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Transportation Barriers Affecting Migrant Workers in Adams County, Pennsylvania

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Transportation Barriers Affecting Migrant Workers in Adams County, Pennsylvania

Abstract

This study examines the transportation patterns and potential barriers among migrant families and workers in Adams County, Pennsylvania. The objective of this study is to determine whether barriers to transportation exist in the county, and if so, how these barriers impact the population facing them. Our study examines solutions such as more universal license policies or a potential public transportation option. To collect data and carry out our project, we distributed surveys in English and Spanish families through the Center for Public Service at Gettysburg College. We had the potential to receive responses from around 70 families, and ultimately received responses from 32 families. Our research indicates that 38% of our surveyed population do not possess driver's licenses. Therefore, a significant portion of our surveyed population faces challenges in their right to mobility – for example, our results show challenges in accessing public goods, such as through difficulty in accessing supermarkets/ grocery stores. Most of our surveyed population report low usage of alternative modes of transportation other than private cars, specifically public transportation, whether by choice or from a lack of access. A limitation in our research design was our sample size and selection – because we found participants through an existing college program, our population is not necessarily representative of the greater Adams county migrant worker population. Further studies should investigate the inaccessibility to buses and find a more accessible range for bus stops in which all members of the community have access. Rural areas present unique challenges for travel, directly impacting migrant communities due to their challenge accessing drivers' driver licenses and lack of modes of transportation.

Keywords

public transportation, rural transportation, migrant communities, license

Disciplines

Environmental Studies | Migration Studies | Transportation

Comments

Written for ES 400: Senior Seminar

Transportation Barriers Affecting Migrant workers in Adams County, Pennsylvania

Anna Bochenek and Christopher Trilleras

ES 400

Environmental Studies

Gettysburg College

December 16, 2021

Abstract

This study examines the transportation patterns and potential barriers among migrant families and workers in Adams County, Pennsylvania. The objective of this study is to determine whether barriers to transportation exist in the county, and if so, how these barriers impact the population facing them. Our study examines solutions such as more universal license policies or a potential public transportation option. To collect data and carry out our project, we distributed surveys in English and Spanish families through the Center for Public Service at Gettysburg College. We had the potential to receive responses from around 70 families, and ultimately received responses from 32 families. Our research indicates that 38% of our surveyed population do not possess driver's licenses. Therefore, a significant portion of our surveyed population faces challenges in their right to mobility – for example, our results show challenges in accessing public goods, such as through difficulty in accessing supermarkets/ grocery stores. Most of our surveyed population report low usage of alternative modes of transportation other than private cars, specifically public transportation, whether by choice or from a lack of access. A limitation in our research design was our sample size and selection – because we found participants through an existing college program, our population is not necessarily representative of the greater Adams county migrant worker population. Further studies should investigate the inaccessibility to buses and find a more accessible range for bus stops in which all members of the community have access. Rural areas present unique challenges for travel, directly impacting migrant communities due to their challenge accessing drivers' driver licenses and lack of modes of transportation.

Introduction:

Significance & Rationale for Research

In recent decades, the United States has experienced a significant increase in immigrant populations. A record shows that 44.8 million immigrants are living in the U.S. in 2018, making up 13.7% of the nation's population. This represents a more than fourfold increase since 1960, when 9.7 million immigrants lived in the U.S., accounting for 5.4% of the total U.S. population (Budiman 2020). Various sets of challenges come with adapting to a new society, but one of the biggest issues immigrant populations face in the process of assimilation is finding a stable job. Labor market conditions and job accessibility are important factors of new location choices, however, transportation is a critical element in job accessibility (Jaeger, 2007). A positive relationship between transportation access and economic welfare exists for immigrants as well as nonimmigrants across all racial and ethnic groups. One report shows that one of the most significant determinants of employment for both immigrants and non-immigrants who are on welfare assistance is unlimited automobile access (Blumenberg, 2008).

Having an automobile is important for functioning in modern American society, and minorities disproportionately lack access to personal vehicles (Bohon et al., 2008). This factor, along with limited options of transportation impact the adjustment period in America of migrants and immigrants who come from Latin America. In rural areas specifically, a lack of private transportation can lend itself to various social problems, including challenges in obtaining work and taking new opportunities to advance in work; other problems include challenges in accessing healthcare services, consumer services, educational opportunities, and social services (Stommes et al., 2005). Studies done previously on the social cost of a car-oriented society tends to focus on the macro-levels factors such as mortality rates, loss of

community, environmental degradation, and the privatization of transportation systems, while the micro-levels studies tend to lean on the impact of limited transportation access on everyday lives of individuals tend to focus on welfare recipients. There is very little research specifically on immigrants and the transportation patterns they use, as the demographic's varying legal statuses makes them difficult to gather data on (Bohon, 2008).

