

Old Dominion University

Life in Hampton Roads Report

The Eighth Annual Life in Hampton Roads Survey

Report Compiled by Steve Parker, Keyondra Wilson, Dr. Randy Gainey, and Dr. Tancy Vandecar-Burdin



2017

For any questions concerning the data or report for the 2017 Life in Hampton Roads Survey, please contact Dr. Randy Gainey at rgainey@odu.edu (Faculty Director), or Dr. Tancy Vandecar-Burdin (Associate Director) at tvandeca@odu.edu.

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Executive Summary

The Social Science Research Center (SSRC) at Old Dominion University recently completed data collection for the eight 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, opinions on government, crime, education, and other issues. The SSRC completed interviews with 908 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 (71.2%) reported that the overall quality of life in Hampton Roads was excellent or good while 27.6 percent found it to be fair or poor.

- Almost half of our respondents rated the economic conditions (49.6%) and opportunities for employment (45.3%) in Hampton Roads as excellent or good. Although the positive views on economic conditions have decreased since the 2016 survey, the overall quality of life did slightly increase in the 2017 survey.
- Arts and cultural events still appear to be key assets for the Hampton Roads area as 69.8 percent of respondents stated that the variety of arts and cultural events is excellent or good.

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 (53.7%) or excellent (28.9%). While this includes a large portion of Hampton Roads residents, the percentage of respondents reporting excellent health has been decreasing slightly since 2013 while the percentage of those reporting poor health has increased slightly.
- When asked about perceptions of the local school system, answers varied depending on whether or not the respondent had school aged children or not. Of those who had school-aged children, 70

percent rated the local school systems as excellent or good while only 54.9 percent of people without children rated them as excellent or good.

- About a third (34.5%) of respondents considered themselves to be conservative, while people who considered themselves as moderate (33.0%) or liberal (24.4%) were not far behind.

However, most of our respondents identified with the Democratic Party (34.8%) versus the Republican Party (19.6%). Regardless of party affiliation, the majority (60.4%) of respondents generally disapproved of the job that Donald Trump is doing as president.

- Hampton roads residents were generally satisfied with the local police, however, there were disparities between blacks and whites in regards to perceptions of the police. Satisfaction with and trust in the local police are significantly higher among white respondents compared to black respondents. For example, 92.6 percent of White respondents reported they trust the local police somewhat or a great deal, compared to only 68.1 percent of Black/African-American respondents.
- More than three-quarters of respondents (79.7%) said they think homelessness in Hampton Roads was either a moderate problem (42.4%) or a serious problem (37.3%).
- More than half of Hampton Roads residents would like to see the light rail expanded to Virginia Beach Town Center (54.3%), Virginia Beach Oceanfront (61.6%), the Naval Base (56.9%), and the Norfolk International Airport (60.7%).
- Sea level rise and flooding are still problematic in Hampton Roads with 60.4 percent of residents stating that flooding has increased within the last 30 years. Surprisingly, 70.9 percent of people are generally concerned about flooding, but only 33.1% of residents currently have 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 eighth 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, crime, education, and other issues. Funding for the 2017 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 Graduate Studies and 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, in 2016, 73 questions were asked, and in 2017, 68 questions were asked.

A total of 908 interviews were completed with Hampton Roads residents in 2017. In 2016, 962 interviews were completed, a rise from 883 in 2015. 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 2017 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 area as a whole. The samples collected from 2012 through 2017 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 2017. All data analyses were conducted using SPSS statistical software.

Sample Demographic Coverage

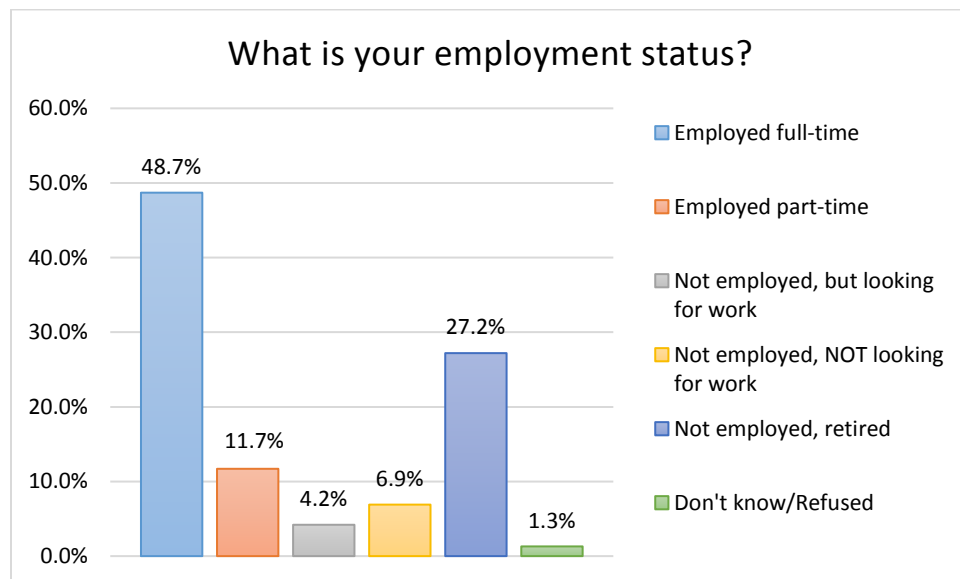
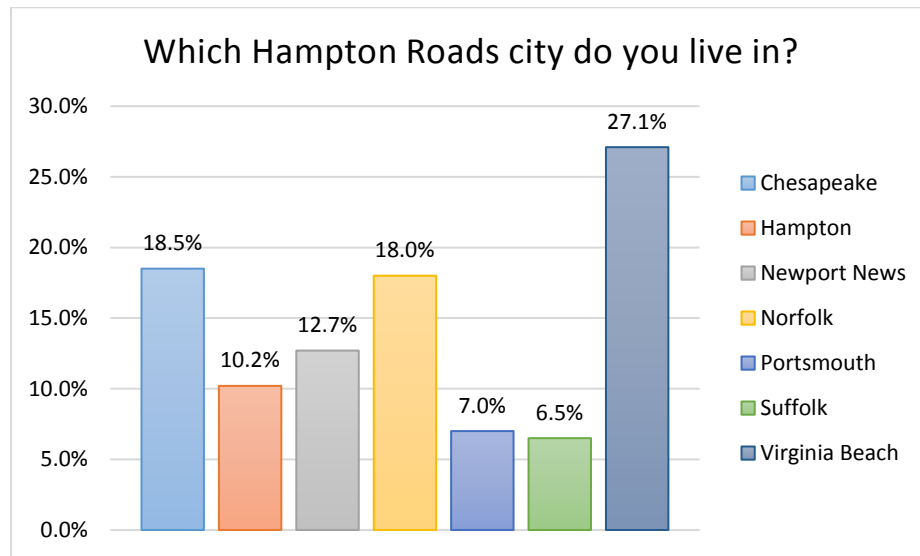
Unlike nearly all other data presented in the 2017 LIHR survey report, demographic data described here is presented unweighted in order to give curious readers a sense of the demographic coverage achieved by the survey. Of the 908 citizens interviewed, 50.7 percent were white, 33.4 percent Black or African-American, 13.1 percent considered themselves to be another race/ethnicity; including 0.3 percent American Indian or Alaskan Native 0.6 percent Native Hawaiian or Pacific Islander, 1.9 percent Asian, and 5.9 percent indicated they were multiracial. In a separate question, 5.2 percent of respondents indicated that they were of Hispanic/Latino origin. Just under half (44.9%) of the respondents received a high school diploma or GED, completed trade or professional school, or attended some college. An additional 41.4 percent of respondents completed an undergraduate or graduate degree. More than half of respondents were married (51.2%) and 19.8 percent were divorced, separated, or widowed. Almost one-quarter of those surveyed were single and not living with a partner (23.5%) while a small portion of single people reported living with a partner (4.2%).

