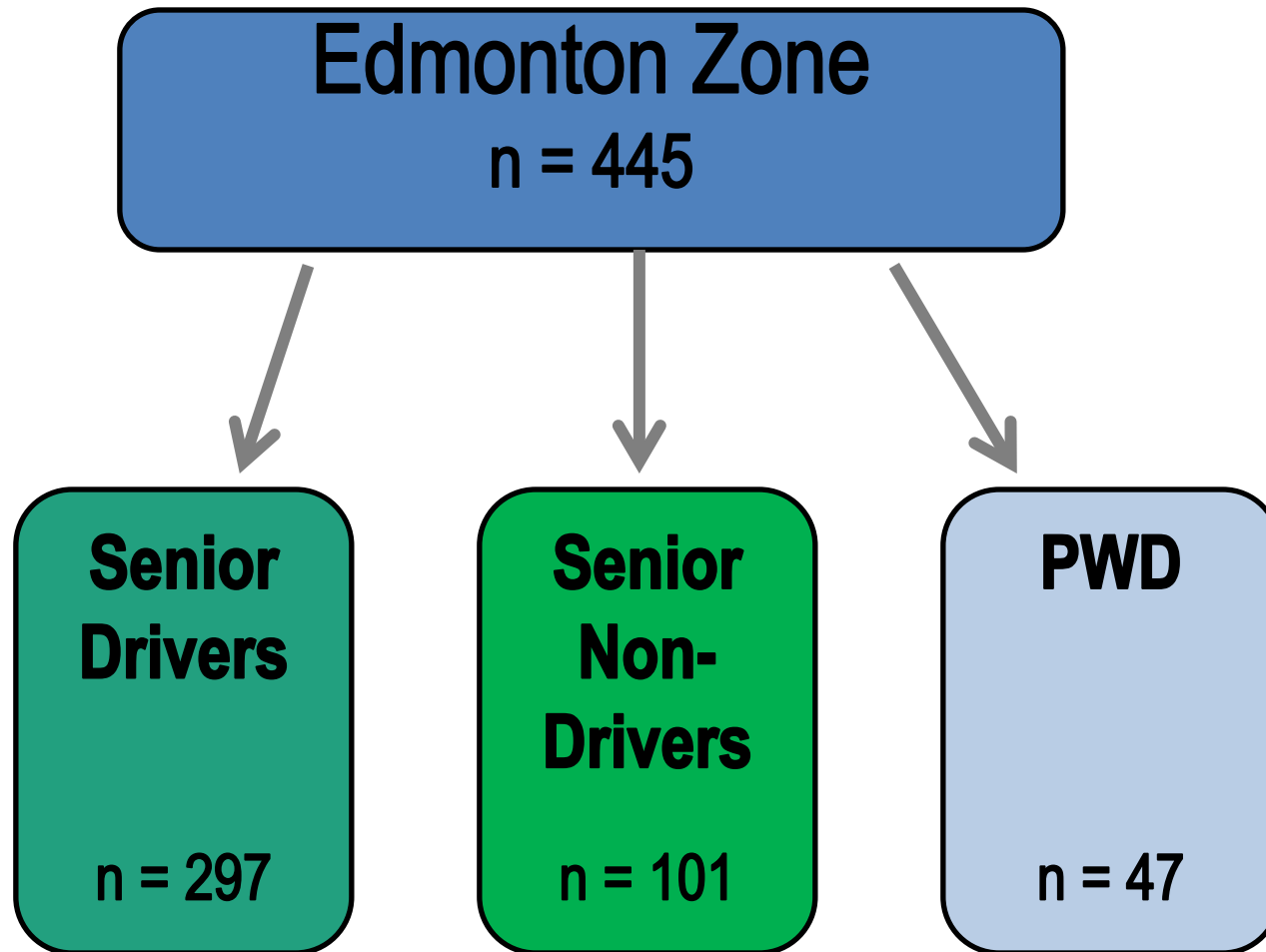
Operational Definitions

- **Alternate transportation for seniors (ATS):** modes of transportation that exist outside of public transportation programs and include both for-profit and not-for-profit transportation by a service provider (i.e., private vehicles, buses, handivans, minivans)
- **Specialized transit service (ST):** transportation services that are designed accommodate individuals with mobility restrictions that make it difficult or impossible to take conventional transit service; this type of service is typically equipped to accommodate persons with disabilities (CRB definition)
- **Intermunicipal transit service (IMT):** transit service that operates between municipalities, or across municipal boundaries (CRB definition)
- **Regional medical transit service (RMT):** transit service that operates between municipalities, or across municipal boundaries with its purpose to provide transportation for medical appointments outside of ambulance services

The Provincial Transportation Needs Assessment







Demographics

Attribute		Province as a Whole (n =145)	Edmonton Zone (n = 47)
Age		49.8 (13.3)	52.4 (12.6)
Sex	Male	35.9	31.9
	Female	64.1	68.1
Marital Status	Married/Common Law	37.1	39.1
	Separated/Divorced	11.2	17.4
	Widowed	4.9	6.5
	Never Married	46.9	37.0
Current Rating of Physical Health	Poor	25.0	25.5
	Fair	31.3	31.9
	Good	36.1	34.0
	Excellent	7.6	8.5
Use of Mobility Aids	No Mobility Aids	35.2	34.0
	One or More Mobility Aids	64.8	66.0
Physical Health Interferes	Never	25.2	23.9
	Sometimes	37.8	39.1
	All of the time	37.1	37.0

Quality of Life, Well-being, Social Isolation, & Control

Attribute		Province as a Whole (n = 145)	Edmonton Zone (n = 47)
Quality of Life	Poor	15.9	23.4
	Fair	24.8	23.4
	Good	39.3	31.9
	Excellent	20.0	21.3
Sense of Well-Being	Poor	10.3	12.8
	Fair	30.3	29.8
	Good	35.2	36.2
	Excellent	24.1	21.3
Lack of Companionship	Hardly Ever	41.7	45.7
	Some of the Time	42.4	39.1
	All of the Time	16.0	15.2
Feel Left Out	Hardly Ever	37.1	31.9
	Some of the Time	40.6	40.4
	All of the Time	22.4	27.7
Feel Isolated from Others	Hardly Ever	37.2	31.9
	Some of the Time	47.6	46.8
	All of the Time	15.2	21.3
Sense of Control	No Control	15.2	17.0
	Moderate Control	65.5	63.8
	Complete Control	19.3	19.1

Unmet Transportation Needs (Overall)

