THE EFFECTS OF ACCESSIBLE, CONVENIENT, AFFORDABLE TRANSPORTATION ON THE FLOURISHING OF OLDER PEOPLE IN SILOAM SPRINGS, ARKANSAS

A QUANTITATIVE STUDY

Caroline L. Geer

**~~Dr.~~ Dr. Kenneth Schmidt**

Chair, Dissertation Committee

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Member, Dissertation Committee

A Dissertation Submitted in Partial Fulfillment

of the Requirements for the Degree of Doctor

of Philosophy

Omega Graduate School

 June 2023

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ABSTRACT

*The abstract appears at the front of the report, but it is written after all else has been completed. An abstract is a short unbiased summary (no more than 350 words) of the main elements of the completed research, so it is never part of a proposal. An abstract includes: introduction to the subject, description of what was done, results, and the meaning of it all. It captures the content of Chapters 3, 4, and 5 in extremely condensed form. This may be the most difficult part of the dissertation to write because it must clearly describe the whole in a few words.*

*Decide what will be of most value to your reader. If it were a sports story, you’d tell who won (the result), what sport it was (procedure), who played (context), and why it was important (significance). Same thing here. Make sure that it is clear to someone who knows nothing about the topic of your research. It is brief—just an overview to show that it was a carefully executed study. (A report of an NFL game doesn’t recite the rule book.) State each hypothesis and whether it was supported or not supported. Brag objectively about the significance if you wish. You may use energetic language even though it is written in formal style (APA 6th, 2.04, p. 25). The page is counted, but no page number is shown.*

DEDICATION

To my parents, Richard A. and Carolyn D. Geer

and

To my siblings,

Richard Allison, Kerry Darton, Scott Fonger,

Barbara Elizabeth Caldwell and Andrea Ruth Yandell

*.*

ACKNOWLEDGEMENTS [Optional]

*Acknowledgments are short and vivid like thank yous at the Academy Awards but more sincere. Mention only the most meaningful helpers. Place on its own page, centered three inches from the top of the page.*

EPIGRAPH [Optional]

 *An epigraph is a short quotation that captures the theme of the entire work. It may be drawn from the work. It is in the same font without italics, underline, or quotation marks. If a quote, the name of the author is given below the quotation. It is on its own page, centered three inches from the top of the page.*

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CHAPTER 1: INTRODUCTION

Access to accessible, convenient, affordable transportation allows people to act independently. This independence preserves a person’s dignity and sense of self-worth, both of which impact one’s quality of life and well-being. Without independent movement, a person can become isolated from friends, recreation, and community life. Such undesired isolation results in depression, affecting mental acuity, physical health, and emotional stability. This chapter introduces the background for this research, the context of this research, the significance of the results of the project, the hypotheses to be tested, and both the assumptions about and limitations of this type of research.

*Problem Statement*

Lack of access to public transportation adversely affects the flourishing of older persons living in their own home or apartment in Siloam Springs, Arkansas.

*Background of the Problem*

Siloam Springs, Arkansas, is a rural community of about 17,101 people. According to the 2019 census estimate (the published 2020 census data is not yet online), the median age is 28.7 years old with only 10.8% or 1,761 persons aged 65 and over. The old age dependency ratio is estimated at 17.5% (+/-1.9), indicating a significant need in this community.

In this community, no easily accessible and affordable public transportation is available. Only two service vans for the elderly are available as needed—one van through the City of Siloam Springs and one through the Siloam Springs Senior Center. These vans must be scheduled twenty-four hours in advance, which does not always meet the needs of the senior citizens who must use them. Uber has only recently (2019) become available to citizens in Siloam Springs, but it may not be affordable for all the older persons, especially the elderly on fixed incomes.

