



INSTITUTE *for* ENGAGEMENT & NEGOTIATION
Shaping Our World Together

The RAFT: Maintaining Progress in Coastal Virginia

Grant # NA23NOS4190255 Task 91.02

**Virginia Department of Environmental Quality, Coastal Zone
Management Program**



Petersburg Trolley Route Survey Responses

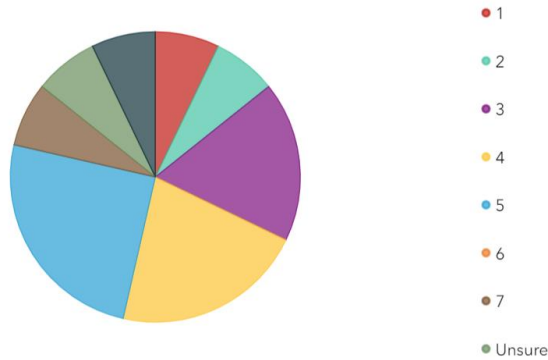
This report presents a comprehensive summary of data collected through a series of online and in-person surveys regarding the potential establishment of a scheduled trolley route in the City of Petersburg from August- September 2024. The online surveys were administered via the ArcGIS Survey123 platform, while printed in-person surveys were distributed at several key locations within the City of Petersburg, including the River Street Market, YMCA, Petersburg Public Library, and Petersburg Youth Oasis Farm. The purpose of this survey was to gather input from Petersburg residents about the specific parks, greenspaces, and food access locations that they would most like free transportation services to in order to design a trolley route that can best serve the needs and priorities of Petersburg residents. The City of Petersburg has already secured three trolleys to offer this service but is seeking community input to inform route planning and will need to apply and receive grant funding for the operation of these trolleys.

The City of Petersburg partnered with the Institute for Engagement & Negotiation at the University of Virginia and local partners involved with the **Resilience Adaptation Feasibility Tool (RAFT)** to collect and synthesize community input, develop a proposed free trolley route, and develop resources needed to apply for funding to support the operations of a new free trolley route. Contingent on funding, the City of Petersburg hopes to be able to offer this service to city residents soon.



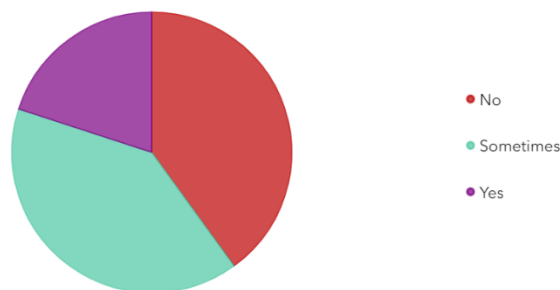
Section 1. General Trolley Responses (Online Surveys)

Question 1. Which Ward do you live in?



Online survey participants indicated which Petersburg ward they currently reside in, with results illustrated with the pie chart above. Over 58% of respondents indicated that they reside in wards 5, 4 and 3. Participants who do not reside in the City of Petersburg selected the category of "other" which is represented in dark green.

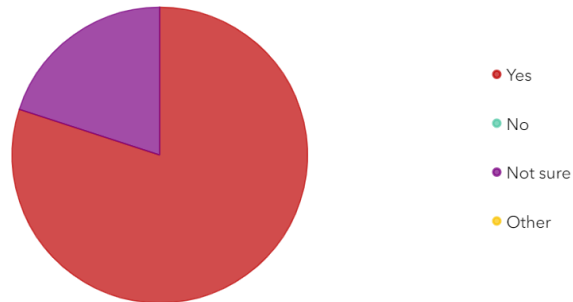
Question 2. Do you struggle with transportation to places that provide or sell healthy foods?



The data suggests diversity in participants' answers with, 38% choosing "Sometimes," 38% choosing "No," and 19% choosing "Yes".

