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| Appendix 3 |
| **Author(s), Year of Publication** | **Database, Journal/Grey Literature Source** | **Study Location,Participants, Methodology** | **Outcomes and Important Results** | **Key Themes** |
| Bittner, J., Fuchs, P., Baird, T., & Smith, A. (2011) | Transport Database, U.S. Department of Transportation, University Transportation Centers Program | Location: USAParticipants**:** 4,099 older adults responded to the survey, 16 focus groups were conducted with 224 seniors and service providers, as well as focus groups with First Nations PeoplesMethodology: Interviews, secondary data analysis of population demographics, cross-sectional survey, focus groups, and literature review  | * Older adults used driving, being driven in a private vehicle, and then buses as their most frequent methods of transportation
* Important for public transit to be affordable; have stops that are convenient, reliable, and safe; and have stops at locations that older adults want to visit
* Some rural areas had no public transportation available
* Participants reported stigma about using public transportation
* Improving public transportation can allow seniors to access religious and community events, visit family and friends, and work
* Fixed transit routes often favour morning and evening commuters; off-peak and weekend trips need to be improved
* Drivers and non-drivers used public transit
* Need hybrid between public transit and private buses/vans
* When seniors stop driving or need to adapt to mobility changes they can become isolated from social, family, and civic activities; therefore, public transit, infrastructure, and driver’s licencing needs improvement
 | Public transportation issues, rural public transportation issues, driving cessation, mobility issues, modes of transportation, program planning, social and civic participation, other modes of transportation as solution |
| Bryanton, O., Weeks, L. E., & Lees, J. M. (2010) | AgeLine, Activities, *Adaptation and Aging*, 34 (3) | Location:CanadaParticipants: 11 women ≥ 70 years of age, ceased driving within past 2 yearsMethodology: Semistructured qualitative interviews | * After driving cessation, most participants relied on family/friends or paid drivers to get to social activities, grocery stores, medical appointments, and to visit others; no one used public transit
* Felt like a burden when asking people for rides
* Social participation declined after driving cessation; no way to get to structured (e.g., church, meetings, volunteering) or unstructured social activities (e.g., visiting family and friends)
* Social needs were seen as unnecessary, so people didn't search for a ride
* Rural participants experienced isolation if they didn't have family to drive them, public transit was usually unavailablePublic transit was inaccessible and stop locations were inconvenient
* Cost of taxis was too expensive to use all the time for some people
* Social isolation resulted from lack of social involvement and led to poor quality of life
 | Driving cessation, public transportation issues, rural public transportation issues, social engagement, social isolation |
| Carp, F. M. (1972) | AgeLine, *The Gerontologist,* 12(1) | Location:USAParticipants:709 participants, ≥ 65 years of age, participants living in a retirement community (Fort Sam Houston) compared with people living outside retirement communityMethodology:Interviews | * People living in the retirement community were more likely to use cars or walk places, and had less fear about driving cessation because they felt like they could arrange rides
* Although public transportation was within walking distance and had frequent service, the retirement community residents did not use it because of the stigma of it being transportation for "household help"
* Public transportation was better for these seniors; however, they used it less than seniors with less favourable transportation who lived outside the retirement community
* Members of the retirement community visited friends, and took part in recreational and social activities more often than other seniors
 | Driving cessation, modes of transportation, public transportation issues  |
| Chaudhury, H., Mahmood, A., Michael, Y. L., Campo, M., & Hay, K. (2012) | AgeLine, *Journal of Aging Studies*, 26(1) | Location: USA & CanadaParticipants:34 seniors (from four Vancouver neighborhoods), 32 (from four Portland, ORneighborhoods, ≥ 65 and over, living in community-based housingMethodology: Cross-sectional questionnaire and photovoice activity | * Safety and security concerns in all areas(e.g., uneven sidewalks)
* Older adults from high-density neighbourhoods were more likely to use public transit because they were concerned about traffic
* Public transit was accessible and convenient for seniors in high-density areas
* Low-density area residents reported poor public transportation; poor scheduling and transit didn't visit destinations for recreation
* High-density neighbourhoods had more opportunities for volunteering, which was found to be significant for remaining socially active
 | High- versus low-density residential neighbourhoods, public transportation issues, mobility issues, social activities, social support |
| Community Transportation Association of America. (2007) | Transport Database, *Community Transportation*, 25(4) | Location:USAParticipants: Not identified beyond "elderly"Methodology:Research report with recommendations | * Elderly are often at risk for social exclusion
* Often these older adults cannot access jobs, health services, and/or facilities
* Industrialized countries have worked to create initiatives to make public transit accessible, such as creating physically accessible vehicles, and improving information systems and interchange facilities
* Need affordable fares
* International recommendations: Acknowledge social exclusion in guidelines and recommendations for local/national governments
* National recommendations: Include public transportation in social inclusion policy
* Local recommendations: Connect government to public transportation providers, and create initiatives together to combat social exclusion
 | Public transportation issues, social exclusion/inclusion, program planning |
| Curl, A. L., Stowe, J. D., Cooney, T. M., & Proulx, C. M. (2014) | AgeLine, *The Gerontologist*, 54(3) | Location:USAParticipants: 4,788 individuals ≥ 65 years of age.Methodology:Secondary analysis of longitudinal study data | * Driving cessation leads to less social engagement (e.g., volunteering, working, socializing with friends), beyond normal decline as a result of age
* Accessible, affordable, and desirable public transportation is needed to help people remain socially engaged when they can't drive
* Paid employment was impacted the most; people volunteer together, therefore, they could find a ride to volunteering locations easier than to work locations
* Participants had to depend on others for rides, but getting rides from others declined over time
* Seniors felt "like a nuisance" when they need to ask others for rides
* Further research: Does driving cessation effect rural older adults more because their public transportation is worse than in urban areas?
