Old Dominion University

Life in Hampton Roads Report

The Seventh Annual Life in Hampton Roads Survey

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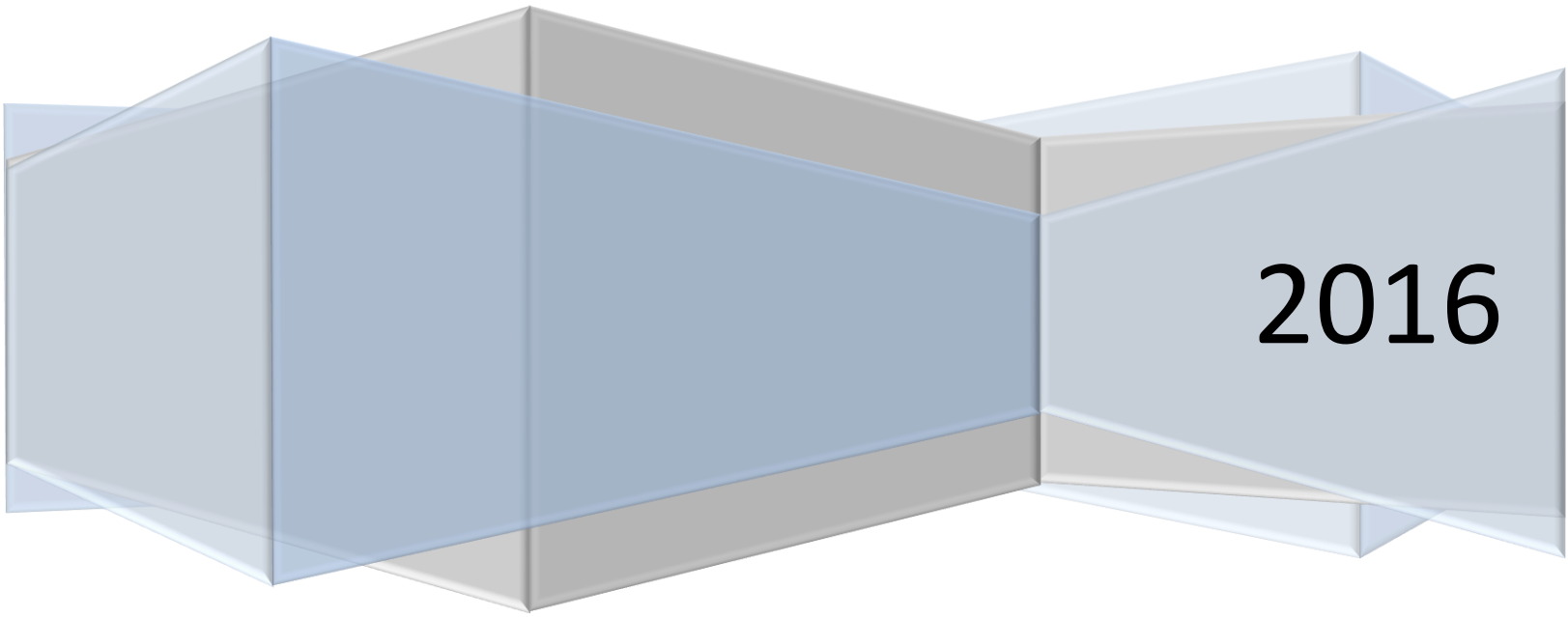

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Executive Summary

The Social Science Research Center (SSRC) at Old Dominion University recently completed data collection for the seventh annual Life in Hampton Roads telephone survey. The purpose of the survey was to gain insight into residents' perceptions of the quality of life in Hampton Roads. The survey also attempted to determine the attitudes and perceptions of citizens regarding topics of local interest such as transportation and traffic, local and state government, the 2016 presidential election, crime, education, and other issues. The SSRC completed interviews with 962 Hampton Roads residents via landline and cell phones.

In general, the survey shows that residents believe that quality of life has remained steady in Hampton Roads. The majority of those interviewed (70.3%) reported that the overall quality of life in Hampton Roads was excellent or good while 28.8 percent found it to be fair or poor.

- Recreational opportunities remain a key plus for the regional quality of life, while crime and transportation are key challenges.
- As with overall quality of life, perceptions of the regional economy have also remained relatively steady. Just over half (52.2%) of respondents rated the economic conditions in Hampton Roads as either excellent or good, while 46 percent rated economic conditions as fair or poor. This portion rating the regional economy as excellent or good was the highest in 2015 and only decreased slightly this year.

Life in Hampton Roads is not without its challenges and Hampton Roads residents continue to have concerns about health, traffic congestions and tolls, and sea level rise.

- Most Hampton Roads residents indicated that their general health was good (51.6%) to excellent (30.9%). While this includes a large portion of residents and is almost identical to last year's portion, it is the lowest percentage of good to excellent ratings recorded since the Life in Hampton Roads survey began in 2010.

- Perceptions of the local public school systems remains consistent from previous years. However, those that have school-aged children attending a public school are more likely to rate the local public school system as excellent (34.0%), compared to those that do not have school-aged children (20.5%).
- Despite Hampton Roads residents reporting being more conservative (32.2%) than liberal (27.3%), more respondents identified with the Democratic Party (32.7%) than the Republican Party (20.7%). Additionally, over half of likely voters reported if the US presidential election was held today they would vote for Hillary Clinton (52.5%) over Donald Trump (30.3%).
- Although residents of Hampton Roads reported high satisfaction with the local police, there were significant differences when controlling for race. Satisfaction, trust and understanding in regards to the local police are significantly higher among White respondents compared to Black/African-American respondents. For example, 90.7 percent of White respondents reported they were satisfied with the local police, compared to only 73.4 percent of Black/African-American respondents.
- Hampton Roads residents were considerably more in favor of expanding light rail throughout Hampton Roads compared to 2014, the last time respondents were asked where they would like to see light rail expanded. Specifically, respondents reported the most preference for light rail to be expanded to the Virginia Beach Oceanfront (58.5%) and Virginia Beach Town Center (48.4%). Additionally, the largest change from 2014 to 2016, was preference for light rail to be expanded to Norfolk International Airport (28.3% to 47.8%).
- Sea level rise and flooding are perceived to be significant risks by Hampton Roads residents, but respondents who reported recurrent flooding as a problem in their neighborhood decreased by about five percent since last year. Almost two-thirds of respondents reported being concerned with flooding in Hampton Roads (59.6%), however, only one-third of respondents (35.1%) of respondents reported having flood insurance.

Survey Methodology and Sample Demographics

Survey Methodology

The Social Science Research Center (SSRC) at Old Dominion University recently completed data collection for the seventh annual Life in Hampton Roads telephone survey. The purpose of the survey was to gain insight into residents' perceptions of the quality of life in Hampton Roads. The survey also attempted to determine the attitudes and perceptions of citizens regarding topics of local interest such as transportation and traffic, local and state government (including the upcoming presidential election), crime, education, and other issues. Funding for the 2016 survey was provided by the Social Science Research Center. The SSRC would like to thank the College of Arts and Letters and the ODU Office of Research for their continued support of this survey. Questions were generated through email invitations to faculty throughout the University community. Questions of interest were submitted, and the overall pool of questions was narrowed down by SSRC staff and the Associate Dean of Research for the College of Arts and Letters. New questions were included along with several questions from previous Life in Hampton Roads surveys. The first survey in 2012 survey consisted of 77 questions, in 2013, 60 questions were asked of respondents, in 2014, 66 questions were asked, 71 questions in 2015, and in 2016, 73 questions were asked.

A total of 962 interviews were completed with Hampton Roads residents in 2016. In 2015, 883 interviews were completed, in 2014, 853 interviews were obtained, in 2013, 812 interviews were completed, and 762 interviews were obtained in the 2012 effort. It is important to note that in all years there was a tendency for samples to over represent women, whites, and older individuals. In addition, a dual-frame random-digit-dial design was used to contact respondents via both land line and cell telephones. In order to better represent the overall Hampton Roads population, a weight variable was computed separately for each year, and the data files were weighted to correct for discrepancies in age, race, gender, and telephone usage between the survey sample and the population of each Hampton Roads city. The 2012 through 2016 samples were also weighted on city of residence in addition to demographic variables in order to maintain the representativeness of the sample with regard to population distribution

in Hampton Roads' cities. With the exception of the demographic data, all results reported come from the weighted samples, in order to present results which are more representative of the Hampton Roads population. The samples collected from 2012 through 2016 contain respondents who were reached both via landline and via cell phone. Cell-only respondents are included in the samples reported here for 2012 through 2016. All data analyses were conducted using SPSS statistical software.

The table below shows the margin of error for response items that received a specific percentage of overall responses in the weighted and un-weighted samples. The overall maximum margin of error for the un-weighted sample is 3.2 percent, and the maximum margin of error for the weighted sample is 3.6 percent. The margin of error is slightly larger for the weighted sample because this sample puts more weight on respondents from groups that were underrepresented (e.g. respondents with only a cell phone). Because these groups responded less frequently to the survey, putting more weight on those who did respond increases overall uncertainty, even as it controls for the effects of response bias and sample design.

The table below can be used to calculate the approximate margin of error for specific responses in the survey. For example, 45.5 percent of respondents in the weighted sample said yes to the question "Within the past month did you avoid visiting a business in a neighboring city due to traffic congestion?" The margin of error listed for 50 percent in the weighted sample is 3.6 percent. Thus, we estimate that if the SSRC had contacted every adult living in Hampton Roads, we would have found that somewhere between 49.1 percent and 41.9 percent avoided visiting a business in another city due to traffic congestion in the 95 percent confidence interval.

Margin of Error Guide		
Percentage giving specific response	**Un-weighted Sample Margin of Error (95 percent confidence level)**	**Weighted Sample Margin of Error (95 percent confidence level)**
95%	1.4%	1.6%
90	1.9	2.2
85	2.3	2.6
80	2.5	2.9
75	2.7	3.1
70	2.9	3.3
60	3.1	3.5
50	3.2	3.6
40	3.2	3.5
30	2.9	3.3
25	2.7	3.1
20	2.5	2.9
15	2.3	2.6
10	1.9	2.2
5	1.4	1.6

Sample Demographic Coverage

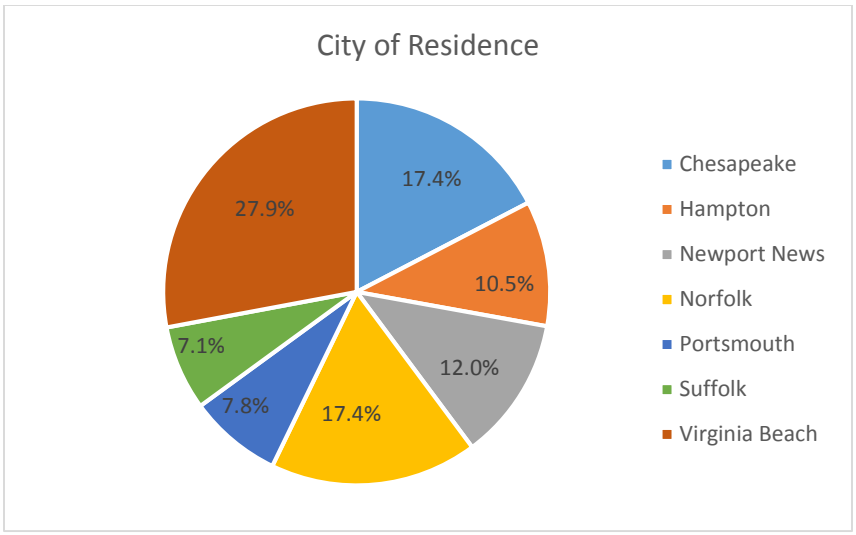
Unlike nearly all other data presented in the 2016 LIHR survey report, demographic data described here is presented unweighted in order to give curious readers a sense of the demographic coverage achieved by the survey. Of the 962 citizens interviewed, 55.1 percent were white, 31.5 percent Black or African-American, 9.4 percent considered themselves to be another race/ethnicity; including 0.7 percent American Indian or Alaskan Native, 1.9 percent Asian, and 3.1 percent indicated they were multiracial. In a separate question, 4.7 percent of respondents indicated that they were of Hispanic/Latino origin. Just under half of the respondents received a high school diploma or GED, completed trade or professional school, or attended some college (45.3%). An additional 39.9 percent of respondents

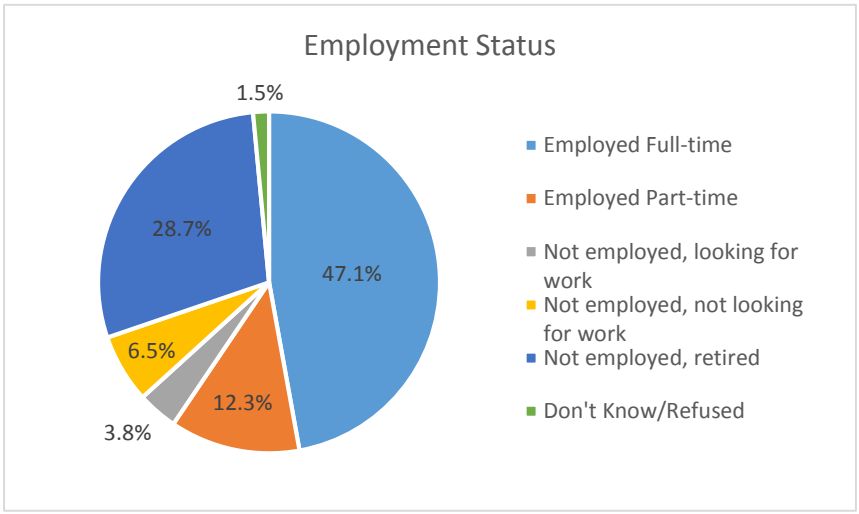
completed an undergraduate or graduate degree. More than half of respondents were married (52.7%) and 20.5 percent were divorced, separated, or widowed. Roughly one-fifth of those surveyed were single and not living with a partner (19%) while a small portion of single people reported living with a partner (5.8%). The 2016 Life in Hampton Roads Survey marked the first time respondents were asked about their sexual orientation. The vast majority reported being straight/heterosexual (92.8%), with only 1.2 percent reporting being gay or lesbian, and 0.8 percent reported being bisexual.

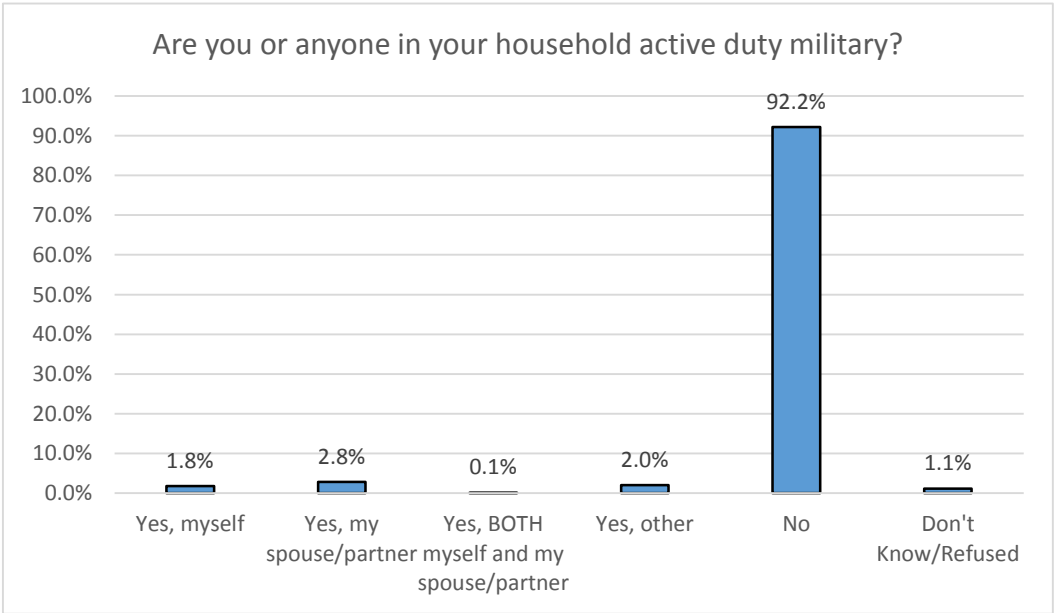
Race or Ethnicity	**Percentage**
White	55.1%
Black or African-American	31.5%
American Indian or Alaskan Native	0.7%
Asian	1.9%
Native Hawaiian or Pacific Islander	0%
Multiracial	3.1%
Other	3.6%
Don't Know/Refused	4.0%
Gender	**Percentage**
Male	43.0%
Female	56.0%
Highest level of school completed	**Percentage**
Some grade school	0.2%
Some high school	3.0%
High school diploma/GED	19.4%
Completed trade/professional school	2.2%
Some college	23.7%
Associate's degree	9.3%
Bachelor's degree	23.2%
Graduate degree	16.7%
Other	0.7%
Don't Know/Refused	1.6%
Age	**Age in years**
Average age (years)	53.5

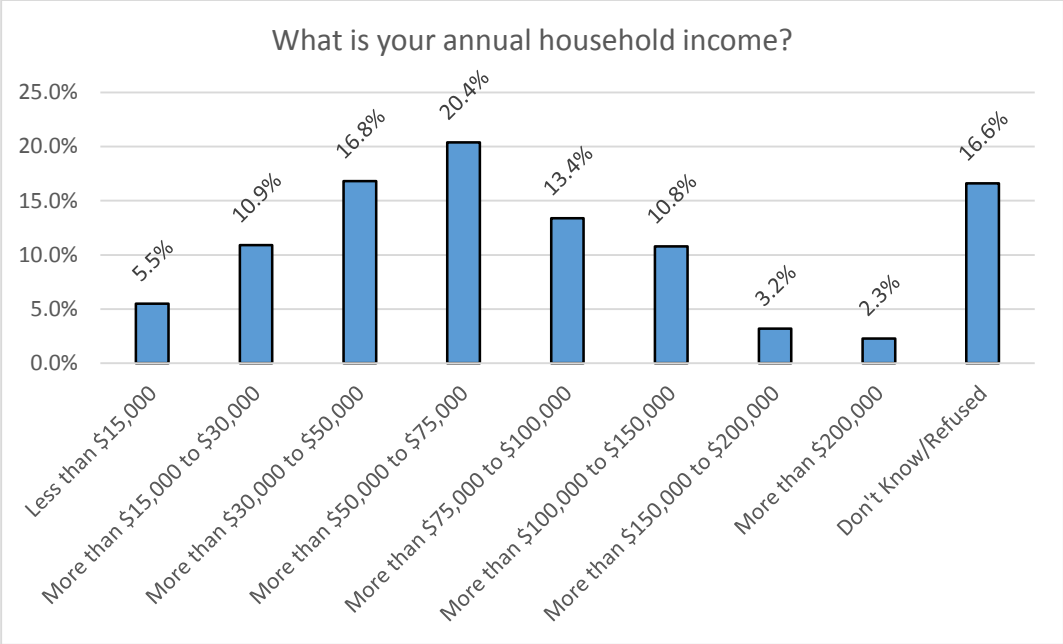
Marital Status	Percentage
Single, not living with partner	19.0%
Single, living with partner	5.8%
Married	52.7%
Divorced/separated	11.9%
Widowed	8.6%
Don't Know/Refused	2.0%
Sexual Orientation	**Percentage**
Straight/Heterosexual	92.8%
Gay/Lesbian	1.2%
Bisexual	0.8%
Other	0.5%
Don't know/Refused	4.5%

Consistent with population estimates from the census, the majority of respondents lived in Virginia Beach (27.9%), Chesapeake (17.4%), and Norfolk (17.4%). The majority of survey participants were employed (59.4%), 12.3 percent worked part-time while 47.1% reported that they worked full-time. Of the remaining respondents, 28.7 percent were retired, 3.8 percent were unemployed but looking for work, and 6.5 percent were not employed and not looking for work. The majority of respondents reported that neither themselves, nor anyone in their household was active duty military (92.2%). Only 4.7 percent of respondents were active duty military and/or had a spouse/partner that was in the military. Just over sixteen percent (16.4%) of participants in the survey reported their family household income for last year as $30,000 or less, 37.2 percent reported earning more than $30,000 to $75,000, while 29.7 percent earned more than $75,000. Respondents were also asked to identify their type of household phone usage. Over fifty percent of respondents indicated that their household was cellphone mostly or cellphone only (29.8% and 21.9%, respectively). Another 38.1 percent of respondents indicated that their household used landline and cellphones equally, while only 2.6 percent indicated that their household was landline only.


City of Residence
17.4%
10.5%
12.0%
17.4%
7.8%
7.1%
27.9%
Chesapeake
Hampton
Newport News
Norfolk
Portsmouth
Suffolk
Virginia Beach

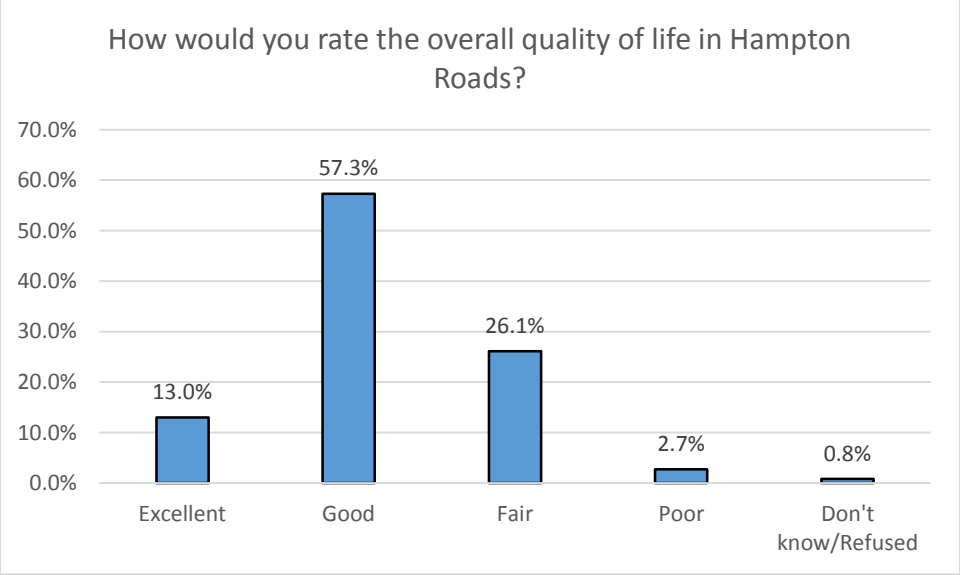

Employment Status
47.1%
12.3%
3.8%
6.5%
28.7%
1.5%
Employed Full-time
Employed Part-time
Not employed, looking for work
Not employed, not looking for work
Not employed, retired
Don't Know/Refused


Are you or anyone in your household active duty military?
100.0%
90.0%
80.0%
70.0%
60.0%
50.0%
40.0%
30.0%
20.0%
10.0%
0.0%
1.8%
2.8%
0.1%
2.0%
92.2%
1.1%
Yes, myself
Yes, my spouse/partner
Yes, BOTH myself and my spouse/partner
Yes, other
No
Don't Know/Refused


What is your annual household income?
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
5.5%
10.9%
16.8%
20.4%
13.4%
10.8%
3.2%
2.3%
16.6%
Less than $15,000
More than $15,000 to $30,000
More than $30,000 to $50,000
More than $50,000 to $75,000
More than $75,000 to $100,000
More than $100,000 to $150,000
More than $150,000 to $200,000
More than $200,000
Don't Know/Refused

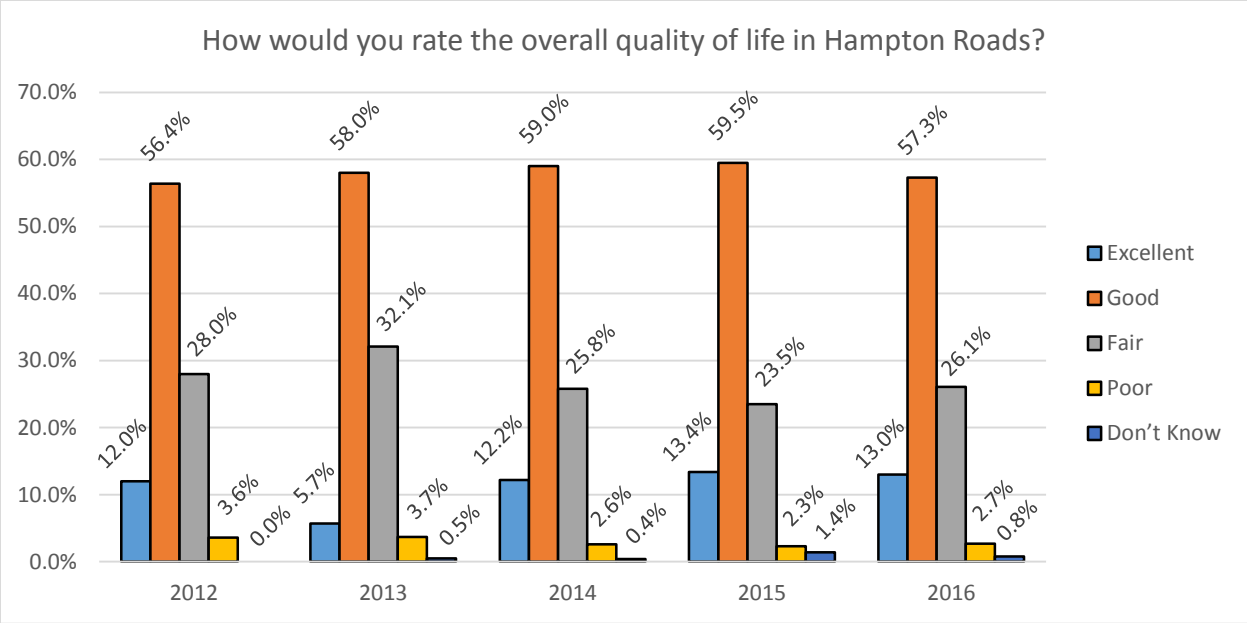
Overall Quality of Life

The overall quality of life in Hampton Roads has remained steady. The 2016 Life in Hampton Roads (LIHR) survey continues to show a generally good regional quality of life. The majority of those interviewed (70.3%) reported that the overall quality of life in Hampton Roads was excellent or good while 28.8 percent found it to be fair or poor. The portion of respondents rating regional quality of life as good or excellent is slightly lower than last year's portion (72.9%). However, recreational opportunities, including beach access, remain a key plus for the regional quality of life, while crime and transportation are key challenges.