A complicating factor for undocumented workers in Pennsylvania in gaining mobility is their inability to obtain a license due to their legal status. Before 2002, people who are undocumented were able to obtain licenses, as proof of legal residency was not required in the process. By 2009, this changed, and PennDot canceled the licenses of tens of thousands of Americans who had obtained their licenses legally through the policies in place prior to 2002 (MILPA). Many of these were undocumented workers, who are unable to get licenses to this day -- there are about 150,000-200,000 undocumented immigrants in Pennsylvania today, with differing levels of access to vehicles, but all without the proper documentation to legally obtain a license (MILPA).

However, there are 16 states that allow undocumented workers to get driver's licenses. Pennsylvania is not one of them (Martinez, 2021). Undocumented immigrants in Pennsylvania have a significant role in supporting the state's economy and should therefore have access to adequate transportation (Murtaza, 2020). Access to transportation would allow undocumented workers to better support their own families, to contribute to the state's economy, and ultimately because the right to mobility is a fundamental right in the Universal Declaration of Human Rights (Pennsylvania Immigration and Citizenship Coalition, 2021).

A study on transportation and migrant population in Georgia examines how minorities disproportionately lack access to modes of transportation, specifically newcomers to this

country (Bohon, 2008). The article suggests that Latino migrants are considerably more likely to engage in car pooling due to not living in households with a car available for personal use. Limited access to a personal automobile and alternative modes of transportation was found to impede the ability of the newest Latino residents in Georgia to adjust in their new community. This is critical to our study because we will also be studying migrant populations in a rural area and if results are constant, this can present itself to a bigger social problem that migrant populations around the USA face and problems with limited modes of transportation in rural areas. The study focuses on how the lack of personal transportation can create various social problems including inability to obtain different work, reach social necessities, and opportunities to advance (Bohon, 2008). For both recent migrants to Georgia and recent immigrants to the United States, lack of transportation creates a delay in adjusting to society and can impede on adaptation. The study in Georgia suggests improving access to driver's licenses, pedestrian infrastructure, and that public transportation should be a policy priority for states adjusting to recent influxes of Latino migrants (Bohon, 2008).

Statement of Purpose, Research Questions & Objectives

Our survey-based study will focus on researching the accessibility of transportation methods for migrant workers. By distributing surveys, migrant families will be able to anonymously discuss their transportation habits in Adams County and report on challenges. Our research question will ask: Are there transportation barriers among migrant laborers in rural areas of Adams County PA? The goal will be to understand the mobility patterns of local workers in this area and determine what existing or potential measures can be put in place to increase their transportation access to important locations (work, schools, social centers, public resources, etc). An objective of our study evaluates if license policies and improved public

transportation options can help migrant communities in Adams County. Rural areas present unique challenges for meeting the transportation needs of individuals, especially those without a car. Also, previous studies on the transportation patterns of migrants and immigrants indicate that there is often limited access to a personal automobile and alternative modes of transportation which were found to impede the ability for accessing work and public resources. Drawing from archival research on other rural locations, our study hypothesizes that there are limited modes of transportation for migrant workers in Adams County and that the restricted mobility creates various challenges for people in this community.

Methods:

Our focus area for this project is Pennsylvania, specifically the Gettysburg area (Figure 1). The subjects of this study are Spanish-speaking migrant workers living in Adams County. We use qualitative data in the form of surveys administered to participants; the surveys are included in Appendix I and II. Using a survey as our instrument made it easier for us to keep our data collection anonymous to protect our participants' identities. We translated the survey into Spanish so that it could be more accessible for our participants, who have varying English speaking abilities (Appendix II). We made both the English and Spanish versions of the survey available online as a Google form and as a hard copy. We used Google forms for our online version of the survey for its user-friendliness, as we wanted to make the survey as convenient as possible for the participants to fill out.

We selected our participants on a volunteer basis and through their connection with Gettysburg College through the Center for Public Service. The Center for Public Service (CPS) at Gettysburg College runs several programs in the area for migrant workers and migrant families. We found participants by attending events through these programs and recruiting

volunteers to take a survey for our project. We went to three sites to collect our data: Adult ESL classes, swim classes, and a vaccine clinic to gather our data. We also got data through a connection with Tania's, a local Mexican restaurant.

Distributing surveys at these sites and events gave us the potential to reach around 50 families. We sent the online google forms out to an email list through the Center for Public Service, through this they had the potential to reach another 20 families. Although the audiences for the paper and online surveys overlapped, this proved not to be an issue for our data collection because we received zero results from our online google form. The online google form was sent out on October 29th, and closed on November 11th, so it was available for two weeks.

Once we got our data, we first translated all the Spanish responses into English. We then looked for themes in the open-ended responses for our analysis. We used the responses to the multiple choice answers to create figures to better understand the needs of migrant workers in the area regarding access to transportation.