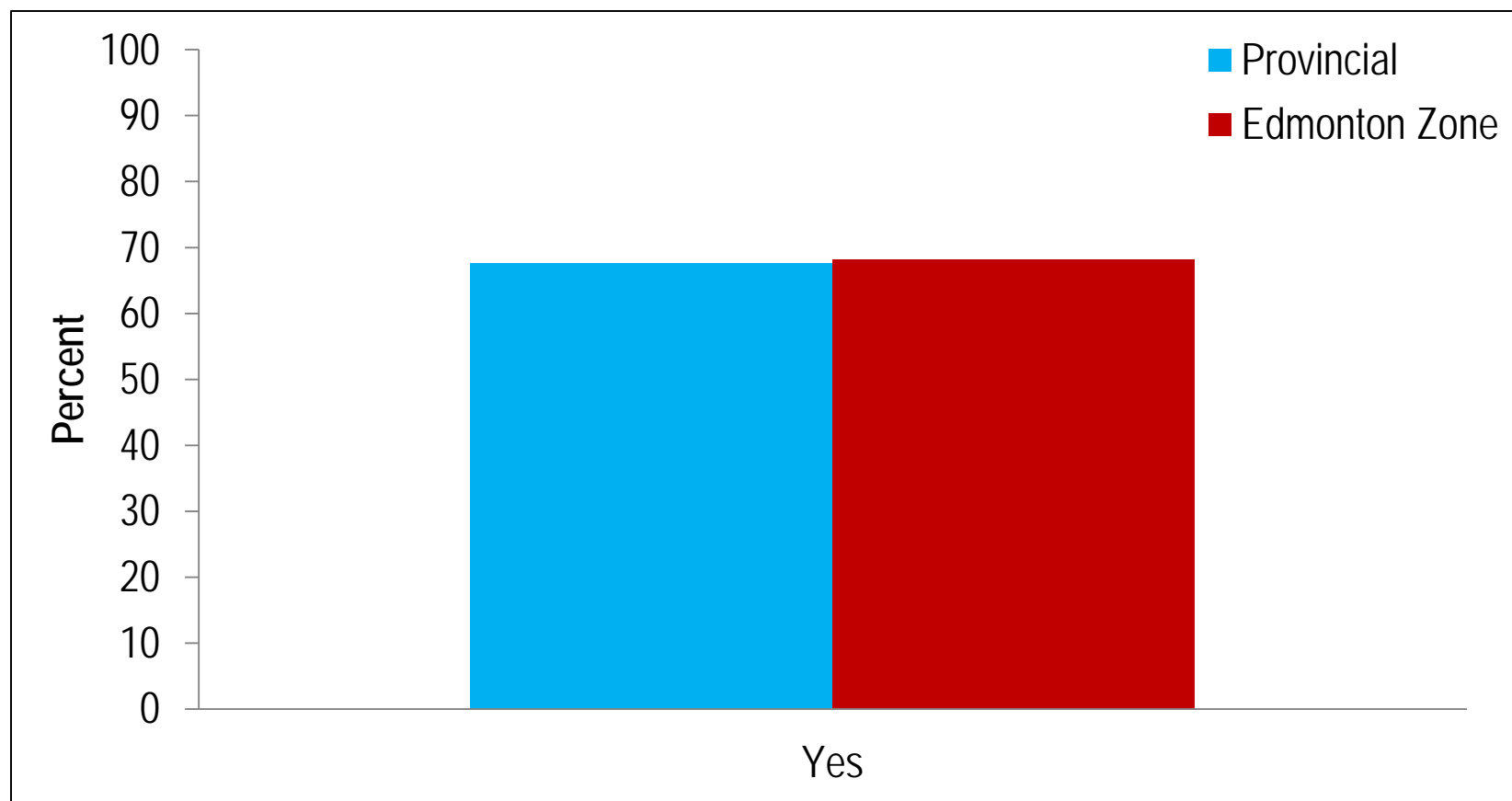


Figure 1. Percentage that reported transportation deficiency in at least one trip type.

Unmet Transportation Needs (Specific)

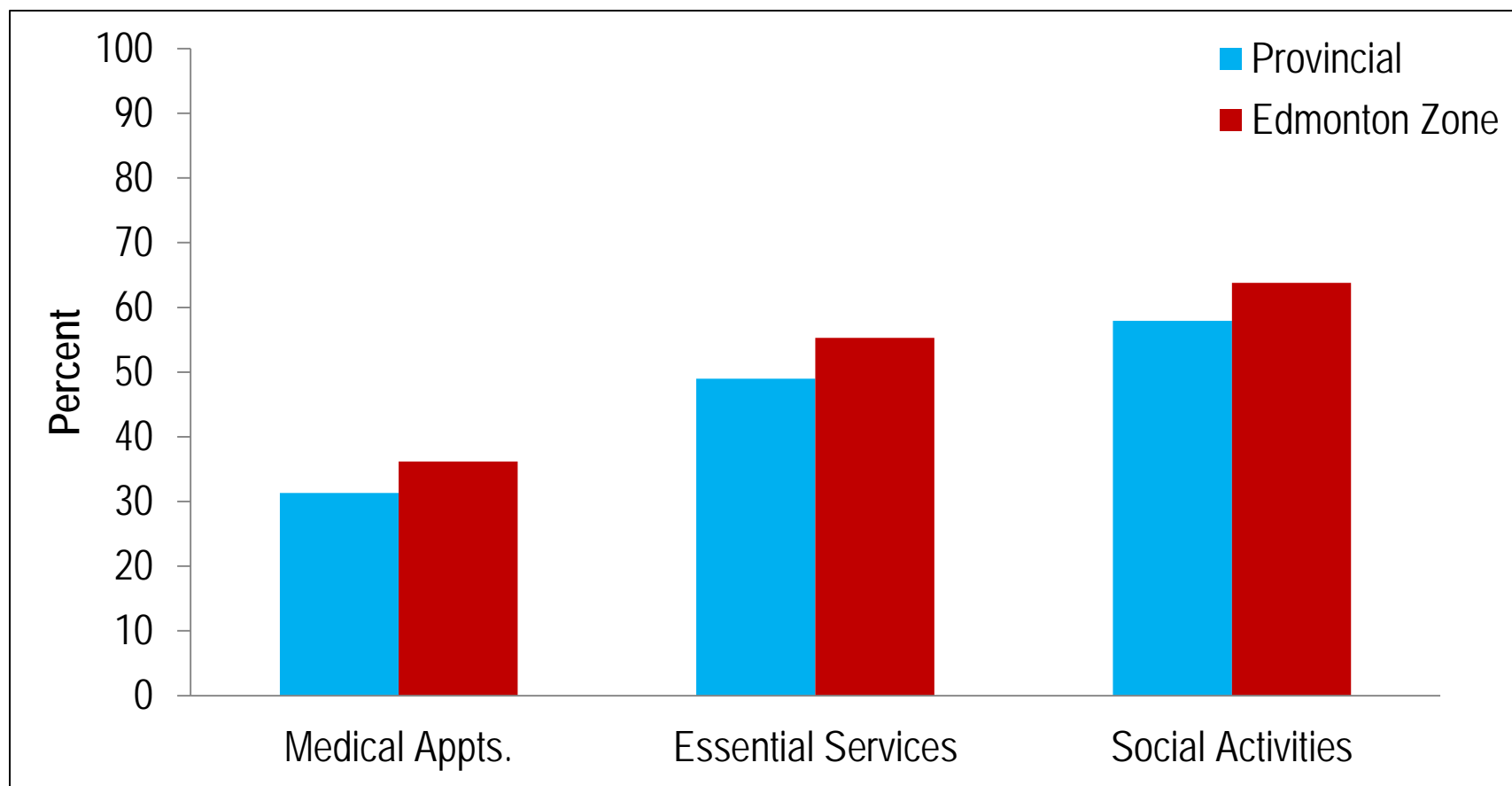
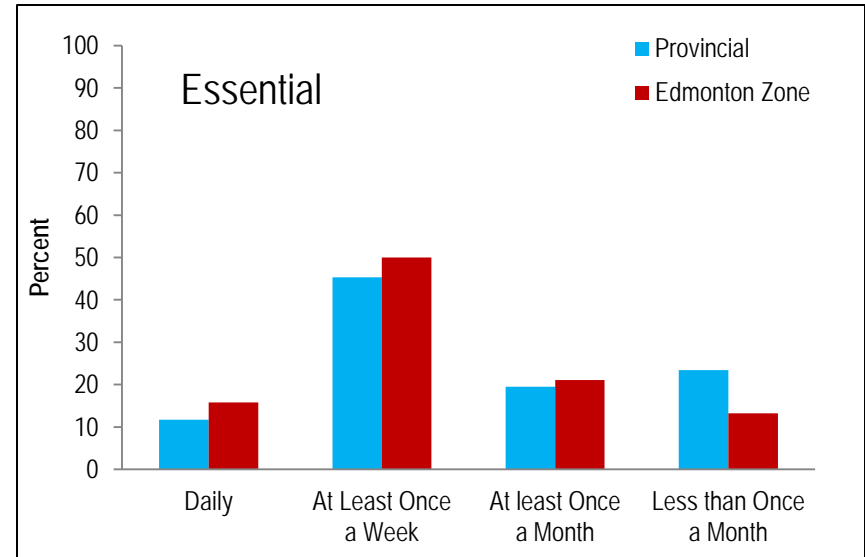
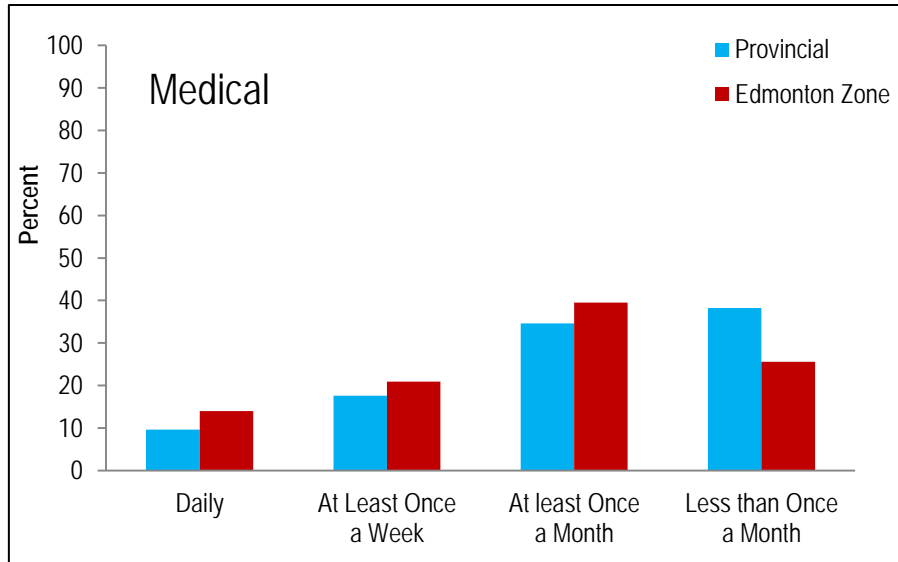