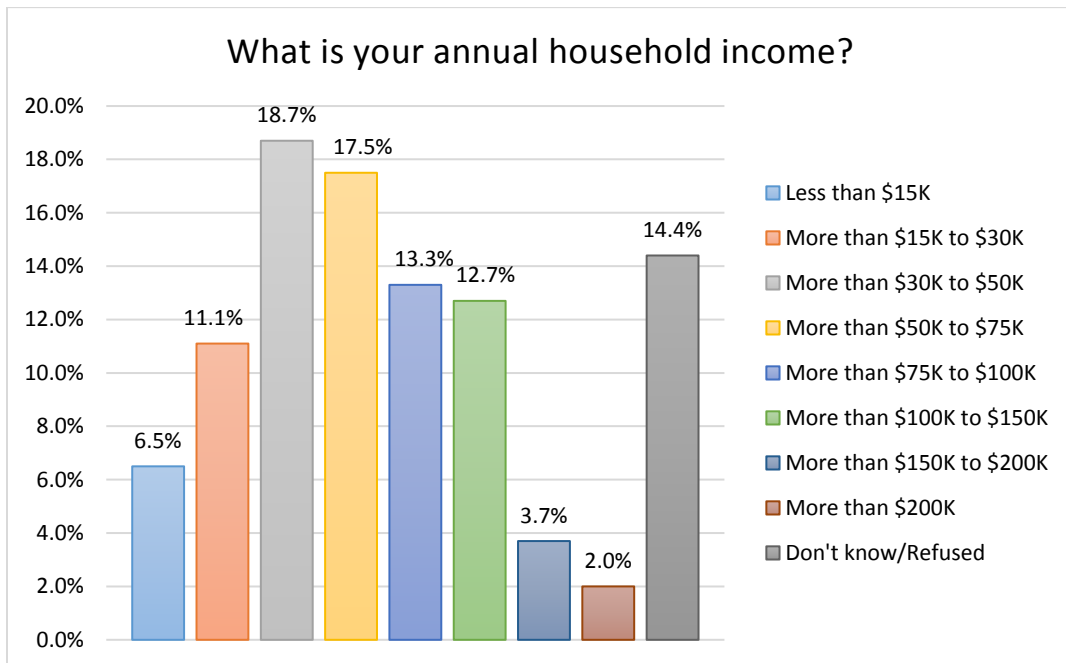
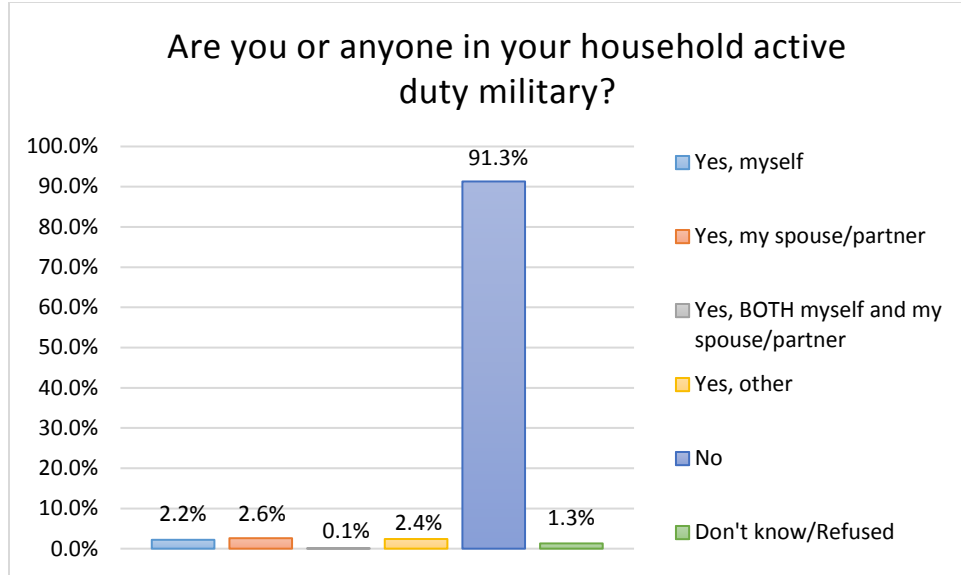
| Race or Ethnicity | Percentage |
|-------------------------------------|------------|
| White | 50.7% |
| Black or African-American | 33.4% |
| American Indian or Alaskan Native | 0.3% |
| Asian | 1.9% |
| Native Hawaiian or Pacific Islander | 0.6% |
| Multiracial | 5.9% |
| Other | 4.4% |

| | |
|--|---------------------|
| Don't Know/Refused | 2.8% |
| Gender | Percentage |
| Male | 45.2% |
| Female | 53.9% |
| Highest level of school completed | Percentage |
| Some grade school | 0.4% |
| Some high school | 2.3% |
| High school diploma/GED | 20.4% |
| Completed trade/professional school | 1.8% |
| Some college | 22.7% |
| Associate's degree | 8.1% |
| Bachelor's degree | 23.3% |
| Graduate degree | 18.1% |
| Other | 1.1% |
| Don't Know/Refused | 1.8% |
| Age | Age in years |
| Average age (years) | 51.8 |
| Marital Status | Percentage |
| Single, not living with partner | 23.5% |
| Single, living with partner | 4.2% |
| Married | 51.2% |
| Divorced/separated | 11.1% |
| Widowed | 8.7% |
| Don't Know/Refused | 1.3% |

Consistent with population estimates from the census, the majority of respondents lived in Virginia Beach (27.1%), Chesapeake (18.5%), and Norfolk (18.0%). The majority of survey participants were employed (60.4%), 11.7 percent worked part-time while 48.7 percent reported that they worked full-time. Of the remaining respondents, 27.2 percent were retired, 4.2 percent were unemployed but looking for work, and 6.9 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 (91.3%). Only 4.8 percent of respondents were active duty military and/or had a spouse/partner that was in the military. Almost one-fifth (17.6%) of participants in the survey reported their family household income for last year as \$30,000 or less, 36.2 percent reported earning more than \$30,000 to \$75,000, while 31.7 percent

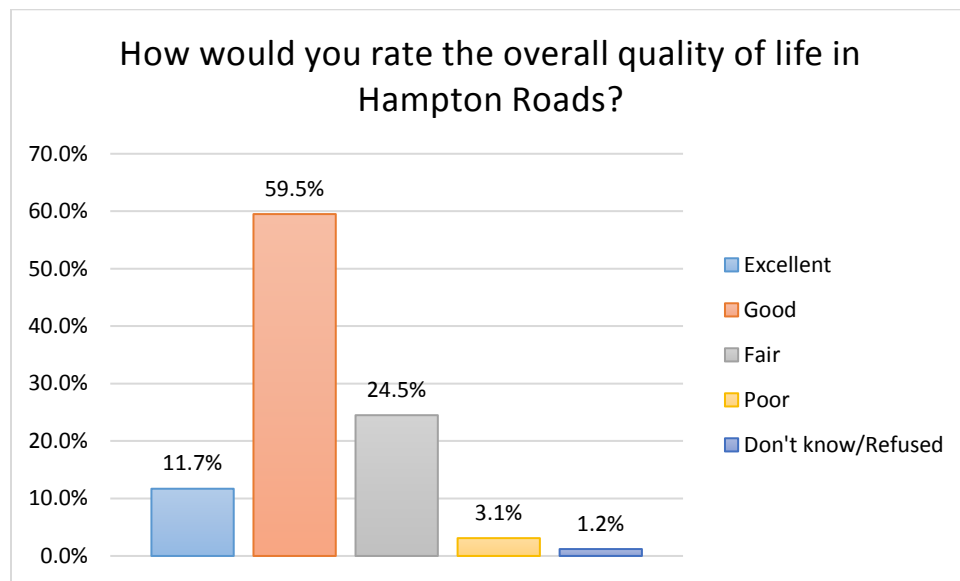
earned more than \$75,000. Respondents were also asked to identify their type of household phone usage. Over sixty percent of respondents indicated that their household was cellphone mostly or cellphone only (35.0% and 27.2%, respectively). Another 31.5 percent of respondents indicated that their household used landline and cellphones equally, while only 2.0 percent indicated that their household was landline only.