Quality of Life in Hampton Roads

Over the last several years, quality of life has remained relatively consistent in Hampton Roads. In 2012, 68.4 percent of respondents rated the quality of life in Hampton Roads as excellent or good. In 2013, 64.7 percent of respondents rated quality of life in Hampton Roads as excellent or good, in 2014, 71.2 percent, and in 2015, 72.9 percent. In 2016, there was a slight decrease in the percentage of respondents who rated quality of life in Hampton Roads as excellent or good (70.3%). Focusing on the other end of the spectrum, ratings of the quality of life as poor has been consistently low (always less than 5%) and decreasing from 3.6 percent in 2012 to 2.7 percent in 2016.

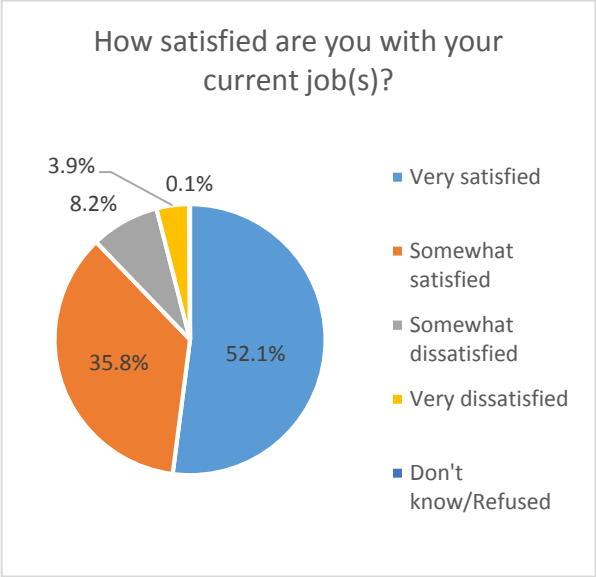


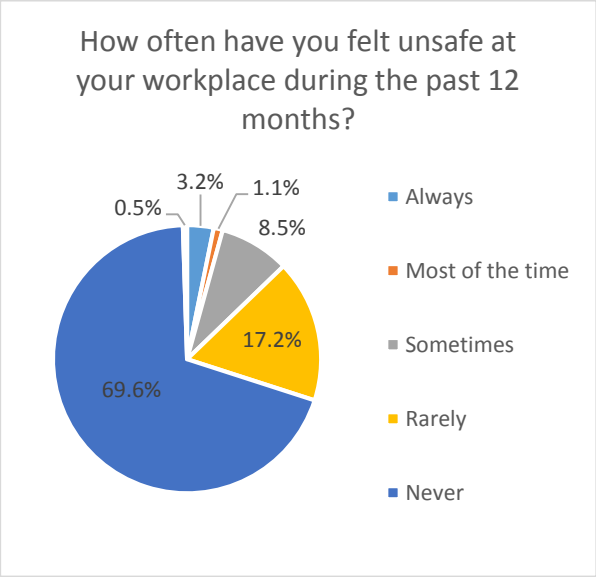
In addition to rating the overall quality of life in Hampton Roads, participants were asked to provide a few words as to why they choose their rating. The respondents (70.3%) who rated the quality of life as good or excellent mentioned several common themes. The most common was access to excellent recreational resources, such as beaches, museums, restaurants, shopping, and parks. Although a few respondents complained about too few such opportunities near them, this was the most commonly given answer to why Hampton Roads was rated favorably. Several other factors were also frequent positives for the region. The availability of quality schools and health care facilities was often cited. The economic climate in Hampton Roads was also seen as a plus by a number of respondents, with job or economic opportunities mentioned regularly. The weather and climate also ranked well, with almost all of those who mentioned the weather considering it a positive aspect for the region. Diversity of the region was another positive of Hampton Roads that was cited several times.

Crime was the most commonly cited reason for giving a fair or poor rating for quality of life in Hampton Roads, with several respondents pointing towards shootings that have eroded their sense of safety. Transportation issues, such as poor road quality, bridges, traffic congestion, public transit

limitations, and tolls, were the second most often cited negative. Respondents also indicated that economic issues, such as a higher cost of living, inequality, homelessness, and poverty were a negative.

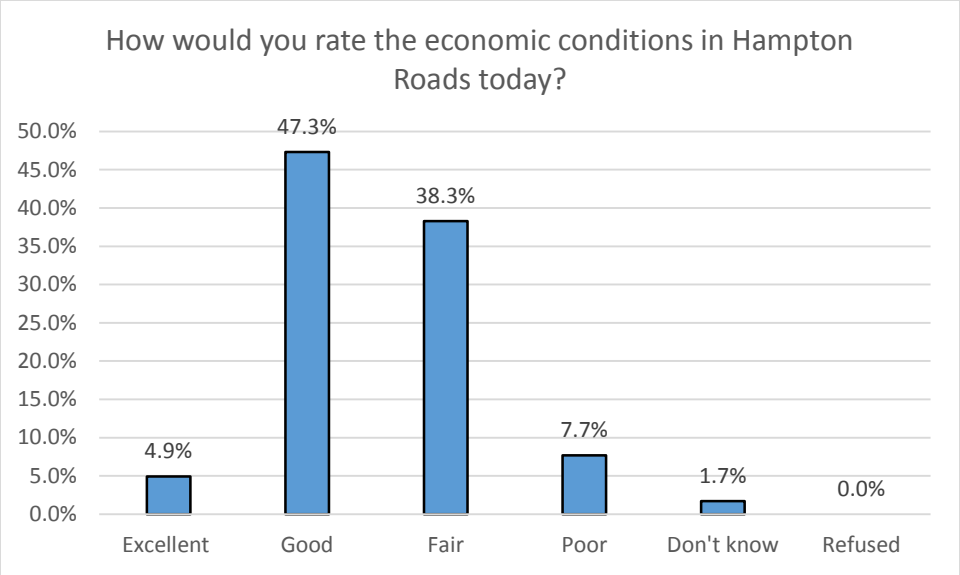
In 2016, respondents were asked questions about job satisfaction and how safe they feel within their workplace. The majority of Hampton Roads residents who work reported being satisfied with their current job with 52.1 percent being very satisfied and another 35.8 percent being somewhat satisfied. Conversely, only 12.1 percent reported being either somewhat dissatisfied or very dissatisfied (8.2% and 3.9%, respectively). Additionally, 69.6 percent reported never feeling unsafe at their workplace in the past 12 months and 17.2 percent reported rarely feeling unsafe at their workplace in the past 12 months. It is worth noting that 4.3 percent reported either feeling unsafe at their workplace in the past 12 months most of the time (1.1%) or always (3.2%).

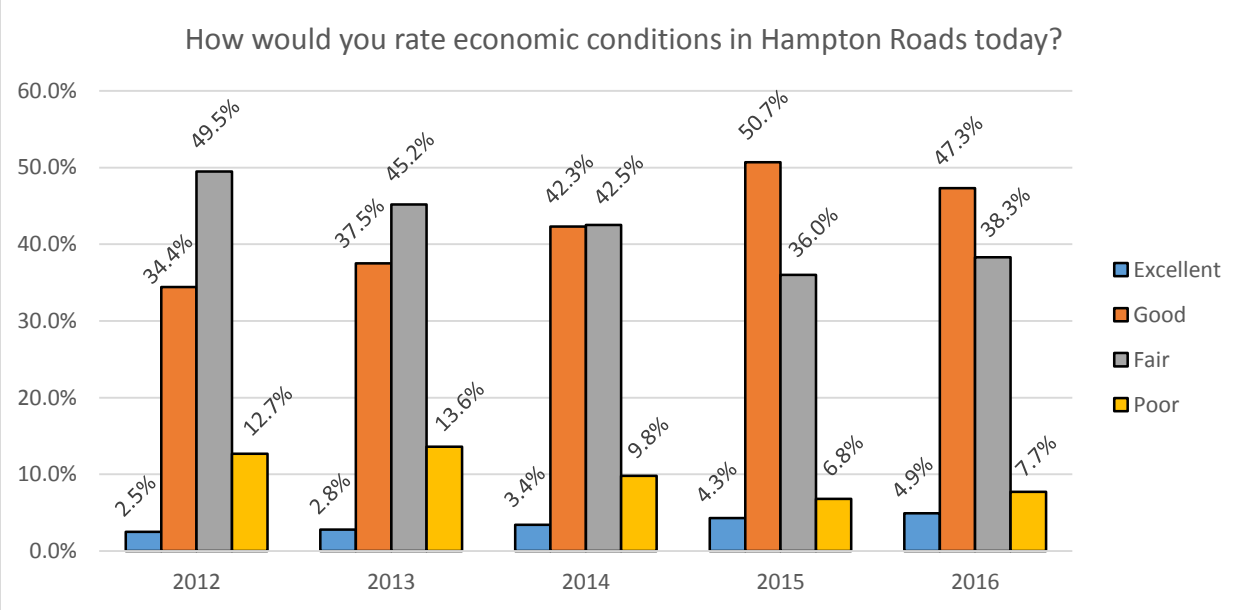




Economic Conditions in Hampton Roads

Consistent with the mixed role played by the economy in respondents' evaluation of regional quality of life, ratings of the regional economy remained relatively constant in the 2016 LIHR survey. Over half (52.2%) of respondents rated the economic conditions in Hampton Roads as either excellent or good, while 30.2 percent rated economic conditions as fair or poor. This year's percentage did decrease slightly from 2015 (55.0%) but it is still considerably higher than both 2014 (45.7%) and 2013 (40.3%).





Home Ownership in Hampton Roads

Respondents were asked whether or not they own or are in the process of buying their home, rent, or have some other arrangement. Similar to past years, the majority of residents reported that they own or are in the process of buying their home (64.3%). Another 32.7 percent indicated that they rent, while only 2.2 percent reported having another arrangement.

Home Ownership	2013	2014	2015	2016
Own or in the process of buying	71.4%	65.6%	65.5%	64.3%
Rent	25.5%	31.9%	30.6%	32.7%
Other arrangement	3%	2%	3.1%	2.2%
Don't know/Refused	0.1%	0.6%	0.9%	0.7%

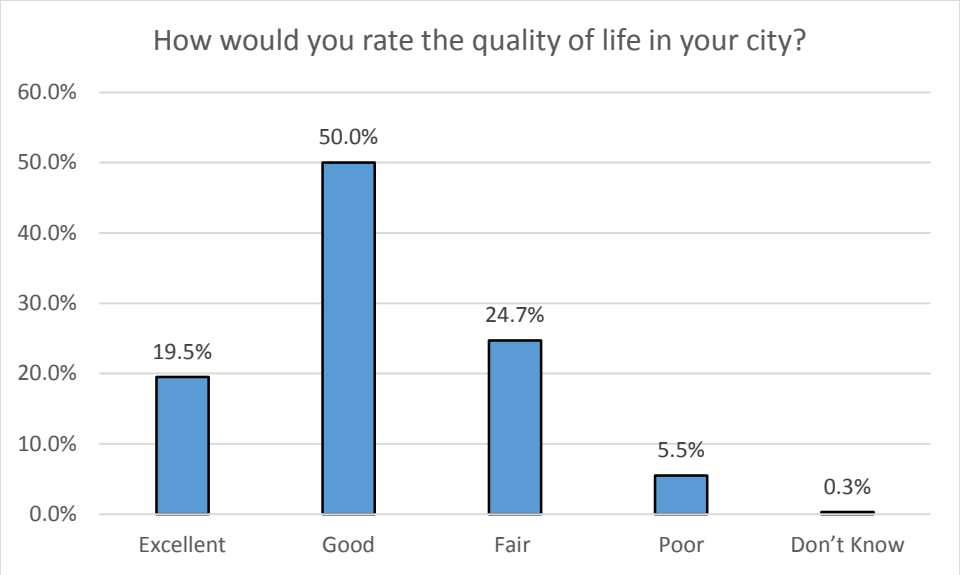
*This question was not asked in the 2012 survey.

Neighborhood and City Quality of Life Ratings

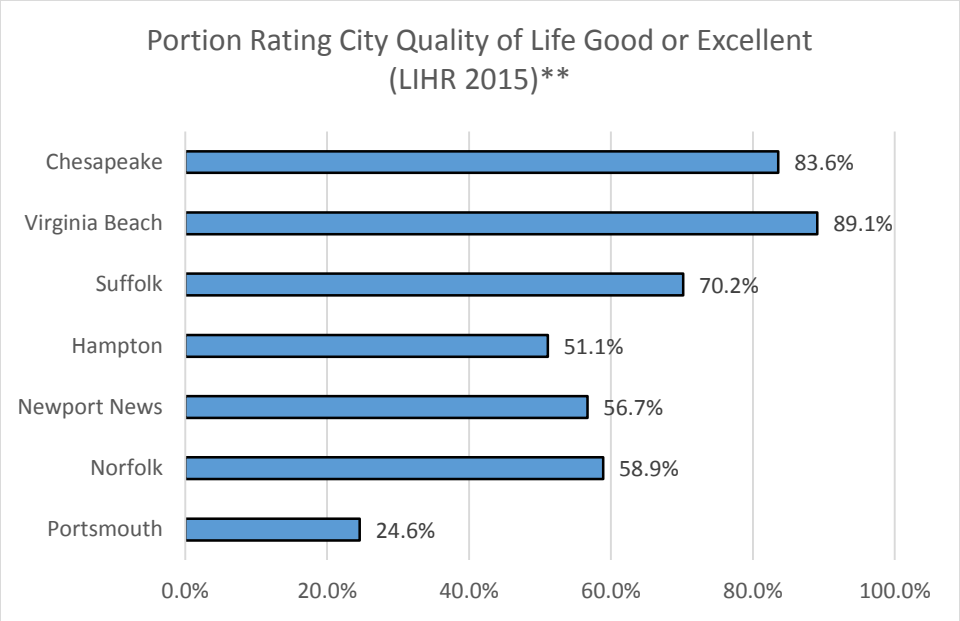
The 2016 Life in Hampton Roads survey examined sub-regional measures of neighborhood and city quality of life and governance, and also examined relevant measures at the city level. Although such analyses have significant value, they should also be understood in the context of the much greater uncertainty associated with inferences from sub-population analyses. The maximum margin of error, including design effects from weighting, for the entire sample of LIHR is 3.6 percent (95% confidence level). Thus, only quite large differences between subsample groups are statistically significant.

City Quality of Life

Respondents were asked to rate the quality of life for their city of residence. Almost 70% of respondents reported the quality of life in their city as excellent or good (19.5% and 50.0%, respectively). Another 30.2% rated the quality of life in their city as fair (24.7%) or poor (5.5%).



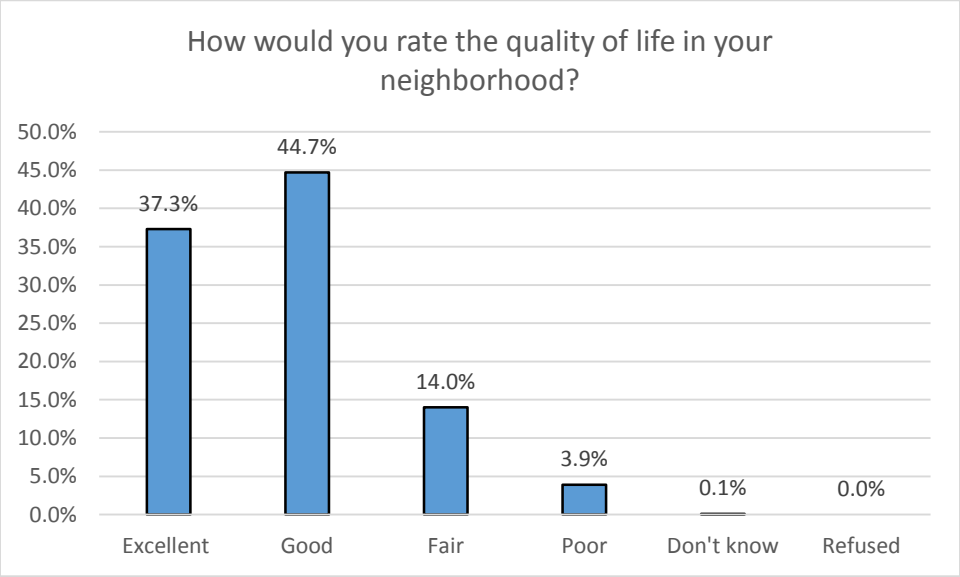
Perceptions of city quality of life varied significantly across the Hampton Roads region ($p<.05$). At the top end, 89.1 percent of respondents from Virginia Beach rated the quality of life in their city as good or excellent, as did 83.6 percent of respondents from Chesapeake. Suffolk was slightly lower, with 70.2 percent rating city quality of life good or excellent. Norfolk and Newport News ranked somewhat lower, at 58.9 percent and 56.7 percent respectively. Finally, Hampton and Portsmouth ranked substantially lower at 51.1 percent and 24.6 percent, respectively. Residents in some cities appear to have substantially higher perceptions of quality of life than others. Although the rankings within the top group (Virginia Beach, Chesapeake, and Suffolk) and the bottom group (Norfolk, Newport News, Hampton, and Portsmouth) cannot be known with statistical confidence, we can be confident at more than the 95 percent confidence level that the top group and bottom group are different, and the observed rankings are broadly consistent with patterns we have seen in previous survey years.



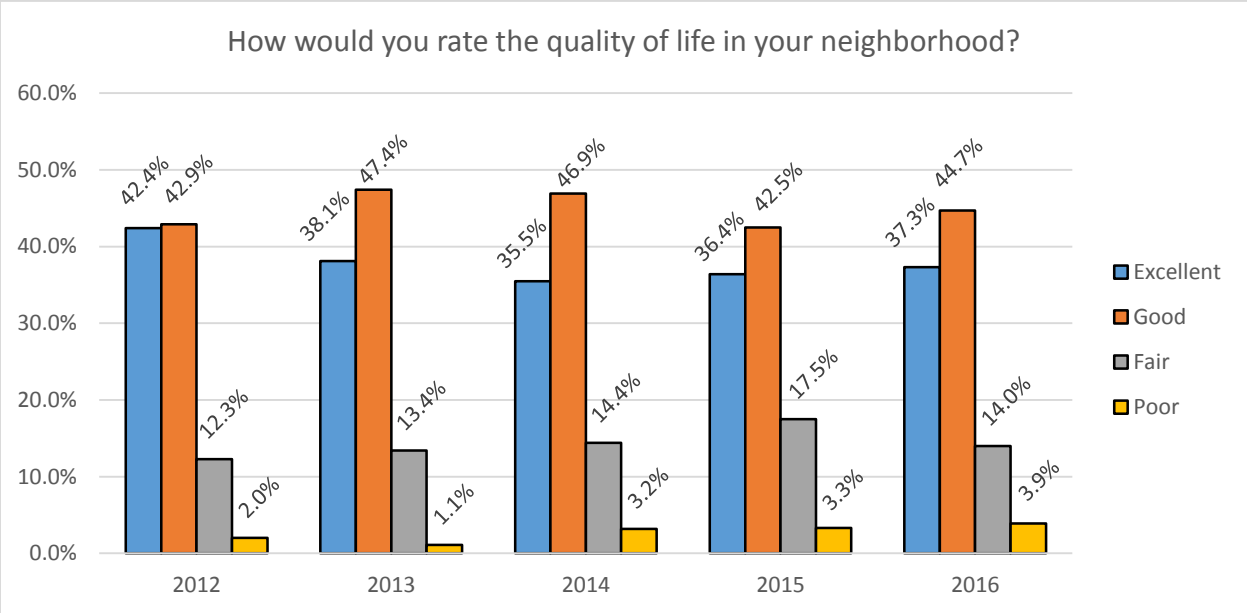
**p<.05 statistically significant, 2-tailed test

Neighborhood Quality of Life

Overall, respondents reported very high ratings for quality of life in their neighborhood. The majority of respondents (82%) rated the quality of life in their neighborhood as either excellent or good. In contrast, only 17.9 percent of respondents rated the quality of life in their neighborhood as fair or poor. Overall, quality of life was rated the highest (excellent and good) for respondent's neighborhood (82.0%), followed by Hampton Roads as a whole (70.3%), and finally city of residence (69.5%).



Across years, a strong majority of respondents rated the quality of life in their neighborhoods as good or excellent. While there was a general decline from 2012 (85.2%) to 2015 (78.9%), 2016 saw the percentage of respondents rating the quality of life in their neighborhood as excellent or good increase to 82 percent. In particular, respondents who rated quality of life in their Hampton Roads neighborhood as excellent had been on the decline for the past several years until 2015 when the percentage was 36.4 and 2016 when the percentage was 37.3 percent. This percentage is up slightly from only 35.5 percent in 2014. However, despite still representing a small percentage of Hampton Roads residents, this year marked the highest percentage of respondents' ratings of poor (3.9%) in the past five years for quality of life in neighborhoods.



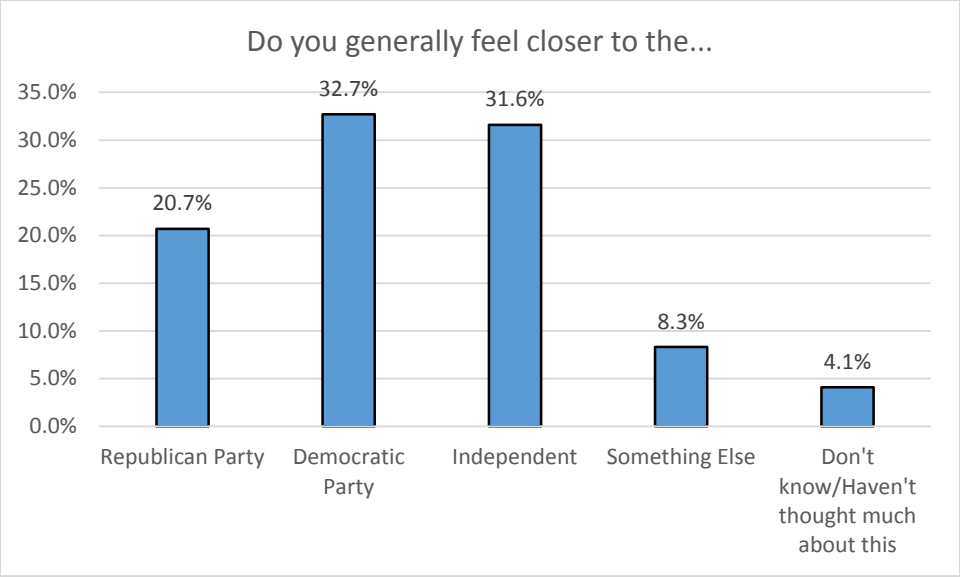
In summary, overall quality of life in Hampton Roads remains relatively consistent to past years. Although there were some differences between cities in the reported quality of life, respondents reported a higher quality of life in their neighborhoods in 2016 than last year. While there were some minor decreases in quality of life in Hampton Roads since last year, respondents reported a higher quality of life for 2016 than in 2013 and 2014.