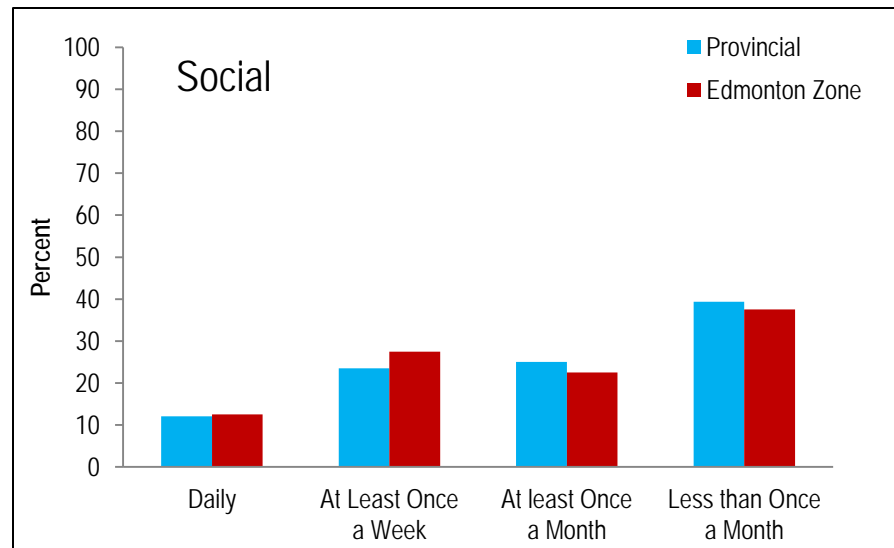
Figure 2. Percentage that reported that they have 'Sometimes/Often' not been able to get to different places and/or activities.

Unmet Transportation Needs

(Rely on Family/Friends)



Figures 6, 7, & 8. Percentage reporting on relying on family/friends for medical, essential, and social transportation needs



How Well are Transportation Needs Being Met?

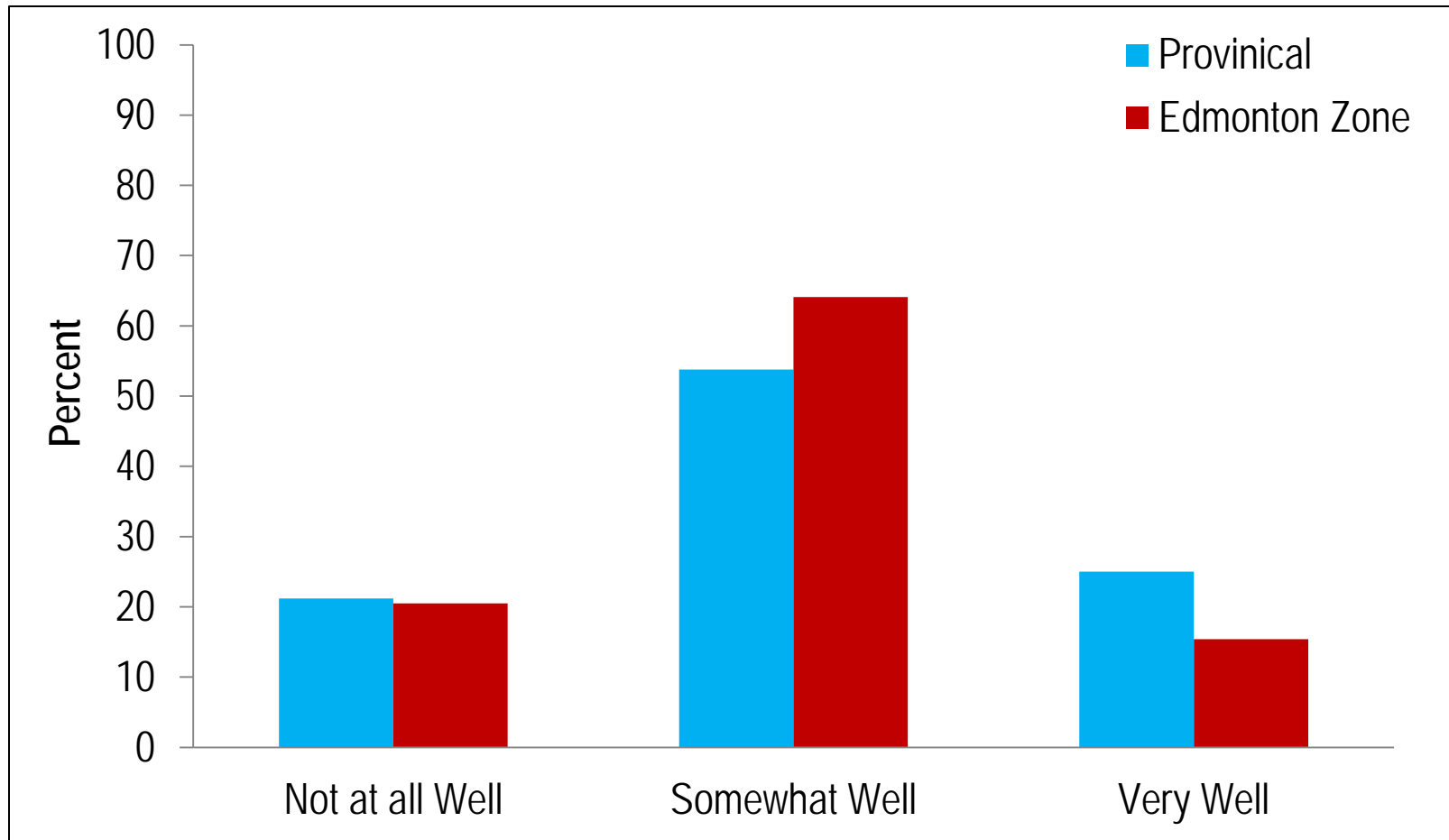


Figure 6. How well are the transportation needs of PWD in your community being met?

The 5 A's of 'User-Friendly' Transportation

The 5 A's

Description

AVAILABILITY	Available when needed (e.g., days, evenings; weekdays, weekends).
ACCEPTABILITY	Service quality is acceptable (advance scheduling; vehicles are clean and well-maintained; provides driver 'sensitivity to seniors' training).
ACCESSIBILITY	Provides 'door-to-door' and 'door-through-door' transportation; provides transportation to essential and non-essential activities.
ADAPTABILITY	Accommodates riders wanting to make multiple stops (trip chaining); allows for different types of routes (fixed vs. user response) and passenger service (single vs. group); accommodates wheelchairs and walkers.
AFFORDABILITY	Transportation is affordable (e.g., uses volunteer drivers to reduce costs, vouchers, or coupons available, etc.).