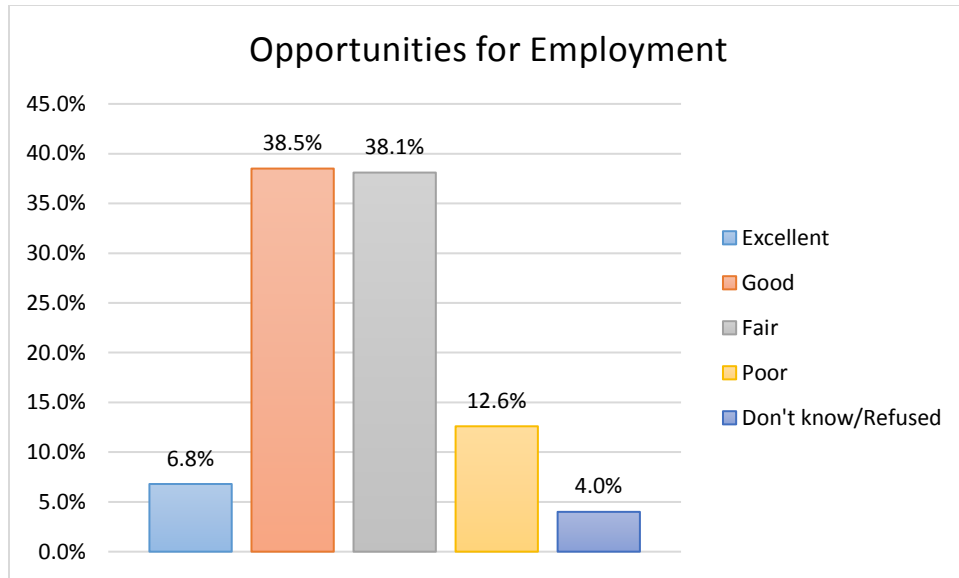


Overall Quality of Life

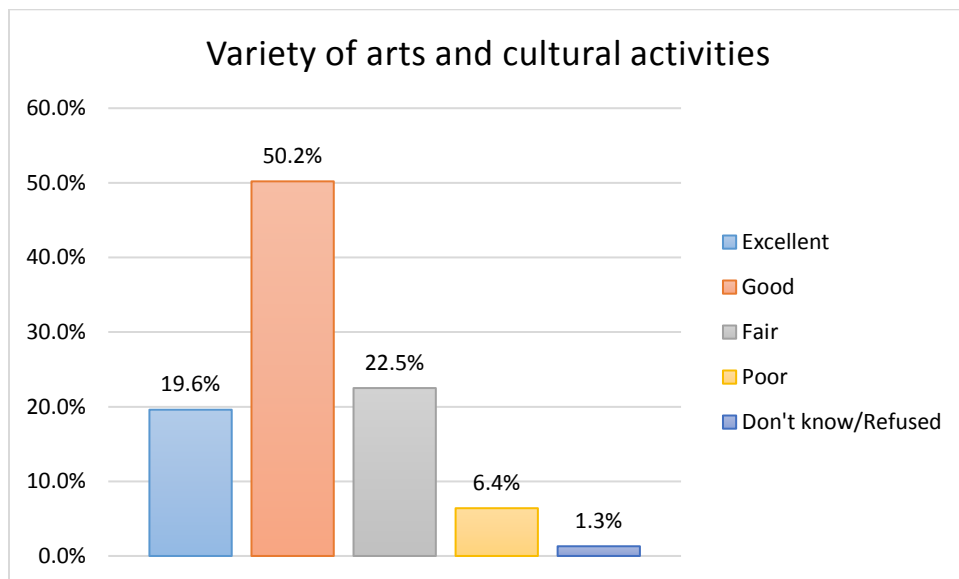
The overall quality of life in Hampton Roads has remained steady. The 2017 Life in Hampton Roads (LIHR) survey continues to show a generally good regional quality of life. The majority of those interviewed (71.2%) reported that the overall quality of life in Hampton Roads was excellent or good while 27.6 percent found it to be fair or poor. The portion of respondents rating regional quality of life as good or excellent is slightly higher than last year's portion (70.3%).



Respondents were fairly split when rating opportunities for employment in Hampton Roads. Over half of respondents (50.7%) rated opportunities for employment as either fair or poor (38.1% and 12.6% respectively). Conversely, just under half (45.3%) rated opportunities for employment as either excellent or good (6.8% and 38.5% respectively).

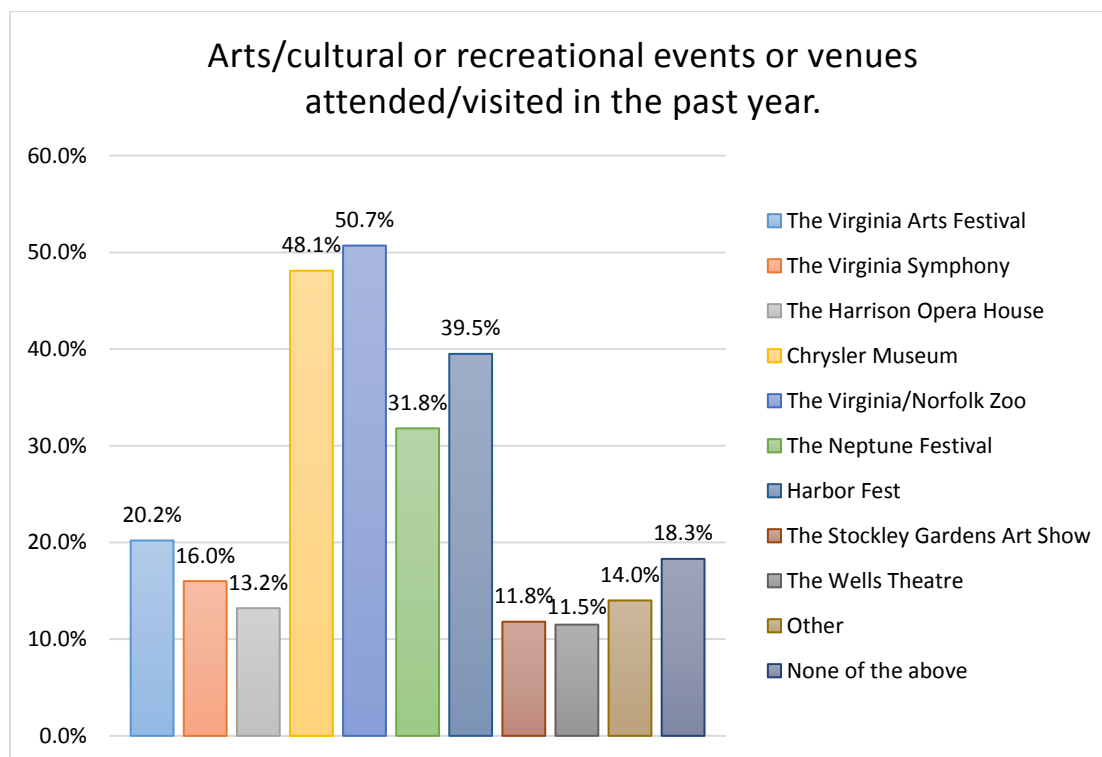


Respondents rated the variety of arts and cultural activities available in Hampton Roads favorably. The majority (69.8%) rated the variety of arts and cultural activities as either excellent or good and 22.5 percent rated the variety of arts and cultural activities as fair. Only 6.4 percent rated the variety of arts and cultural activities in Hampton Roads as poor.



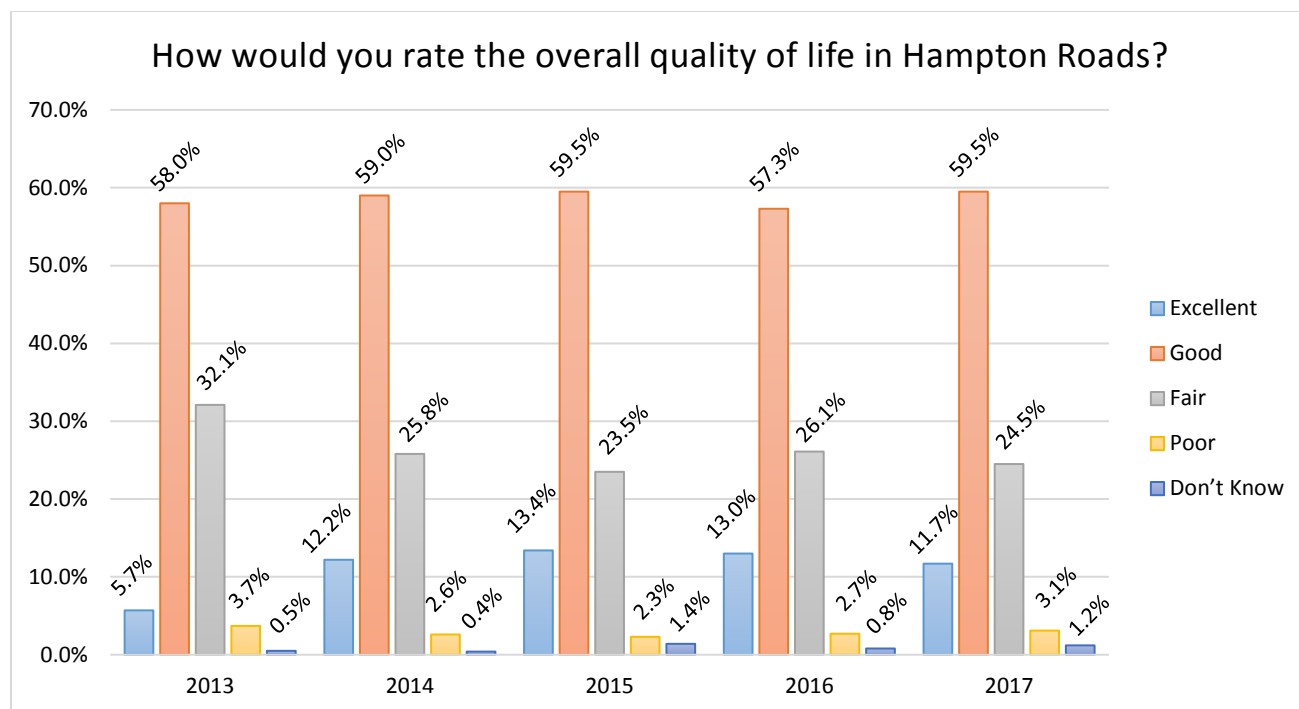
Respondents were asked what arts, cultural, or recreational events or venues they had attended in the past year. Over fifty percent (50.7%) said they had been to the Virginia/Norfolk Zoo in the past year

and 48.1 percent said they had been to the Chrysler Museum. Additionally, 39.5 percent attended Harbor Fest and 31.8 percent attended The Neptune Festival in the past year. Other venues and events mentioned were the Virginia Arts Festival (20.2%), the Virginia Symphony (16.0%), the Harrison Opera House (13.2%), the Stockley Gardens Art Show (11.8%), and the Wells Theatre (11.5%).