 | Driving cessation, public transportation issues, rural public transportation issues, mobility issues, social engagement |
| Federal/Provincial/Territorial Ministers Responsible for Seniors. (2007a) | Health Canada (Government of Canada) | Location:CanadaParticipants:107 participants (96 seniors, 11 caregivers, participated on behalf of mentally/physically impaired seniors), older adults ≥ 60 years of age from 10 rural and remote communities Methodology:Focus groups | * Aging in place is difficult because of transportation and housing barriers
* Transportation allows older adults to engage in "social, cultural, volunteer, and recreational activities"
* Older adults in rural communities lack public transportation options
* Older adults have different transportation needs; they travel at off-peak hours, and they use transportation to visit friends and participate in activities
* Low public transportation use can lead to cancellation of services or scheduling changes that do not benefit seniors
* Leads to rural seniors who don't have a car/don’t drive being at risk for social isolation, they often rely on family/friends for rides
 | Rural and remote public transportation issues, age-friendly communities, other modes of transportation as solution |
| Federal/Provincial/Territorial Ministers Responsible for Seniors. (2007b) | Health Canada (Government of Canada) | Location:CanadaParticipants:"[E]xperts on social isolation"Methodology:Literature review and meeting with experts on social isolation to act as consultants for Federal/Provincial/Territorial Ministers Responsible for Seniors' Working Group on Social Isolation | * Socially isolated older adults are not involved in their communities and organizations, which lose out on their contributions
* Lists transportation issues as a factor that increases the risk of social isolation, but access to transportation was a protective factor
* Addressing transportation needs promotes social inclusion
* Rural areas need better public transportation because of their lack of transportation options
* Promotes age-friendly community framework to create appropriate transportation among other changes to the social and physical environment
 | Social isolation, program planning, social inclusion, age-friendly communities, rural transportation issues, other modes of transportation as solution |
| Gagliardi, C., Spazzafumo, L., Marcellini, F., Mollenkopf, H., Ruoppila, I., Tacken, M., et al. (2007) | AgeLine, *Ageing and Society*, 27(5) | Location:Finland, East and West Germany, Hungary, Italy, and TheNetherlandsParticipants: 3,950 men and women, ≥55 years of age, living at home, urban and rural areas **Methodology:** Cross-sectional questionnaire survey | * Home activities and indoor activities were most common for people with poor transportation options, those who lived alone, and those who had low engagement in outdoor activities
* More outdoor activities were performed by more mobile people
* Participation in more hobbies, sports, and social activities were associated with use of public transit
* Access to public transit is important for participating in activities and being socially engaged
* No significant differences between urban and rural older adults’ use of public transportation for activities, hobbies, and other social activities.