Availability of ST Service

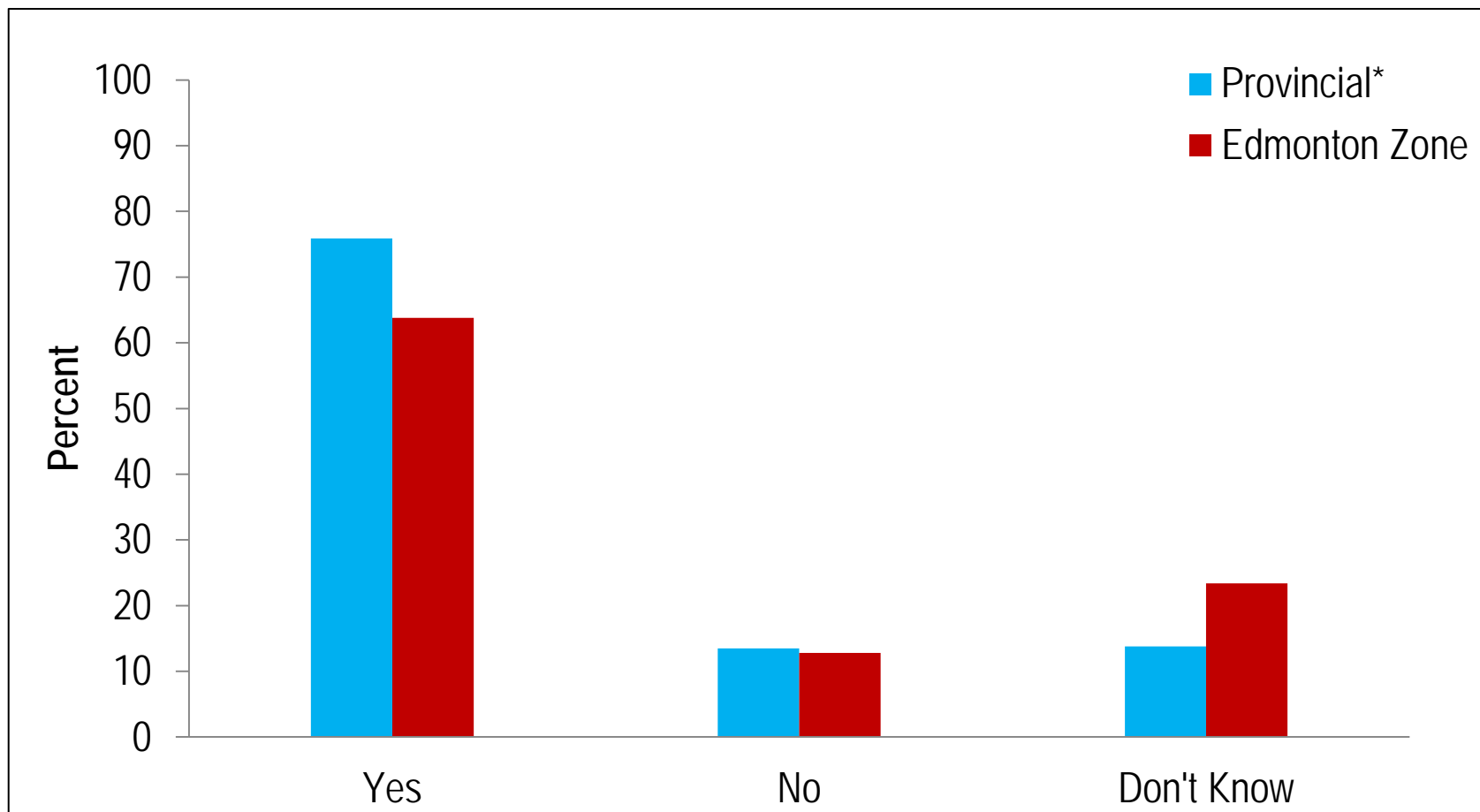


Figure 7. Percentage that reported at least one type of ST service for PWD available in community.

Availability: Use of ST Service

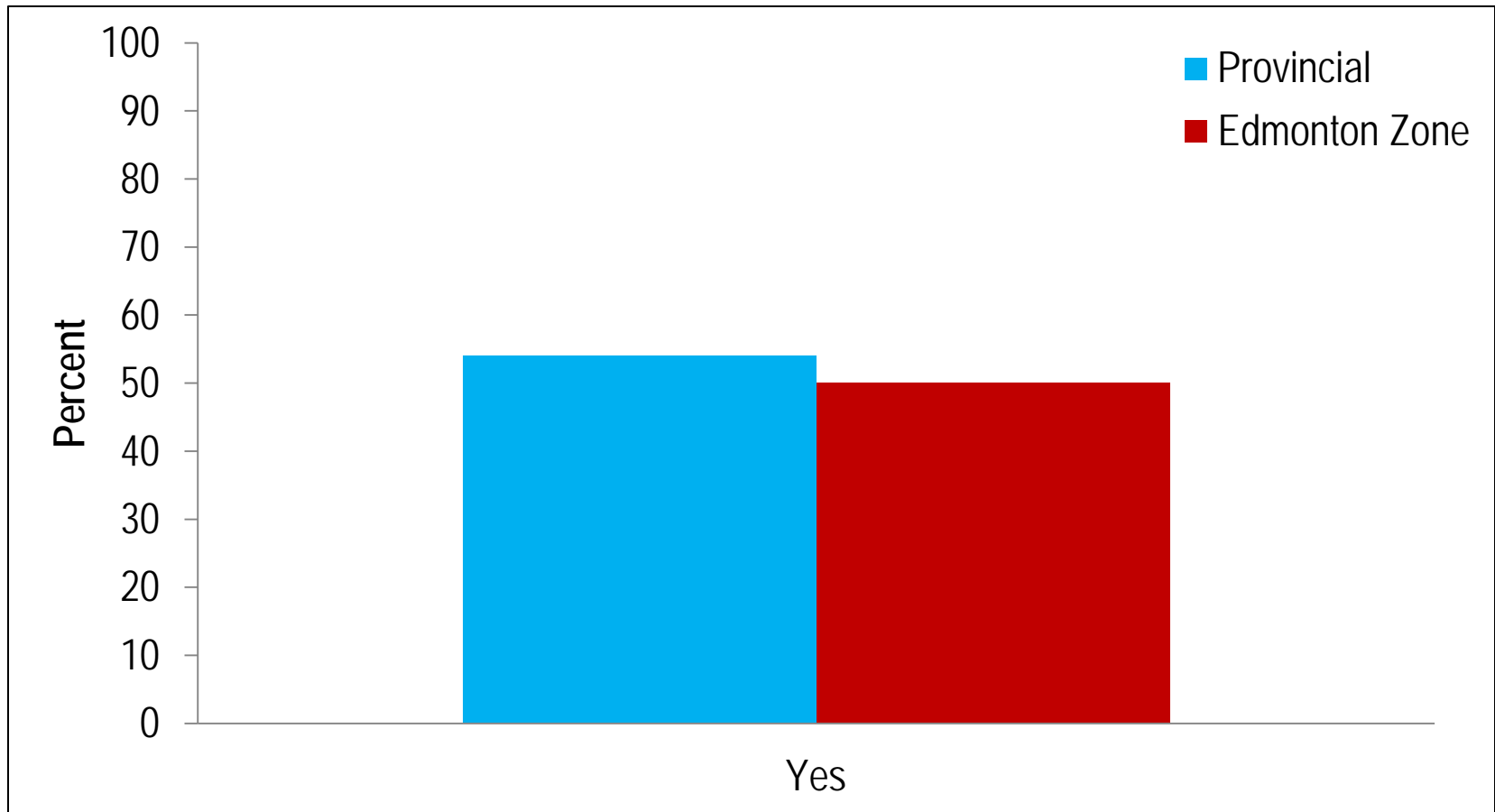


Figure 8. Percentage that reported that they use the ST services that are available in their community.