Quality of Life in Hampton Roads

Over the last several years, quality of life has remained relatively consistent in Hampton Roads. In 2013, 63.7 percent of respondents rated the quality of life in Hampton Roads as excellent or good. In 2014, 71.2 percent of respondents rated quality of life in Hampton Roads as excellent or good, in 2015, 72.9 percent, and in 2016, 70.3 percent. In 2017, there was a slight increase in the percentage of respondents who rated quality of life in Hampton Roads as excellent or good (71.2%). 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 decreased from 3.7 percent in 2013 to 3.1 percent in 2017, although this is slightly higher than the three previous years (2.6%, 2.3%, and 2.7%, respectively).



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 (65.1%). Another 30.6 percent indicated that they rent, while only 3.8 percent reported having another arrangement.

| Home Ownership | 2013 | 2014 | 2015 | 2016 | 2017 |
|---------------------------------|-------|-------|-------|-------|-------|
| Own or in the process of buying | 71.4% | 65.6% | 65.5% | 64.3% | 65.1% |
| Rent | 25.5% | 31.9% | 30.6% | 32.7% | 30.6% |
| Other arrangement | 3% | 2% | 3.1% | 2.2% | 3.8% |
| Don't know/Refused | 0.1% | 0.6% | 0.9% | 0.7% | 0.5% |

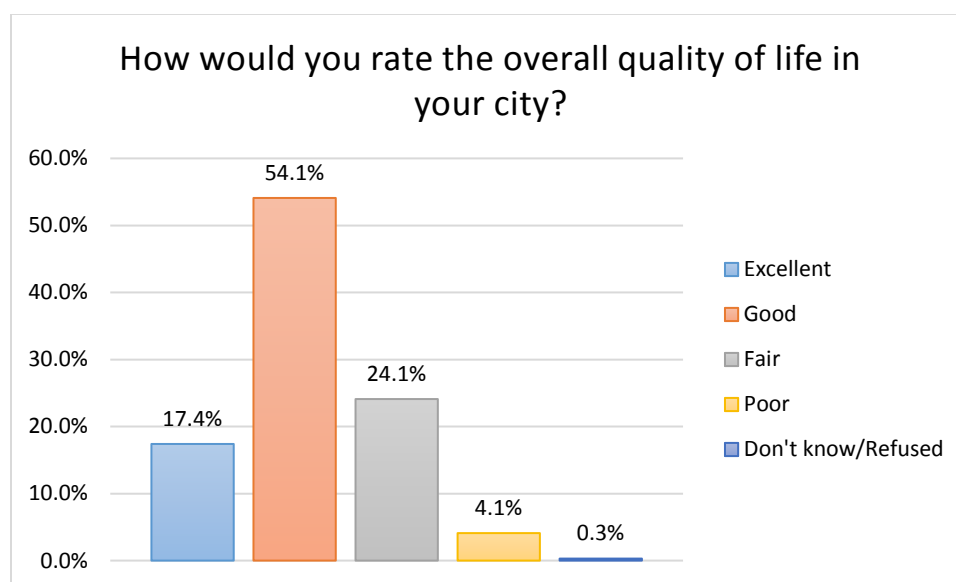
Neighborhood and City Quality of Life Ratings

The 2017 Life in Hampton Roads survey examined sub-regional measures of neighborhood and city quality of life 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 3.27 percent (95% confidence level). Thus, only quite large differences between subsample groups are statistically significant and the margin of error for individual cities will be much larger.

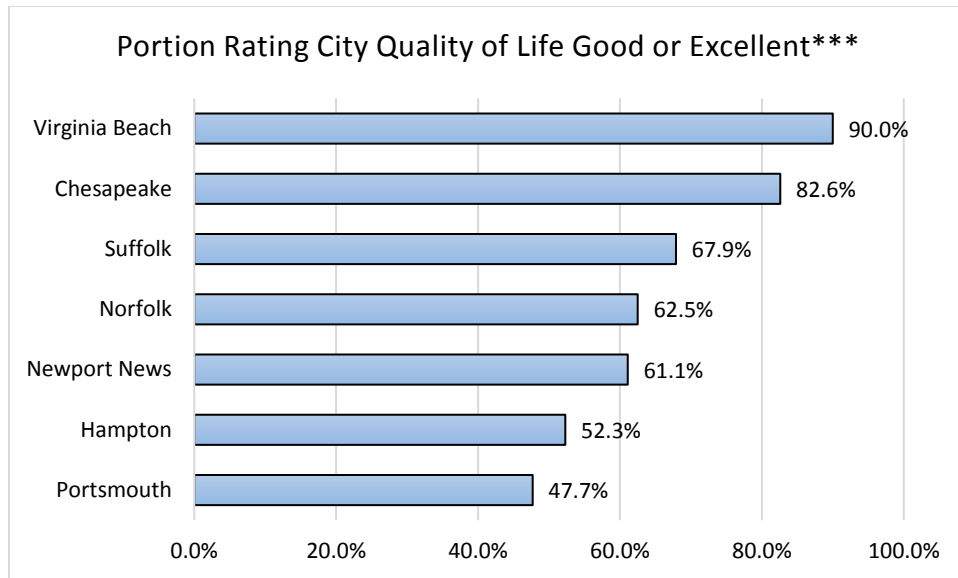
City Quality of Life

Respondents were asked to rate the quality of life for their city of residence. Over 70 percent of respondents reported the quality of life in their city as excellent or good (17.4% and 54.1%, respectively). Another 28.2% rated the quality of life in their city as either fair (24.1%) or poor (4.1%).



Perceptions of city quality of life varied significantly across the Hampton Roads region ($p < .05$). At the top end, 90.0 percent of respondents from Virginia Beach rated the quality of life in their city as good or excellent, as did 82.6 percent of respondents from Chesapeake. Suffolk was considerably lower, with 67.9 percent rating city quality of life good or excellent. Norfolk and Newport News ranked somewhat lower, at 62.5 percent and 61.1 percent respectively. Finally, Hampton and Portsmouth ranked substantially lower at 52.3 percent and 47.7 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,

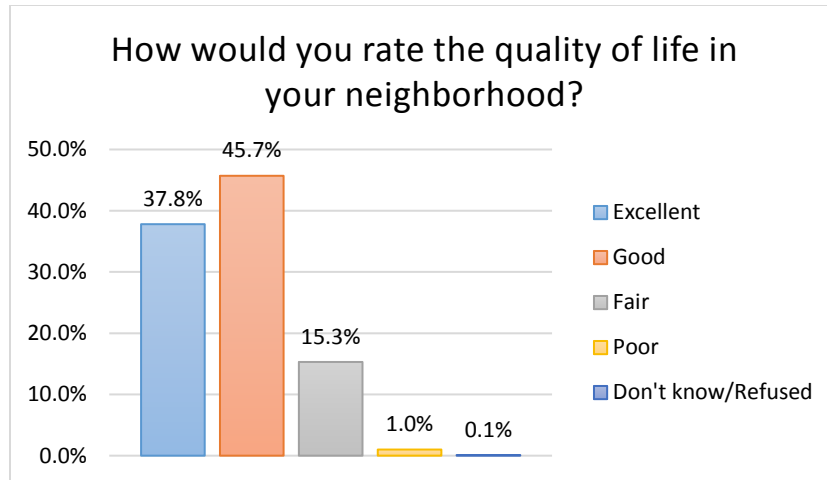
Hampton, and Portsmouth) cannot be known with statistical confidence, we can be confident at more than the 95 percent confidence level that the top group and bottom group are different, and the observed rankings are broadly consistent with patterns we have seen in previous survey years.



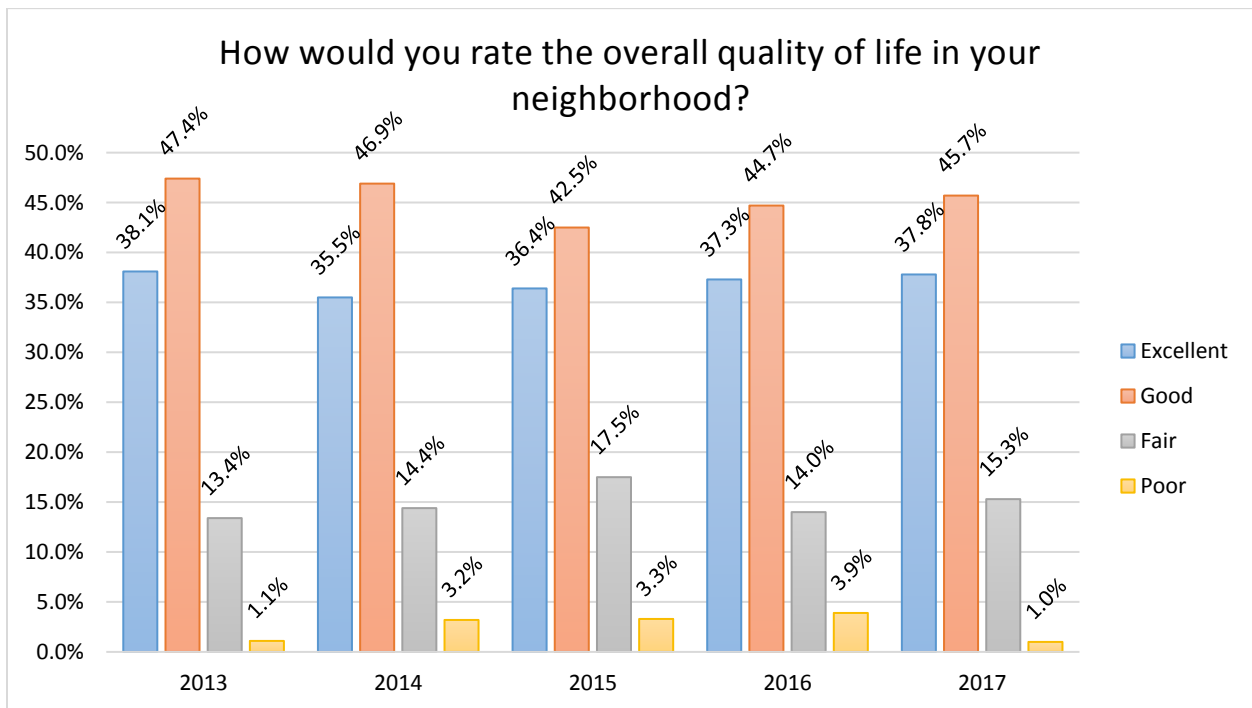
***p<.000 statistically significant, 2-tailed test

