Public Transit & Accessibility: Who is Being Left Behind?

Summary

This research seeks to understand the accessibility challenges faced by single women with no vehicle access in Escambia County, Florida. The study examines the percent of female-headed households without a vehicle and identifies areas of potential improvement. The results may help ECA T currently meet their needs for access to affordable, reliable transportation. Understanding the mobility issues affecting single female heads of household can provide insights into how to improve their quality of life.

Introduction

The following items are key objectives for this research project. They are as follows: (1) Determine locations of target group; (2) Determine location of necessary institutions such as schools, food, and childcare centers; (3) Complete a survey of women who are single without a vehicle; (4) Analyze and compare data using GIS tools and visitation; and (5) Conduct interviews of those identified.

The following are the important components for this research project: (1) Cliques will operate in central areas as the city is a transit center in the county. (2) The central city will be served and will act as a hub to attract and serve regional areas. (3) Without a vehicle, women rely on the bus to access necessary facilities such as banks, grocery stores, daycare, and work. (4) Women in the central city are most likely to be on fixed incomes or have access to commodities from local stores.

The following are the findings for this research project: (1) Women in the central city are most likely to be on fixed incomes or have access to commodities from local stores. (2) Without a vehicle, women rely on the bus to access necessary facilities such as banks, grocery stores, daycare, and work.

Methods & Data

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Phase III: Maps & Overlay

Future research will focus on understanding the informal network of female-headed households and finding ways to improve their quality of life. The following items will be included:

- Community-based outreach and networking of map.
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Phase III: Conclusion

As can be seen in the final map, the areas with the highest transportation access are the areas with the highest population density. These areas include the central city, the recreational areas, and the suburban and periphery areas. These areas are all necessary to locate the target population of female-headed households. The data collected in this study can be used to improve the access of female-headed households to affordable, reliable transportation. The findings will help to improve the access of female-headed households to affordable, reliable transportation.