 | Urban versus rural, public transportation issues, mobility issues, social activities, social participation |
| Kim, S. (2011) | Compendex, *Transportation Research Part F: Traffic Psychology and Behaviour,* 14 (5) | Location: USAParticipants: 402 older adults ≥ 65 years of ageMethodology: Secondary analysis of cross-sectional telephone survey data | * 8.5% of participants frequently missed activities, 17.4% rarely missed activities, and 10.7% occasionally missed activities because of lack of transportation; therefore, 36.6% had transportation deficiency
* People restrict social activities (civic participation and community involvement) when they lack transportation\
* After driving cessation, 60% planned on getting rides from others, whereas 13% planned to use public transit
* Poor health, low well-being, low income, women, and minority groups had increased risk for lack of transportation and transportation deficiency; did not depend on age\
* Suburban residents lack transportation, majority from suburban areas
* Cost of using method of transportation influenced which mode of transportation was used by participants
* Need more options and more accessible transportation; not one solution, because all older adults are different
 | Driving cessation, social activities community engagement, suburban transportation deficiency, modes of transportation |
| Klassen, J. & Allen, R. (2005) | Transport Database, Conference Title: 2005 Bus & Paratransit Conference. Location: Columbus. Sponsored by: American Public Transportation Association | Location:CanadaParticipants:Not defined beyond "older adults" or "seniors"Methodology:Research article summarizing the results of a study by the Centre on Aging at the University of Victoria and other transportation initiatives for older adults in the Victoria Capital Regional District | * Older adults reported that public transit needed to improve, it was often not accessible (e.g., environment in British Columbia made it difficult to walk to transit) and available (e.g., fixed routes, not frequent); rural transportation was unreliable
* Volunteer organizations provided transportation to medical appointments, but not to social activities
* Coordination between different services is up to the individuals within those organizations and is often informal; recommendation to form a steering committee, hire a coordinator, and set up a formal coordination system among all transportation resources
* Transportation should be considered when making decisions about programs, housing, and facilities for seniors at both the municipal and provincial level
* Gordon Head Recreation Centre Program: Learned that there is a need to determine if it is transportation that acts as a barrier to isolated seniors participating in programs
 | Public transportation issues, rural transportation issues, other modes of transportation as solution, mobility issues |
| Kotval-K, Z. (2017) | Applied Social Sciences Index & Abstracts (ASSIA), *Quality in Ageing and Older Adults,* 18(3) | Location:USAParticipants:Census data on older adults ≥ 65 years of ageMethodology**:** Literature review, secondary data analysis of census data and seniors’ modes of transit web sites, geographic information system (GIS) mapped region and bus stops and seniors’ centres | * Link between well-being and happiness and remaining mobile
* Less mobility can lead to physical, mental, and social isolation and fewer activities and services used for daily living\
* Walking distance from seniors' residences to bus stops are unreasonable, especially for the older seniors (≥ 85 years of age)\
* Only 1/3 of all retirement and assisted living homes were within reasonable walking distance of a bus stop
* Most bus stops not sheltered, safe, or comfortable; doesn't promote use of public transit, especially for people with mobility/health issues
* Public transit is usually inadequate in rural areas
* Aging in place requires accessible public transit
* Transportation impacts quality of life, health, and happiness; public transit needs to be frequent, convenient, reliable, and safe
* Those who do not drive have barriers to remaining mobile
* Important for transportation initiatives to address older adults transportation needs, especially after they stop driving
 | Rural public transportation issues, social isolation, driving cessation, aging in place, other modes of transportation as solution |
| Levasseur M., Genereux, M., Bruneau, J. F., Vanasse A., Chabot, E., Beaulac, C., et al.(2015) | Transport Database, *BMC Public Health,* 15(503) | Location:CanadaParticipants: Studies focused on older adults, most participants ≥ 55 years of age(42/50 articles)Methodology: Scoping study | * Social support and social networks were positively associated with social participation
* Social participation was positively associated with being able to drive, public transportation, and proximity to resources
* Adequate public transportation is needed for people who have stopped driving or are less mobile
* Social exclusion is reinforced by poor public transit or systems that do not serve everyone adequately in a municipality; inclusion is important for emotional support, social interaction, and belonging\
* Public transportation needs to improve because changing proximity of resources to be within walking distance cannot be done quickly\
* Need to consider how seniors get to resources, not just how much they are used
 | Public transportation issues, social exclusion/inclusion, mobility issues, social participation, neighbourhood environment, proximity to recreation facilities, driving cessation, social support |
| Mullen, K. (2005) | AgeLine, Masters Abstracts International, 44-03 | Location: CanadaParticipants: 24 participants, 65-93 years of age, who lived independently or in retirement/seniors' community and were drivers or non-drivers, and interviews with 3 city officialsMethodology: Focus roups, interviews | * Reliance on transit limited the social activities seniors' participated in and they will sacrifice social activities if they cannot access transit