Neighborhood Quality of Life

Overall, respondents reported very high ratings for quality of life in their neighborhood. The majority of respondents (83.5%) rated the quality of life in their neighborhood as either excellent or good. In contrast, only 16.3 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 (83.5%), followed by city of residence (71.5%), and finally Hampton Roads as a whole (71.2%).



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 2013 (85.5%) to 2015 (78.9%), 2016 and 2017 saw the percentage of respondents rating the quality of life in their neighborhood as excellent or good increase to 82 and 83.5 percent, respectively. Additionally, 2017 saw the lowest percentage of respondents rating the quality of life in their neighborhood as poor (1.0%) in the past five years. The previous low was in 2013 (1.1%) and in 2014 through 2016, this percentage was over 3 percent each year.



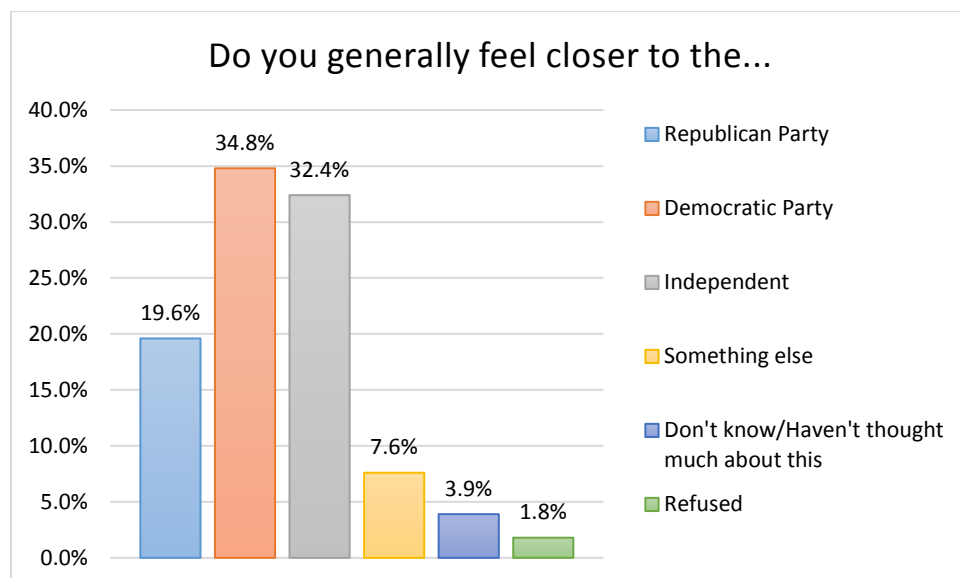
In summary, overall quality of life in Hampton Roads remains relatively consistent to past years. Although there were some differences between cities in the reported quality of life, respondents reported a slightly higher quality of life in their neighborhoods in 2017 than last year. There was a slight increase in quality of life in Hampton Roads as a whole since 2016. Respondents rated the variety of arts and cultural activities higher than opportunities for employment (69.8% excellent/good compared to 45.3% excellent/good). Those rating economic conditions as fair or poor are the highest since 2014.

Politics and Economics

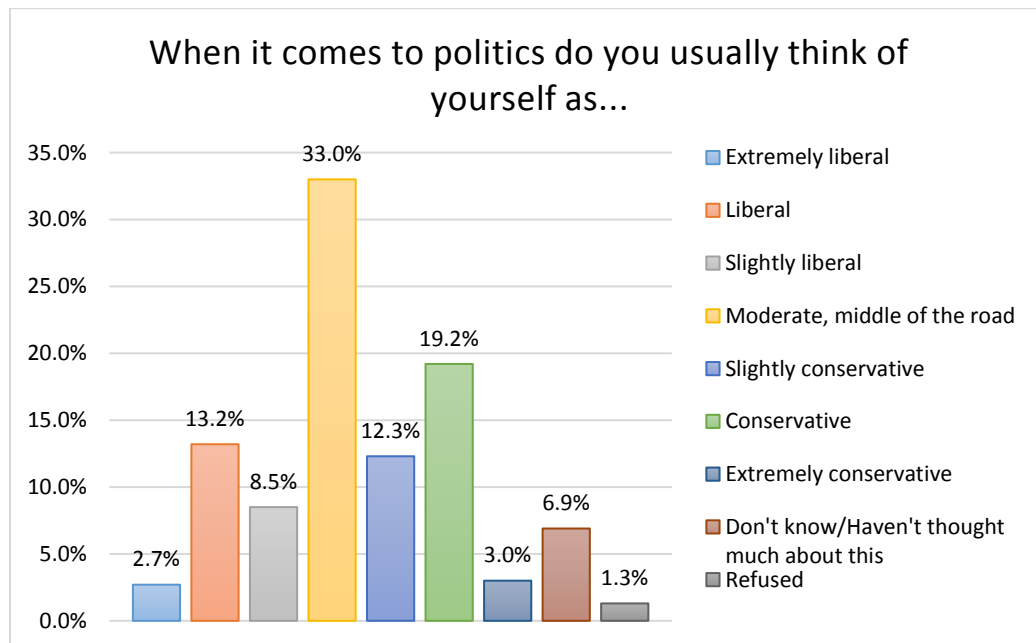
The political climate is one factor in understanding attitudes on a various of issues. Respondents were asked a variety of questions including party affiliation, political attitudes and voter registration. The 908 participants gave a wide variety of answers to these questions and much of the data reflects response patterns seen in years past.

Political Affiliations and Attitudes

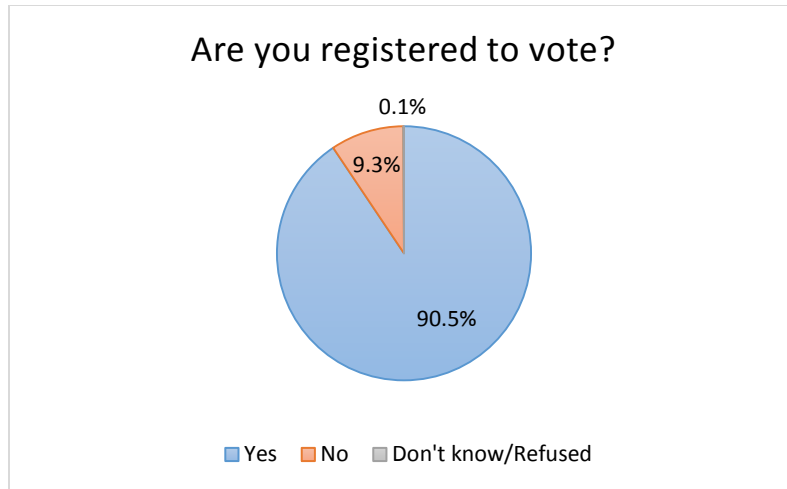
Respondents were asked what political party they generally feel closer to. A larger proportion of respondents reported feeling closer to the Democratic Party (34.8%) or being Independent (32.4%) than the Republican party (19.6%) or feeling closer to something else (7.6%).



