

methods (QUANT to qual) study explored housing instability among older adults wait-listed for housing assistance. Analysis of surveys (n=268) and in-depth interviews (n=29) examined how financial instability influences participants' perceived risk of future homelessness. Perceived financial instability is associated with perceived risk of homelessness ( $p < .001$ ). Compared to those whose current perceived financial status was now much worse from when they applied for assistance, those who were stable had lower perceived risk of homelessness. Thematic analysis of interview data provided insights into patterns of life-long experiences with various forms of instability, which are reproduced over the life course and met with little societal response or restrictive eligibility criteria. Major events (e.g., relationship changes, job loss, injury/illness) contributed to financial instability and housing instability among participants. Interviews wove together current status with individual histories, while the survey provided a cross-sectional perspective. An iterative analytic approach allowed us to conceptualize the relationships between health, employment, relationships, financial instability, food insecurity, and perceived risk of homelessness. Overall, this project describes how older Americans experience poverty and provides further evidence for how social determinants of health throughout the life course result in differential access to material resources, including income, food, health care, and housing.

#### **BUILDING SAFE ROUTES TO AGE IN PLACE THROUGH PARTNERSHIPS WITH AGE-FRIENDLY COMMUNITIES**

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Participation in active transportation by older persons has been associated with higher quality of life and longevity. Efforts across the United States to increase active transportation (walking, biking and fixed route transportation) by older adults have lacked meaningful input by older adults, are non-theoretical and have had inconclusive results. This paper describes the findings from Phase 1 of the Safe Routes to Age in Place project, a collaboration between Age-Friendly Franklin County, The Ohio State University (OSU) and the University of Texas-Arlington (UT-A), funded by the Ohio Department of Transportation. The aim of the study is to increase the options and safe utilization of active transportation by older persons in three pilot neighborhoods in Franklin County, Ohio utilizing community-based participatory action research strategies with a customized data collection app, MyAmble. The purpose of Phase 1 was to engage city and regional planning students, government officials and older adults to identify "hot spots" in the three pilot neighborhoods. Heat mapping of community data including locations of densely-populated vulnerable older adults, fixed transportation routes, bus stop signage and benches, shared bike stations, bike routes, paratransit routes and pedestrian crash data was completed. Maps were used to identify areas of focus and discussions with municipal leaders and older adult residents further refined target areas to be used in the second phase of the study. Older residents completed walk audits

using the MyAmble app and identified issues with sidewalks, crosswalk timers and bus stops. Implications related to age-friendly communities and active transportation are offered.

#### **YOU CAN'T GET THERE FROM HERE! TRANSPORTATION ISSUES OF OLDER ADULTS AND PEOPLE WITH DISABILITIES**

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Older adults and individuals with disabilities face transportation challenges on a daily basis that differ from the general population. Transportation is critical to all aspects of quality of life yet presents significant challenges. Lack of appropriate vehicles, reliable public transportation, and the high-cost of vehicle ownership lead to missed healthcare appointments, lack of access to proper nutrition, and social isolation. The purpose of the study was to provide information for the Commission on Services to the Aging. It was necessitated by the lack of existing data from the Department of Transportation because Michigan's transportation systems are locally controlled. An online questionnaire was emailed to public and private organizations serving older adults and people with disabilities to determine transportation services currently available in their geographic areas and innovative solutions employed to address barriers. The questionnaire was adapted from the National Center of Senior Transportation in 2009 that produced the report "Transportation: The Silent Need". The study analyzed data on current transportation services and innovative solutions piloted in Michigan. Respondents represented every Michigan county and included area agencies on aging, senior centers, councils on aging, healthcare agencies, transportation providers, community action agencies, and job training programs. Information includes: services provided by the agency; barriers to accessing transportation; access to transportation services information; transport services previously used, currently available, and being planned. Many of the 95 respondents commented on persistent lack of funding for viable, reliable transportation options and jurisdictional issues. Most pilots used fixed routes, volunteer drivers, demand response and expanded schedules.

#### **CHARACTERISTICS AND LIVING ARRANGEMENTS OF CHILDLESS ELDERLY AMERICANS**

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Despite a growing number of Americans without children, information on characteristics of childless older adults and their living arrangements is sparse and often outdated. To address this knowledge gap, we examined data from the 2014 Health and Retirement Study (HRS) on childless Americans age  $\geq 65$  years (N=760) and compared with childless elders in 2004 HRS (N=830). All analyses accounted for complex sample design of HRS to generate nationally representative