Availability: Likelihood of Use of ST Service

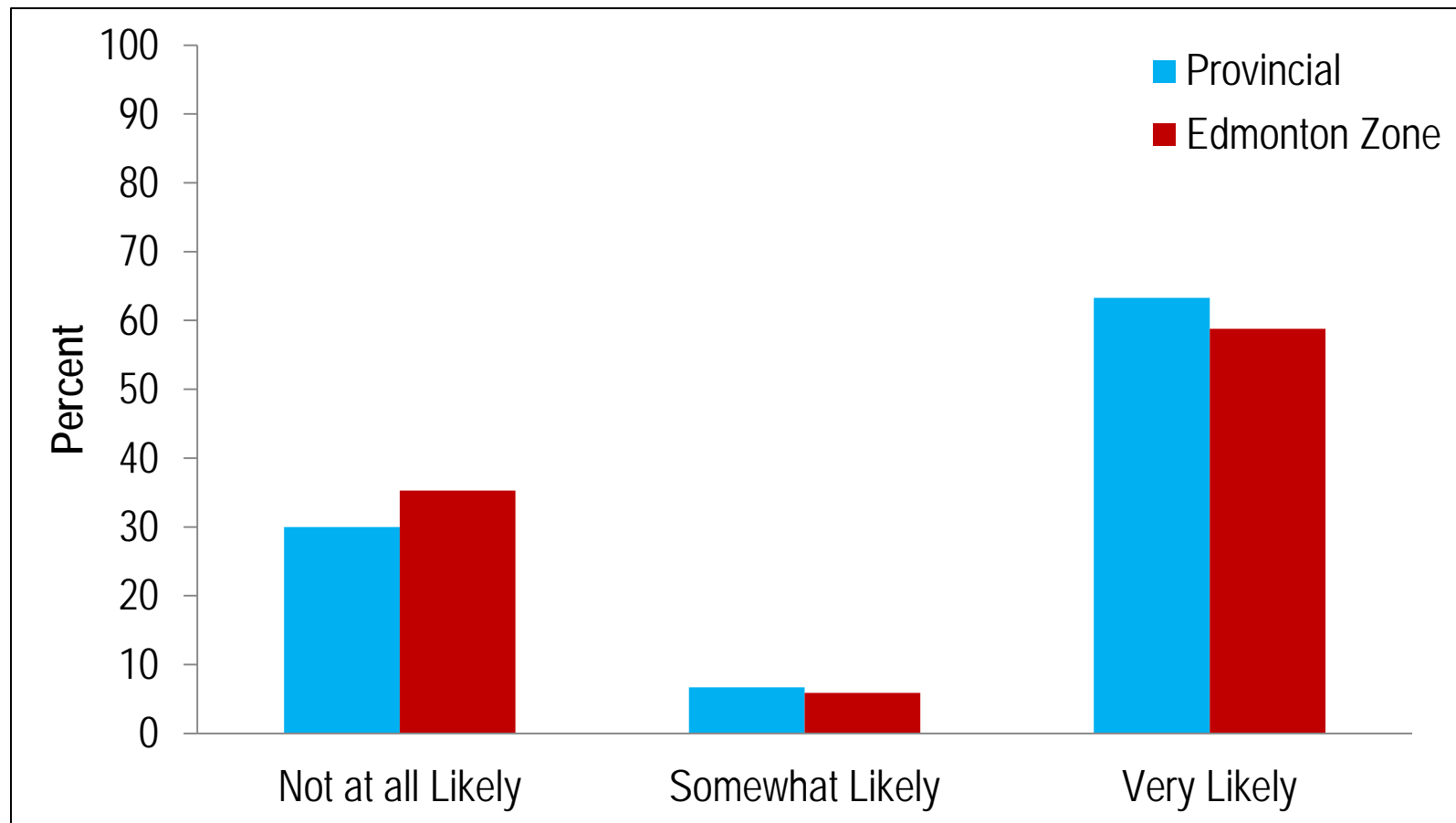


Figure 9. Likelihood of using ST services if they were to become available in the community.

Availability: Reasons for Not Using ST Service

- Reasons for not using ST services:
 - “Distance to get to them is too far”
 - “Would take too long to get to where they want to go”
 - “Too regimented (have to call too far in advance to book a ride)”
 - “Too expensive”
 - “Needs a higher level of care that ST services can’t provide”

Availability: Times Most Likely to Use ST Service

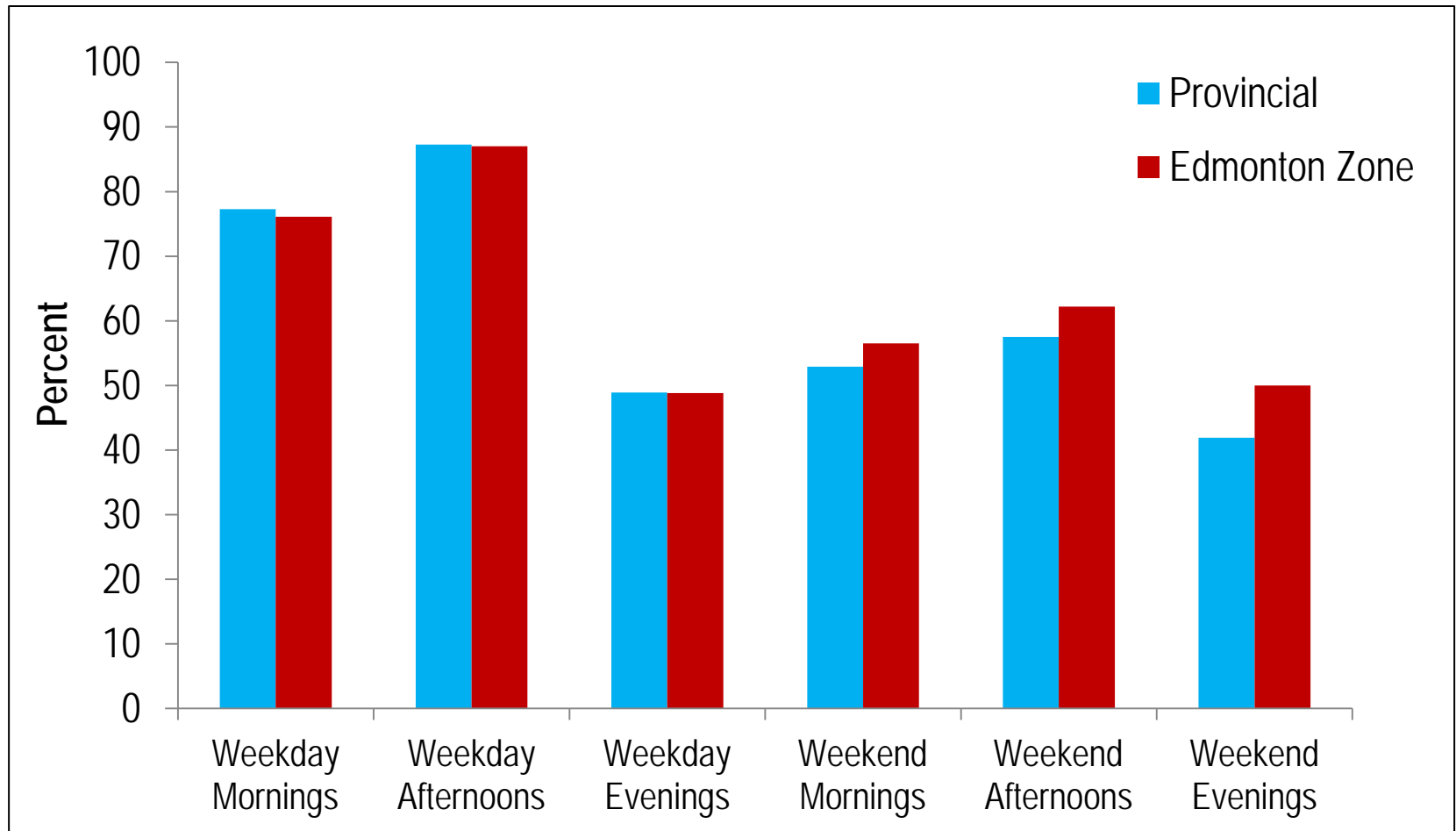


Figure 10. Times most likely to use ST services.