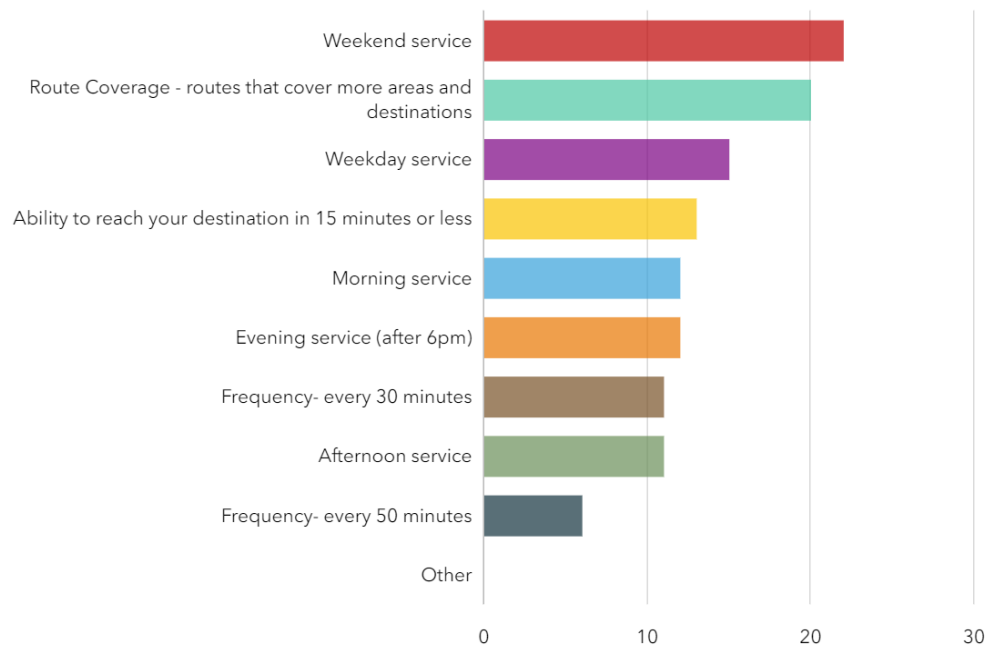


Question 3. If there were a FREE scheduled trolley route to take you to and from healthy food sources would you use it?



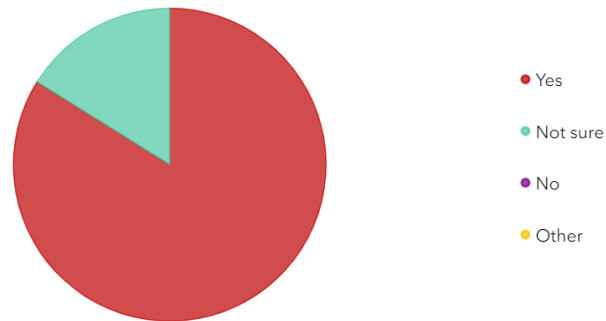
No responses were indicated for the “No” or “Other” category, indicating the public’s interest in this potential new transportation service.

Question 3.1 If you answered "yes" (to the question above), please select considerations that would make this service accessible and more likely to be used by you



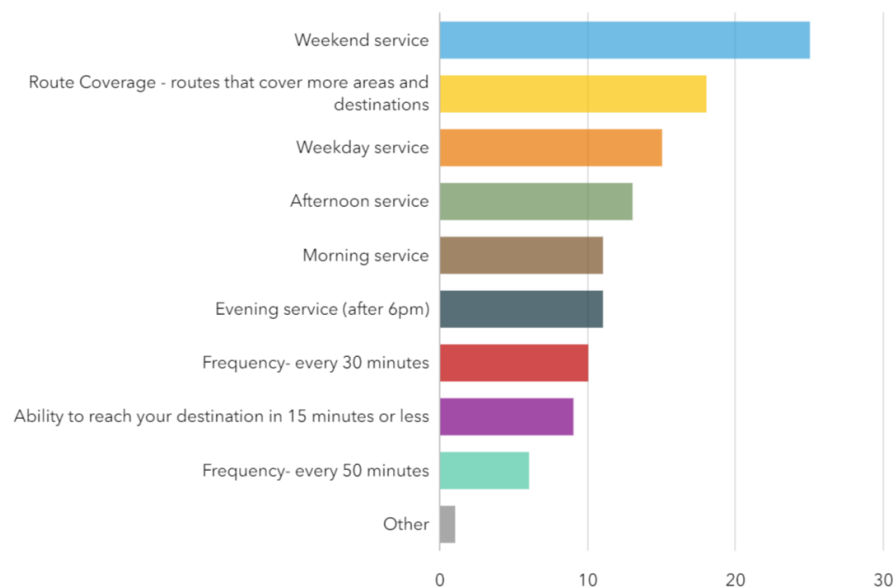


Question 4. If there were a FREE scheduled trolley route to take you to and from local parks and greenspaces would you use it?