Results:

We had 32 participants fill our paper surveys; 8 of those surveys were completed in English and 24 were completed in Spanish. We did not get any results from our online google forms. The average age of our participants was 37 years, and a majority were women, making up 75% of our participant pool while men made up 25% (Table 1).

Our results showed that 62% of our participants have licenses, and 38% do not have licenses (Figure 2). However, we also found that 88% of our participants use cars most frequently as their primary transit mode (Figure 3).

To get a better understanding of the challenges our participants face in their mobility, we asked participants who indicated that they did not have a driver's license to tell us how that impacts their life in question 12, an open response question (Appendix I). We found trends of fears about security and legality among our participants who also reported not having licenses; quoted below are some of the responses we received from our survey:

“It is difficult because sometimes the police detain people without licenses and I can not buy a car to go to places.”

“It is very difficult driving if you do not feel secure, we can not be driving with liberty and feel safe”

We found that 9% of our participants report using car pooling as their primary mode of transportation (Figure 3). Through question 6 of the survey, we received some open responses with more detailed information on our participants' car pooling habits (Appendix I). Our results show that of the seven participants who wrote in how many people they carpool with, the average amount is 5 people. Some participants carpool using a private vehicle, while one reported car pooling with others in a company car.

For our participant's work, we found our participants work in a variety of different jobs, most frequently in agriculture -- 47% of our participants have jobs in that industry (Figure 4). The average reported distance between our participants' homes and work is 18.9 miles (Table 1). Our participants most frequently chose travel time as the most important factor in choosing their mode of transit, with comfort and safety next (Figure 5). Our participants reported an average of 28 minutes to get to work, and an average 15.2 minutes to get to the nearest Rabbit Transit station (Table 1).

We asked our participants in question 14 if they have ever missed work as a result of not having transportation available (Appendix I). Eight of our participants reported having missed work a few times, but overall our participants did not report it to be a consistent or critical issue for them.

We had our participants choose how easily they could access a car when they needed one from “never” to “always,” and found that our participants most frequently chose “sometimes” for how easily they could access a car when they needed to (Figure 6). For specific areas that our participants have difficulty accessing, we found that several of our participants, 11 out of 32, selected having difficulty accessing the supermarket (Figure 7).

Through an open response question on our exam, question 10, we asked our participants what the biggest factors preventing them from accessing transportation are (Appendix I). Several participants said that the biggest limiting factor for them was a lack of availability of public transportation (Appendix I). Others wrote that a significant limiting factor was convenience - many said that they were too far from public transportation resources to reasonably use them. One participant who response reported her financial status as being the biggest limiting factor.

Finally, question 16 of our survey asked our participants whether, and how, they think transportation could be improved in Adams County (Appendix I). The participants brought up wanting more public transportation routes and longer hours for the service. Many participants talked about wanting licenses to be more accessible.

Discussion:

Our surveys indicate that across all of our 32 participants, 38 percent do not possess a driver license (Figure 2). Not having a license can present challenges towards the migrant

community as indicated with the responses from question 12 in our survey. The question asked participants to further discuss the implications of not having a driver license. To understand the potential challenges, we specifically questioned whether the absence of a license impacts work, personal life, and community life. Out of the nine people who responded, eight are affected in at least one aspect of the question. From the eight participants, four comment that their inability to obtain a driver license restricts their mobility, while the other four comment that not having a license makes them feel unsafe and fearful. This can be a result of police stops often resulting in serious consequences. For undocumented immigrants, they run risk of being turned over to Immigration and Customs Enforcement to be detained and likely deported. One person says, “It is very difficult driving if you do not feel secure, we can not be driving with liberty and feel safe.” Another participant states, “It is difficult because sometimes the police detain people without licenses and I can not buy a car to go to places. For us, car usage is very necessary.” This finding underscores the challenging process of obtaining a valid driver's license and the struggles that families deal with for not having one. Not having a license can make it difficult for families to have access to vehicles due to registration and legal factors. The right to mobility is impeded by laws from the Pennsylvania Department of Transportation that make it difficult for undocumented immigrants to obtain a Social Security number; this barrier is the primary deterrent in obtaining a driver’s license (Pennsylvania Department of Transportation).

Recently there has been a push for legislation from the Pennsylvania House of Democrats that could grant licenses to undocumented immigrants. The bill would allow any non-citizen to apply to acquire a driver’s license, which would then establish their lawful presence in the Commonwealth of Pennsylvania and the United States (Lahoud 2021). The applicant would have to be a resident of the United States for a period of one year or more.

Having a license could increase road safety by ensuring that everyone knows the rules, it would also decrease the threat of family separation from police stops for non-citizens. Although there is support from representatives of the Pennsylvania Department of Transportation and the Pennsylvania Department of Agriculture, statistics show that Pennsylvania is predominantly a conservative state and republicans oppose such propositions (Munoz 2021).