Acceptability: Booking Trips

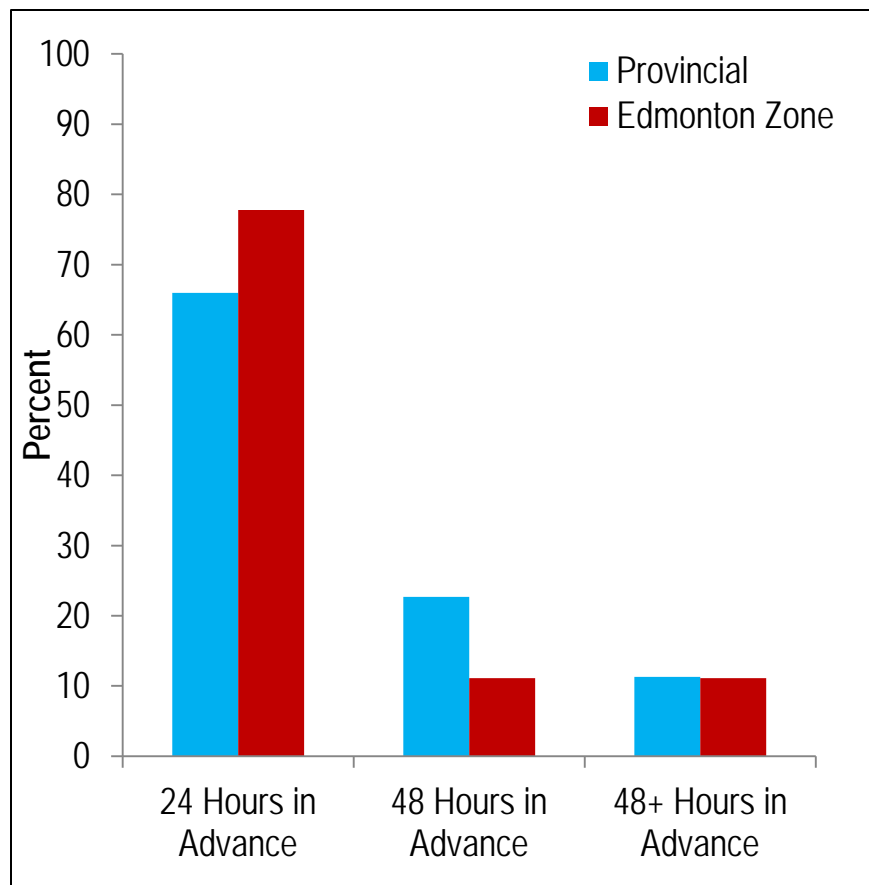


Figure 11. Most reasonable time to book a ride.

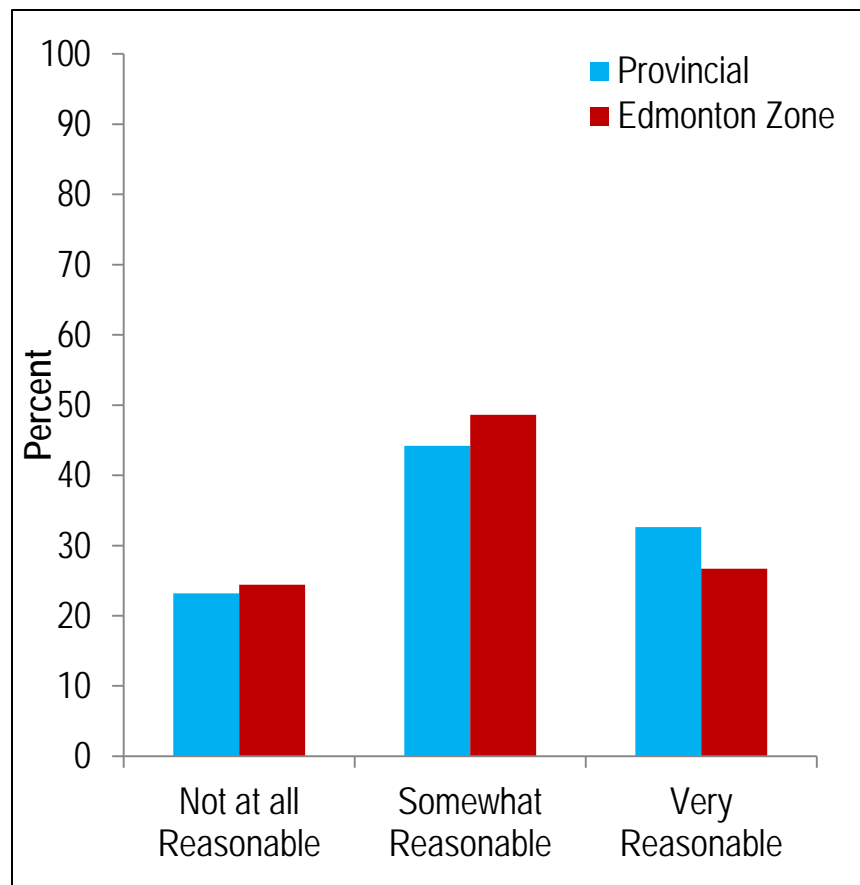
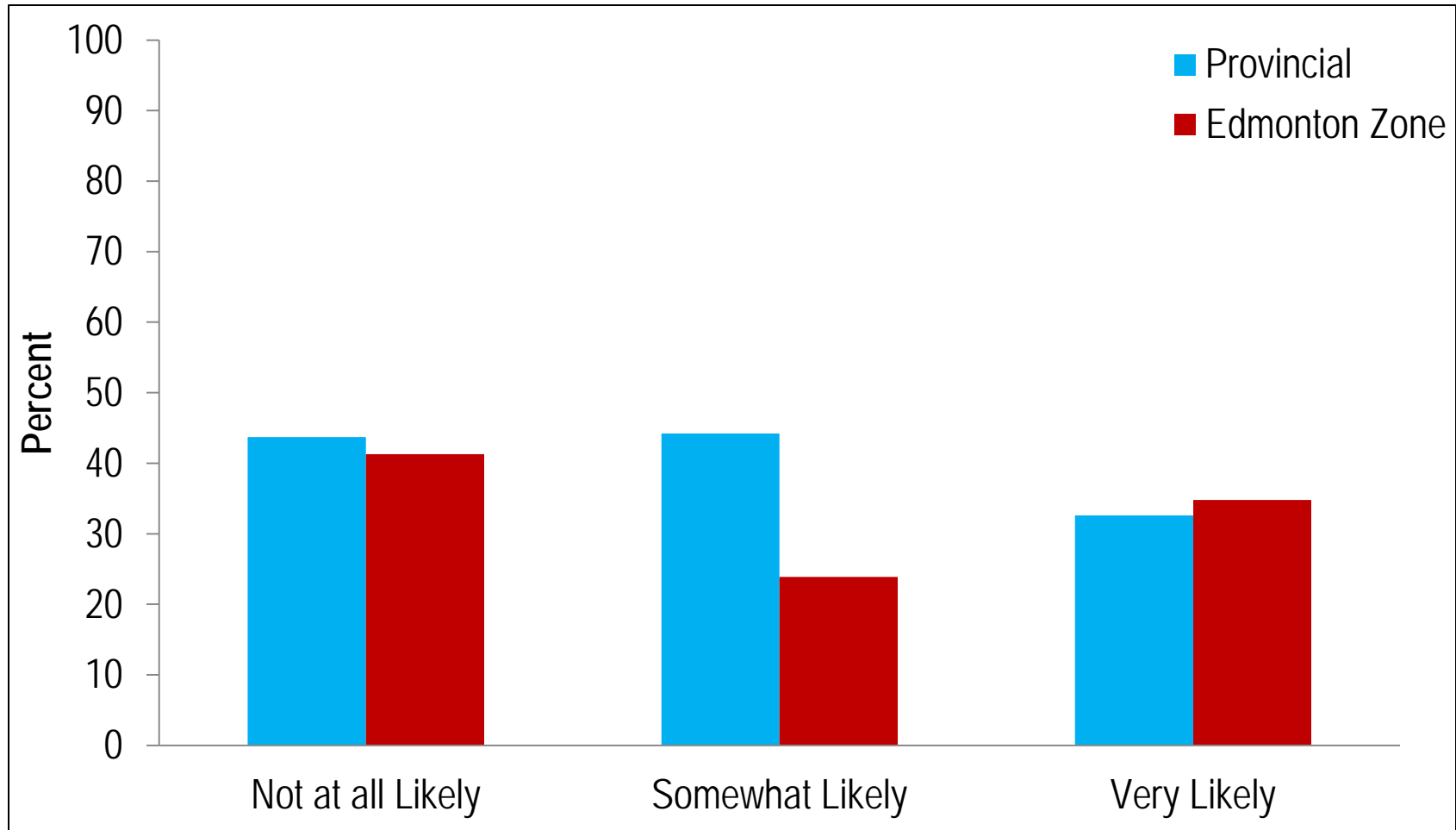
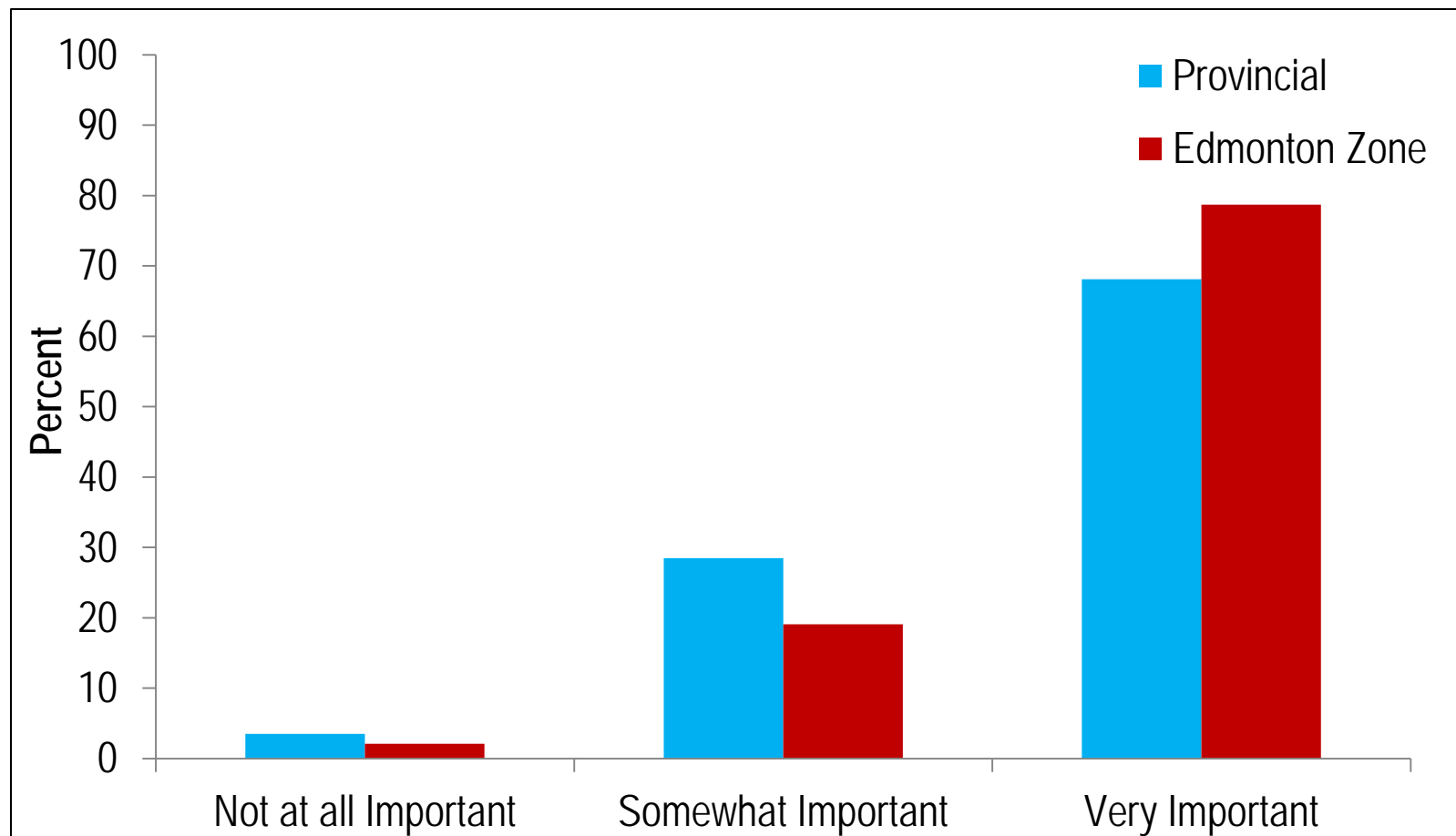