Politics

Local politics are of central importance for the prosperity and success of the region. Respondents were asked a variety of questions including party affiliation, political attitudes and voter registration. Additionally, 2016 marks a presidential election year and several questions were asked about the candidates and the upcoming election. The 962 participants gave a wide variety of answers to these questions and much of the data reflects response patterns seen in years past.

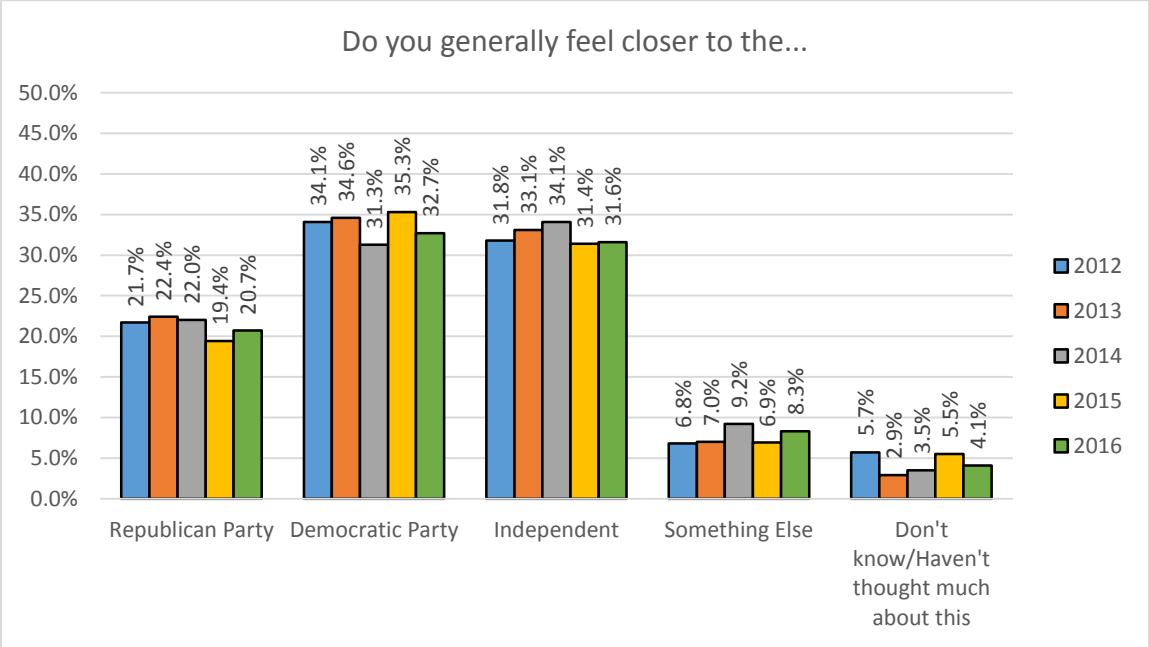
Political Affiliation and Attitudes

Respondents were asked what political party they generally feel closer to. A larger proportion of respondents reported feeling closer to the Democratic Party (32.7%) or being Independent (31.6%). Only 20.7 percent reported feeling closer to the Republican Party and another 8.3 percent reported feeling closer to something else.

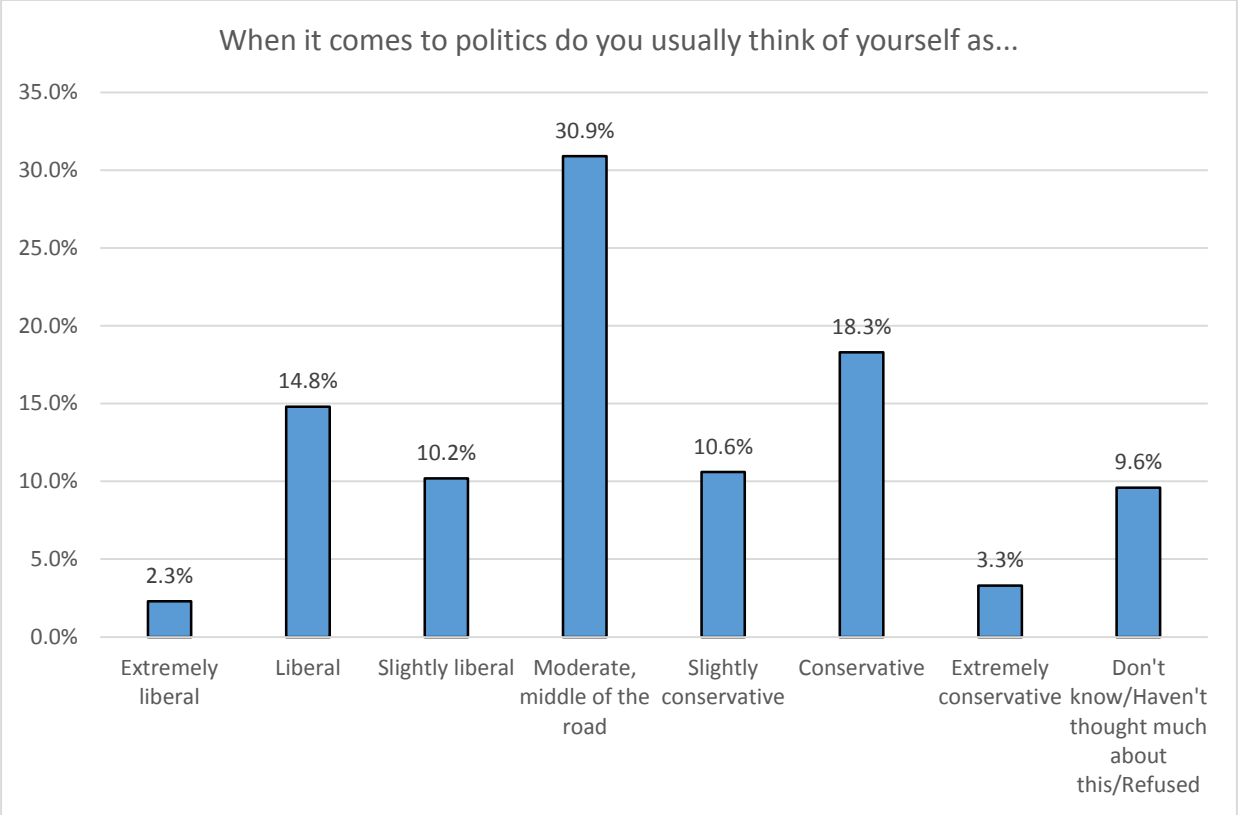


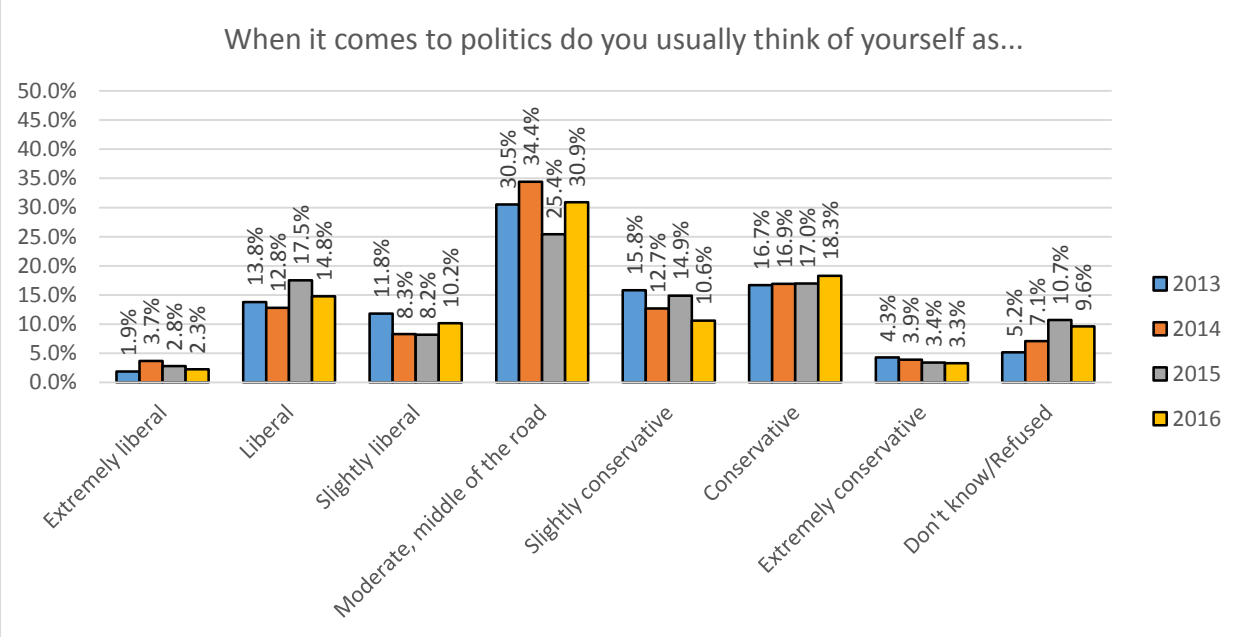
While party affiliation remained fairly consistent to past years there was a very slight increase in percentage of respondents reporting feeling closer to the Republican Party and a slight decrease in percentage of respondents feeling closer to the Democratic Party. The percentage of respondents reporting being independent is almost identical to the percentage from 2015, only increasing 0.2 percent.

Additionally, respondents who reported their political affiliation as something else increased 1.4 percent from 2015.



Next, respondents were asked to identify whether they usually think of themselves as extremely liberal, liberal, slightly liberal, moderate, slightly conservative, conservative, or extremely conservative. Not surprisingly, moderate was the most commonly given response (30.9%). Those respondents who reported being conservative were broken down as "conservative" (18.3%), "slightly conservative" (10.6%), and "extremely conservative" (3.3%). Those who reported being liberal were broken down as "liberal" (14.8%), "slightly liberal" (10.2%), and "extremely liberal" (2.3%). However, despite the fact that more respondents identified with the Democratic Party (32.7%) than the Republican Party (20.7%), there were more respondents who reported being conservative (32.2%) than liberal (27.3%). This year's results continue a very modest trend in the data towards more support for the Democratic Party in Hampton Roads, one consistent with the broader statewide trend toward modestly stronger identification with the Democratic Party.



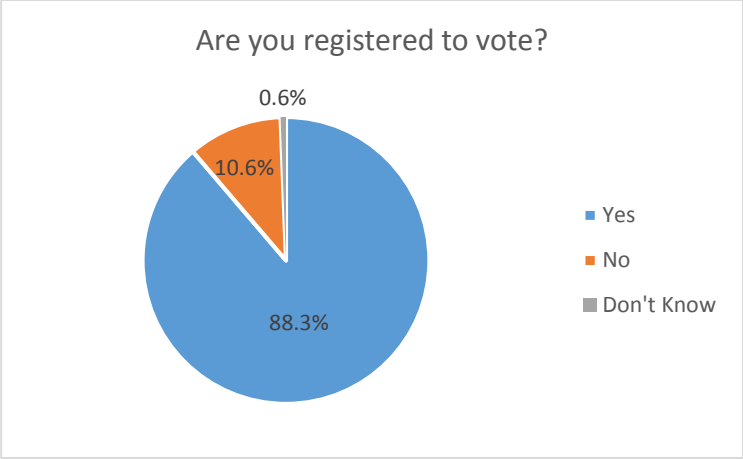


*This question was not asked to respondents during the 2012 LIHR Survey.

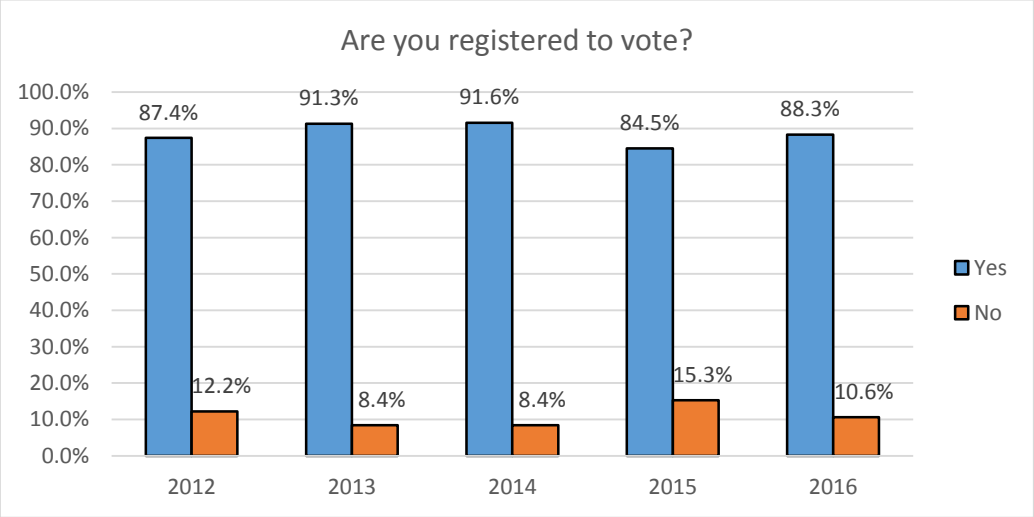
Voter Registration

Finally, respondents were asked whether or not they were registered to vote. The vast majority of respondents said that they were registered to vote (88.3%). Conversely, only 10.6 percent of respondents

were not registered to vote at the time of the survey. The percentage of respondents who said they were registered to vote increased 3.8 percent from 2015.



With 2016 being a presidential election year, this may explain the increase of respondents who are registered to vote. In the last presidential election year, 2012 (87.4%), the percentage was very similar to 2016 (88.3%). Interestingly, the two highest years for respondents reporting being registered to vote were 2013 and 2014 (91.3% and 91.6%, respectively), which were during non-presidential election years.

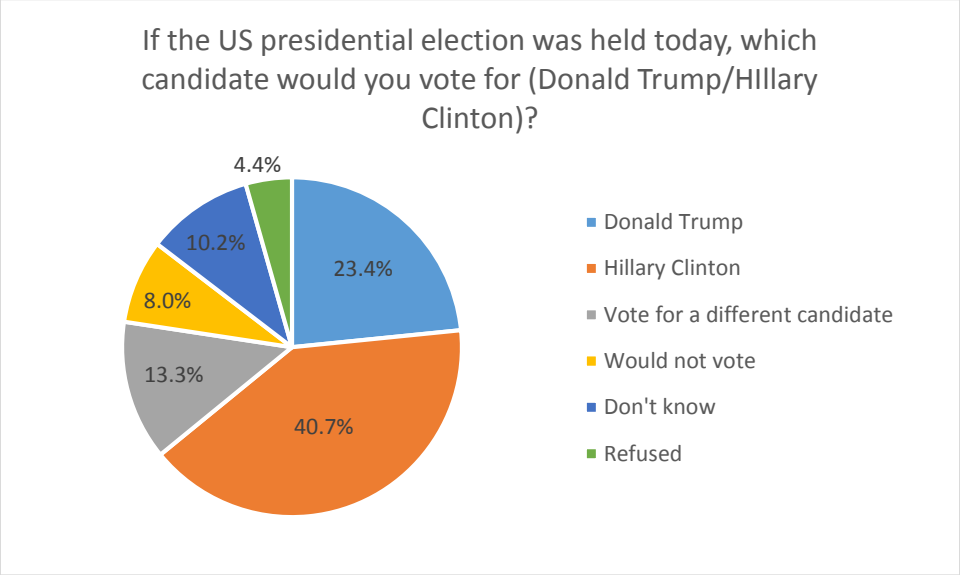


Respondents that reported that they were registered to vote were also asked a series of question about the upcoming presidential election. Respondents were asked if the US presidential election was held today, which candidate would they vote for, who they think will win the US presidential election

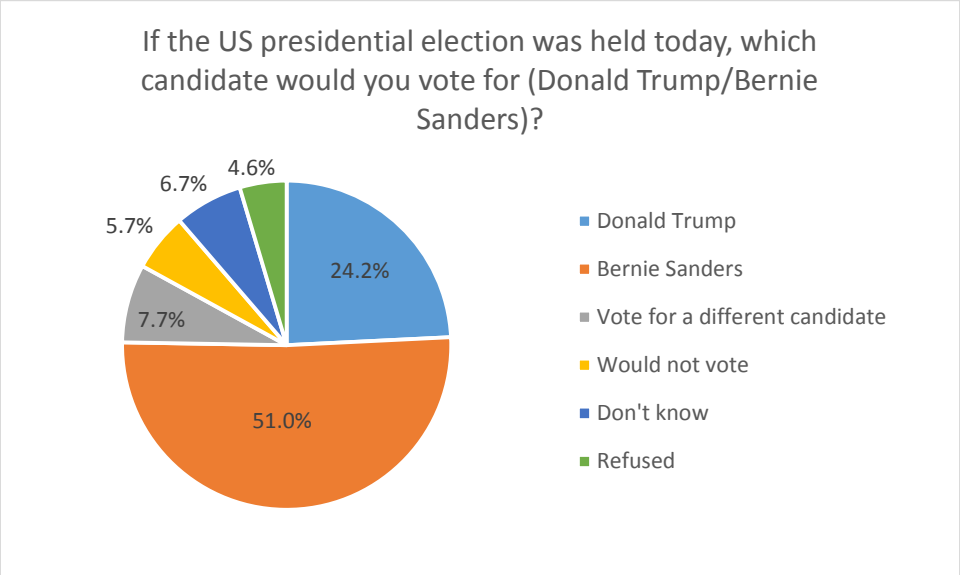
regardless of who they will vote for, and the political favorability of several candidates and current President Barack Obama.

The 2016 Life in Hampton Roads survey was conducted prior to both the Republican and Democratic National Conventions. At the time, Donald Trump was the presumptive Republican nominee with all other Republican candidates suspending their campaigns. Additionally, both Hillary Clinton and Bernie Sanders were still active Democratic presidential candidates. As a result, respondents were asked questions about potential scenarios in which Donald Trump was the Republican presidential candidate against either Democratic presidential candidate Hillary Clinton or Bernie Sanders.

In response to the question of which candidate respondents would vote for between Donald Trump and Hillary Clinton, substantially more respondents said they would vote for Hillary Clinton (40.7%) over Donald Trump (23.4%). Additionally, another 13.3 percent said they would vote for another candidate if their options were Donald Trump or Hillary Clinton and 10.2 percent said they did not know who they would vote for in this scenario. Interestingly, 8 percent said they would not vote if the presidential candidates were Donald Trump and Hillary Clinton.



In response to the question of which candidate respondents would vote for between Donald Trump and Bernie Sanders, more than half of respondents said they would vote for Bernie Sanders (51.0%) over Donald Trump (24.2%). Additionally, another 7.7 percent said they would vote for another candidate if their options were Donald Trump or Bernie Sanders and 6.7 percent said they did not know who they would vote for in this scenario. Finally, another 5.7 percent said they would not vote if the presidential candidates were Donald Trump and Bernie Sanders.

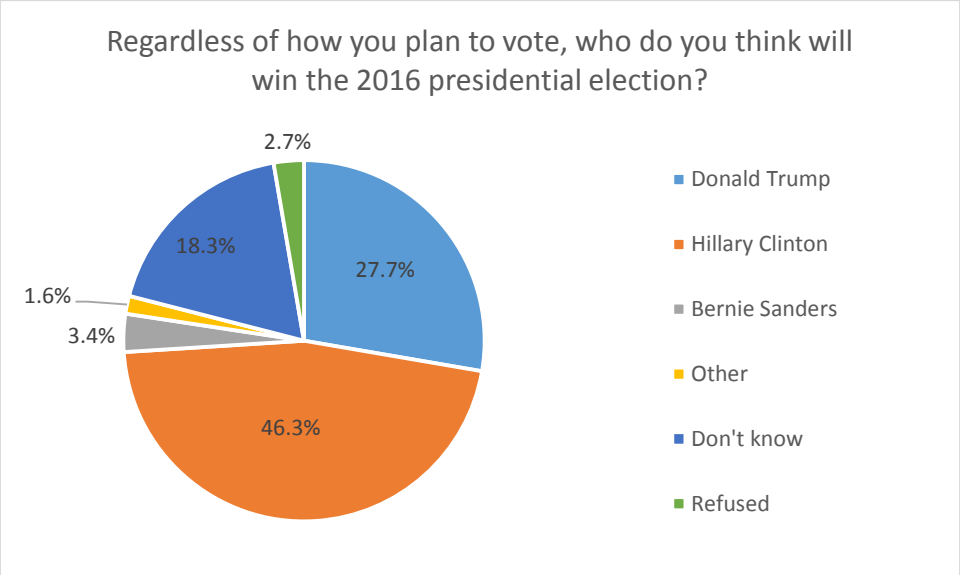


Considering that over half of respondents said they would vote for Bernie Sanders over Donald Trump, it is interesting to note that 13.3 percent said they would vote for another candidate and 10.2 percent said they did not know who they would vote for when the options were Donald Trump and Hillary Clinton. This could be explained by the so called "Bernie or Bust"[1] movement as many potential voters claimed they would never vote for either Donald Trump or Hillary Clinton.

Respondents were also asked who they thought would win the 2016 Presidential election regardless of how they planned to vote. Almost fifty percent of respondents (46.3%) said they thought that Hillary Clinton would win the election. Another 27.7 percent said they thought that Donald Trump

[1] Zeleny, J. (2016, June 2). Bernie or bust: Sanders supporters vow to hold out. Retrieved August 15, 2016, from http://www.cnn.com/2016/06/01/politics/bernie-sanders-hillary-clinton-bernie-or-bust/index.html

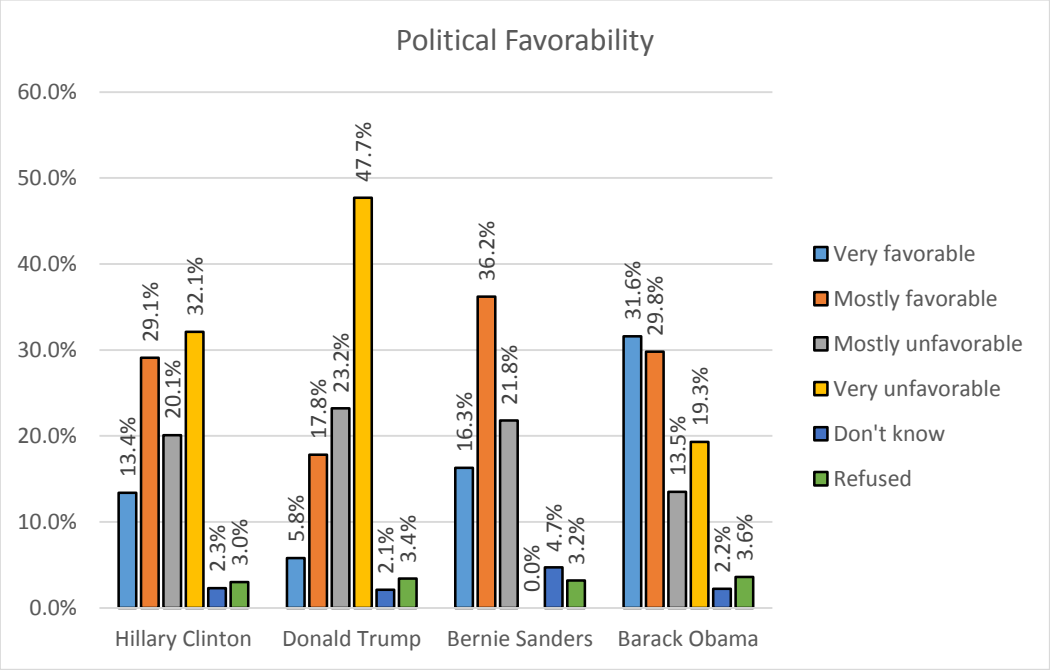
would win the election. Interestingly, despite over half of respondents stating they would vote for Bernie Sanders over Donald Trump and Bernie Sanders having the highest favorability of the three candidates, only 3.4 percent said they thought Bernie Sanders would win the election. Additionally, 18.3 percent said they did not know who would win the 2016 Presidential election.