*Setting of this Research*

Siloam Springs, Arkansas, is located in Northwest Arkansas. It borders the Oklahoma state line so that West Siloam Springs is actually in Oklahoma. The metropolitan area surrounding Siloam Springs includes Fayetteville, Springdale, Rogers, and Bentonville, the county seat. These cities are about forty miles east of Siloam Springs along Interstate Highway 49. Ozark Regional Transit (ORT) services routes along this highway. The transit service hours are restricted and designed primarily to accommodate students attending either the University of Arkansas (U of A) in Fayetteville or Northwest Arkansas Community College (NWACC) in Rogers/Bentonville. ORT has experienced financial setbacks in the past few years, primarily due to a fire that consumed all its vehicles, and so is financially unable, and at this point unwilling, to expand its routes to include Siloam Springs. The Economic Development Director of the Siloam Springs Chamber of Commerce has had conversations with ORT about serving the employee-retention needs of several major, global businesses headquartered in Siloam Springs. The results of those conversations led to other meetings with Enterprise Ride Share and the City of Siloam Springs to provide cost-sharing transportation for employees of the global businesses headquartered in the city. Another group interested in public transportation in the city focuses on the needs of the poor, primarily through The Potters House. The Workforce Commission has recommitted its interest in transportation for those seeking employment and employed but at risk because of unreliable and unavailable transportation.

*Thesis Statement*

This research will assess whether the lack of accessible, affordable, and convenient transportation options in Siloam Springs, Arkansas, a rural community, affect the flourishing of the older residents.

*Research Hypothesis*

Ha  The lack of accessible, affordable, and convenient public transportation in Siloam Springs, Arkansas, a rural community, negatively impacts the flourishing of the older residents.

*Scope of the Research*

This research project will focus on the over sixty-five population in Siloam Springs, Arkansas, who may no longer drive, who may not own an automobile, or who would rather not drive. A Likert-scale Flourishing Scale survey will be administered at a to-be-determined time at the Siloam Springs Senior Center. Covid-19 has disrupted the access to the Senior Center, so the discussion is continuing. Other possible venues for surveying this demographic group include the bridge playing organization, the senior Sunday school classes in the local churches, and those elderly residents served by Kind at Heart Ministries. Only those who reside in neighborhoods within the city limits of Siloam Springs, Arkansas, will be surveyed in each of these groups.

*Research Assumptions*

Older people who continue to live in neighborhoods enhance the life and sense of community for all the residents.

Older people living in neighborhoods can walk at least a few blocks and may even include exercise as part of their weekly routines.

Older people may be reluctant to ask friends or family for rides to places other than medical or grocery shopping, such as rides for social outings, events, or recreation. However, asking for a ride impacts the older population’s sense of independence, dignity, and worth.

Older people may find it annoying or inconvenient to schedule a City or Senior Center van twenty-four hours in advance.

Older people without access to reliable transportation become isolated, which can lead to depression and increased poor mental and physical health (Fakoya et al, 2020). Even though the internet and social media, such as Facetime, Skype, text, chat, Facebook, Zoom, and others, provide some face-to-face interactions, they do not provide the human touch and three-dimensional component crucial to interpersonal conversations and relationships. The government-mandated Covid-19 self-quarantine has also contributed to increased isolation for the elderly. Furthermore, not everyone in this age group either has access to or knows how to use a computer or smartphone or even wants to learn how to use them.

*Significance of the Research*

The research will reveal whether public transit would be a viable and desired transportation option for the older people in Siloam Springs, Arkansas. This study will add to the efforts of the City of Siloam Springs and the Chamber of Commerce to address the needs of the older population and may strengthen the argument for the need for public transit for maintaining the quality of life and flourishing in the community. It may also spur the city directors to consider public transit a necessary line item in the budget.

CHAPTER 2: REVIEW OF LITERATURE

 City or urban planning in the United States has not traditionally focused on planning for the community’s older citizens. However, demographics are changing rapidly as cities and communities are aging due to the retirements of the baby boom generation. As a result, the needs of older citizens have become more urgent so that their continued involvement and contribution to the community can be maintained, supported, and encouraged. Transportation options encompass one of these urban planning areas that require serious consideration as community environments move into the twenty-first century. City planners and developers must be reminded of the changing needs of the older people who have continued to live in their neighborhoods. There is movement in that direction in larger metropolitan areas. (CITATION NEEDED. PROVIDE AN EXAMPLE) The issue of personal mobility affects human dignity, a healthy outlook, and quality of life.(A CITATION WOULD BE GOOD)

 This section will trace the published literature on the issues of quality life and mobility among the older population in the United States. First, a short historical overview of the cultural and urban planning awareness of the over-sixty-five population as a distinct group that needs and desires access to reliable, convenient, and accessible transportation is presented. Then, the literature related to quality-of-life issues will be discussed followed by a section about the elderly and the importance of mobility and independence to their continued flourishing.