Figure 12. Reasonableness of no advance booking.

Availability: Booking Trips Online



Acceptability: Knowledgeable Drivers



Accessibility: Importance of ST Services

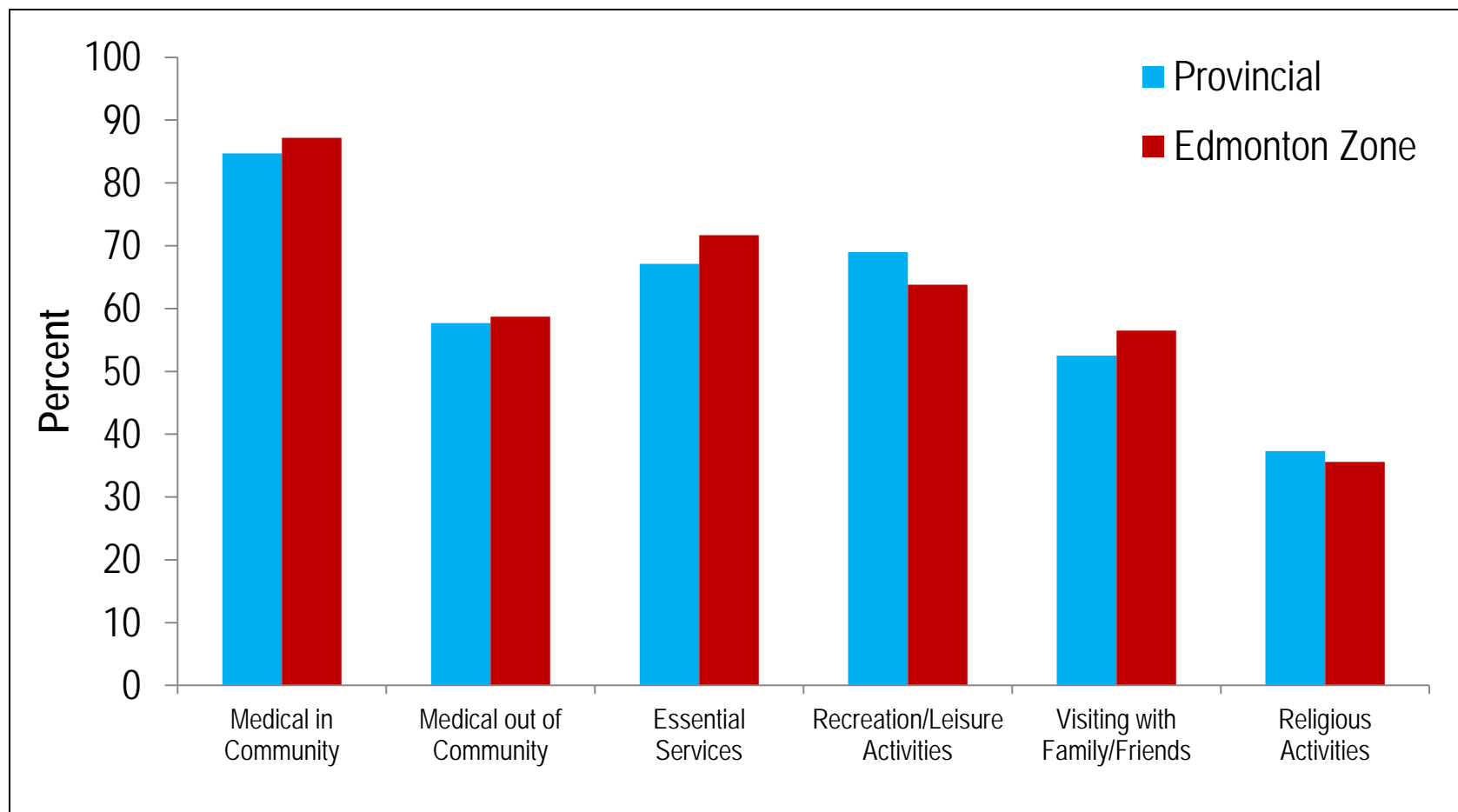


Figure 15. Importance of ST services for different appointments/activities.