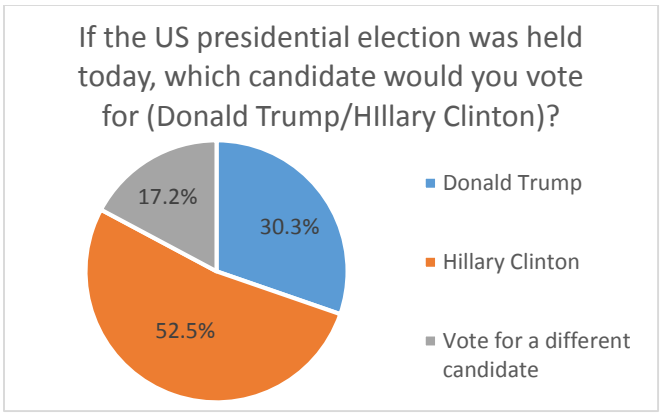
Respondents were asked to indicate whether they had a very favorable, mostly favorable, mostly unfavorable, or very unfavorable opinion of four politicians: Barack Obama, Donald Trump, Hillary Clinton, and Bernie Sanders. Donald Trump is the least popular of the four: only 23.6 percent of respondents had a very favorable or mostly favorable view of the Republican candidate for President. Second least popular was Democratic candidate Hillary Clinton, with 42.5 percent holding a favorable view of Clinton, and 52.2 holding an unfavorable view. While more than half rated Clinton as unfavorable, she had a nearly two-to-one edge over Trump in this survey. Views of Trump among Democratic Party identifiers and independents were almost uniformly negative – only 3.1 percent of Democrats had a favorable view of Trump, and only 16.9 percent of independents had a favorable view. Clinton was regarded favorably by 4.8 percent of Republicans, and by 36.4 percent of independents.

Bernie Sanders and Barack Obama were both viewed more favorably. Sanders was seen favorably by 52.6 percent of respondents while Obama was rated “very favorable” by 31.6 percent and

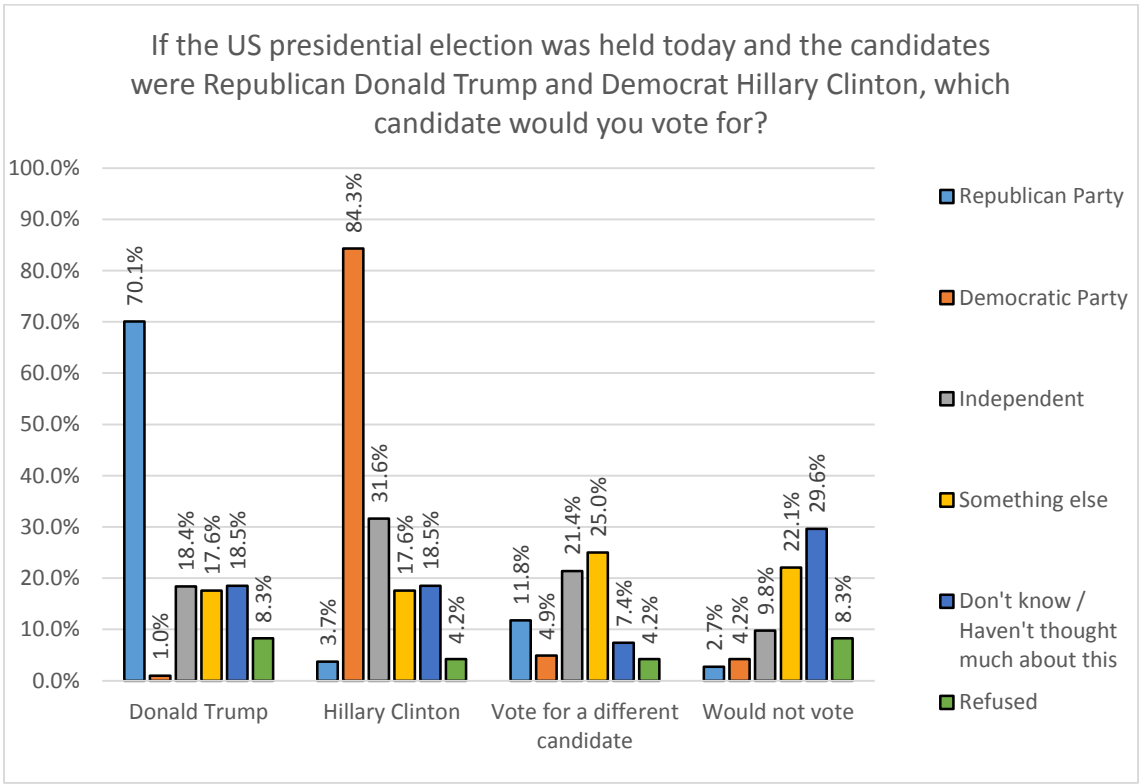
mostly favorable by another 29.8 percent. Even 14.5 percent of Republican identifiers viewed Obama favorably. Obama's strong favorability numbers in Hampton Roads will tend to bolster support for the Democratic candidate.



Since the time the survey was conducted, Hillary Clinton has won the Democratic presidential nominee and Donald Trump has won the Republican presidential nominee. The responses reflect the challenges the Trump campaign will face in Hampton Roads. With regard to support in a two-candidate race between Clinton and Trump among registered voters (excluding respondents who state they would not vote, did not know, or refused), only 30.3 percent of respondents indicated that they would vote for Trump, while 52.5 percent said they would vote for Clinton, and 17.2 percent indicated that they would vote for a different candidate.



A critical sign of weakness for the Trump campaign is the relatively weak support among Republicans – 70.1 percent of registered voters who identify as Republicans indicated that they would vote for Trump "if the US presidential election was held today" compared to 84.3 percent of Democrats who indicated they would support Clinton. Independents also broke strongly towards Clinton, with only 18.4 percent indicating that they would support Trump.



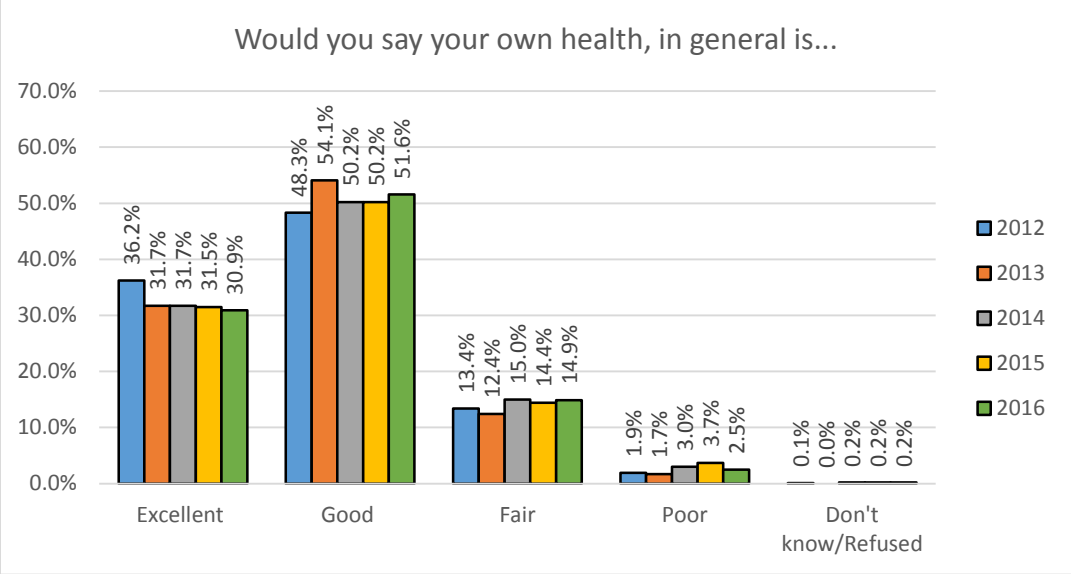
Trump's numbers in the seven cities surveyed suggest that this campaign is on track to underperform Romney's losing campaign in 2012. In 2012, Romney won 40.8 percent of the two-party vote in Hampton Roads. These survey results suggest Trump is on track to win only 36.6 percent of the two party vote. While Republican candidates can win Virginia without winning in Hampton Roads, expanded margins for Democrats in Hampton Roads will be difficult for Trump's Republicans to make up elsewhere.

Health and Education

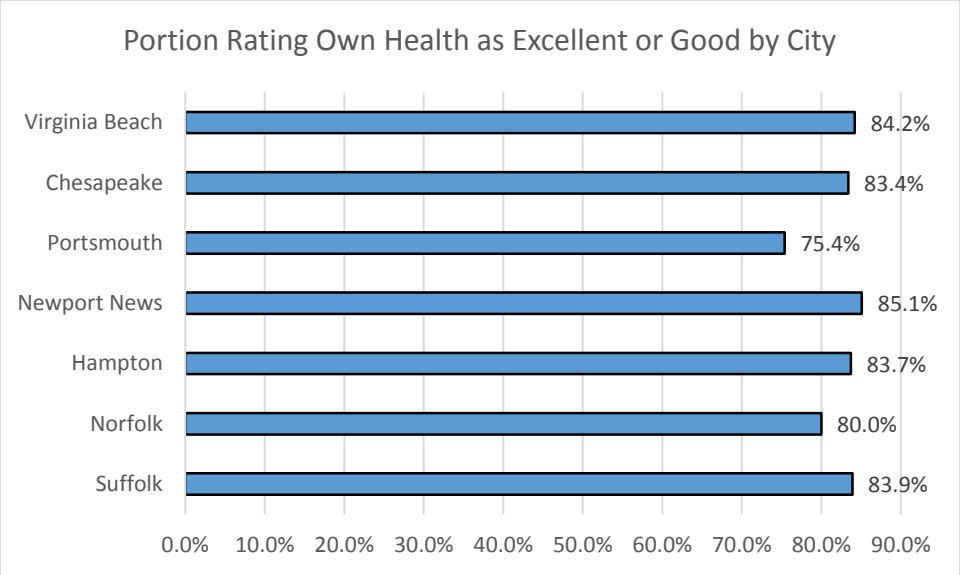
The health and education of Hampton Roads residents are vital to ensuring that the community thrives. The 2016 Life in Hampton Roads survey asked 962 residents of the Hampton Roads area about their general health, exercise, immunizations, and opinions about local public school systems.

General Health and Exercise

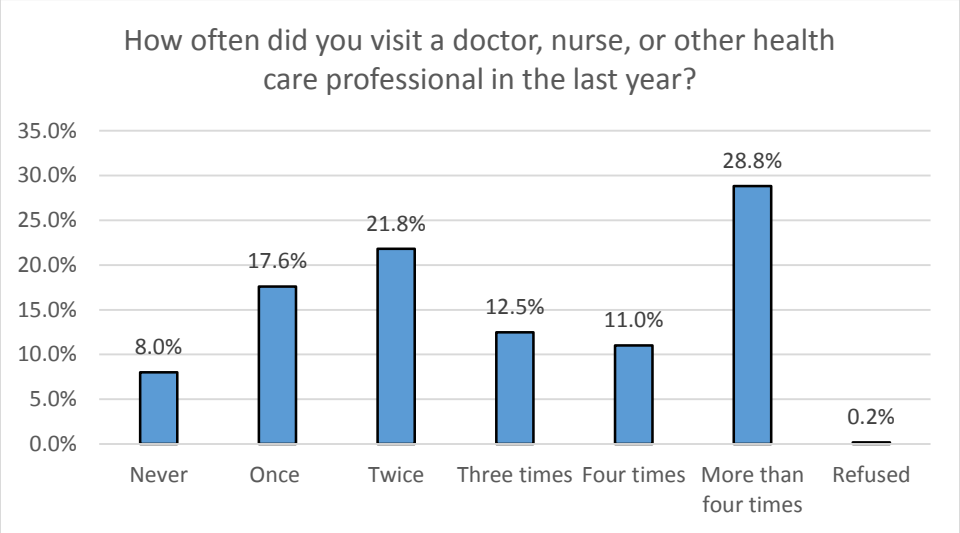
Survey respondents were asked to rate their own health. A majority of residents (82.5%) considered their health to be good or excellent (51.6% and 30.9%, respectively). This is slightly higher than the percentage reported in 2015 (81.7%). Less than one in five Hampton Roads residents rated their health as fair or poor (14.9% and 2.5%, respectively).



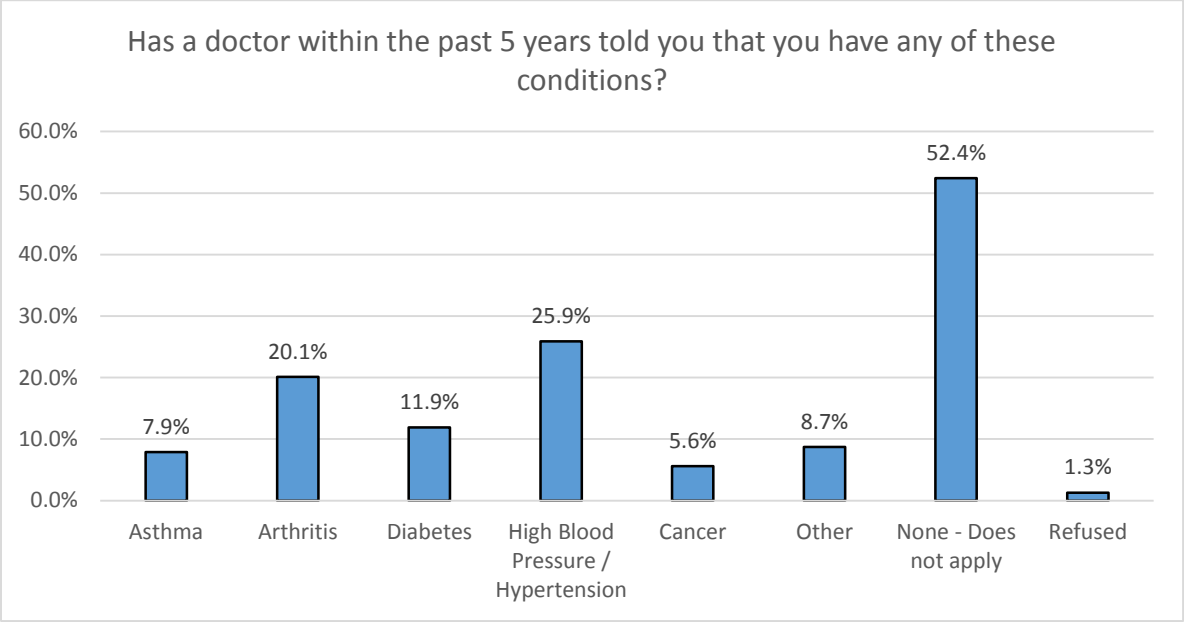
When looking at respondents' perception of personal health by city, Newport News (85.1%), Virginia Beach (84.2%), Suffolk (83.9%), Hampton (83.7%), and Chesapeake (83.4%) rated the highest with very similar percentages of excellent and good responses. While still reporting high percentages of excellent and good, Norfolk (80.0%), and Portsmouth (75.43%) reported slightly lower percentages than the other four cities.



Respondents were asked if they visited a doctor, nurse, or other health care professional in the last year, excluding visits for other family members. Almost thirty percent said they had visited a doctor, nurse, or other health care professional more than four times in the last year (28.8%). Another 39.4 percent said they had visited a doctor, nurse, or other health care professional either once (17.6%) or twice (21.8%) in the last year. Only 8 percent of respondents said they had never visited a doctor, nurse, or other health care professional.

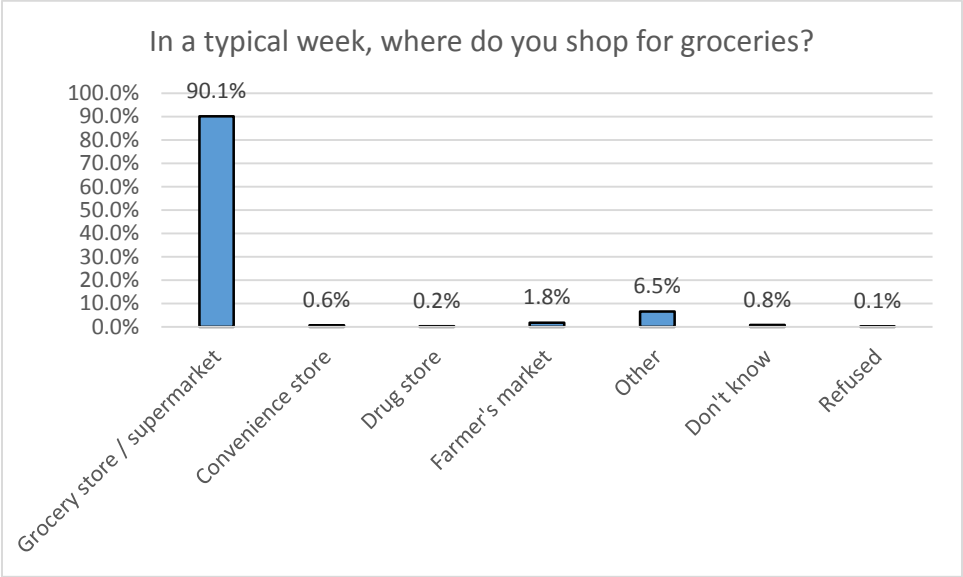


Respondents were also asked if a doctor had informed them of any conditions they had within the past five years. Over half of respondents said they had not been told they had any conditions by a doctor in the past five years (52.4%). More than one-fourth of respondents said a doctor had told them they had high blood pressure or hypertension within the past five years (25.9%) and 20.1 percent said they had been told by a doctor they had arthritis. Another 11.9 percent said they had been told by a doctor they had diabetes in the past five years.

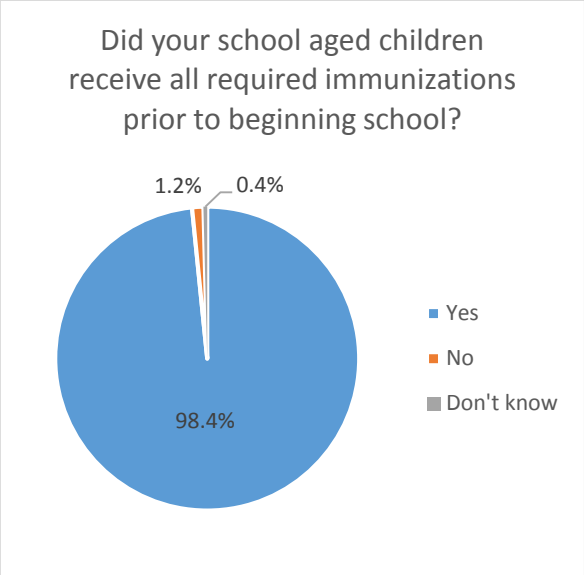


Respondents were asked how many days they typically exercise for 30 minutes or more in a typical week. Roughly one-fifth of respondents said they exercise three days a week for more than 30 minutes (19.9%). Another 14.6 percent said they exercise seven days a week for more than 30 minutes and 17.6 percent said they do not work out for 30 minutes a day or more in a typical week.

Respondents were also asked where they shop for groceries in a typical week. The vast majority of respondents said they shop for groceries at a grocery store or supermarket (90.1%). Additionally, 1.8 percent said they shop for groceries at a farmer's market in a typical week.

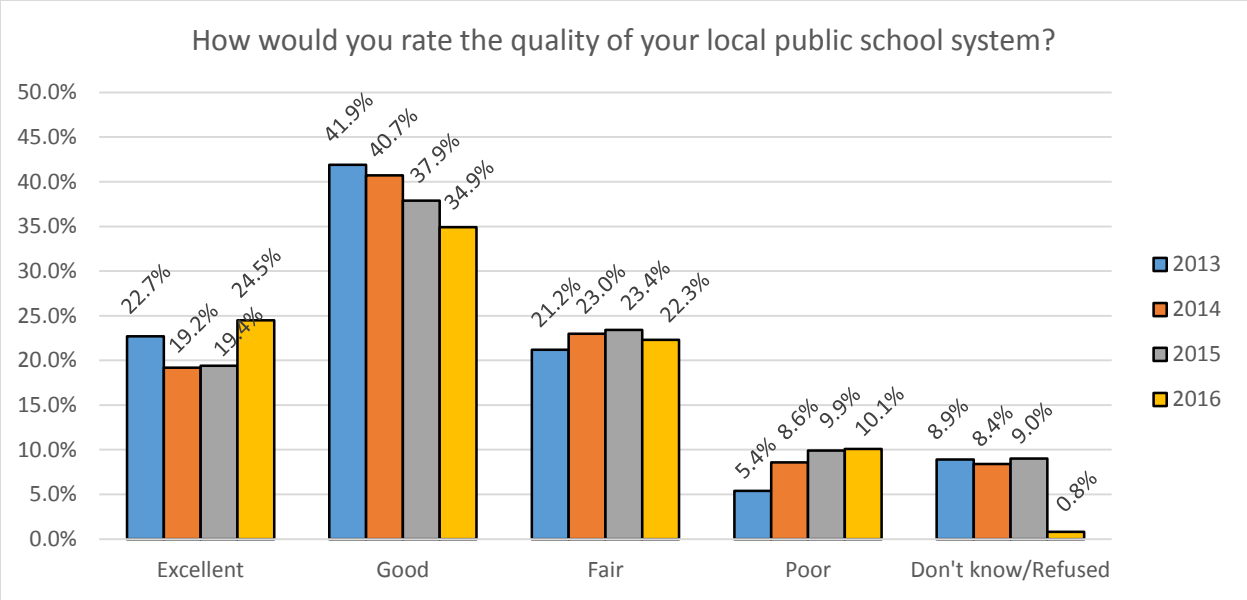


Parents of school aged children were asked if their children had received all required immunizations prior to beginning school. The vast majority of respondents said their children did receive all required immunizations prior to beginning school (98.4%). This year's percentage is slightly higher than last year's percentage of 97.7 percent.



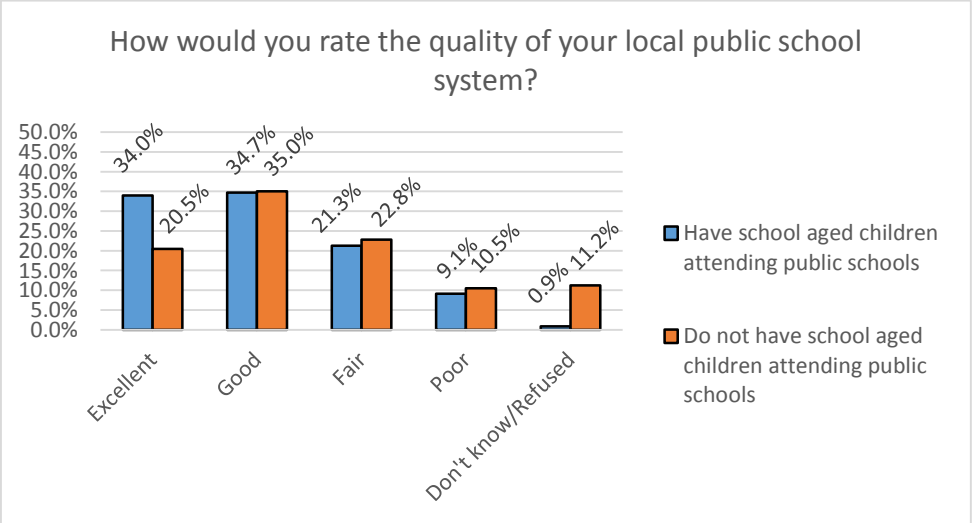
Perception of Local School Systems

Another goal of the 2016 Life in Hampton Roads survey was to measure the perception of the quality of the local public schools. For 2016, 59.4 percent of those surveyed rated the quality of the public school system as good (34.9%) or excellent (24.5%). Compared to 2015 results, there is a slight increase from 57.3 percent of those surveyed who rated the quality of the local public school system as good (37.9%) or excellent (19.4%). Interestingly, 2016 had the smallest percentage of good (34.9%) ratings when compared to the data from previous years, but also saw the largest percentage of excellent (24.5%) - an increase of over five percent since 2015.