Not having a driver's license could create challenges for migrant families. These can include the restriction to common goods, participation in work activities, access to education, access to personal necessities and much more. Our surveys indicate that the majority of our participants have trouble accessing the supermarket/grocery store, with 11 out of the 32 participants reporting difficulty (Figure 7). Alternative modes of transportation could support the population without a car. However, research studies show that there is little funding in the transportation infrastructure and COVID-19 has continued to displace the sector with decrease in usage and distaste for public transit (Paaswell et al, 2000). Rural communities face this challenge to a greater extent.

Access to vehicles can also be challenging for larger families that share a one vehicle. This is where carpooling serves as a potential solution to aid families travel to different locations. Through carpooling, families can travel together by sharing a ride to a common destination. This would especially be helpful for larger families with only one vehicle in the household. Question six asked the participants if they carpoled and in what way they organized themselves. 7 participants responded yes and stated that they carpoled with others to either work or school.

Public transportation remains challenging for rural communities and while some rural areas offer a variety of transportation services, many have no transportation services. Rural

residents must travel longer distances to reach important destinations; they are more likely to encounter roads in poor condition and less likely to have access to public transit or other transportation options (Dize 2019). This can be seen in our participants' transportation usage habits. One of our questions sought to find what mode of transportation is used. 88 percent of our participants rely on vehicles, while 9 percent rely on car pooling and 3 percent rely on rail (Figure 3). Our participants' dependence on cars, even though only 67 percent reported having a license, can result from a lack of other transportation options. Another possible reason why none of our participants use rabbit transit or bikes can be attributed to a lack of knowledge of these modes or the location of these networks. For example, rabbit transit serves Adams County only through four routes; the Lincoln Line, the Blue Line, the Gray Line and the Gold Line (Rabbittransit 2021). All lines help connect residents and tourists to major destinations throughout the community, but the routes are not available to locations that are farther than these popular areas.

To determine challenges within transportation infrastructure in Adams County, we asked our participants for their suggestions and perspectives. A count of 8 suggested having more alternatives while 7 participants suggested adding more bus routes and stops. "To put more points of access for buses, more bus stops, and flexible hours", says one of the participants. Another participant states, "Yes, allowing for more transportation for rural areas. Buses are great for this." These were the types of responses supporting improved bussing infrastructure and a variety of different options for mobility.

This transportation predicament for rural communities can be solved with new legislation that has the potential to aid rural communities. Recently, there has been a new law that has passed from Joe Biden that could improve the transportation sector as a whole. The new

\$1 trillion dollar law will support infrastructure planning with 550 billion of that funding going directly into transportation. Specifically, the legislation will put \$110 billion into roads, bridges and other major projects (Pramuk 2021). It will also invest \$66 billion in freight and passenger rail, including potential upgrades to Amtrak. \$39 billion will go into public transit systems. This can possibly improve public transit and other modes in the near future for rural locations.

The total number of migrant workers that participated in our survey was 32. Although a higher sample size would have resulted in more of an encompassing of the general migrant population and accuracy, reaching this population served as a difficulty. This limitation could be due to the target population being hard to access because of our position as college students and the general area of Adams County. We found participation only occurred in settings where there was direct interaction with the families, which helped recruit participants. Another limitation that can be attributed to this factor is our online survey. We were expecting our online surveys to be more accessible and reach a variety of different migrant families, however there were zero responses out of the numerous surveys that were sent out. This can be due to the survey's lack of connection and personal interaction.

Future studies could build on this research by emphasizing getting a greater sample size to determine how much of the migrant population is facing transportation challenges. Research on the Adams County transportation could also be done to determine what alterations can be put into place to improve access to alternative modes of transportation. Additional bus routes are needed due to rural characteristics emphasizing distance between general locations. Based on our survey, our participants believe that a bus system designed to have flexible hours, more bus services, more routes in different areas of the county, longer hours of transportation, and more bus stops around the county (especially farther rural areas) could improve the problem with

accessibility. Conclusions that can be drawn from this study is the fact that a majority of our participants do not use alternative transportation such as bus, bike, rail, rabbit, etc. This can be attributed to either the lack of access or knowledge on other modes of transportation. As a result, more people are drawn to driving cars even though a portion of our participants are unlicensed. The proposed bill would allow non-citizens to obtain a driver's license and can provide the universal right to mobility for everyone, including vital members of the Adams County community that could be risking a lot every time they make the decision to drive a private vehicle due to insufficient or inconvenient public transportation infrastructure in the rural county.