***Sources Consulted***

Sources consulted for this research project included those both in print and online through the libraries of John Brown University in Siloam Springs, Arkansas, and Omega Graduate School in Dayton, Tennessee. The British Library in London, England, and the Library of Congress in Washington, D.C., also provided pertinent and hard-to-find resources. Internet resources such as ProQuest, Ebscohost, and Google Scholar were searched; government and transportation organization websites were also perused, such as Ozark Regional Transit, Northwest AR Regional Planning, Arkansas Department of Transportation, APTA (American Public Transportation Association), NAPTA (National Association of Public Transportation Advocates), TRB (Transportation Research Board), and Mobility Lab (an R&D project of Arlington County, VA). Casual conversations with people over sixty-five years old, select members of the Siloam Springs Chamber of Commerce and City of Siloam Springs, and the manager of the local Arkansas Workforce Commission have all indicated a need for this study. I have been encouraged to proceed through this process.

*Demographic History*

When did older persons become a group, a separate demographic? When did they become recognized as separate from their families and communities? In the early twentieth century, federal legislation focused on the needs of the elderly as separate and special from the needs of the general population. As a result, senior centers, funded by federal grants, became common fixtures in communities and established places for those over sixty to gather for meals and recreation. These centers also provided door-to-door van service to and from the center as well as planned recreational outings and on-demand trips to medical appointments and for grocery shopping.

*The Growing Demographic Gains Visibility*

By 2009, there were over fifty-five million adults over age sixty. By 2040, baby boomers (born 1946-1964) will have joined the senior citizen cohort and will make up close to a quarter of the American population, and almost half of them over age eighty-five will be fit and highly functioning. (Macarthur Foundation, 2010). Despite Federal legislation establishing the Administration on Aging (AOA) as a provision of the Older Americans Act (July 14, 1965), local communities have been slow to include the elderly in their planning and policy. The lack of power, or the elderly persons’ civic voice, appears to be the primary reason for the lack of local attention paid to the needs of the elderly (Furlong, 1988). The elderly have always comprised a largely invisible constituency of local communities (Hochschild, 1973) suggested that the elderly had become a subculture. While Federal grants for model programs addressed low-income housing assistance, transportation, and nursing home oversight, grant-funded senior centers became the focal point for services to seniors in communities. As a result of this large federal bureaucracy focused on seniors, the general population and city administrators became complacent, assuming that the aging population had all their needs met. However, as government services increased for elderly Americans, the more invisible this age group became as their individual diversity was ignored and their choices remained limited (Macarthur Foundation, p. 24). Local governments often felt relieved of their responsibility for this burdensome group and continued to focus city policy and planning on the young. (CITATION) The community status quo ignored the individual needs and desires of the elderly, relying perhaps on federal programs and funding to be adequate (CITATION). Bianchi (2011) traced the “negative attitude toward the elderly” through religious writings and imagery, creating “mental metaphors” that have colored the words used to stereotype this senior citizen demographic “with destructive consequences for the individuals” (pp. 132-133). Perceived as frail, burdensome, and inactive, in the language of “ageism,” the elderly population has suffered loss of independence, loss of control over their lives, and loss of social roles (Cox, 2015). By maintaining the status quo, communities have failed to provide choices for housing and transportation that would enable these seniors to remain active, involved, and included.

*Access to Reliable Transportation Becomes More Immediate*

The beginning years of the twenty-first century have shown a more concerted effort to address the transportation needs of older persons. Research literature has urged public policy planning to include the perspective of the elderly (Levasseur, M., Cohen, A. A., Dubois M-F., Genereux, M. Richard, L., Therrien, F.-H., & Payette, H., 2015; Shaheen, S., Cohen, A., & Martin, E., 2017; Coughlin, J. F., & Proulx, S., 2012).