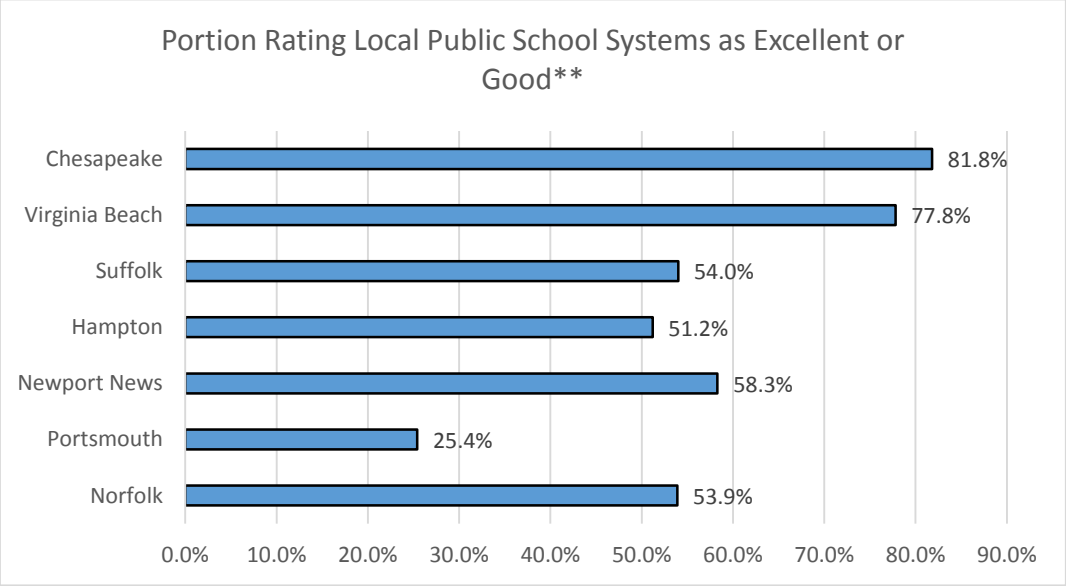


*2012 data is omitted because it only asked this question to respondents with students in public and/or private school. All other years asked this question to all respondents.

Perceptions of the local public school system varied between those respondents who had school aged children attending public schools and those who did not have school aged children attending public schools. Those who did not have school aged children attending public schools held less favorable opinions of the local public school system. Of those who did not have school aged children attending public schools, 55.5 percent rated the local public school system as good (35.0%) or excellent (20.5%). These percentages are considerably lower than those who do have school aged children attending public schools, of which 68.7 percent rated the local public school system as good (34.7%) or excellent (34.0%).



Analyzing the quality of local public schools by city shows significant difference ($p<.05$) between individual cities and residents' perceptions of their local public school system. As with previous years (see LIHR 2015), Chesapeake and Virginia Beach had the highest percentage of respondents rating the local public school system as excellent or good (81.8% and 77.8%, respectively). After those two cities there was a large decrease in the percentage of respondents rating the local public school system as excellent or good. Suffolk (54.0%), Hampton (51.2%), Norfolk (53.9%) and Newport News (58.3%) were in the middle for ranking local public school systems as excellent or good, while Portsmouth residents ranked public schools considerably lower (25.4%). It should be noted that Norfolk residents rated their schools much more positively than in 2015, nearly doubling from 28% to 54%.



**p<.05 statistically significant, 2-tailed test

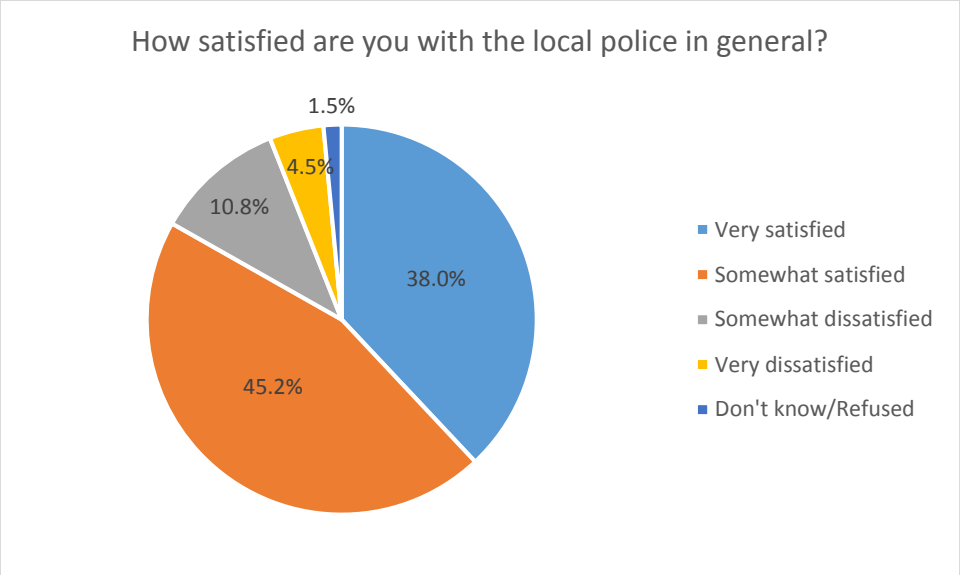
The 2016 Life in Hampton Roads survey describes a region with a high percentage of people with good to excellent general health. Analysis related to local public schools shows a large increase in perceived quality by residents. In fact, the data recorded for 2016 was the highest ever reported for the Life in Hampton Roads survey. Out of all of Hampton Roads, Chesapeake (81.8%) and Virginia Beach (77.8%) residents reported being the most satisfied with the quality of their local public schools.

Crime and Police

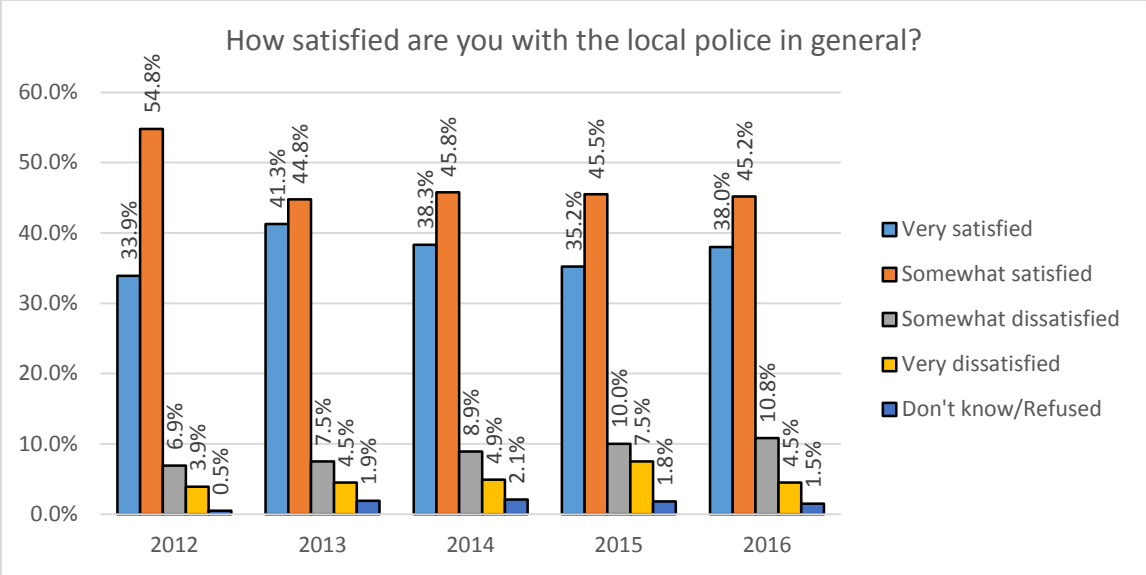
Control of crime and public safety are an important precondition for a high quality of life, and a significant concern among survey respondents. The 962 respondents were asked about various topics concerning local police and crime.

Satisfaction/Trust of Local Police and Perception of Crime

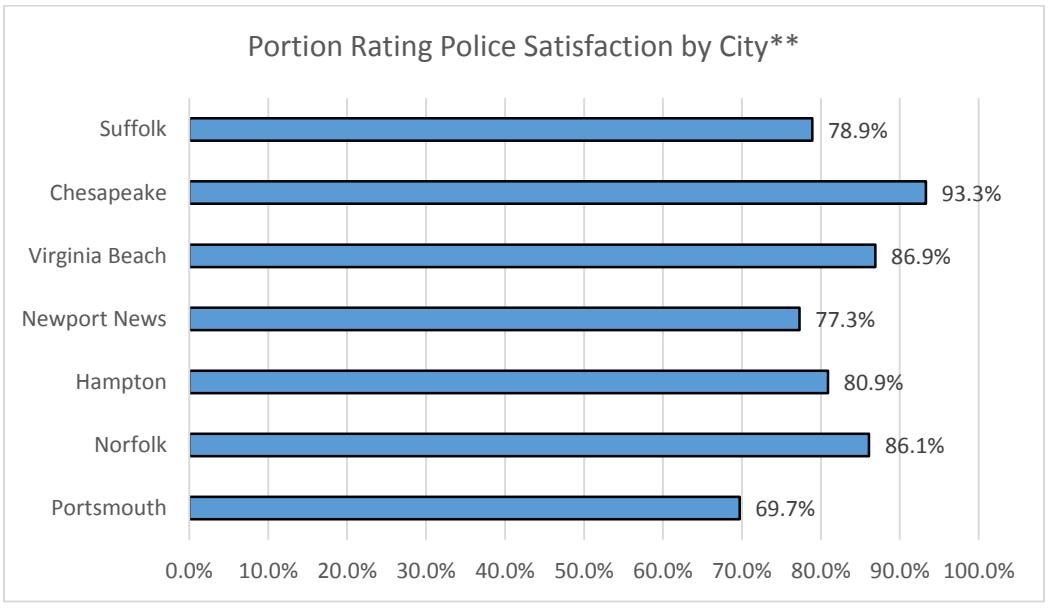
Respondents were asked how satisfied they were with the local police in general. The majority of respondents reported being somewhat satisfied (45.2%) and very satisfied (38.0%). Only 10.8 percent reported being somewhat dissatisfied and 4.5 percent reported being very dissatisfied with the local police. Additionally, 1.5 percent either did not know or refused to answer.



While overall satisfaction with the police remained fairly consistent to previous years, those reporting they are very satisfied with the local police increased by almost 3 percent (2.8%). In the four years the LIHR survey has asked about satisfaction with the local police, the portion reporting that they are very or somewhat dissatisfied was at its highest in 2015, but has decreased this year by 2.2 percent. The portion of respondents somewhat or very satisfied with local police had declined from 88.7 percent in 2012 to 86.1 percent in 2013, 84.1 percent in 2014, and 80.7 percent in 2015. However, in 2016 the portion of respondents somewhat or very satisfied with local police rose to 83.2 percent.

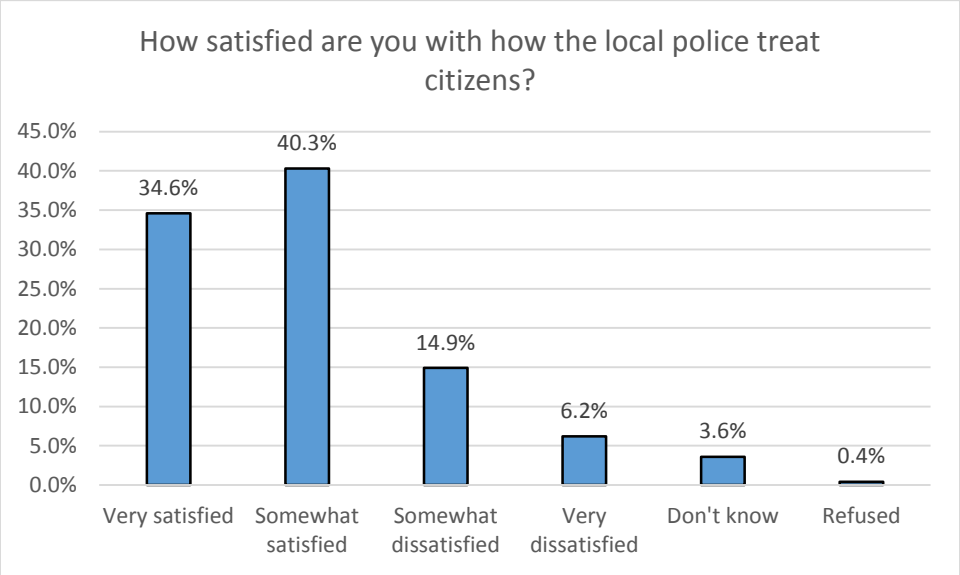


When examining respondent satisfaction with the local police by city, it is apparent that some cities are more satisfied than others. In fact, there is a significant difference in satisfaction with the local police across the seven cities of Hampton Roads ($p<.01$). For example, 93.3 percent of Chesapeake residents and 86.9 percent of Virginia Beach residents reported being very satisfied or somewhat satisfied with their local police compared to 77.3 percent of Newport News residents and 69.7 percent of Portsmouth residents.

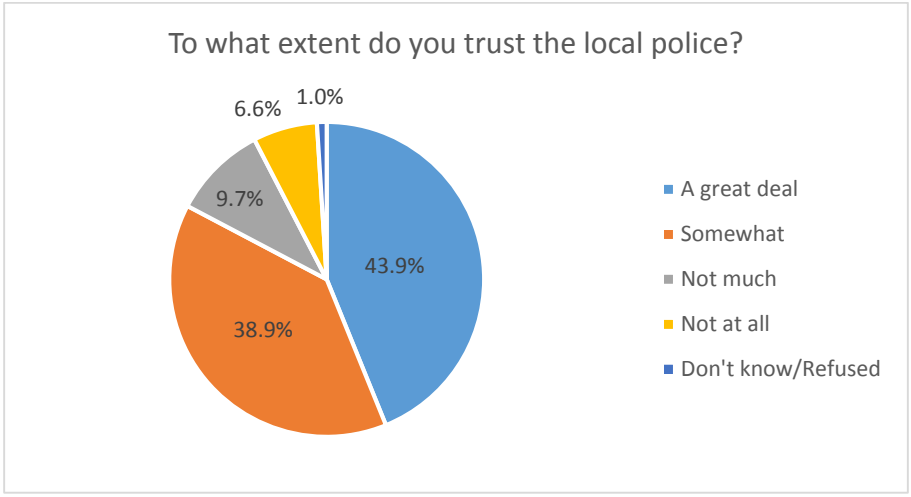


**p<.01 statistically significant, 2-tailed test

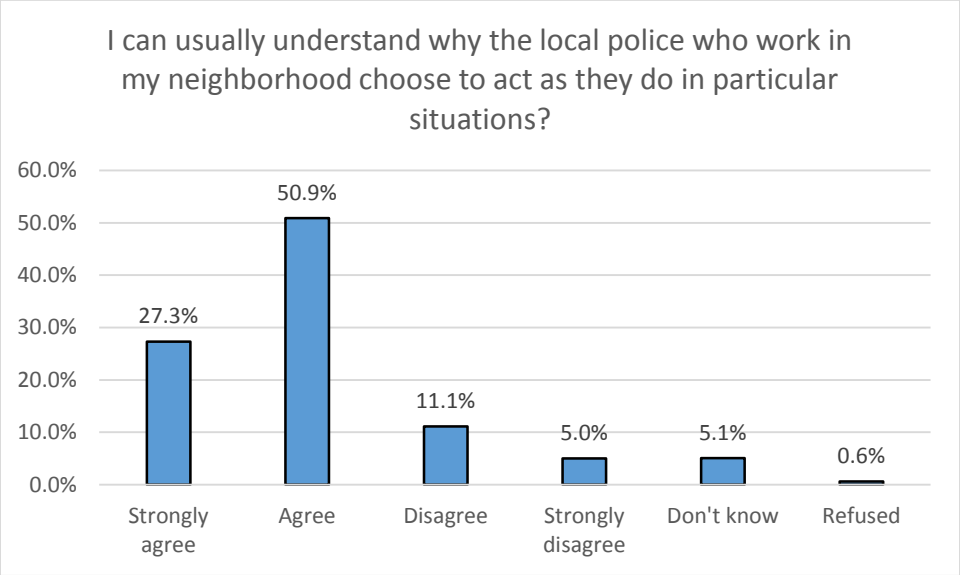
Respondents were asked how satisfied they are with how the local police treat citizens. The majority of respondents (74.9%) said they either were somewhat satisfied (40.3%) or very satisfied (34.6%) with how the local police treat citizens. Another 14.9 percent reported being somewhat dissatisfied and 6.2 percent were very dissatisfied with how the local police treat citizens.



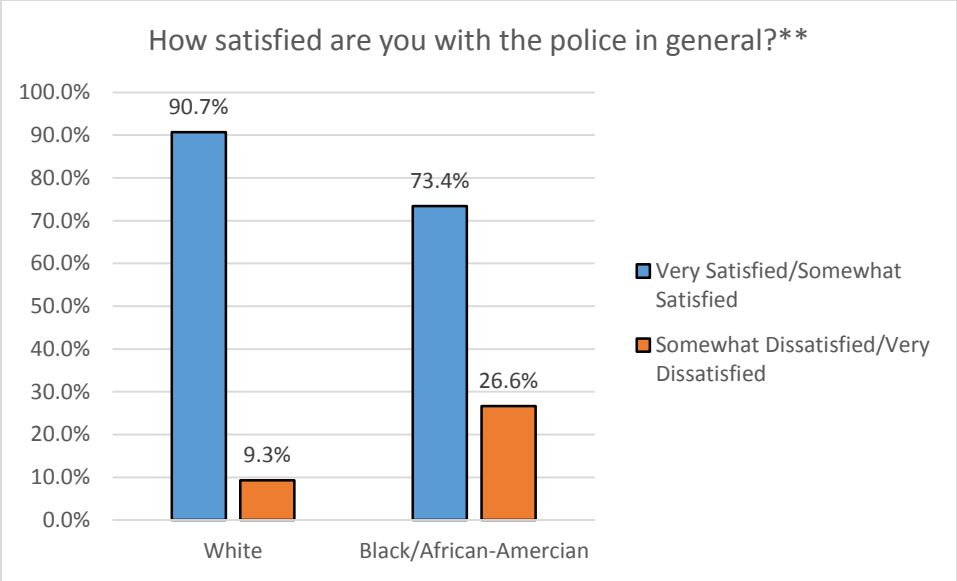
Respondents were also asked how much they trust the local police. The majority of respondents (82.8%) indicated they either trust the police a great deal (43.9%) or trust the police somewhat (38.9%). Only 6.6 percent reported not trusting the police at all and another 9.7 percent reported not trusting the police much. The percentages are almost identical to those reported in 2015.



Respondents were asked if they can usually understand why the police who work in their neighborhood choose to act as they do in particular situations. The majority of respondents (78.2%) said they either agree (50.9%) or strongly agree (27.3%) that they understand why the police who work in their neighborhood choose to act as they do in particular situations. Only 11.1 percent disagreed and 5 percent strongly disagreed that they understand why the police who work in their neighborhood choose to act as they do in particular situations.



Concerning race, there were some significant differences between White respondents and Black/African-American respondents in regards to police perceptions. White respondents were significantly more likely to say they were either very satisfied or somewhat satisfied with the police in general (90.7%) than Black/African-American respondents (73.4%). Conversely, over one-quarter (26.6%) of Black/African-American respondents said they were either somewhat dissatisfied or very dissatisfied with the police in general compared to only 9.3 percent of White respondents.



**p<.05 statistically significant, 2-tailed test

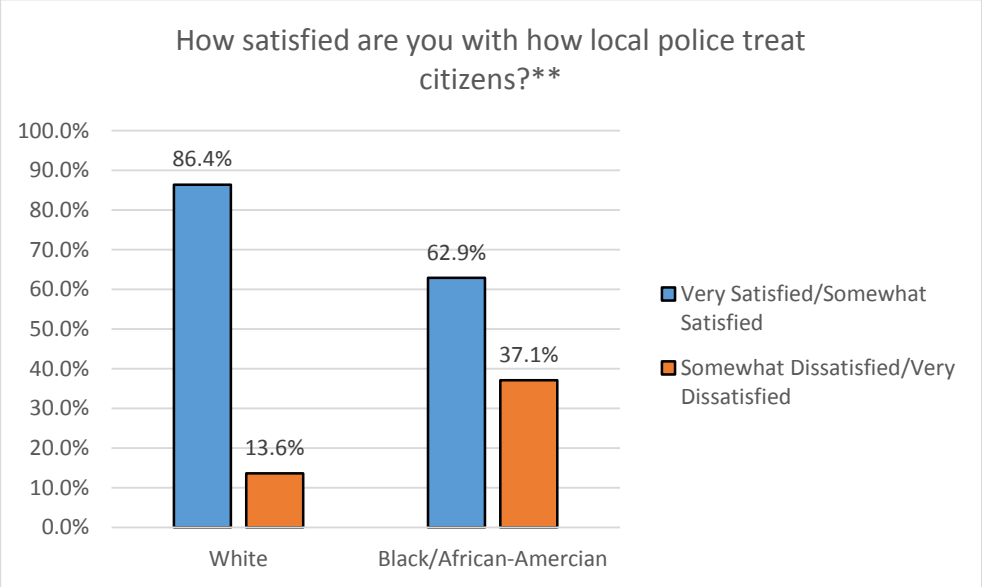
When controlling for city and race when looking at police satisfaction, all seven cites had a higher percentage of Black/African American respondents who were somewhat or very dissatisfied with police compared to White respondents. These differences were statistically significant in Hampton, Newport News, and Virginia Beach[2]. Newport News and Portsmouth had the highest percentage of dissatisfaction with the police among Black/African-American respondents (39.6% and 39.4%, respectively). Chesapeake had the highest percentage of police satisfaction among both White and Black/African-American respondents (96.7% and 87.0%, respectively).

[2] We should emphasize that the sample size varies importantly across cities and this strongly affects the ability to detect statistically significant relationships. Indeed, it is possible to find larger differences in a particular city than the others but that difference may not be significant where in cities where the differences are smaller we may actually see statistically significant differences. The difference in percentage is important, but so is the sample size which increases our confidence that the differences we found in this sample would also be found in the whole population. With these current data, however, the trends are fairly consistent showing important differences between whites and blacks across cities of Hampton Roads.

How satisfied are you with the local police in general?**				
	White		Black/African-American	
	% Very Satisfied/ Somewhat satisfied	% Somewhat dissatisfied/Very dissatisfied	% Very Satisfied/Somewhat satisfied	% Somewhat dissatisfied/Very dissatisfied
Chesapeake	96.7%	3.3%	87.0%	13.0%
Hampton**	92.5%	7.5%	70.2%	29.8%
Newport News**	88.3%	11.7%	60.4%	39.6%
Norfolk	90.8%	9.2%	81.4%	18.6%
Portsmouth	84.6%	15.4%	60.6%	39.4%
Suffolk	85.7%	14.3%	68.0%	32.0%
Virginia Beach**	89.8%	10.2%	75.4%	24.6%

**p≤00 statistically significant, 2-tailed test

Similar to overall police satisfaction, when comparing White and Black/African-American respondents on satisfaction with how local police treat citizens, a significantly higher percentage of Black/African-American respondents were either somewhat dissatisfied or very dissatisfied (37.1%) compared to White respondents (13.6%).



**p<.05 statistically significant, 2-tailed test

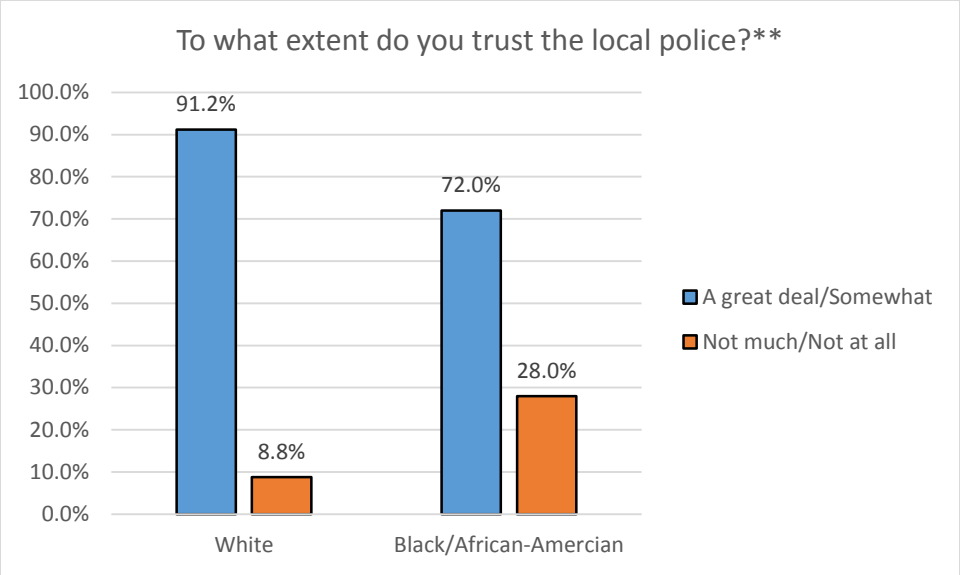
When controlling for city and race for satisfaction with how the local police treat citizens, all seven cites had a higher percentage of Black/African American respondents who were somewhat or very dissatisfied with how local police treat citizens compared to White respondents. These differences were statistically significant in Chesapeake, Newport News, Norfolk, Portsmouth, and Virginia Beach. Portsmouth and Newport News had the highest percentage of dissatisfaction with how the local police treat citizens among Black/African-American respondents (67.6% and 42.6%, respectively). In fact, Portsmouth was the only city to have a majority of dissatisfied responses amongst Black/African-American respondents. Chesapeake had the highest percentage of satisfaction with how the local police treat citizens among White respondents (93.4%), while Hampton had the highest percentage of satisfaction with how the local police treat citizens among Black/African-American respondents (75.6%).