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Tables and Figures

Table 1. Summary Statistics Table

Summary Statistics Table		
Average Age		37
Gender		
	Male	25%
	Female	75%
Distance between home and work (miles)		
	Average total	18.9
	Min	2
	Max	64
Time to get to work (Minutes)		
	Average total	28
	Min	5
	Max	90
Time to get to rabbit transit (minutes)		
	Average total	15.2
	Min	7.5
	Max	27.5

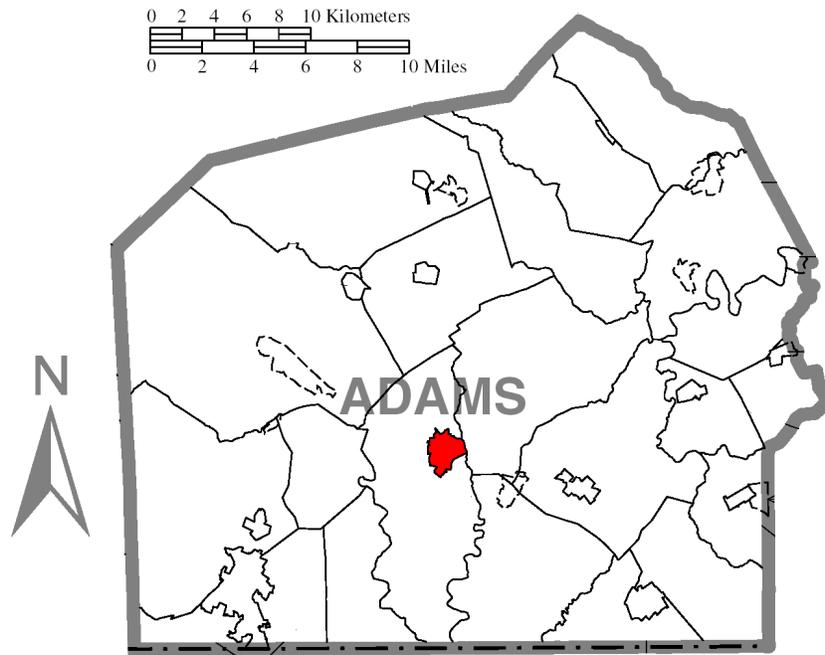


Figure 1. Study Area Map - “A map of Adams County showing Gettysburg, Pennsylvania highlighted on the map” (United States Census Bureau, 2006)



Figure 2. Driver's License Status of our Participants.

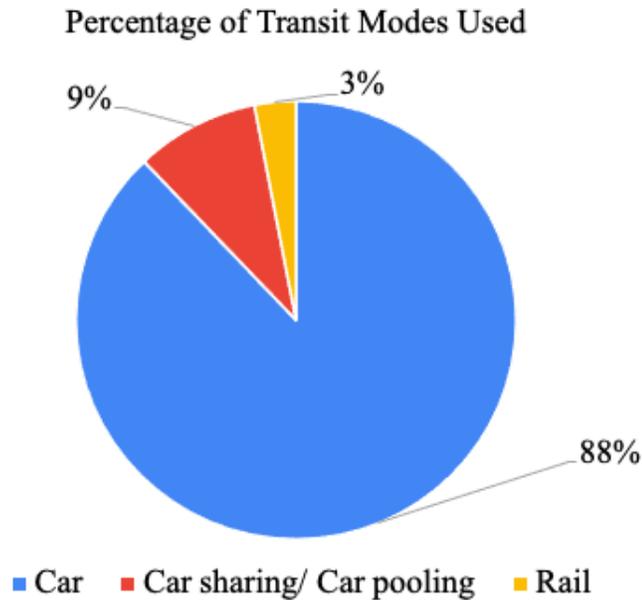


Figure 3. Cars account for the majority of transit mode used, while car pooling and rail modes make up a small percentage of use. The other responses - walking, biking, and taking the bus - got 0% responses from our participants.