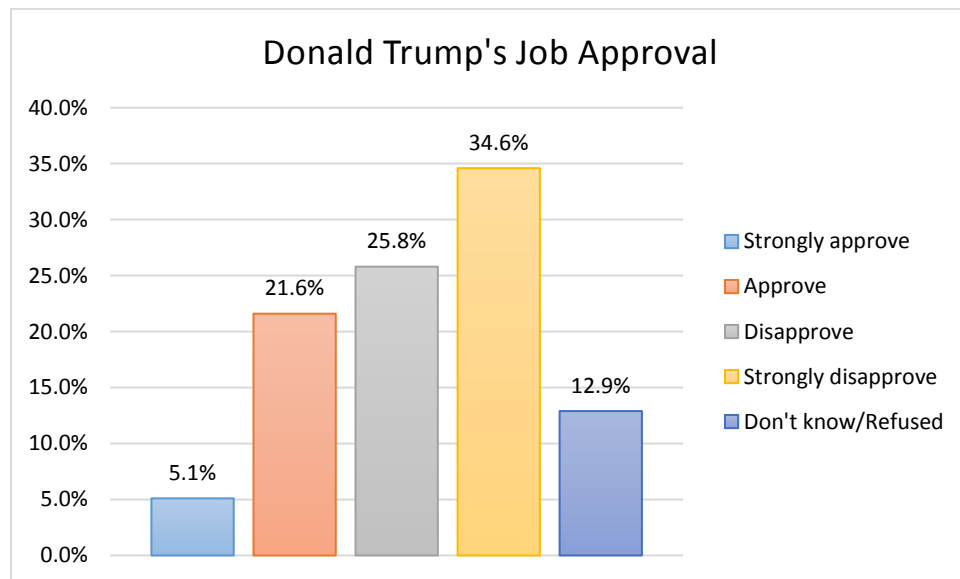
Next, respondents were asked to identify whether they usually think of themselves as extremely liberal, liberal, slightly liberal, moderate, slightly conservative, conservative, or extremely conservative. Not surprisingly, moderate was the most commonly given response (33.0%). Those respondents who reported being conservative (overall 34.5%) were broken down as "conservative" (19.2%), "slightly conservative" (12.3%), and "extremely conservative" (3.0%). Those who reported being liberal (overall 24.4%) were broken down as "liberal" (13.2%), "slightly liberal" (8.5%), and "extremely liberal" (2.7%). However, despite the fact that more respondents identified with the Democratic Party (34.8%) than the Republican Party (19.6%), there were more respondents who reported being conservative (34.5%) than liberal (24.4%).



Respondents were asked whether or not they were registered to vote. The vast majority of respondents said that they were registered to vote (90.5%), while only 9.3 percent of respondents were not registered to vote at the time of the survey.

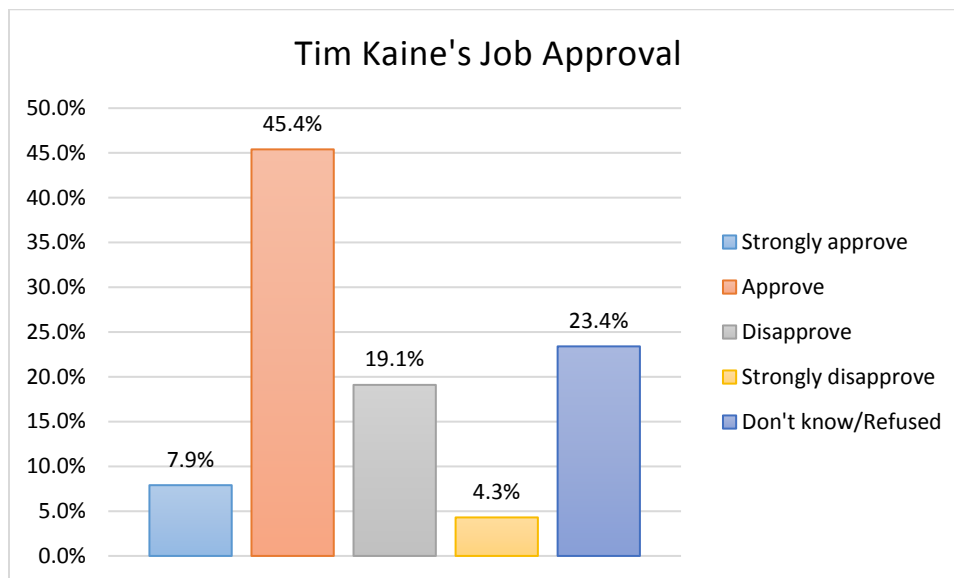


Donald Trump had been in office for five months when the Life In Hampton Roads survey began. Therefore, respondents were asked how Donald Trump was doing in his job as president. A majority, 60.4%, of respondents either disapproved (25.8%) or strongly disapproved (34.6%) of the job that he is doing as president. Only 5.1% of Hampton Roads residents strongly approved of the job that he is doing as president, while 21.6% approved.

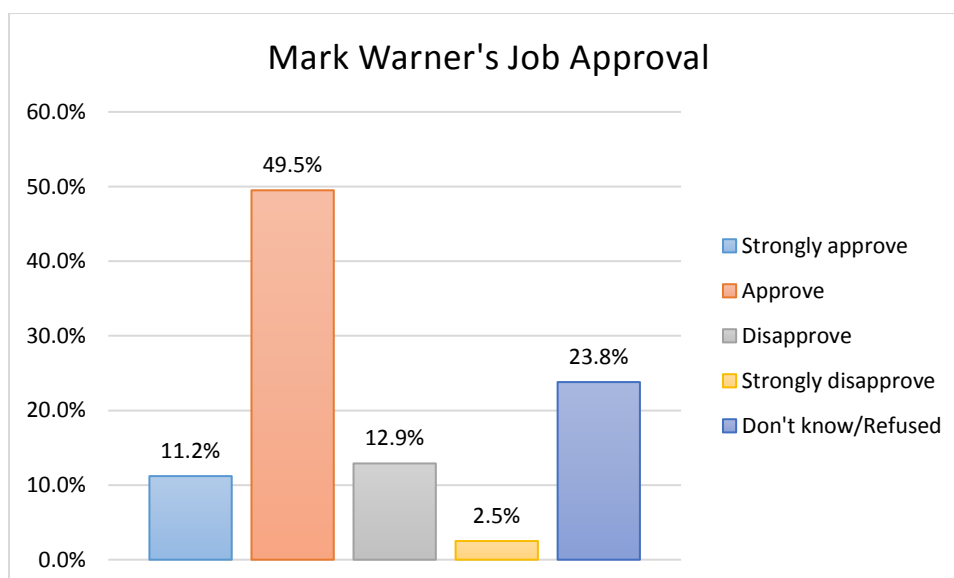


Respondents were also asked how Tim Kaine was doing in his job as senator. A majority (53.3%) of respondents either approved (45.4%) or strongly approved (7.9%) of the job that he is doing as senator.

A small percentage (4.3%) of Hampton Roads residents strongly disapproved while 19.1 percent disapproved.