How satisfied are you with how the local police treat citizens?**

	White		Black/African-American	
	% Very Satisfied/ Somewhat satisfied	% Somewhat dissatisfied/Very dissatisfied	% Very Satisfied/Somewhat satisfied	% Somewhat dissatisfied/Very dissatisfied
Chesapeake**	93.4%	6.6%	68.2%	31.8%
Hampton	80.0%	20.0%	75.6%	24.4%
Newport News**	89.3%	10.7%	57.4%	42.6%
Norfolk**	85.1%	14.9%	60.9%	39.1%
Portsmouth**	72.0%	28.0%	32.4%	67.6%
Suffolk	85.7%	14.3%	64.0%	36.0%
Virginia Beach**	86.5%	13.5%	70.7%	29.3%

**$p \leq .01$ statistically significant, 2-tailed test

As with both overall police satisfaction and satisfaction with how local police treat citizens, when comparing White and Black/African-American respondents on the extent to which they trust the local police, a significantly higher percentage of Black/African-American respondents were either somewhat dissatisfied or very dissatisfied (28.0%) compared to White respondents (8.8%).



**p<.05 statistically significant, 2-tailed test

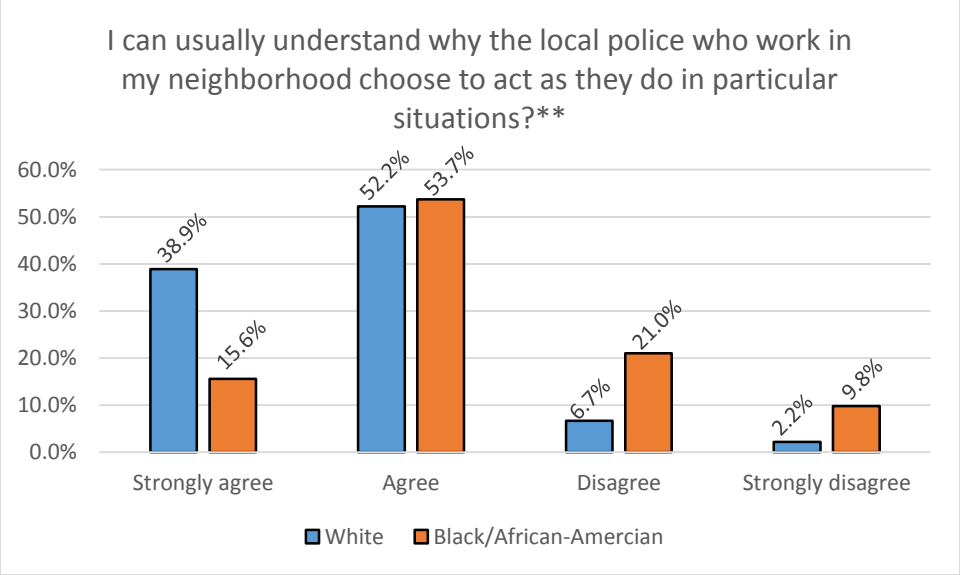
When controlling for city and race and examining the extent to which citizens trust the local police, all seven cites had a higher percentage of Black/African American respondents who either trusted the police not much or not at all compared to White respondents. These differences were statistically significant in Chesapeake, Newport News, Norfolk, and Virginia Beach. Newport News and Chesapeake had the highest percentage of distrust with the local police among Black/African-American respondents (39.6% and 38.3%, respectively). Chesapeake had the highest level of trust with the local police among White respondents (96.8%), while Virginia Beach had the highest level of trust with the local police among Black/African-American respondents (80.0%).

To what extent do you trust the local police?**

	White		Black/African-American	
	% A great deal/Somewhat	% Not much/Not at all	% A great deal/Somewhat	% Not much/Not at all
Chesapeake**	96.8%	3.2%	61.7%	38.3%
Hampton	92.3%	7.7%	76.6%	23.4%
Newport News**	93.5%	6.5%	60.4%	39.6%
Norfolk**	90.9%	9.1%	78.1%	21.9%
Portsmouth	69.2%	30.8%	72.7%	27.3%
Suffolk	85.2%	14.8%	70.8%	29.2%
Virginia Beach**	91.8%	8.2%	80.0%	20.0%

**p<.05 statistically significant, 2-tailed test

Respondents were also asked the level to which they agreed or disagreed with the statement "I can usually understand why the local police who work in my neighborhood choose to act as they do in particular situations?" When comparing White and Black/African-American respondents, a significantly higher percentage of Black/African-American respondents either disagreed or strongly disagreed with the statement (30.8%) compared to White respondents (8.9%).



**p<.001 statistically significant, 2-tailed test

When examining the extent to which citizens trust the local police by race and city, all seven cities had a higher percentage of Black/African American respondents who disagreed or strongly disagreed with the statement "I can usually understand why the local police who work in my neighborhood choose to act as they do in particular situations" compared to White respondents. These differences were statistically significant in Chesapeake, Newport News, Norfolk, Portsmouth, and Virginia Beach. Portsmouth and Suffolk had the highest percentage of disagreeing or strongly disagreeing with the statement among Black/African-American respondents (45.2% and 40.0%, respectively). Virginia Beach and Chesapeake had the highest percentage of respondents who agreed or strongly agreed with the statement among White respondents (93.9% and 93.5%, respectively), while

Hampton had the highest level of agreeing or strongly agreeing with the statement among Black/African-American respondents (81.8%).

I can usually understand why the local police who work in my neighborhood choose to act as they do in particular situations?**

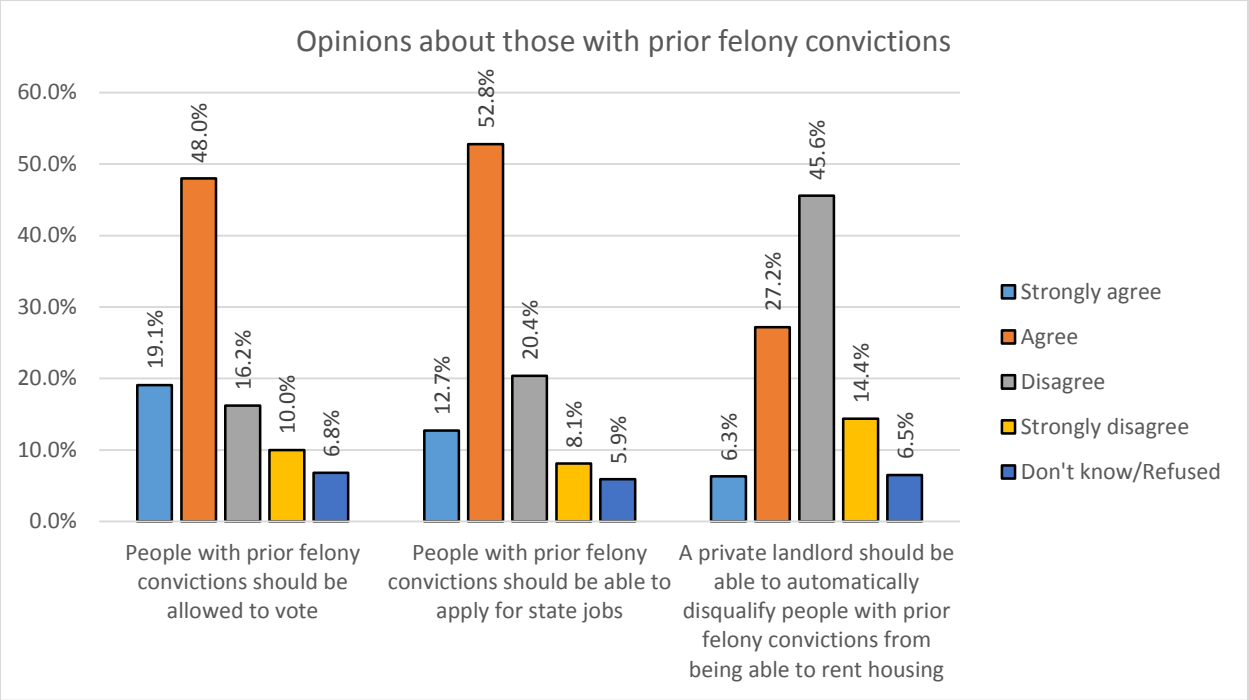
	White		Black/African-American	
	% Strongly agree/Agree	% Strongly disagree/Disagree	% Strongly agree/Agree	% Strongly disagree/Disagree
Chesapeake**	93.5%	6.5%	63.4%	36.6%
Hampton	83.8%	16.2%	81.8%	18.2%
Newport News**	87.3%	12.7%	68.1%	31.9%
Norfolk**	88.9%	11.1%	67.1%	32.9%
Portsmouth**	91.7%	8.3%	54.8%	45.2%
Suffolk	85.2%	14.8%	60.0%	40.0%
Virginia Beach**	93.9%	6.1%	78.6%	21.4%

**p<.05 statistically significant, 2-tailed test

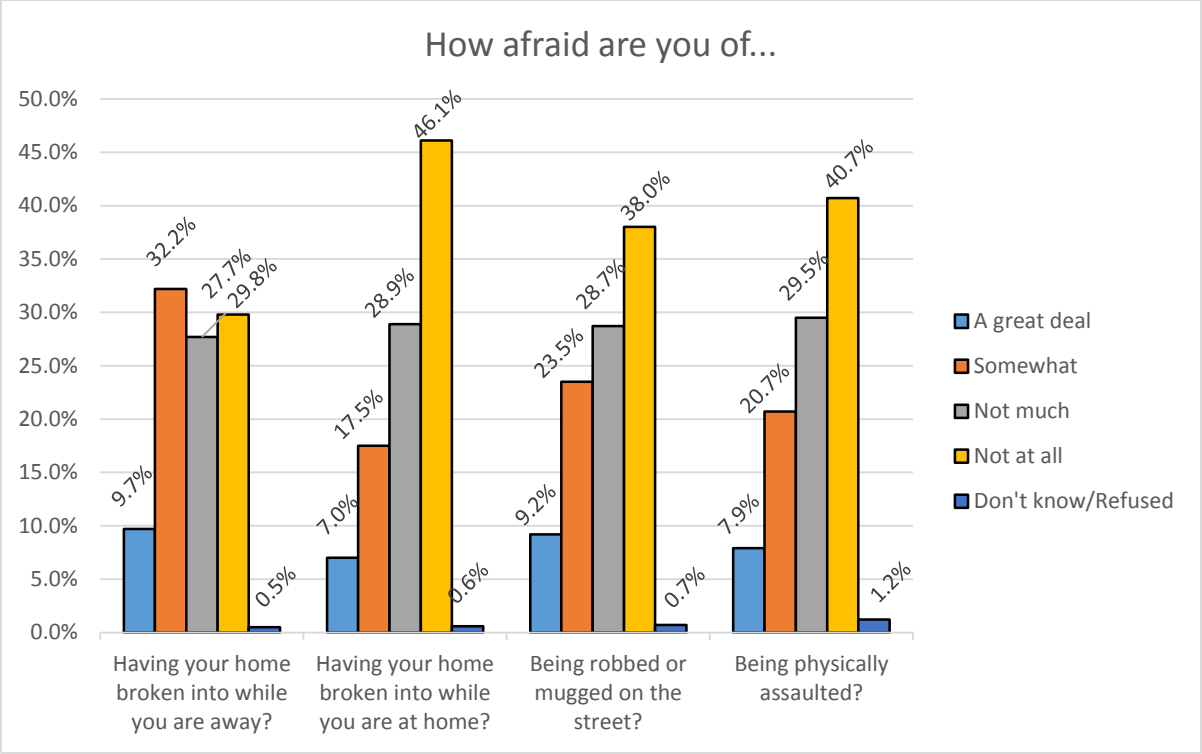
Respondents were asked a series of questions about the rights of citizens with prior felony convictions, such as whether they should be allowed to vote, apply for state jobs, or whether private landlords should be able to automatically disqualify people with prior felony convictions from being able to rent housing.

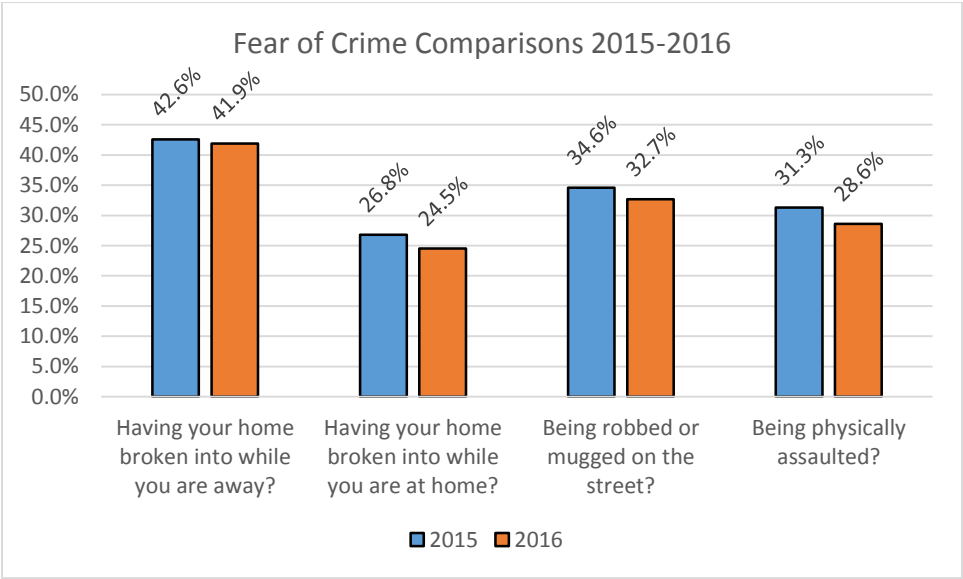
About two-thirds of respondents (67.1%) said they either strongly agreed (19.1%) or agreed (48.0%) that those with prior felony convictions should be allowed to vote. Only 26.2 percent either disagreed (16.2%) or strongly disagreed (10.0%) that those with prior felony convictions should be allowed to vote. Just under two-thirds (65.5%) also either strongly agreed (12.7%) or agreed (52.8%) that those with prior felony convictions should be able to apply for state jobs. Only 28.5 percent either disagreed (20.4%) or strongly disagreed (8.1%) that those with prior felony convictions should be able to apply for state jobs. Sixty percent of respondents said that a private landlord should not be able to automatically disqualify people with prior felony convictions from being able to rent housing, with 45.6 percent responding disagree and 14.4 percent responding strongly disagree. Over one-quarter of

respondents (33.5%) agreed that a private landlord should be able to automatically disqualify people with prior felony convictions from being able to rent housing.



Respondents were asked to answer how afraid they are of certain crimes in Hampton Roads. Respondents reported being either somewhat afraid (32.2%) or afraid a great deal (9.7%) of having their home broken into while they are away (41.9%). Respondents were less afraid of having their home broken into while they are home (24.5%). About two-thirds of respondents (66.7%) reported either being not afraid at all (38.0%) or not much afraid (28.7%) of being robbed or mugged on the street. Only 9.2 percent reported being afraid a great deal of being robbed or mugged on the street and 23.5 percent reported being somewhat afraid of being robbed or mugged on the street. Additionally, 70.2 percent of respondents reported being either not at all afraid (40.7%) or not much afraid (29.5%) of being physically assaulted. In general, respondents reported being less afraid of these scenarios than they did in 2015.

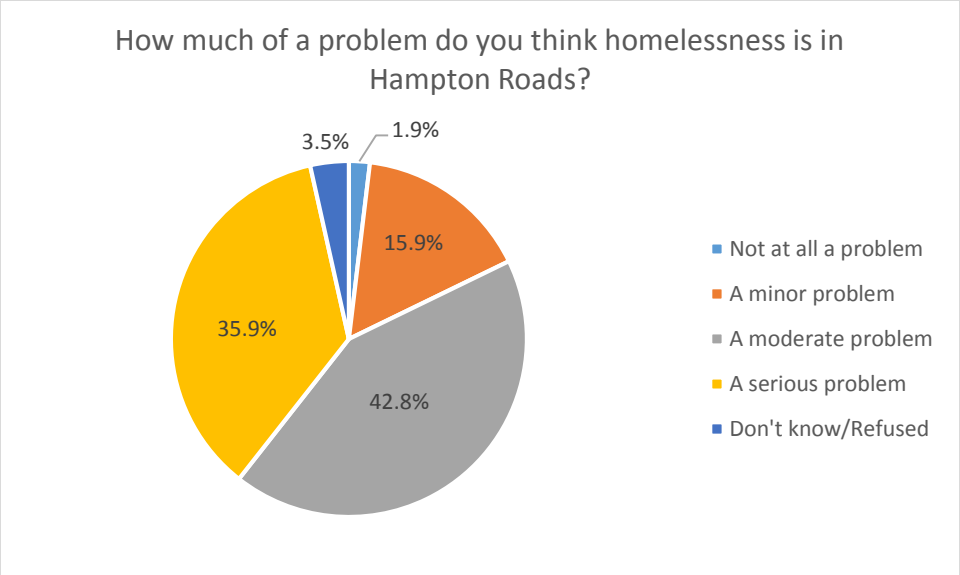




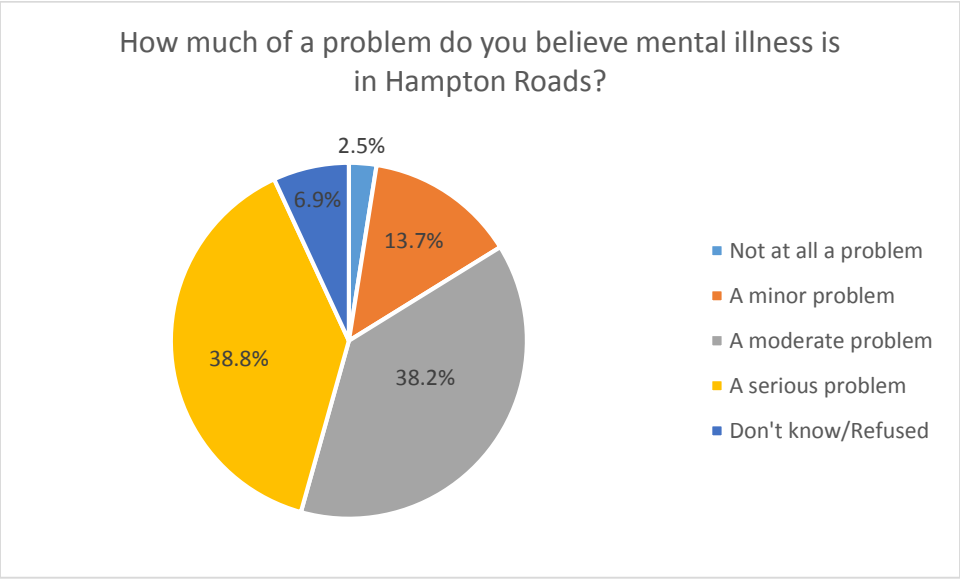
Homelessness and Mental Illness

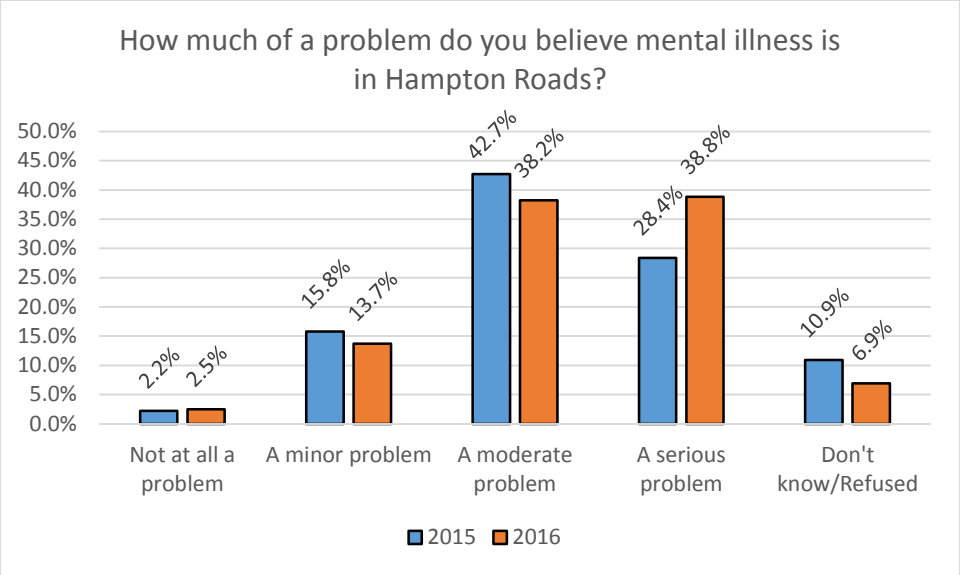
Respondents were asked how much of a problem they think homelessness and mental health are in Hampton Roads with the majority of respondents reporting they perceive homelessness and mental illness as problematic Hampton Roads. More than three-quarters of respondents (78.7%) said they

thought homelessness in Hampton Roads was either a moderate problem (42.8%) or a serious problem (35.9%). Another 15.9 percent thought that homelessness in Hampton Roads is a minor problem.



More than three-quarters of respondents (77%) also think that mental illness in Hampton Roads is either a moderate problem (38.2%) or a serious problem (38.8%). Another 13.7 percent reported that mental illness is a minor problem in Hampton Roads and only 2.5 percent reported that mental illness is not at all a problem in Hampton Roads. Those claiming that mental illness is a serious problem (38.8%) increased over 10 percent from last year (28.4%).





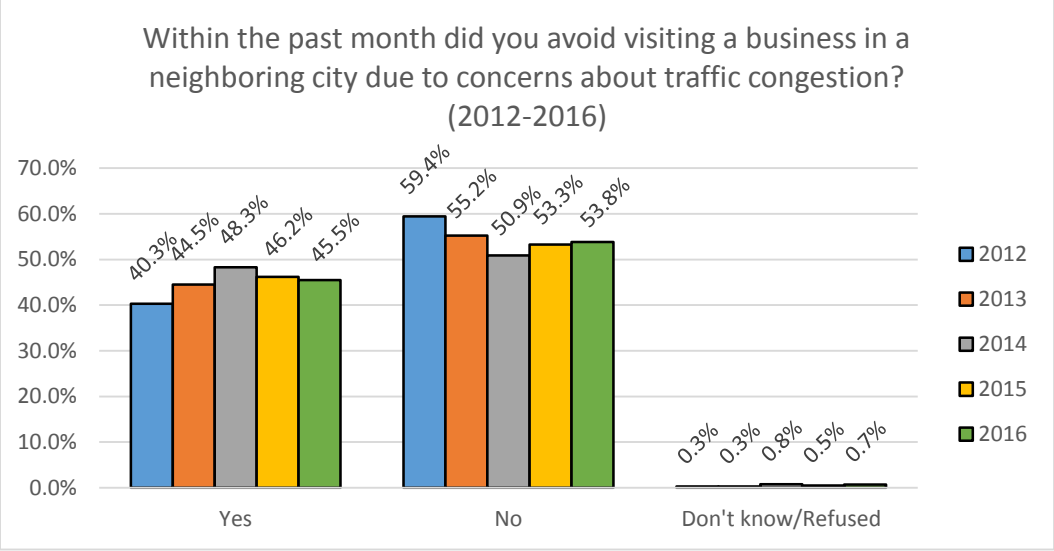
Overall, satisfaction with the local police is high among Hampton Roads residents. The percentage of respondents expressing satisfaction with the local police had decreased every year since 2012, but showed a small increase in 2016. Satisfaction with local police, satisfaction with how local police treat citizens, trust of local police, as well understanding why police act as they do is fairly high among Hampton Roads residents. However, satisfaction, trust and understanding are significantly higher among White respondents compared to Black/African-American respondents. While most Hampton Roads residents were not afraid of having their home broken into, they reported being slightly more fearful of having their home broken into while they are away. The majority of respondents also indicated that they believed both homelessness and mental illness were a moderate or serious problem in Hampton Roads.