This data mirrors the data captured above in Question 3, indicating that survey participants shared a similar interest in a service that would bring them to parks and greenspaces as well as a service that would bring them to healthy food sources.

Question 4.1 If you answered "yes"(to the question above), please select considerations that would make this service accessible and more likely to be used by you

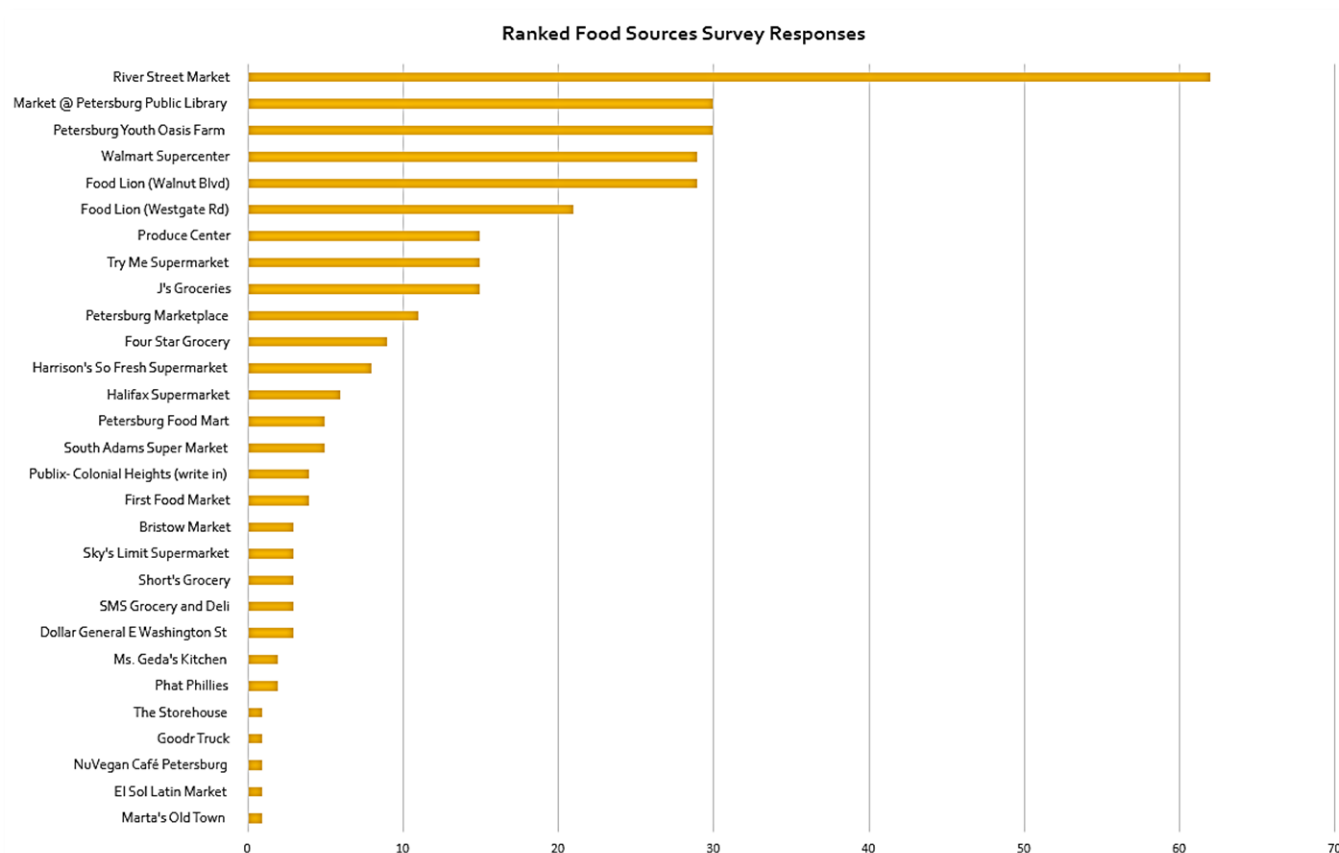




In Questions 3.1 and 4.1, “Weekend Service” and “Route Coverage” were identified as the most important considerations that would make the trolley service accessible and most likely to be used. Some barriers the public identified that would prevent them from using the trolley service include concerns about accessibility, safety, and conflicts with work schedules. Online respondents indicated that they might have issues with carrying their groceries if they are traveling by themselves on the trolley. As previously mentioned, these results were sourced from online responses only and do not include in-person survey responses.



Section 2. Food Source and Park Location Responses (Online and In-Person Data)