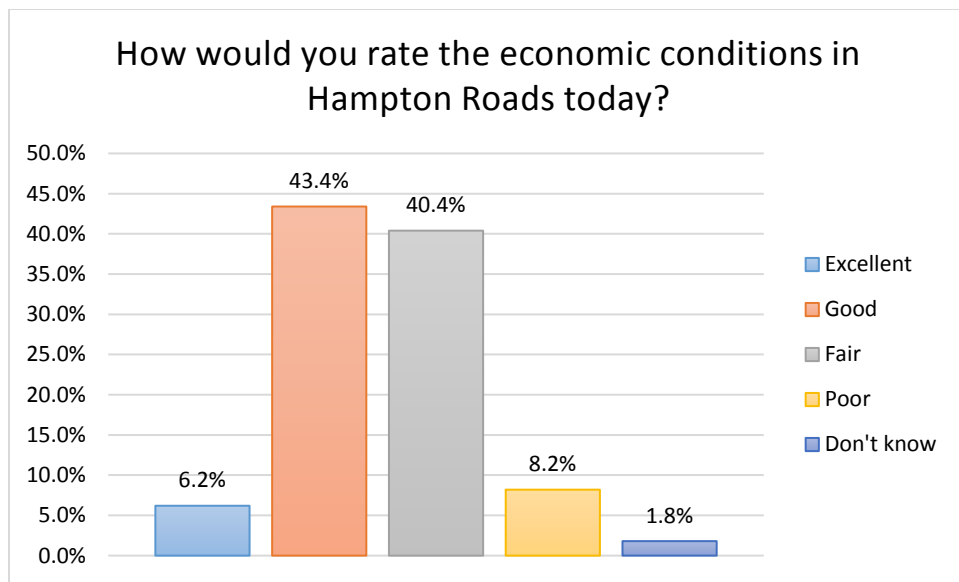


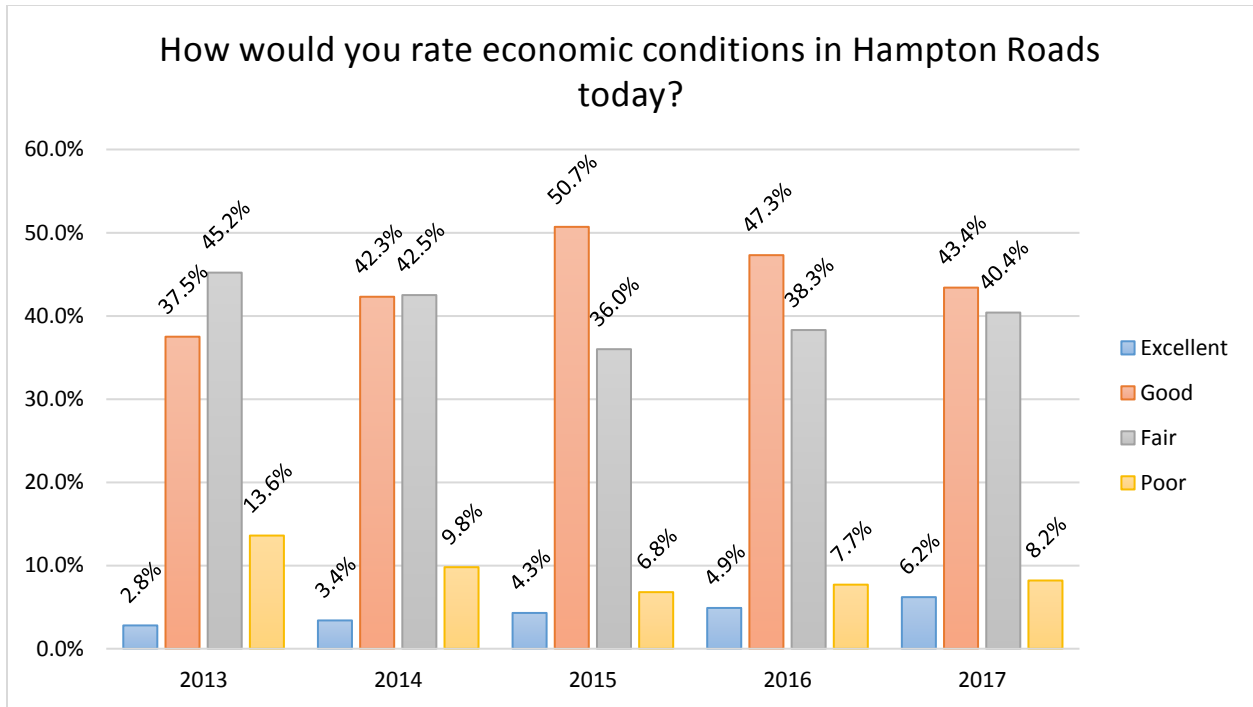
Respondents were also asked how Mark Warner was doing in his job as senator. A majority (60.7%) of respondents either approved (49.5%) or strongly approved (11.2%) of the job that he is doing as senator. A small percentage (2.5%) of Hampton Roads residents strongly disapproved of the job that he is doing as senator, while 12.9% disapproved. Almost one-quarter of the respondents either did not know or refused to answer the approval questions about our senators.



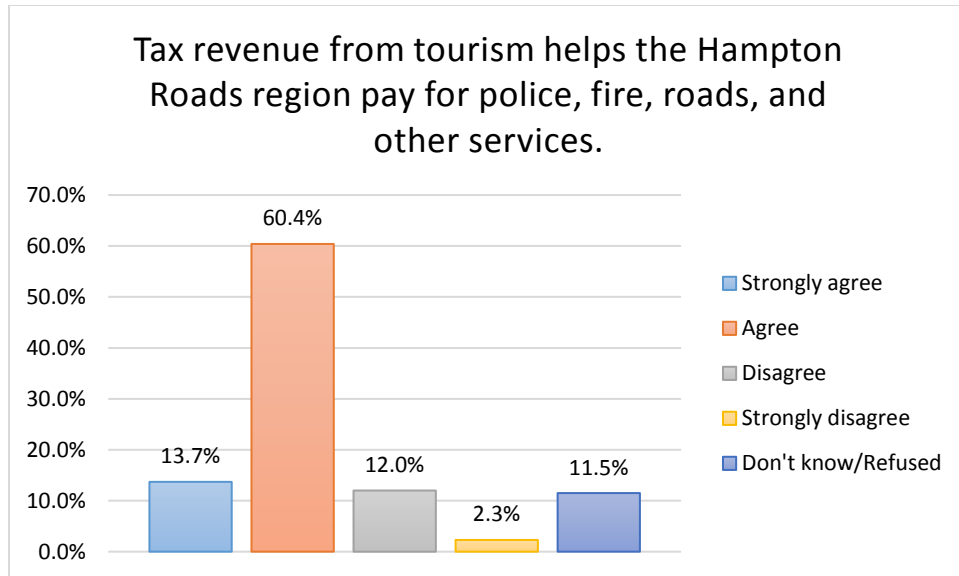
Economic Conditions and Tourism

Survey respondents were asked to rate the economic conditions in Hampton Roads today. A vast majority of our respondents answered good (43.4%) or fair (40.4%). The percentage of respondents who feel the economy is doing 'good' has declined nearly seven percent since 2015. Conversely, 8.2 percent said that they believed that the economic conditions were poor. Only 6.2% of residents believed economic conditions to be excellent.

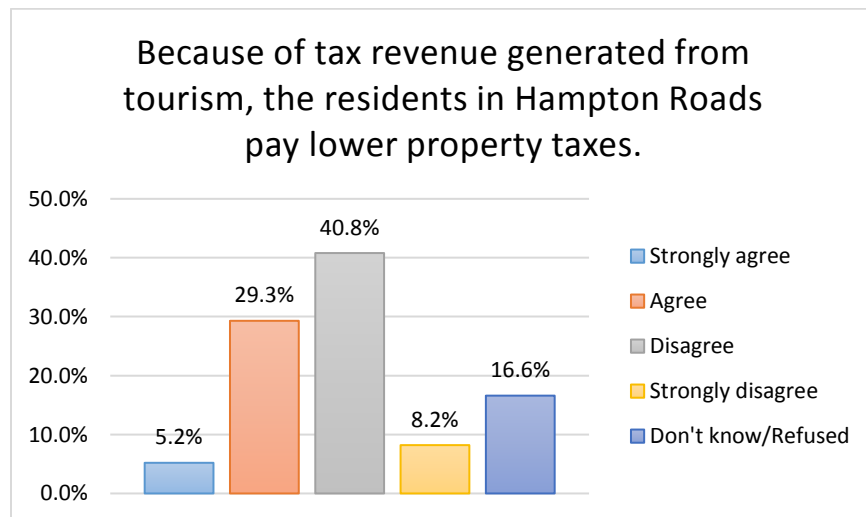




Respondents were asked a series of questions about tourism and the perceived benefits of tourism in Hampton Roads. Residents were asked whether they believed that tax revenue from tourism helps the Hampton Roads region pay for police, fire, roads, and other services. Over 70 percent of the respondents generally agreed (13.7 % strongly agreed, 60.4% agreed) that the tax from tourism helps with public services needed here in Hampton Roads. Less than 15 percent of respondents generally disagreed (12.0% disagreed, 2.3% strongly disagreed).

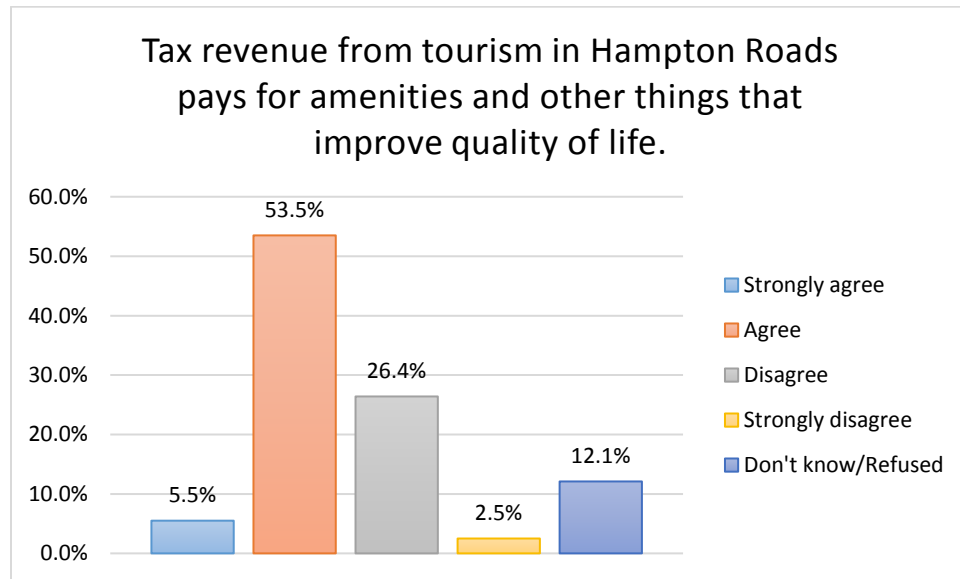


We subsequently asked the survey respondents if they believed that because of tax revenue generated from tourism, the residents in Hampton Roads pay lower property taxes. Nearly 50 percent of the respondents generally disagreed (40.8 % agreed, 8.2% strongly disagreed) that the tax from tourism lowers property taxes in Hampton Roads. In opposition, generally 34.5 percent agreed (29.3% agreed, 5.2% strongly agreed). A sizeable minority did not know or refused to answer (16.6%).