Transportation

Every day, people traverse the eleven bridges and five tunnels in the Hampton Roads area, commuting for work, family, and other activities. The 2016 Life in Hampton Roads survey asked 962 residents of the Hampton Roads area about their driving habits, opinions on bridge and tunnel tolls, and views on alternative transportation.

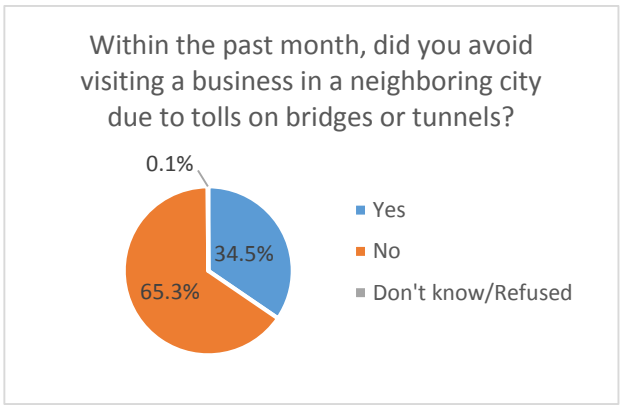
Hampton Roads residents report systematic declines in average commute times to work or school. From 2012 to 2014, average commute times hovered around 24 minutes, then decreased to an average commute time of 20 minutes in 2015, decreasing even further to 18.1 minutes in 2016, the lowest reported commute time of the survey. However, in the past month, 45.5 percent of residents reported avoiding visiting a business in a neighboring city due to concerns about traffic congestion. This percentage slightly decreased by 0.7 percent from last year (46.2%). Despite the percentage being slightly lower than last year, Hampton Roads residents are avoiding visiting businesses that require them to drive through traffic congestion at fairly high rates.

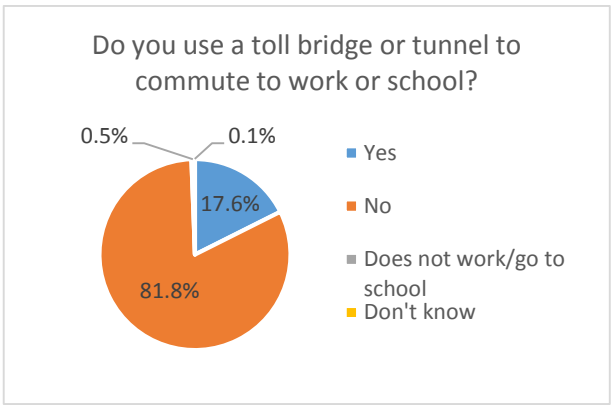
Commute	2012	2013	2014	2015	2016
Average one-way commute, in minutes, to work or school.	23.9	24.8	24.4	20.0	18.1



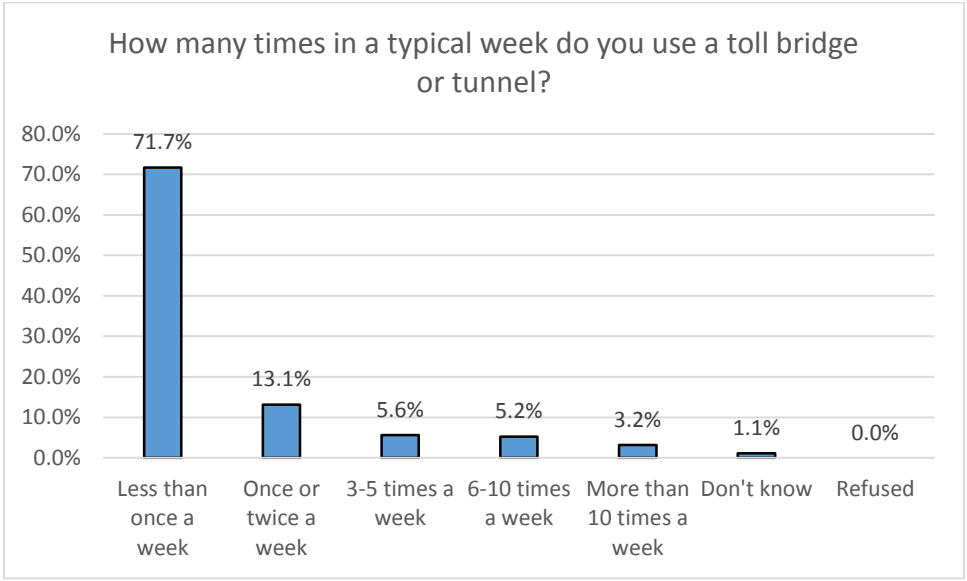
Bridge and Tunnel Tolls

The 2016 Life in Hampton Roads survey asked several questions to help gauge opinions about the recently implemented tolls. When asked, 34.5 percent of respondents said they avoided visiting a business in a neighboring city due to tolls on bridges or tunnels in the past month. Only 17.6 percent said they use a toll bridge or tunnel to commute to work or school.

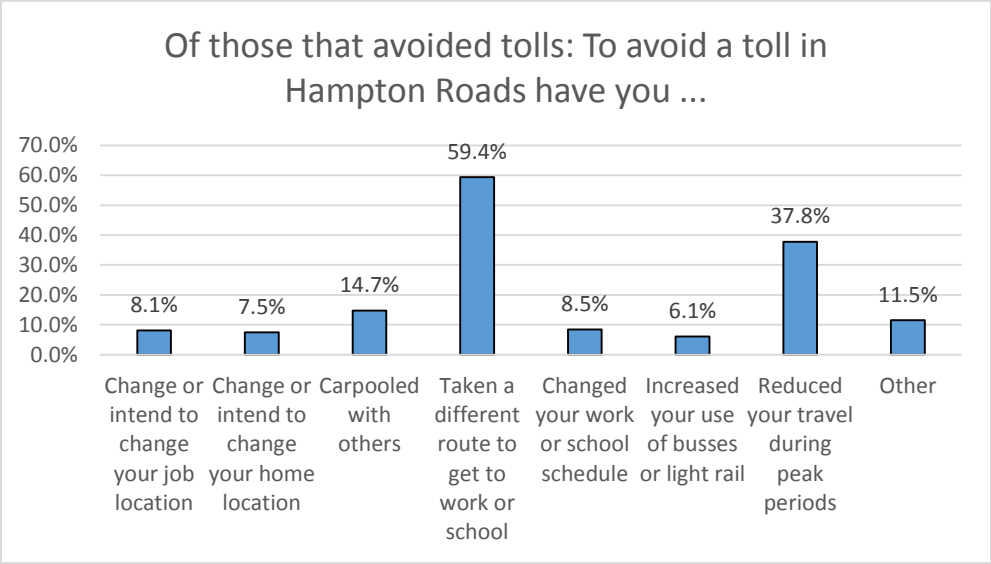




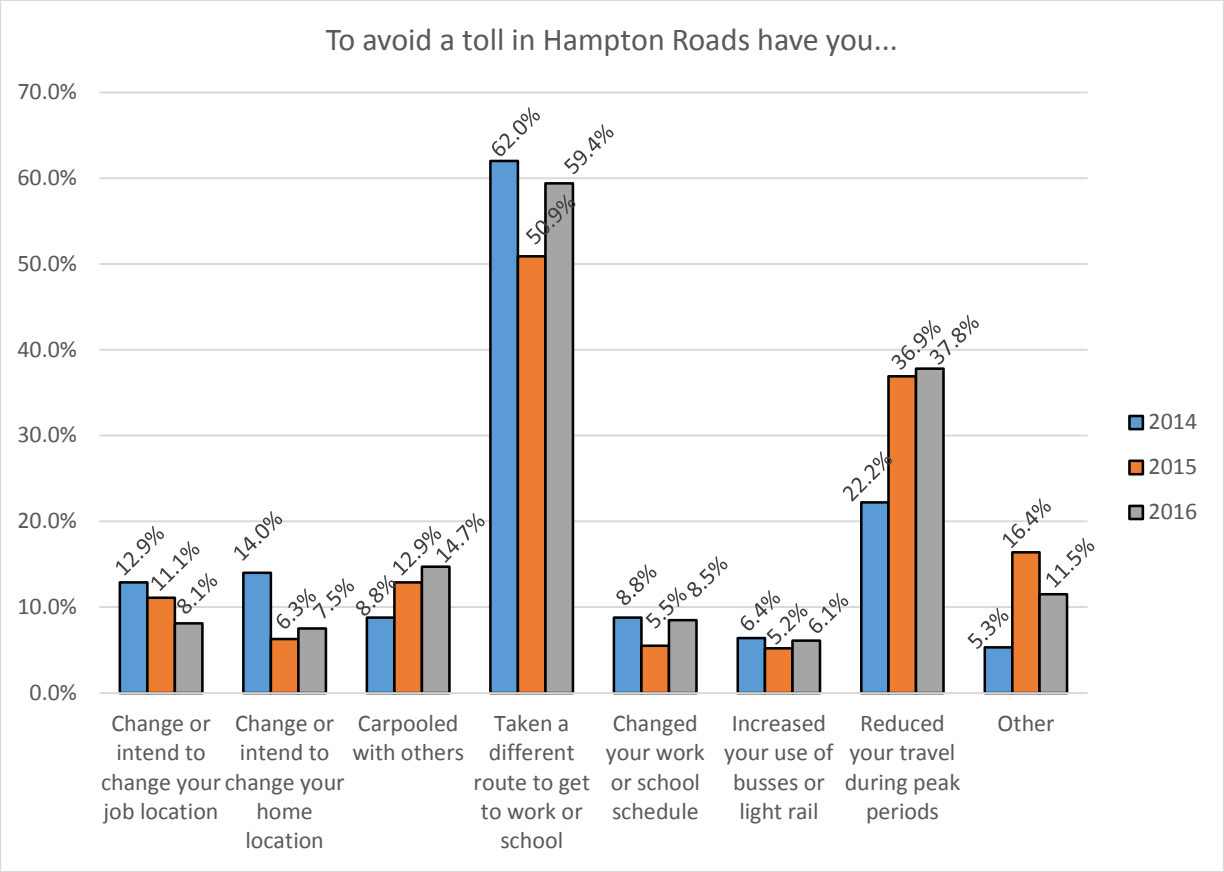
Respondents were asked how many times in a typical week they use a toll bridge or tunnel. The majority of respondents (71.7%) said they use a toll bridge or tunnel less than once a week. Another 13.1 percent said they use a toll bridge or tunnel once or twice a week and only 14 percent said they use a toll bridge or tunnel more than three times in a typical week.



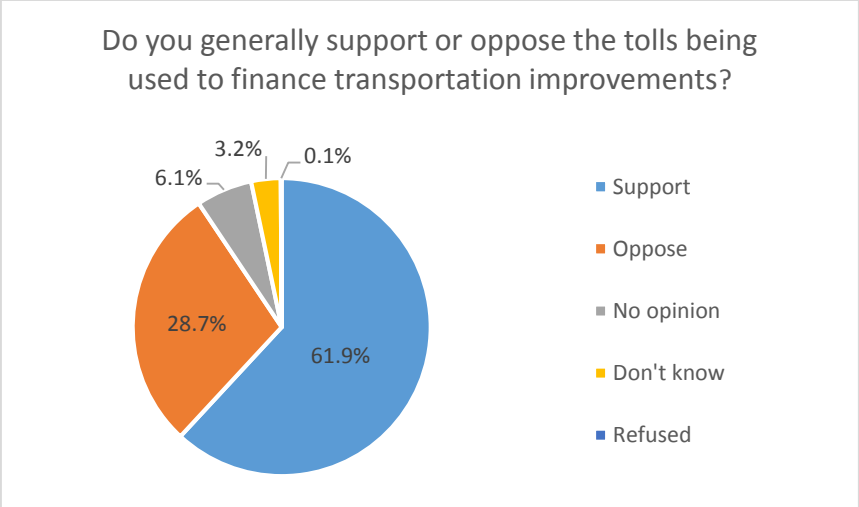
Respondents were also asked about whether they avoid tolls and the different methods used to avoid toll bridges and tunnels. Almost half (46.9%) said that they did not intentionally avoid the tolls. For those respondents who reported that they intentionally avoid tolls, two of the most commonly cited alternatives include taking a different route to work or school (59.4%) and reducing travel during peak hours (37.8%).



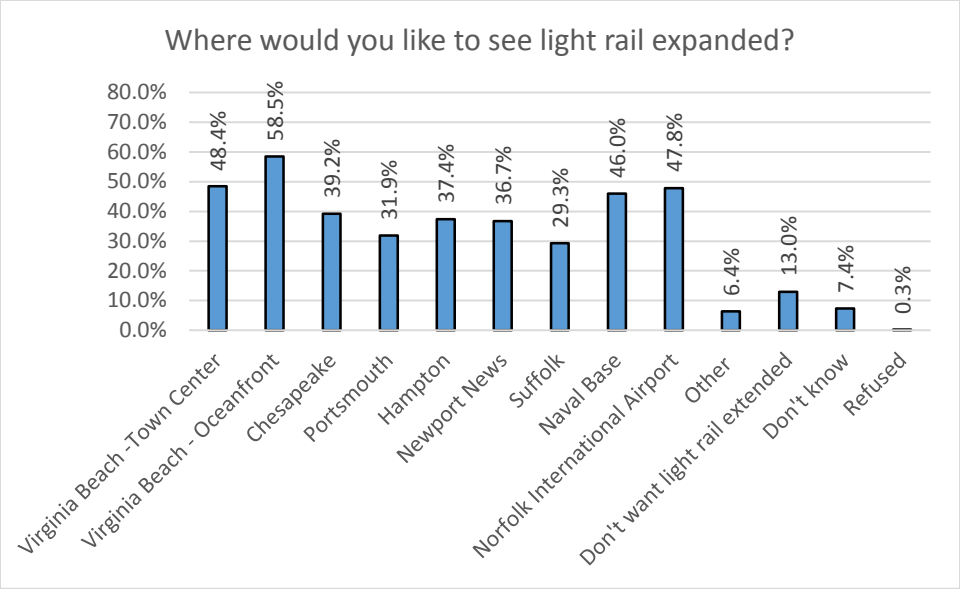
Almost half (46.9%) of the respondents reported not intentionally avoiding tolls, a 1.2 percent decrease since last year (48.1%), indicating that fewer respondents are changing their commutes and/or travel budgets to bypass the tolls. However, of those respondents who avoid tolls, there was an 8.5 percent increase in those who took different routes from 2015 to 2016 (50.9% to 59.4%, respectively), returning to a similar percentage reported in 2014 (62.0%). Additionally, of those respondents who avoid tolls, there was a slight increase in those respondents who reduced their travel during peak periods from 2015 to 2016 (36.9% to 37.8%, respectively). Respondents who reported changing their work or school schedule also increased 2.9 percent from 2015 to 2016 (5.5% to 8.4%, respectively). Overall, these results point toward the effect tolls have had on regional commute and travel patterns.



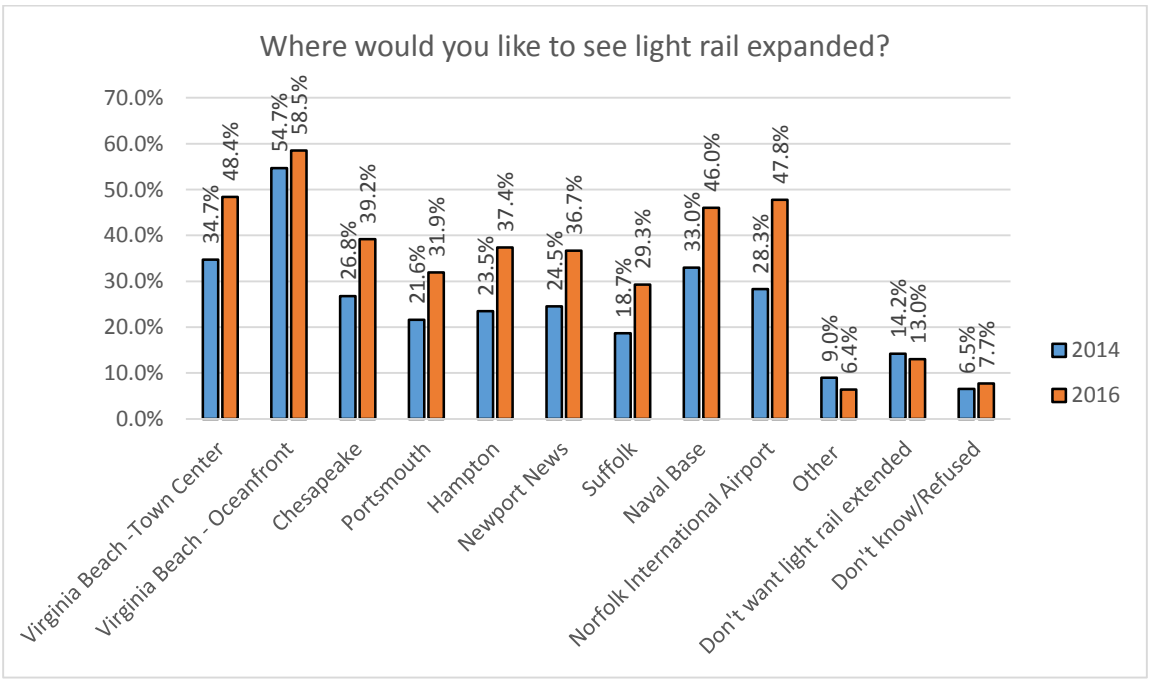
After asking respondents about their toll practices, respondents were asked if they generally support or opposose the tolls being used to finance transportation improvements, such as the Midtown and Downtown tunnel rehabilitation projects. Less than two-thirds of respondents reported they generally support the tolls being used to finance transportation improvements (61.9%), while less than a third of respondents reported they oppose the tolls being used to finance transportation improvements (28.7%). Another 6.1 percent of respondents reported they had no opinion on the tolls being used to finance transportation improvements and 3.2 percent of respondents reported they did not know if they support or oppose the tolls being used to finance transportation improvements.



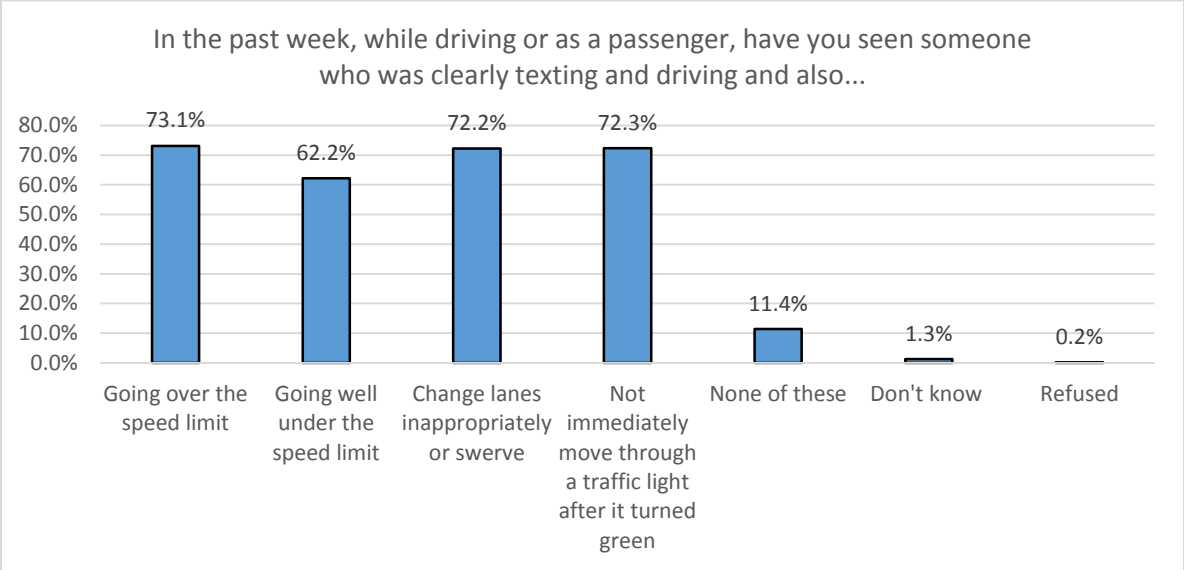
Respondents were also asked about where they would like to see light rail expanded in Hampton Roads. More than half of respondents reported that they would like to see light rail expanded to the Virginia Beach Oceanfront (58.5%). To a slightly lesser extent, respondents reported that they would like to see light rail expanded to Virginia Beach Towncenter (48.4%), the Norfolk International Airport (47.8%), and the Naval Base (46.0%). Respondents also reported that they would like to see light rail expanded to Chesapeake (39.2%), Hampton (37.4%), Newport News (36.7%), Portsmouth (31.9%), Suffolk (29.3%), and 6.4 percent to another location. Only 13 percent of respondents reported that they did not want light rail expanded. Another 7.4 percent reported that they did not know where they would like to see light rail expanded.



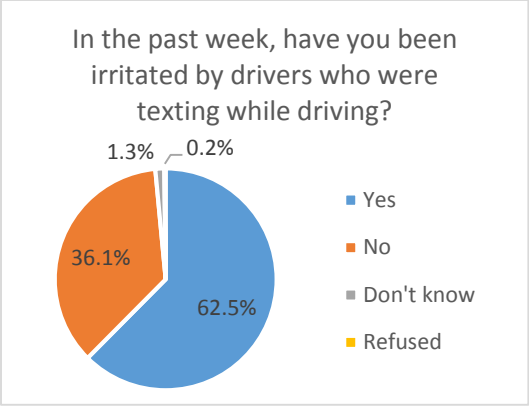
The percentage of respondents wanting light rail expanded to all provided options increased between 2014 and 2016. This question was not asked in the 2015 Life in Hampton Roads survey. The largest increase was for resondents wanting to see the light rail expanded to Norfolk International Airport. In 2014, only 28.3 percent of respondents wanted to see the light rail expanded to Norfolk International Airport, but this percentage increased almost 20 percent in 2016 (47.8%).



Additionally, respondents were asked questions about texting and driving. Most respondents indicated that within the past week, they had seen someone who was clearly texting and driving and also going over the speed limit (73.1%), going well under the speed limit (62.2%), changing lanes inappropriately or swerving (72.2%), and not immediately moving through a traffic light after it turned green (72.3%). Only 11.4 percent of respondents reported that they had not seen someone who was clearly texting and driving and committing any of the listed driving infractions.



Respondents were also asked if they had been irritated by drivers who were texting while driving in the past week. Almost two-thirds of respondents reported that they were irritated by drivers who were texting while driving (62.5%) while 36.1 percent of respondents reported that they were not irritated by drivers who were texting while driving.



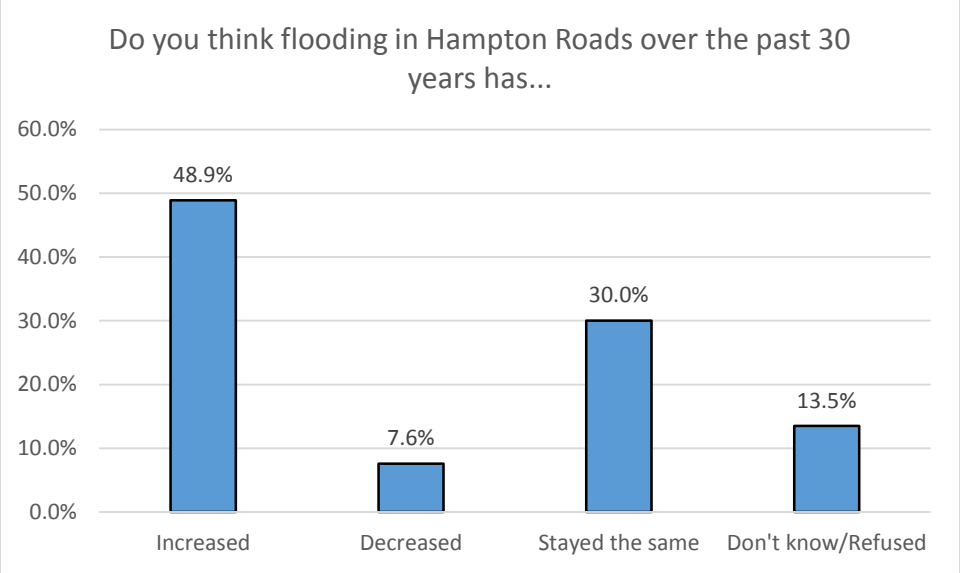
The 2016 LIHR survey reveals a region with ongoing and substantial transportation challenges. The imposition of tolls on regional bridges and tunnels has led to substantial changes in traffic and commute patterns with 59.4 percent over those who intentionally avoid tolls reporting taking a different route to work or school. Less than two-thirds of respondents support tolls being used to finance transportation improvements. More respondents report being deterred from visiting neighboring cities due to congestion (45.5%) rather than tolls (34.5%). However, the average one-way commute reported (18.1 minutes) was the lowest reported average one-way commute time in the last five years.