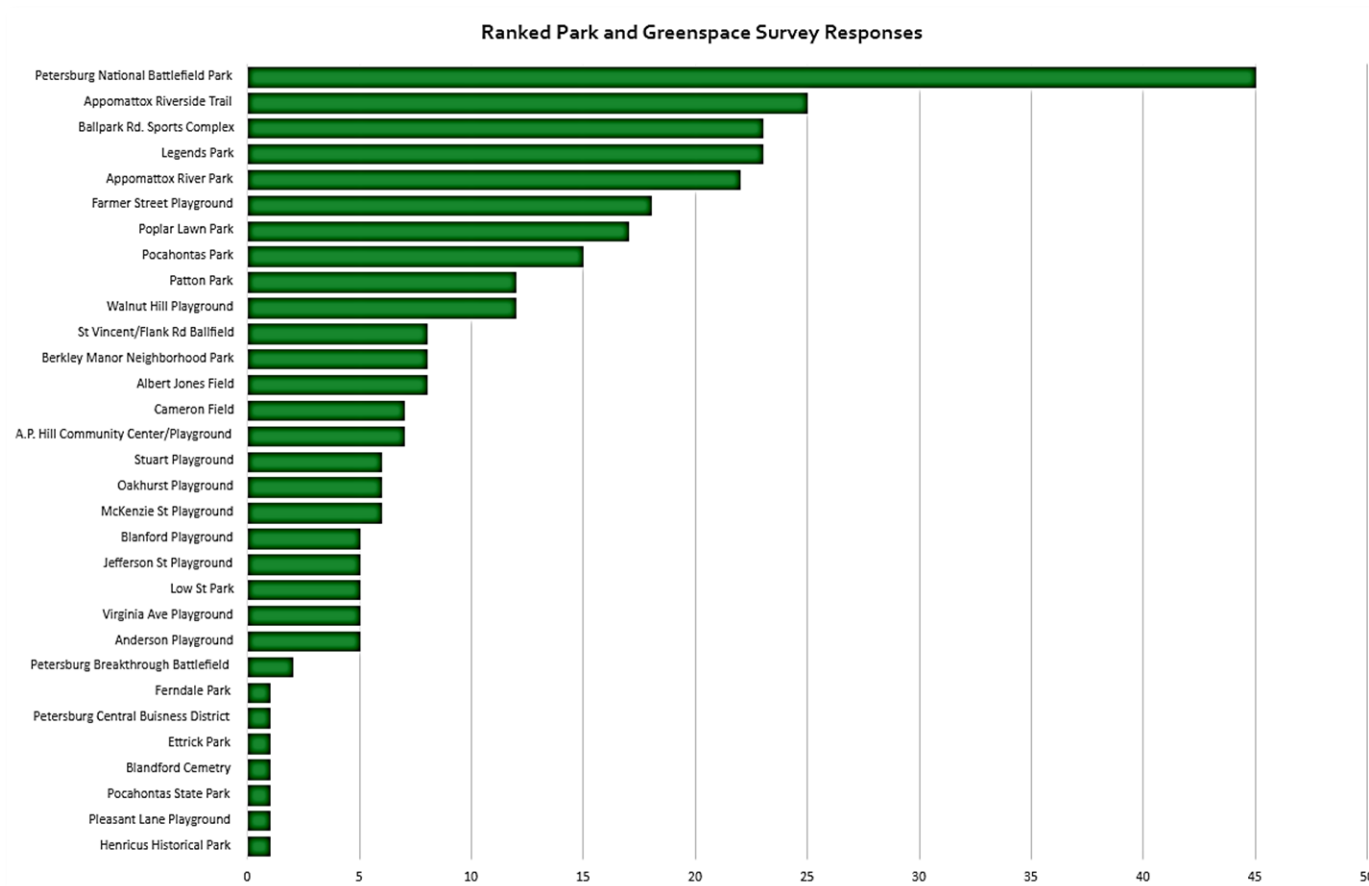


Food Sources Survey Responses

The top five food sources identified by respondents accounted for 55% of the total votes. These locations include the River Street Market, Market @ Petersburg Public Library, Petersburg Youth Oasis Farm, Walmart Supercenter, and Food Lion (Walnut Blvd). The River Street Market emerged as the most popular food source, receiving 19% of the total votes. Several locations outside the City of Petersburg were also highly ranked, including Food Lion (Westgate Rd) and the Produce Center. Notably, Publix in Colonial Heights received the highest number of "write-in" votes (four), which was more than any other individual food source location. Some participants provided qualitative feedback, expressing a desire for additional food options such as Whole Foods or more seasonal farmers' markets in nearby areas like Hopewell and Chester.



Park Location Survey Responses



The top five parks and greenspaces identified by respondents accounted for 46% of the total votes. These locations include Petersburg National Battlefield Park, Appomattox Riverside Trail, Legends Park, Ballpark Rd. Sports Complex, and Appomattox River Park. The survey results indicate a strong public interest in increasing transportation access to parks and greenspaces, particularly those located along the river. Both the Appomattox Riverside Trail and Appomattox River Park received high levels of support. In total, 225 online responses were received regarding parks and greenspaces, compared to 77 in-person responses, illustrating a higher level of engagement with the online survey.



General Takeaways: It is important to note that data in Section 1 of this report was collected solely through online surveys, while Section 2 synthesizes data collected through online surveys and in-person surveys. When interpreting the survey results, consider that the locations where in-person surveys were distributed may have influenced the demographic of respondents and their preferences. For example, the top three Food Source locations chosen in the “Ranked Food Survey Responses” graphic were also the locations in which the in-person surveys were