Adaptability: Multiple Stops

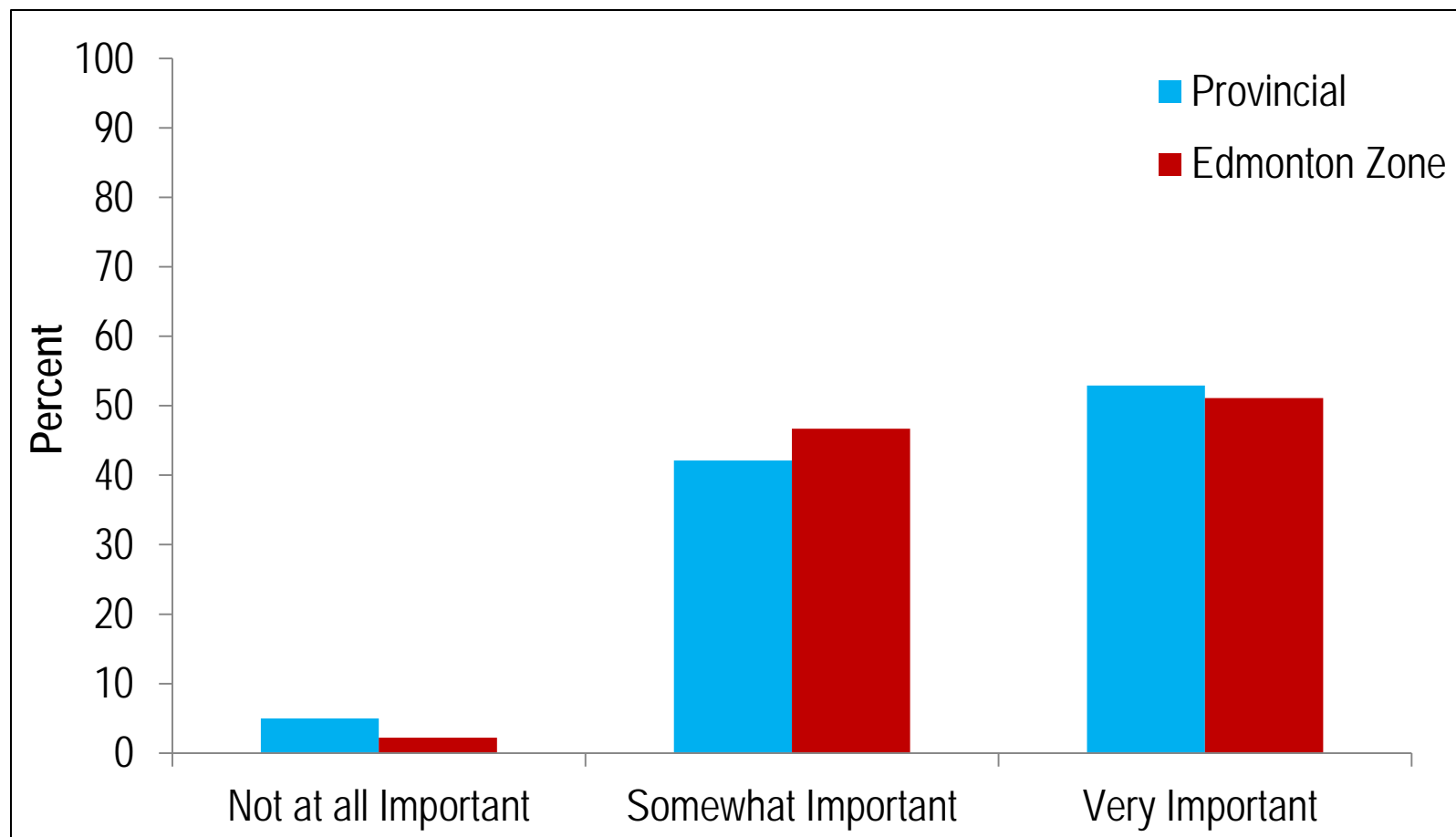


Figure 17. Importance of multiple stops for ATS/ST services.

Affordability: Payment

Table 3: *Payment of ST Services.*

Sub-Samples	Afford to Pay (Mean and SD)	Willing to Pay (Mean and SD)
Provincial	\$12.74	\$12.64
Edmonton Zone	\$11.24	\$13.38

Affordability: Method of Payment

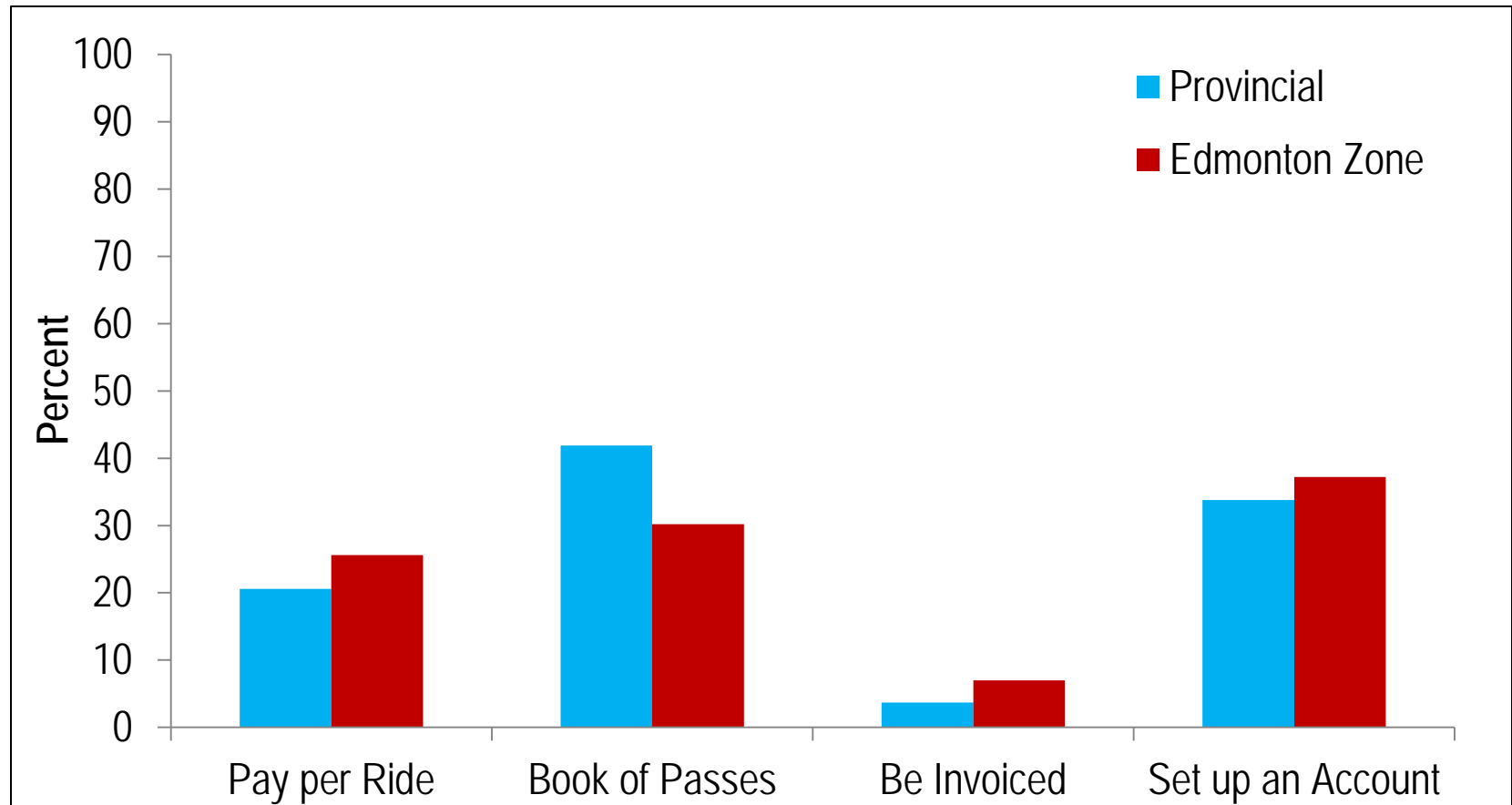


Figure 17. Preferred method of payment for ST services.

Going Forward

Results from this *Transportation Needs Assessment*

- **support** the need for more specialized transportation/transit services in the Province, and
- **inform** on the types of services needed.