Sea Level Rise and Flooding

The 2016 Life in Hampton Roads survey contained an extensive battery of questions to determine how people in Hampton Roads felt about several environmental issues, including sea level rise and flooding, to support the research focus of the University in this area. The survey asked 962 respondents to give their opinion on a variety of questions ranging from sea level rise to prevalence of recurrent flooding and other flood related topics.

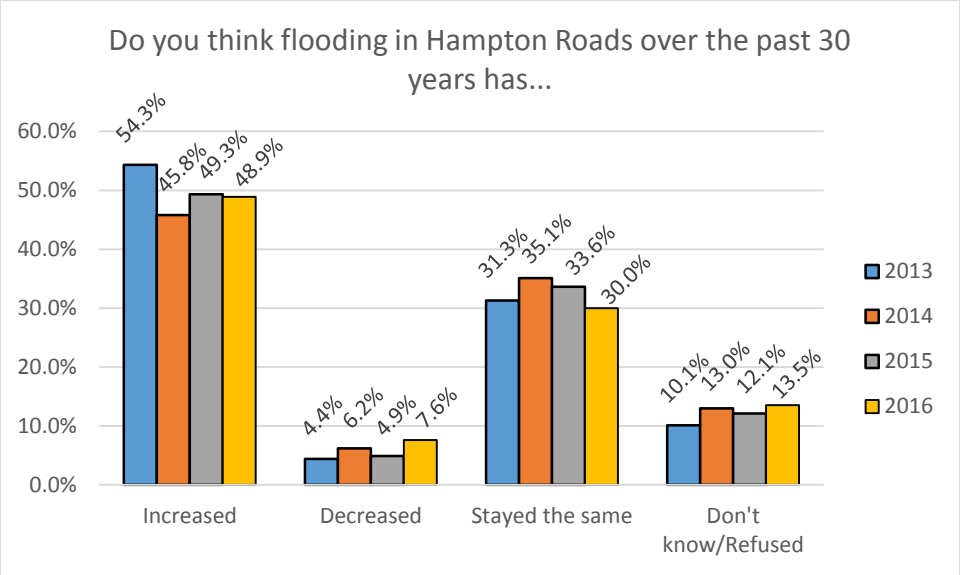
Sea Level Rise, Flooding, and Flood Risks

Respondents were asked whether they believe that flooding in Hampton Roads has increased, decreased, or stayed the same in the past 30 years. The majority of respondents (78.9%) stated that flooding has either increased (48.9%) or stayed the same (30.0%) in Hampton Roads over the past 30 years. Only 7.6 percent stated that flooding has decreased and 13.5 percent said that they did not know.

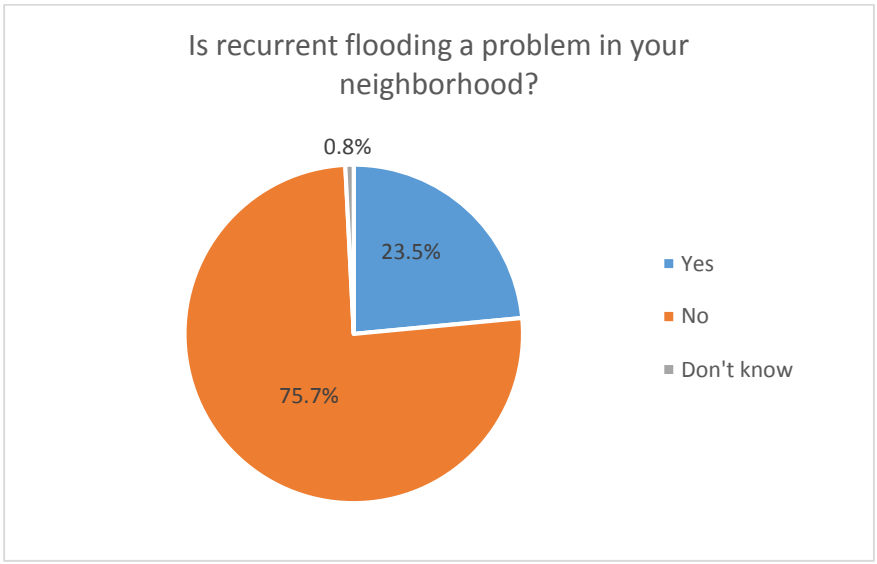


Comparing answers to the question "Do you think flooding in Hampton Roads over the past 30 years has increased, decreased, or stayed the same over time," responses have largely remained consistent to last year. In 2016, 48.9 percent of respondents reported that they believe flooding had increased in Hampton Roads over the past 30 years, a 0.4 percent decrease since 2015. In 2016, 30.0 percent of respondents reported that they believe flooding has stayed the same in Hampton Roads over the past 30

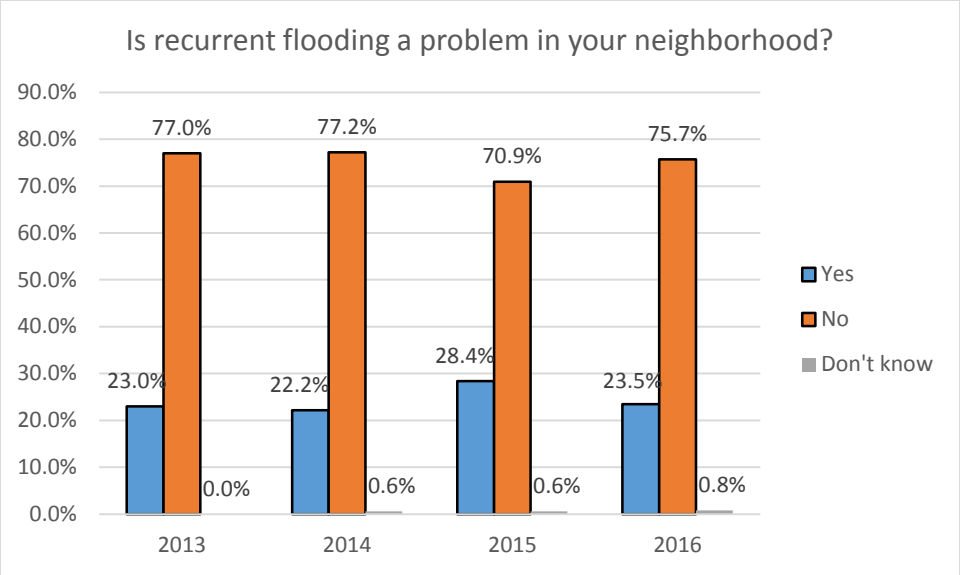
years, a 3.6 percent decrease since 2015. In 2016, 7.6 percent of respondents reported that they believe flooding has decreased in Hampton Roads over the past 30 years, a 2.9 percent increase since 2015.



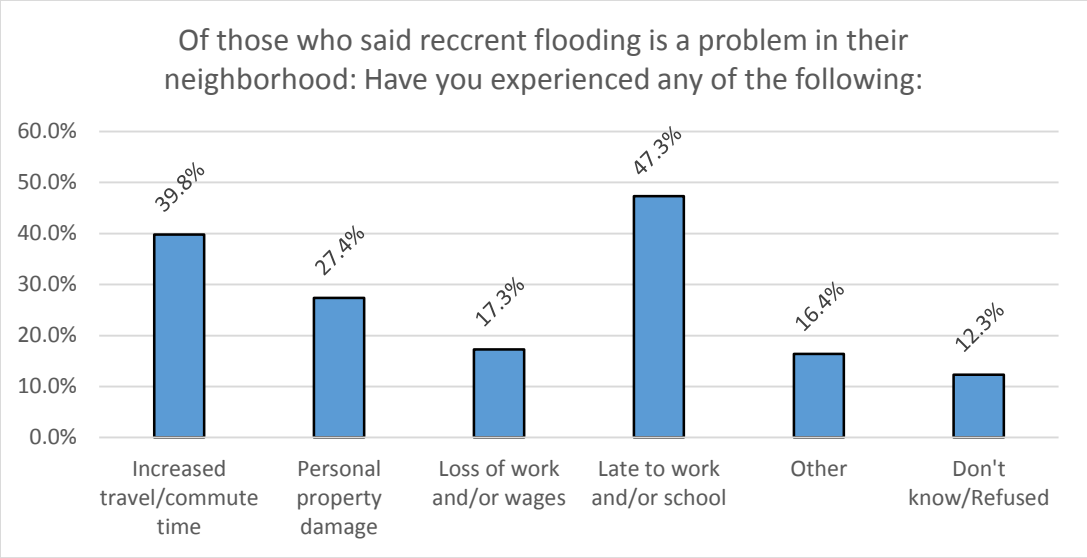
Respondents were also asked whether or not recurrent flooding is a problem in their neighborhood. While 48.9 percent of respondents indicated that they think flooding has increased over the past 30 years, 75.7 percent reported that recurrent flooding is not a problem in their neighborhood.

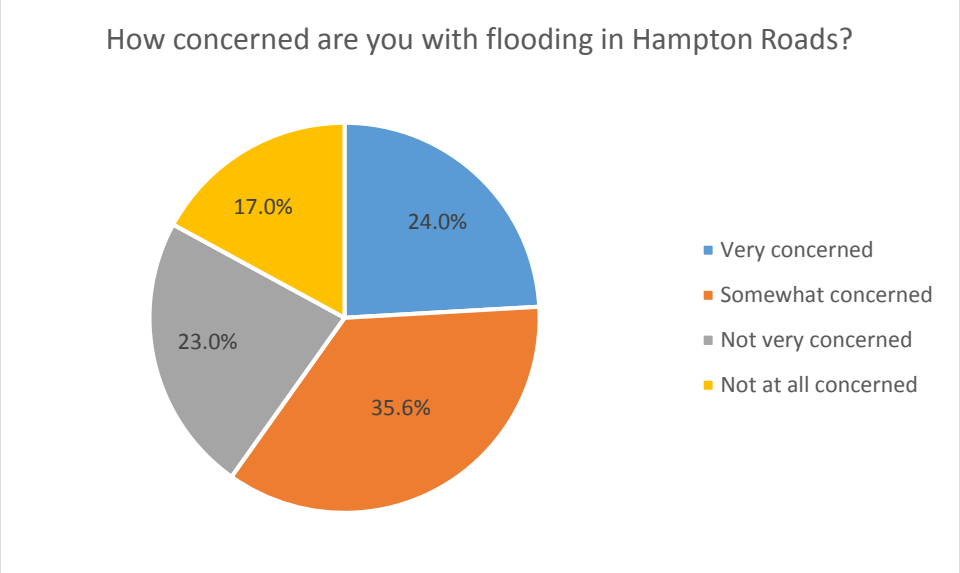


The percentage of Hampton Roads respondents reporting that recurring flooding is a problem in their neighborhood decreased 4.9 percent (23.5%) from 2015 (28.4%).



In addition, if respondents stated recurrent flooding is a problem in their neighborhood, respondents were also asked if they had experienced increased travel time/commute time, personal property damage, loss of work and/or wages, or being late to work and/or school. The majority of respondents reported having experienced being late to work and/or school (47.3%), as well as experiencing increased travel time/commute time (39.8%) due to flooding in their neighborhood. To a lesser extent, respondents reported experiencing personal property damage (27.4%) and loss of work and/or wages (17.3%) due to flooding in their neighborhood. Another 16.4 percent reported experiencing some other effect from flooding in their neighborhood.

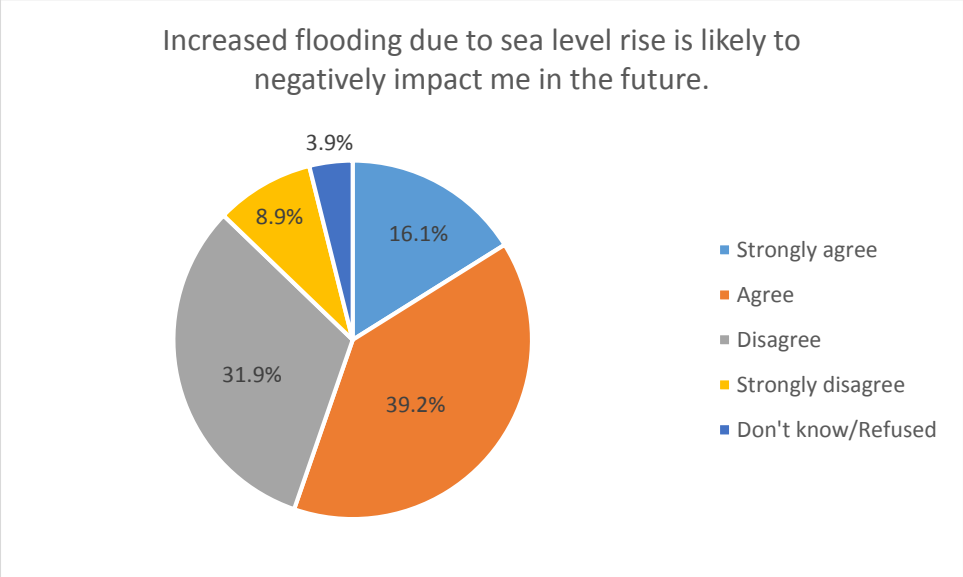




In 2016, respondents were asked "How concerned are you with flooding in Hampton Roads?" Over half of respondents (59.6%) reported that they were either very concerned (24.0%) or somewhat concerned (35.6%) with flooding in Hampton Roads. Conversely, 40.0 percent reported they were either not at all concerned (17.0%) or not very concerned (23.0%) with flooding in Hampton Roads.

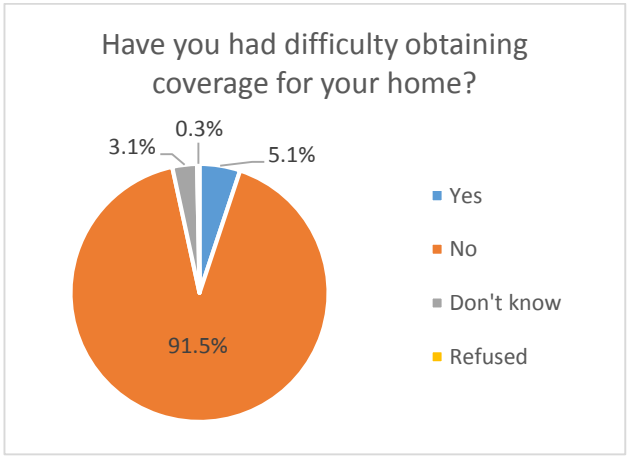
Respondents were also asked if they think increased flooding due to sea level rise is likely to negatively impact them in the future. The majority of respondents (55.3%) strongly agree (16.1%) or

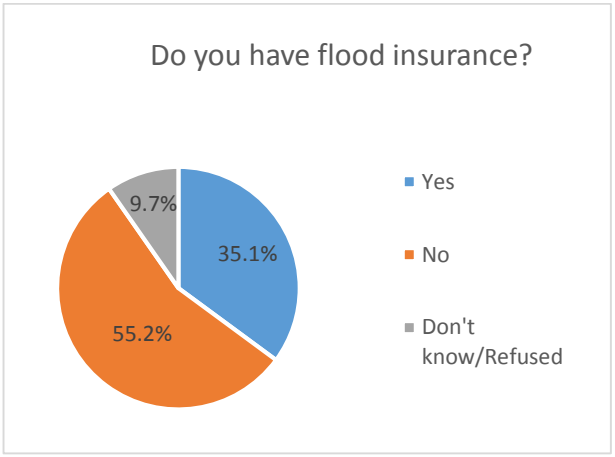
agree (39.2%) that increased flooding due to sea level rise is likely to negatively impact them in the future. More than forty percent (40.8%) reported that they strongly disagree (8.9%) or disagree (31.9%) that increased flooding due to sea level rise is likely to negatively impact them in the future. Another 3.9 percent either refused to answer or reported they did not know if increased flooding due to sea level rise is likely to negatively impact them in the future.

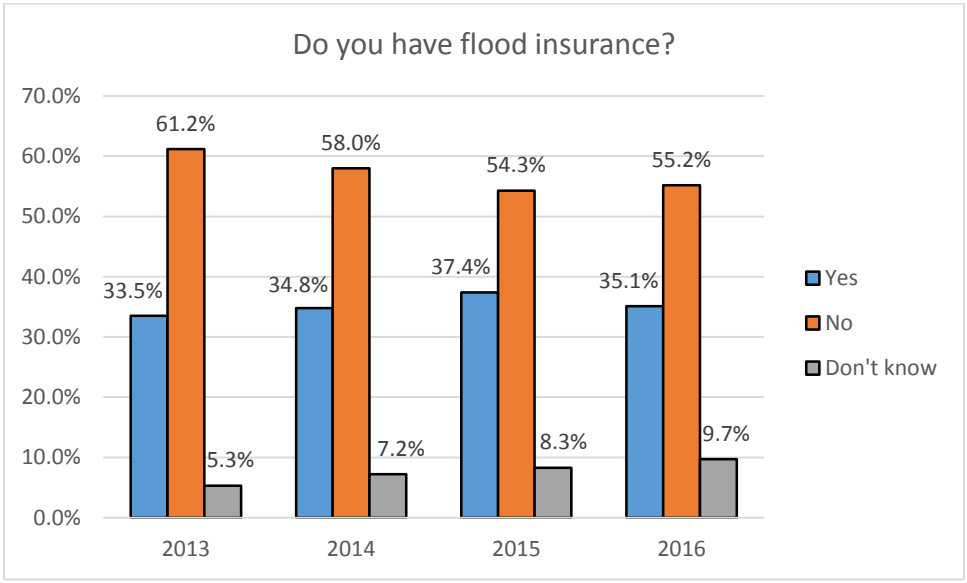


Respondents who reported they own/in process of buying their home, or rent were asked to answer the questions, "Have you had difficulty obtaining insurance coverage for your home?" and "Do you have flood insurance?" An overwhelming majority of respondents reported having no difficulty in obtaining insurance coverage for their home (91.5%). Only 5.1 percent of respondents reported having difficulty in obtaining insurance coverage for their home and 3.1 percent of respondents reported not knowing if they had difficulty in obtaining insurance coverage for their home. It may not be surprising that with only 23.5 percent reporting that recurrent flooding is a problem in their neighborhood, only 35.1 percent of homeowners and renters reported having flood insurance. The majority of respondents (55.2%) claimed not to have flood insurance and another 9.7 percent did not know if they had flood insurance.

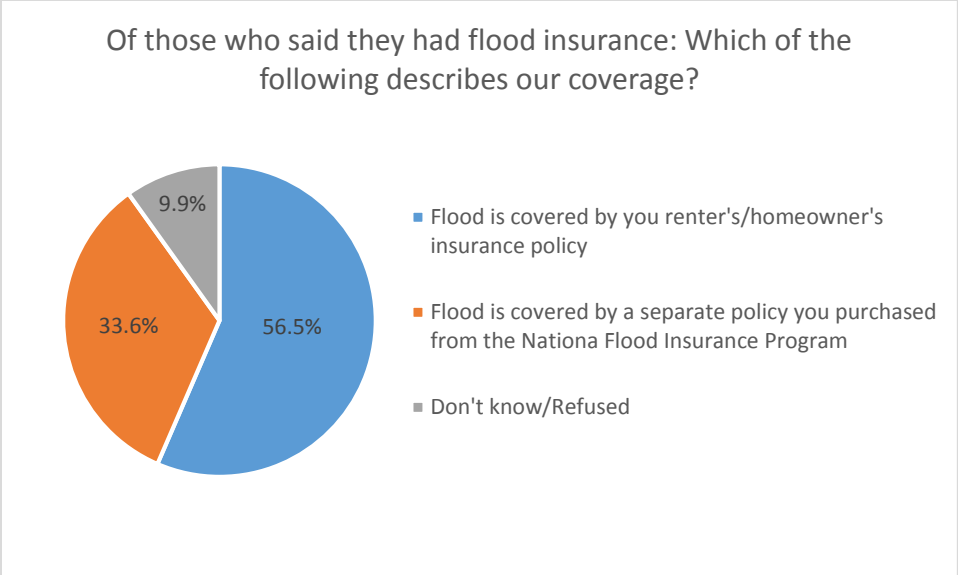
In 2015, only respondents who indicated they owned their home were asked if they had flood insurance, while in 2016, respondents who indicated they owned or rented their home were asked if they had flood insurance. Even with the inclusion of respondents who indicated they rented their home, the percentage of respondents who reported having flood insurance is similar to 2015 (35.1% in 2016, compared to 37.4% in 2015). The percentage of respondents who reported not having flood insurance slightly increased from 54.3 percent in 2015 to 55.2 percent in 2016.



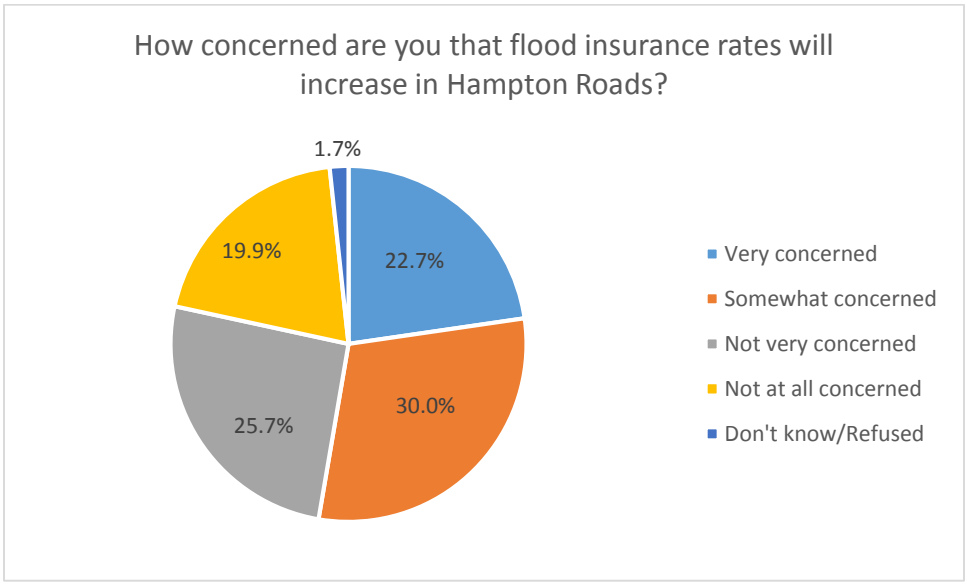




Of those who reported having flood insurance, 56.5 percent described their coverage as flooding being covered by their renters/homeowner's insurance policy and 33.6 percent described their coverage as flooding being covered by a separate policy purchased from the National Flood Insurance Program.



All respondents who own or rent their home were asked "How concerned are you that flood insurance rates will increase in Hampton Roads?" Over half of respondents (52.7%) reported being either somewhat concerned (30.0%) or very concerned (22.7%) that flood insurance rates will increase in Hampton Roads. Another 25.7 percent reported not being very concerned and 19.9 percent reported being not at all concerned about flood insurance rates increasing in Hampton Roads.



Less than half of respondents think flooding has increased in Hampton Roads over the past 30 years but more than half of respondents believe that flooding due to sea level rise is likely to negatively

impact them in the future. However, only about one-third of respondents currently have flood insurance and over half of respondents reported being concerned that flood insurance rates will increase.

All Life in Hampton Roads Data Analyses will be placed on the Social Science Research Center website as they are released (http://www.odu.edu/al/centers/ssrc). Follow-up questions about the 2016 Life in Hampton Roads survey should be addressed to:

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