As the older population has increased, the need for transportation alternatives has become more evident. D’Ambrosio, Coughlin, Pratt, & Mohyde (2012) observed the following:

The baby boomers as a generation enter older age with unprecedented levels of education and income. This, in combination with the baby boomers' desire to preserve personal independence as they approach age 65 in 2011, suggests that their mobility demands—their needs and desires to access goods, services, facilities and social interactions with others—will remain high, and will be shaped by their need for various kinds of trips (Coughlin, 2009). We anticipate four forces as key drivers of baby boomers' mobility demands as they age: their retirement or work plans; their demand for health services and the degree to which medical trips will be required; their demand for goods and services; and their need for social outlets and activities (p. 13).

Independence provides a sense of control in every person’s life, but that independence provides a sense of dignity while it also contributes to a sense of well-being for the older person. Having accessible, convenient, reliable transportation options available allows the older citizens the opportunity to continue their involvement in the community. Some seniors continue to seek paid employment, while others prefer to volunteer or to remain present in their neighborhoods. (Dychwald, 2016) Those opportunities cannot be utilized without reliable, regular transportation. In dense urban environments, the opportunity for the elderly to find that transportation is more likely than in rural communities where neighborhoods are separated from commercial districts. Even if an older person could walk to the grocery store, there are generally no benches available for a short rest. Most ADA-compliant walking trails have been designed for younger people and wheelchair use, not the ambulatory elderly. (Scharlach, A. E. & Lehning, A. J., 2016).

*Rural Community Transportation*

 Current research often focuses on the developing transportation options in larger urban areas. Yet, some of these studies have the potential to be applied to smaller, rural communities. In the past two or three years, it has been encouraging to find emerging studies that address the transportation needs of rural communities. Transportation for America (T4 America) sponsored a 2011 study addressing this gap in service for rural older people. In this study, older people who had cars and did drive were concerned about the cost of fuel. However, these drivers and non-drivers ranked about the same in the decreased number of trips to the doctor – 15% fewer trips. Without regular health care, the older person begins a downward spiral in physical and emotional well-being.

*Level Three Headings as Needed*

*These headings are created as appropriate to the material in the chapter.*

not sure how this would work for my project …

CHAPTER 3: RESEARCH DESIGN AND METHODOLOGY

This chapter will describe the sampling method from the senior population of the rural community of Siloam Springs, Arkansas. It will also name the validated survey instruments and questionnaires that will be used to solicit input to determine of public transportation is needed and/or desired in this small city. This research project will be focused on the population of senior citizens, sixty-five years old and older, who live in the city limits of Siloam Springs, Arkansas.

An appropriate simple random sample will be drawn from this population. Seniors frequent the local Senior Center, apply for jobs through the Workforce Commission, and may already be employed in one of the local, larger corporations—Gates Rubber, Cobb-Ventris, Simmons Foods, and La-Z-Boy, to name a few. The method for this research project will include the use of validated survey instruments, in print, as well as surveys administered in person to home-bound senior citizens served by Kind-at-Heart ministries. If a larger sample is needed, then a random sample of the senior class at First Baptist Church, seniors at Grace Episcopal Church, First Methodist Church, First Presbyterian Church, St. Mary’s Catholic Church, and other larger churches in town will be contacted and deduped from any other source of sampling.

Problem Statement

Lack of access to public, convenient, accessible, and affordable transportation adversely affects the flourishing for older persons living in their own home or apartment in Siloam Springs, Arkansas.

Thesis Statement

The research will assess whether the lack of accessible, affordable, and convenient transportation options in Siloam Springs, Arkansas, a rural community, affects the flourishing of the older residents.

Null Hypotheses

Hypothesis 1

H0 There was no statistically significant difference in the flourishing of older people who drive and those who do not.

Hypothesis 2

H0 There was no statistically significant difference in the loneliness (isolation) of older people who drive and those who do not.

Hypothesis 3

H0 There was no statistically significant difference in the shared mobility use between older people who drive and those who do not.

*Operational Definitions*

Older persons: in this study, people aged sixty-five and older. In the course of the research and in the thesaurus, “older persons” was the preferred term. Elderly and senior citizens will be used interchangeably with “older persons.”