posted at (River Street Market, Market at Petersburg Public Library and Petersburg Youth Oasis Farm). Additionally, there were notable differences between online and in-person survey responses, which may reflect varying accessibility and engagement levels between these two methods. Lastly, it is important to consider the day and time that food stores/resources are open when designing the route and interpreting data from Question 3.1.



INSTITUTE *for* ENGAGEMENT & NEGOTIATION
Shaping Our World Together

Acknowledgment of RAFT Funders

This RAFT product was created with funding from:

Virginia Environmental Endowment

Virginia Department of Environmental Quality, Coastal Zone Management Program*



Virginia Coastal Zone
MANAGEMENT PROGRAM



We are grateful to these funders for supporting various phases of The
RAFT from 2015-Present.

Virginia Coastal Zone Management Program, Virginia Department of Environmental Quality and National
Oceanic and Atmospheric Administration, 2017- Present

Virginia Environmental Endowment, Virginia Program, 2017- Present

University of Virginia Environmental Institute, formerly Environmental Resilience Institute, 2018- Present

Jessie Ball duPont Fund, 2019- Present

Agua Fund, 2022- Present

Virginia Sea Grant Adaptation and Resilience Program, 2017-2024

Natural Hazards Center, Public Health Disaster Research Award Program, 2022-2024

University of Virginia School of Architecture, Faculty Summer Research Program, 2018, 2022

Commonwealth Center for Recurrent Flooding Resiliency, 2021-2022

Anonymous, 2018-2019

National Fish and Wildlife Foundation, Restoration and Community Stewardship Grant, 2016- 2018

For more information visit The RAFT website: raft.ien.virginia.edu

** This product was funded in part by the Virginia Coastal Zone Management Program at the Department of Environmental Quality through Grant # NA23NOS4190255 of the U.S. Department of Commerce, National Oceanic and Atmospheric Administration, under the Coastal Zone Management Act of 1972, as amended. The views expressed herein are those of the authors and do not necessarily reflect the views of the U.S. Department of Commerce, NOAA, or any of its subagencies.