* Taxis were too expensive to rely on, so are only used for medical appointments, and family members were often too busy to drive seniors during the day
* Public transit provides seniors with a feeling of independence, some mentioned that they cannot leave the house without relying on public transit
* Losing their driver's license was a bad outcome and a fear because having the license allows seniors to maintain their lifestyle, but they still did not have a plan for driving cessationLess mobile older adults had a difficult time walking to bus stops and waiting without a bench
* Felt that isolation, loss of independence, and loss of social/recreational activities detracted from their quality of life
* Prefer to use public transit over other options – cost and independence
 | Social isolation, public transportation issues, mobility issues, driving cessation, quality of life |
| Public Health Agency of Canada. (2010) | Health Canada (Government of Canada) | Location:CanadaParticipants: Not identified beyond "older adults"Methodology: Literature review, results from programs and initiatives | * Social engagement depends on transportation, facilities, and activities
* Remote and rural seniors are at greater risk for social isolationTransportation initiatives should improve service delivery, especially for rural and remote communities
* Volunteering allows seniors to feel connected to their community
* Initiatives that create seniors’ activities should consider how accessible the activity is through transportation networks
 | Social engagement and volunteering, rural public transportation issues, aging in place, age-friendly communities |
| Rittner, B. & Kirk, A. B. (1995) | AgeLine, *Social Work,* 40 (3) | Location:USAParticipants:1,083 participants (245 males, 838 females), average age of 78.9 years, all participated in meal programsMethodology:Questionnaires distributed at senior service centres | * Many older adults were in poor health, had lack of accessible public transit, and were socially isolated and lonely
* This population has many unmet social / medical needs, most women in this sample (53%) only reported occasionally having social contact
* Transportation was not available or accessible, and had scheduling times that did not meet the needs of older adults; however, most of the older adults primarily depended on public transportation
* Need to ensure that social activities are improved along with scheduling medical appointments and providing transportation to those appointments
* Low-income older adults especially often need to choose among housing, nutritious food,,and social activities
 | Social isolation, loneliness, low- income older adults, public transportation issues |
| Salazar, B. P. (1999) | ProQuest Dissertations & Theses Global, ProQuest Dissertations Publishing | Location:USAParticipants:293 older adults ≥ 60 years of age who were mentally and physically healthy; 27 of these older adults participated in focus groupsMethodology:literature review, door-to-door or telephone surveys, and three focus group interviews | * Most of the participants did not use public transit very often and did not plan to use it more often in the future
* Major barrier was that the bus took a lot of time; however, unlike what is reported in the literature, participants did not find that they had to walk far to bus stops and they found information about bus routes easily
* However, participants worried about the timing of buses; they were concerned about losing their independence, and they worried about asking for rides and walking long distances
* Benefits to using public transit were found to be that participants did not have to give up their independence when using the bus and that the bus took them to locations they wanted to visit
* Lack of public transit affects access to opportunities for socialization; furthermore it allows people to maintain contact with society and others and increases life satisfaction, self-esteem, and quality of life
* Seniors often cannot afford taxis and live too far from family/friends who can drive them, public transportation that is dependable, and appropriate can have implications for health and happiness
 | Public transportation issues, driving cessation, social activities, quality of life, life satisfaction |
| White, D. K., Jette, A. M., Felson, D. T., Lavalley, M. P., Lewis, C. E., Torner, J. C., et al. (2010) | Applied Social Sciences Index & Abstracts (ASSIA), *Disability and Rehabilitation,* 32(8) | Location:USAParticipants: 436 older adults ≥ 65 years of age with functional limitationsMethodology: Structured telephone interviews | * Public transportation made participants feel less limited in visiting family/friends, and they were more likely to volunteer, take part in recreational activities, and engage in social activities than were participants without public transportation
* Public transportation might influence engagement in social, leisure, and recreational activities, in addition to workPublic transportation is an important feature in the environment for older adults with functional disabilities; it leads to less hardship with social, leisure, and work activities
* Environmental features might be linked to social and leisure activities in older adults with functional limitations
 | Public transportation benefits, mobility issues, social participation |
| Woldeyohannes, H. (2016) | Canadian Government Documents (Custom Google Search) | Location: CanadaParticipants: Not identified beyond "older adults"Methodology:Literature review | * Public transportation availability and using public transportation to access facilities is important for involvement in recreational activities, especially for older adults with mobility impairments
* Accessible and affordable transportation allows seniors to access recreation activities
* Participating in activities can reduce risk of social isolation and loneliness, older adults can create stronger social relationships and feel connection to community
 | Recreational activities, mobility issues, age-friendly communities, public transportation issues |
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