

Assessment of Readiness for Mobility Transition (ARMT)

A Tool for Mobility Transition Counseling (MTC)

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The ARMT is a clinical tool to assess emotional and attitudinal readiness to cope effectively with a significant mobility related transition, such as retirement from driving. **The full 24-item version of the scale is recommended for most users** and may be downloaded from <http://www.umsl.edu/mtci/>. The ARMT is intended for face-to-face administration in context a live mobility planning and/or counseling intervention. An article detailing the validation of the ARMT was published on-line in 2011:

Meuser, T.M., Berg-Weger, M., Chibnall, J.T., Harmon, A.C., & Stowe, J.N. (2011 on-line; 2012 print). Assessment of readiness for mobility transition (ARMT): A tool for mobility transition counseling with older adults. *Journal of Applied Gerontology*. doi: 10.1177/0733464811425914.

ARMT Short Form: The full version may be cumbersome for very brief or over-the-phone interventions. This 8-item short form captures the core meanings of the full ARMT total score (.90 correlation). While based on the original validation datasets (n = 297; 135), this short form has not been validated separately and should be used only when full scale administration is not realistic. This version of the ARMT-SF is intended for oral administration.

Read the following to the interviewee/respondent:

“Consider what would happen if you could not get yourself to valued destinations and activities independently. Maybe this is occurring already in your life; maybe it could happen in the future. I will read a series of statements to you. Consider if you agree or disagree and how strongly. You will respond on a five point scale: 5 = Strongly Agree, 1 = Strongly Disagree. You would respond 4 if you generally agree, but not strongly so. Likewise, you would respond 2 if you generally disagree, but not strongly so. You would respond 3 if you agree and disagree with the statement. Do you have any questions? Then let’s get started.”

ARMT-SF		Strongly <u>DISAGREE</u>	Strongly AGREE
1	I am a burden if I ask others for help with transportation.	1	2 3 4	5
2	It is devastating for older people to have someone take away their car keys.	1	2 3 4	5
3	I feel depressed at the thought of being limited in my mobility.	1	2 3 4	5
4	There is no way to plan for loss of mobility in aging.	1	2 3 4	5
5	My future independence hinges on my ability to get myself around.	1	2 3 4	5
6	I have not thought much about my future mobility before today.	1	2 3 4	5
7	I've seen others become frail and immobile in older age, and I am determined to avoid this fate at whatever cost.	1	2 3 4	5
8	It is not easy for me to ask for help with transportation when I need it.	1	2 3 4	5

Sum of Responses (Total Score) = _____ >28 High Risk

INTERPRETATION: A total score of 29 or more is characterized by significant felt anxiety, worry about a loss of personal independence, and concern about becoming a burden on others. Pessimistic, inflexible thinking may also be part of this profile. High scorers may resist depending on others for transportation and so delay making mobility-related plans until a crisis ensues. In these ways, **a high total score suggests that the respondent may not be fully ready (i.e., from an emotional and attitudinal perspective) to adapt successfully to a new mobility loss/change.**

High scorers can still plan for their present and future mobility needs, but they will likely need extra 1:1 guidance and support. High scorers may benefit from counseling to discuss their beliefs in light of their present functional status and future mobility needs/goals. Often, strong negative views about non-driving mobility will need to be challenged in this process. Whereas low scorers may come to the mobility planning encounter with attitudes consistent with learning new mobility options, high scorers will need to be *eased into a planning process of their own choosing*. An immediate presentation of local bus and taxi options, for example, will likely be met with resistance from a high scorer. Their “readiness” must first be understood and cultivated to ensure eventual, successful planning.