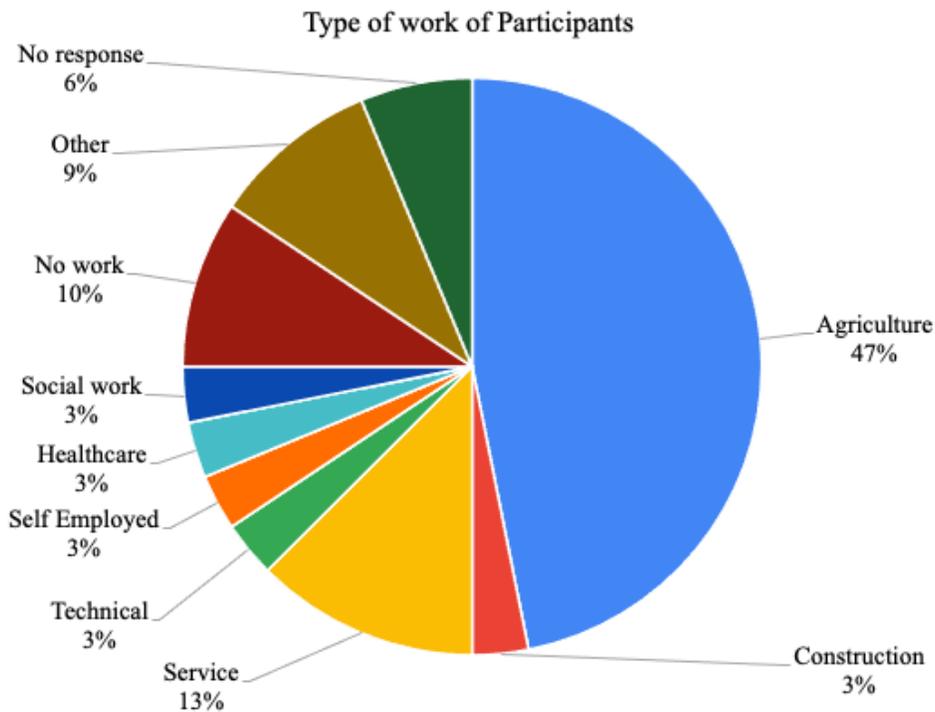


Figure 4. Type of work of participants

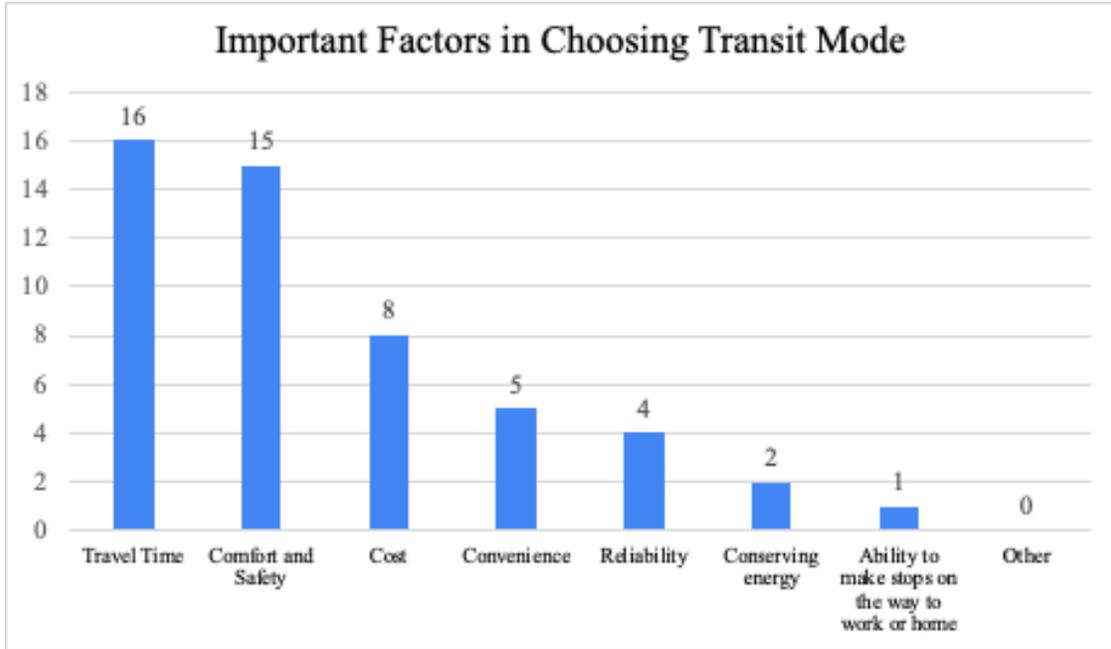


Figure 5. Important factors for participants in choosing their mode of transit.