Quality of life: in this study, it will refer to the ability of a person to fully participate in the neighborhood and the life of the community in a way that maintains independence, dignity, and freedom of choice.

Flourishing: in this study, it refers to older people who live in their own home or an apartment who enjoy independence and the freedom to choose when to take trips outside the home and where to go. Flourishing is a positive life measure that reveals the respondents’ satisfaction with life and well-being.

Loneliness: in this study, it includes the idea of isolation, invisibility, and the feeling of being cut off or left out of the life of the community.

Transportation: in this study's purposes, all forms of mobility will be incorporated. The focus, however, will be on respondents who do not drive or who would rather not drive.

Power: in this study, power refers to personal dynamic, or the ability to be heard and seen. Power means having a voice in the community that affects planning and projects.

*Assumptions About Methodology*

The assumptions include receiving access to the older people at the Senior Center and through Kind-at-Heart Ministry. If necessary, an advertisement about the survey could be publicized so that those who self-select as eligible would come to a designated location.

*Limitations of the Study*

The study's primary limitation includes the researcher's ability to identify the total elderly population living in their own homes (purchased or rented) or apartments. The U.S. Census of 2010 identifies the number of people sixty-five and over living in Siloam Springs, which has been updated by the 2017 estimate in the Census *Fact-Finder*. However, the demographics are not easily correlated to older adults living in their own or rented homes.

A secondary limitation is the ability of the older people to read and understand the survey questions, respond truthfully and not as they think they ought to respond, and sit long enough to complete the survey. They also need the dexterity to hold a pen or pencil.

Another primary limitation of the study is that it focuses on the older residents of a specific rural community and cannot be generalized to all similar rural communities. However, the study could easily be duplicated in other rural communities which may yield similar results.

*Compliance*

Since the survey activity only assesses current behaviors and attitudes without attempting to change behavior, the IRB would not be addressed in this research project. However, since the survey requires the involvement of the older population, perhaps the IRB would need to approve the project and the survey and methods to protect that demographic from potential harm.

*Procedures for Gathering Data*

Population

The estimated 2017 population of people sixty-five years and older is 1,761, or approximately 10.8% (+/-1.9) of the total population estimated at 16,311 (+/-34).

The Sample

The sample size is based on the population of the group. According to the OGS Sample Size Table, the sample would be between 313 and 317 people, or approximately 315. Calculation through the online NBRI calculator, the sample size would be 316. The sample will be sponsored by the Siloam Springs, Arkansas, Area Agency on Aging Senior Center at a time to be determined.

Instrument(s)

*Flourishing Scale*

Diener, E., Wirtz, D., Tov, W., Kim-Prieto, C., Choi, D., Oishi, S., & Biswas-Diener, R. (2009).

New measures of well-being: Flourishing and positive and negative feelings. *Social*

*Indicators Research, 39,* 247-266.

Flourishing is a component of quality of life and exquisitely measures both well-being and happiness. This instrument created by Diener (2010) has been used in a number of studies (Fassih-Ramandi, 2020; Shueng, 2021) and has been validated for reliability.

Data Collection

Data collection will commence as soon as the Omega Graduate School IRB has sent the Letter of Approval. The Office of Human Concern which oversees the Siloam Springs Senior Center will give permission to use the members of the Senior Center for the survey. The local Bridge group, the local churches, and a local Bible study group will also be asked for permission to circulate the survey.

Data collection will be a hybrid of Survey Monkey and paper.

Time Schedule

. The months of collection will be November 2022.

*Procedures for Analyzing Data*

The Lickert Scale data will be collected and coded for anonymity of the participants. The responses will be tabulated online and manually and then correlated. The Winks program will be used to test the data for normality and then will be used to run the Mann-Whitney U, Pearson, and Correlation tests, as appropriate to the hypothesis, to test the hypotheses.

***Organization of the Data***

 The data will be organized in an Excel spreadsheet with respondent numbers listed in the rows and the Lickert scale responses named as the column headings in the Raw Data Master.

Analysis of the Data

The data will be analyzed using the appropriate non-parametric statistical test.