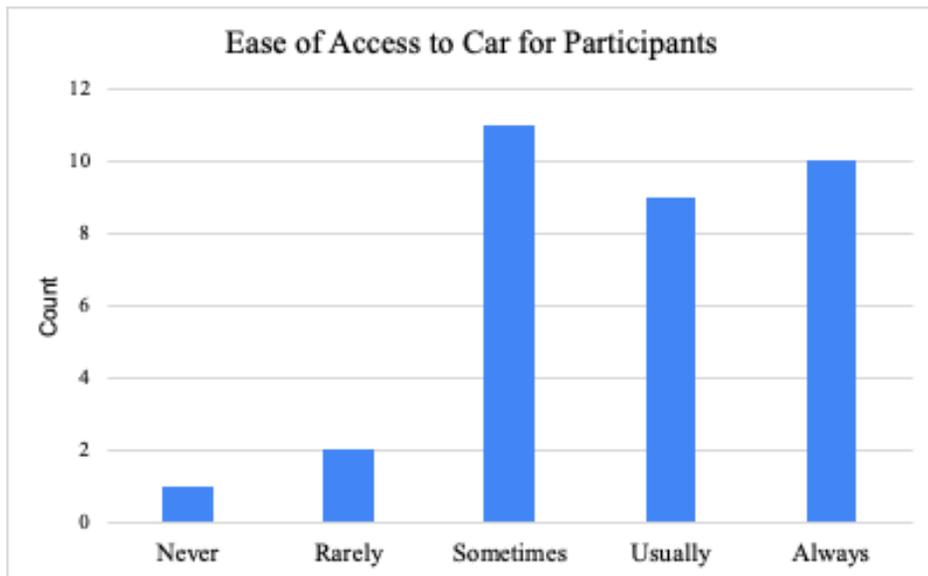


Figure 6. Results showing how easily participants can access a car when they need to.

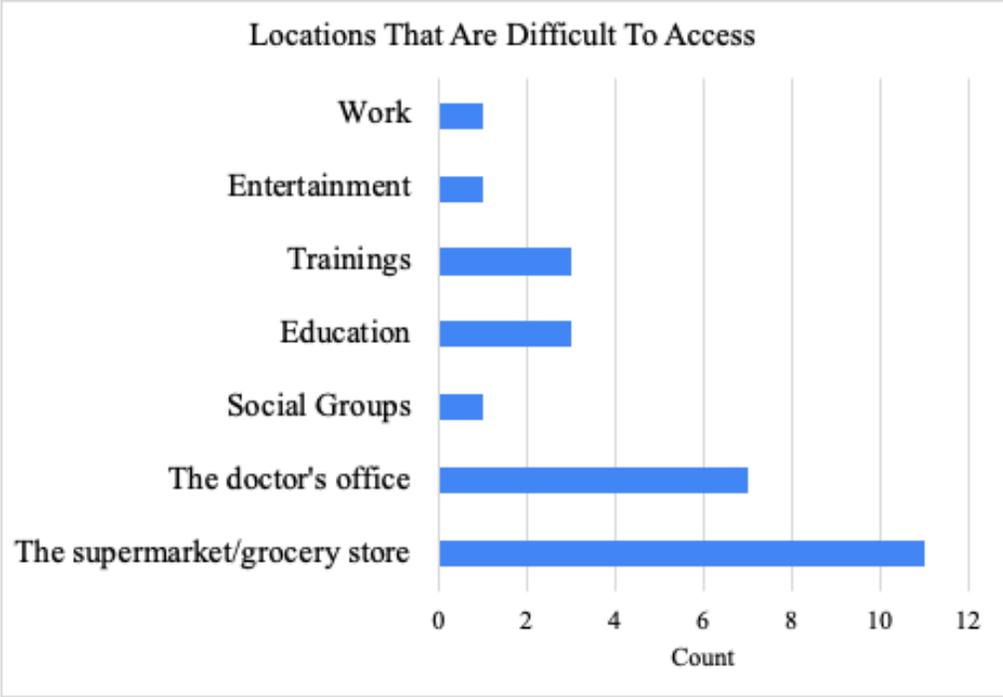


Figure 7. Places that are difficult to access by our participants. 18 of our participants did not answer this question.

Appendix

I. Surveys

A. (English Version)

Transportation Barriers Among Migrant workers in Adams County, PA

Anna Bochenek and Christopher Trilleras

Who we are: We are students at Gettysburg College researching access to transportation by migrant workers in Adams County, PA for our Capstone Environmental Studies class.

Our contact information: Bochan01@gettysburg.edu (Anna)
Trilch01@gettysburg.edu (Chris)

About the survey: The purpose of this study is to learn about transportation barriers among migrant workers and their communities, and analyze the effects of these barriers. Your responses to this survey are anonymous, and your participation in this study is voluntary. We appreciate your participation.

Please print or download a copy of this introduction, that you can keep as your record of consent to participate

Demographic Information

- 1) What is your age? _____
- 2) What is your gender?
 - Female
 - Male
 - Other: _____

Work and Transportation Patterns

- 3) What type of work are you involved in?
 - Agriculture
 - Retail
 - Healthcare
 - Technical
 - Service
 - Other: _____
- 4) What is the one-way distance in miles between your home and the location of where you work? How long in minutes is the commute to your work? (Write out answer)

- 5) What transit modes do you use? (Check all that apply)
- Walking
 - Bicycle
 - Car
 - Bus
 - Rail
 - Car Sharing/Car pooling
 - Other: _____
- 6) If you use car pooling, how many people do you car share with? How do you organize car sharing? (write answer below)
- 7) What factors are important to you when you choose how to get to work?
- Travel time
 - Cost
 - Convenience
 - Reliability
 - Comfort and safety
 - Conserving energy
 - Ability to make stops on the way to work or home
 - Other:
- 8) How long does it take you to reach the nearest public transportation (Rabbit Transit) from your home?
- 5-10 Minutes
 - 10-20 Minutes
 - 20-30 Minutes
 - More than 40 Minutes
 - I do not have access to public transportation
 - I do not use public transportation
- 9) Which type of transport would you like to use if you could access it?
- Bus
 - Car
 - Bicycle
 - Rail
 - Car pooling

Other (please specify): _____

10) If you have trouble accessing transportation, what are the biggest factors preventing you from accessing transportation?

11) Do you have a driver's license?

Yes

No

12) If you answered no to Question 11, does not having a driver's license impact your work, personal life and community life? If yes, please explain how.

13) When you need access to a car, can you easily get access to one?

Always

Usually

Sometimes

Rarely

Never

14) Have you ever missed work due to not having transportation available? If so, how has this impacted your work?

15) Mark if you have had trouble accessing any of the following due to lack of transportation:

The supermarket/grocery store

The doctor's office

Social groups

Education

Trainings

Other (Please list): _____

16) Do you think that access to transportation can be improved in Adams County? If so, how?

B. (Spanish version)

Barreras de Transporte Entre Los Trabajadores Migrantes en El Condado de Adams, PA

Anna Bochenek y Christopher Trilleras

Quiénes somos: Somos estudiantes de Gettysburg College que investigan el acceso al transporte por parte de trabajadores migrantes en el condado de Adams, PA para nuestra clase de Estudios Ambientales

Nuestra información de contacto: Bochan01@gettysburg.edu (Anna)
Trilch01@gettysburg.edu (Chris)

Acerca del cuestionario: El propósito de este estudio es para aprender sobre las barreras de transporte entre los trabajadores migrantes y sus comunidades, y analizar los efectos de estas barreras. Sus respuestas son anónimas y su participación en este estudio es voluntaria. Agradecemos su participación.

Imprima o descargue una copia del texto de consentimiento que puede conservar para su registro.

Información Demográfica

- 1) ¿Cuántos años tienes? _____
- 2) ¿Cuál es tu género?
 - Masculino
 - Femenino
 - Otro: _____

Patrones de Trabajo Y Transporte

- 3) ¿En qué tipo de trabajo estás involucrado?
 - Agricultura
 - Venta al por menor
 - Cuidado de la salud
 - Técnico
 - Servicio
 - Otro: _____
- 4) ¿Cuál es la distancia de ida en millas entre su casa y la locación de donde trabajas?
¿Cuánto dura el viaje al trabajo? (Escriba la respuesta)

- 5) ¿Qué modos de tránsito usas? (Marque todo lo que corresponda)
- Caminando
 - Bicicleta
 - Coche
 - Autobús
 - Carril
 - viaje compartido
 - Otro: _____
- 6) Si usas el uso compartido de automóviles, ¿con cuántas personas compartes el automóvil? ¿Cómo se organiza el coche compartido? (escriba la respuesta a continuación)
- 7) ¿Qué factores son importantes para usted a la hora de elegir cómo ir al trabajo?
- Tiempo de viaje
 - Costo
 - Conveniencia
 - Fiabilidad
 - Comodidad y seguridad
 - Conservando energía
 - Capacidad para hacer paradas de camino al trabajo o al hogar.
 - Otro: _____
- 8) ¿Cuánto tiempo le lleva llegar al transporte público más cercano (Rabbit Transit) desde su casa?
- 5-10 minutos
 - 10-20 minutos
 - 20-30 minutos
 - Más de 40 minutos
 - No tengo acceso al transporte público
 - No uso transporte público
- 9) ¿Qué tipo de transporte te gustaría utilizar si pudieras acceder a él?
- Autobús
 - Coche
 - Bicicleta
 - El tren

- Auto compartido
- Otros (especificar): _____

10) Si tiene problemas para acceder al transporte, ¿cuáles son los factores más importantes que le impiden acceder al transporte?

11) ¿Tiene licencia de conducir?

- Si
- No

12) Si respondió no a la Pregunta 11, ¿cómo afecta el hecho de no tener una licencia de conducir su trabajo, su vida personal y su vida comunitaria?

13) Cuando necesite acceso a un automóvil, ¿puede acceder fácilmente a uno?

- Siempre
- Generalmente
- Algunas veces
- Casi nunca
- Nunca

14) ¿Alguna vez ha faltado al trabajo por no tener transporte disponible? Si es así, ¿con qué frecuencia?

15) Marque si ha tenido problemas para acceder a cualquiera de los siguientes debido a la falta de transporte:

- El supermercado / tienda de abarrotes
- La oficina del doctor
- Grupos sociales
- Educación
- Entrenamientos
- Otro (enumere): _____

16) ¿Cree que el acceso al transporte se puede mejorar en el condado de Adams? Si es así, ¿cómo?

Raw Data

(See excel Spreadsheet)