CHAPTER 4: SUMMARY OF RESULTS

*[Brief introductory paragraph.]*

*Descriptions of the Sample*

Response Level

Demographic Data

*Tests of the Hypotheses*

Tests and Results of Hypothesis 1

Tests and Results of Hypothesis 2

Tests and Results of Hypothesis 3

*Other Observations*

*CHAPTER 5: CONCLUSIONS AND RECOMMENDATIONS*

*[Brief paragraph of introduction to the chapter without a heading.]*

*Conclusions*

*Interpretation*

*Recommendations*

[Appropriate Level 2 Headings of Your Choice]

*Suggestions for Further Research*

[BACK MATTER]

WORKS CITED

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*[OTHER BACK MATTER]*

*Anything else that is important to add follows the appendixes. Such items, which are optional and depend upon the nature of a particular project, could include:*

*Bibliography (materials consulted that contributed to your project but not cited)*

*Sources recommended for further information on the subject of the research*

*These are used uncommonly, but if you have materials that you believe must be included to enable optimal comprehension and use of the content, talk to your advisor about including them. Extraneous material diminishes the credibility of the study.*

RELATED WORKS

*Works read in preparation for a research study but not quoted, and thus omitted from the Works Cited section, may be listed alphabetically in an optional section entitled Related Works placed immediately after the Works Cited. The references follow the same APA 6th format. Use only if the information is useful to the reader lest you appear to be padding your report.*

*APPENDIXES*

APPENDIX A: HIPPA CERTIFICATION

VMD HEALTH CARE TRAINING

Training Center #52893 NYS - Department of Health #I02229 NYS - Education Department # IC161

Hereby awards this certificate of completion to

Caroline Geer

for having successfully completed

HIPAA Privacy and Security Awareness

(2 Contact Hours)

on this day

February 28, 2017

*This program was presented by VMD Health Care Training, LLC (I02229 / IC161)*

*of 1655 N Fort Myer Drive, Suite 700, Arlington, VA 22209*

*This certificate is valid for a period of one (1) year from the above date of course completion.*

*Be sure to maintain this document in your professional file.*

Alexander A. Simakov, MD, MPH



*APPENDIX B – CONSENT FORM*

**CONSENT FORM**

**SOCIAL SCIENCE RESEARCH STUDY SURVEY**

Researchers: Caroline Geer, Doctoral Candidate and Lead Researcher (PI), Omega Graduate

School, 479-427-6518; Dr. Rebecca Tucker, Dissertation Chair, Dr. Cathie Hughes,

Faculty Advisor.

**PURPOSE OF THE STUDY**

The purpose of this research study is to assess public transportation needs among older persons living in their own homes or apartments in the Siloam Springs, Arkansas, community and to discover the reasons older people might need or prefer public transportation. You will also be asked questions about your general quality of and satisfaction with life.

**STUDY PROCEDURES**

The study consists of completing a demographic survey and answering questions in three brief surveys. The survey should take no more than 25 minutes. If you have special needs, such as needing the survey read to you, please let us know. There is no time limit to complete the survey. You may ask questions if you do not understand a particular question. After you complete and return the survey, your participation will be at an end.

**PARTICIPATION**

Your participation in this survey is voluntary. You may refuse to take part in the research or exit the survey at any time without penalty. You are free to decline to answer any particular question you do not wish to answer for any reason.

**BENEFITS**

You will receive no direct benefits from participating in this research study. However, your responses may help us learn more about the transportation needs of older people in Siloam Springs, Arkansas, who may or may not still be driving.

**RISKS**

The possible risks or discomforts of the study are minimal. You may feel a little uncomfortable answering personal survey questions. You may feel tired of sitting.

**CONFIDENTIALITY**

Your participation in the survey and your survey answers will remain anonymous. No one will be able to identify you or your answers, and no one will know whether or not you participated in the study.

You may contact the researchers above to obtain more information or to ask questions about this research study.

**Assent to Participate in the Research Study Survey**

By signing this document, you are agreeing to be in this study. Make sure you understand what the study is about before you sign. You my request either a print or digital copy of this document for your records and a copy will be kept with the study records.

*I understand what the study is about and my questions so far have been answered. I agree to take part in this study.*

Print Legal Name: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Signature: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Date of Signature (mm/dd/yy): \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

***APPENDIX C – INSTRUMENTS***









***APPENDIX D – SCORING METHODS***

*FLOURISHING INDEX*

Add the responses, varying from 1 to 7, for all eight items. The possible range of scores is from 8 (lowest possible) to 56 (highest PWB possible).

A high score represents a person with many psychological resources and strengths.

CURRICULUM VITAE

**CAROLINE L. GEER**\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

114 W Harvard St., Siloam Springs, AR 72761

479.427.6518 (cell)

carolinegeer@cox.net

**EDUCATION**

 **2014-present Omega Graduate School ABD**

 **1994-1995 The University of Texas at Austin MSLIS, Information Science track**

 **1980-1984 The University of Texas—Dallas Doctoral Studies: History of Ideas**

 **1979 LeTourneau University Private Pilot Flight (single-engine license)**

 **1973-1976 University of North Texas MA, English & French**

 **1972 Farrell House, L’Abri, Switzerland Independent Study, Os Guinness, tutor**

 **1966-1970 Michigan State University BA, Humanities (English, History, Geography)**

**EMPLOYMENT**

 **2021- Omega Graduate School Director of Library Services**

 **2020-present Precious People Care Services Care-giver for in-home service**

 **2010-2011 John Brown University Adjunct, English Composition**

 **1997-2009 LeTourneau University Library—Information Resources,**

 **1995-1997 Texas Legislative Reference Library Reference Librarian**

 **1995 The University of Texas at Austin Computer Lab Assistant, GSLIS**

 **1992-1995 Central Texas College Navy Campus, PACE Instructor**

 **1991-1992 Tyler Jr College & LeTourneau U. Adjunct, English**

 **1987-1991 Lon Morris College Teacher, English & French**

 **1985-1987 Aerospatiale Helicopter Corp. Technical Communications Coord.**

 **1978-1984 LeTourneau College Assistant Professor of English**

 **1977-1978 John Brown University Instructor in English (one-year contract)**

**EXPERIENCE**

* **Research support and instruction for faculty and student research & special projects**
* **Support for remote, adult students—chat, phone, email, website**
* **Curriculum support through in-class instruction & online subject guides**
* **Faculty committee member for research, recycling, and social activities**
* **TexShare liaison—implement inter-institution borrowing card program & courier service**
* **Statistics collection, analysis, and reporting — databases use for budget decisions**
* **Website design and content (HTML coding)**
* **Systems Administrator on the Integrated Library System (ILS), Contec Data Systems (C2)**
* **Managed reference, circulation, interlibrary loan, instruction, and government documents**
* **Provided copy cataloguing and OCLC systems support to cataloguers**
* **Provided research to legislative staff, bill histories, and citizen services**
* **Wrote adult course curriculum “Contemporary Culture” and taught it to adult learners**
* **Civil Air Patrol, Cadet Education Leader, Tyler, Texas**
* **Candidate for Longview, Texas, City Council, Place 3 (twice)**
* **Member of Z39.50 protocol working group (Texas), reference view for online catalog searches**
* **Presided over two non-profit groups: Keep Longview Beautiful & Longview Arboretum**
* **Served on Longview City commissions and Chamber committees**
* **Served on Buses for Longview 501(c)3 and planned celebration of success (3 years)**
* **President of Texas Aviation and Space Education Foundation (2 years)**
* **Volunteered with Forever Friends in Longview; mentored at-risk 5th-8th grade girls in public school**

**Further detail on Research & Writings, Awards, or Leadership available upon request.**

[Example Table]

*Present your results here. Refer to the rubric for guidance on the content of sections in this chapter.*

*This is an example of a table in APA style (see Table 1).*

*Table 1
A Sample Table Showing Correct Formatting*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | *Column A* | *Column B* | *Column C* | *Column D* |
| *Row 1* |  |  |  |  |
| *Row 2* |  |  |  |  |
| *Row 3* |  |  |  |  |
| *Row 4* |  |  |  |  |

*Note. From “Attitudes Toward Dissertation Editors,” by W. Student, 2008, Journal of Academic Optimism, 98, p. 11. Reprinted with permission.*