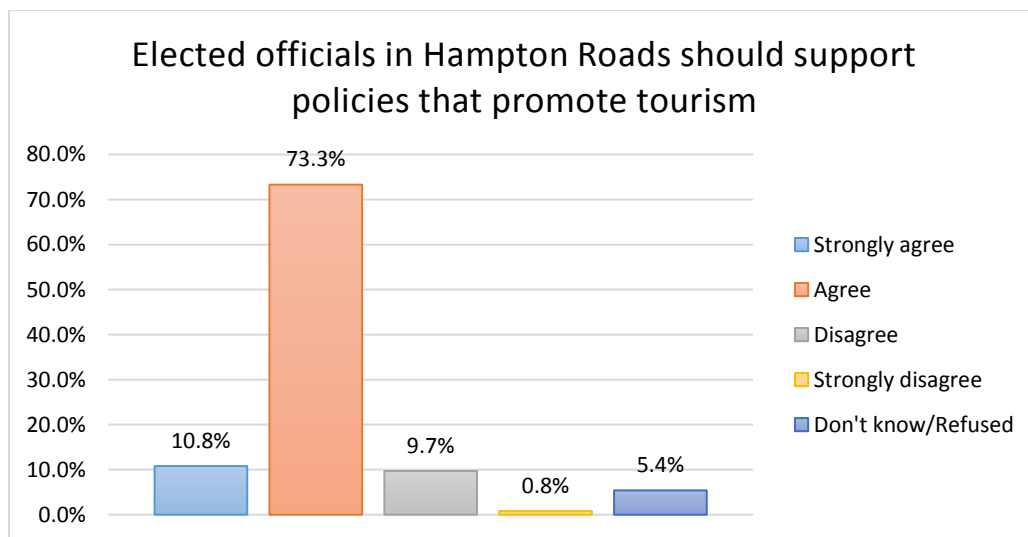


In addition, survey respondents were asked if they believed that tax revenue from tourism in Hampton Roads pays for amenities and other things that improve quality of life. Over 55 percent of the

respondents generally agreed (53.5% agreed, 5.5% strongly agreed) that the tax from tourism pays for amenities that improve the quality of life in the area. In opposition, 28.9 percent generally disagreed (26.4% disagreed, 2.5% strongly disagreed).



Lastly, we asked the survey respondents if they believe that elected officials in Hampton Roads should support policies that promote tourism. Over 80 percent of the respondents generally agreed (73.3% agreed, 10.8% strongly agreed) that elected officials should support tourism. In opposition, less than 11 percent of people generally disagreed (9.7% disagreed, 0.8% strongly disagreed).



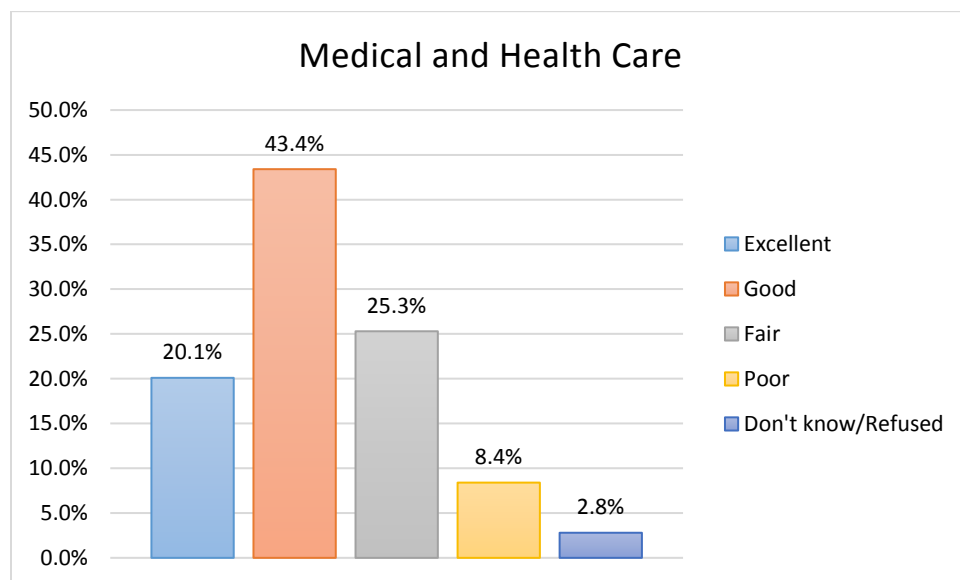
In summary, perceptions of economic and political conditions in Hampton Roads have remained generally the same since last year. However, there was a decrease in the percentage of people who believed that economic conditions were excellent or good. Respondents also generally think that tax revenue from tourism benefitted the area by aiding in public services and improving the local quality of life.

Health Care & Education

The health and education of Hampton Roads residents are vital to ensuring that the community thrives. The 2017 Life in Hampton Roads survey asked 908 residents of the Hampton Roads area about their general health, certain health conditions, their child's health, and opinions about local public school systems.

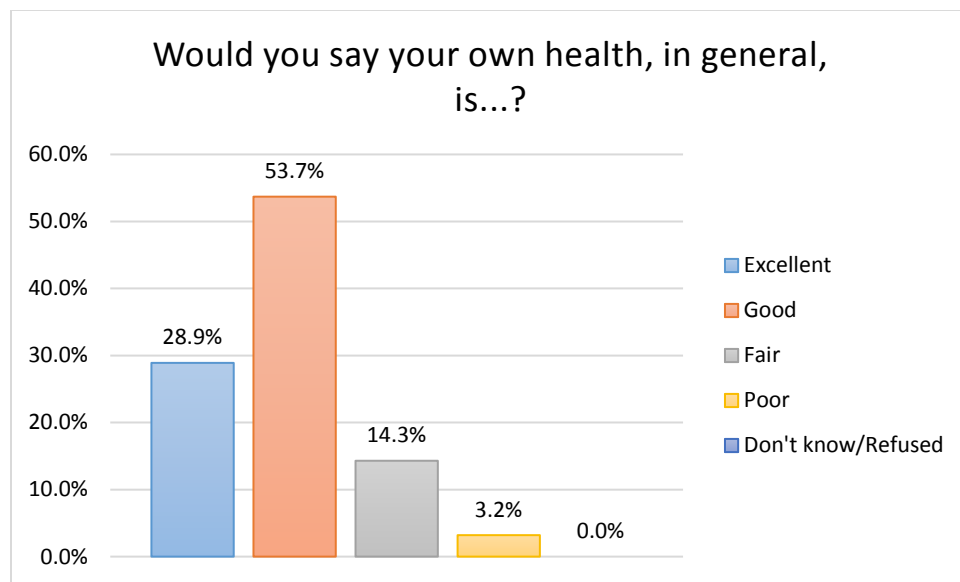
Medical and Health Care

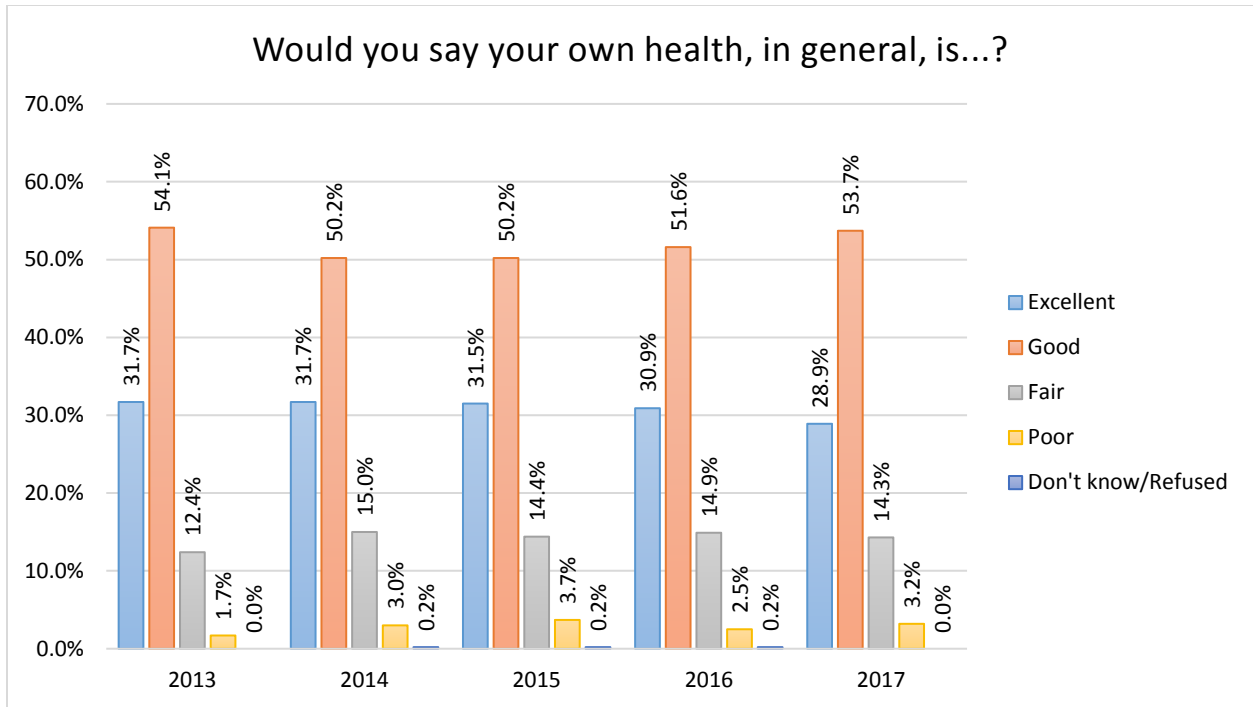
The majority of the respondents rated medical and health care good in Hampton Roads (43.4%). While 20.1% of respondents believed medical and health care to be excellent, a portion (25.3%) of the residents did report that the medical and health care was only fair. A smaller percentage reported being less satisfied than other respondents with 8.4 percent of residents rating medical and health care as poor.



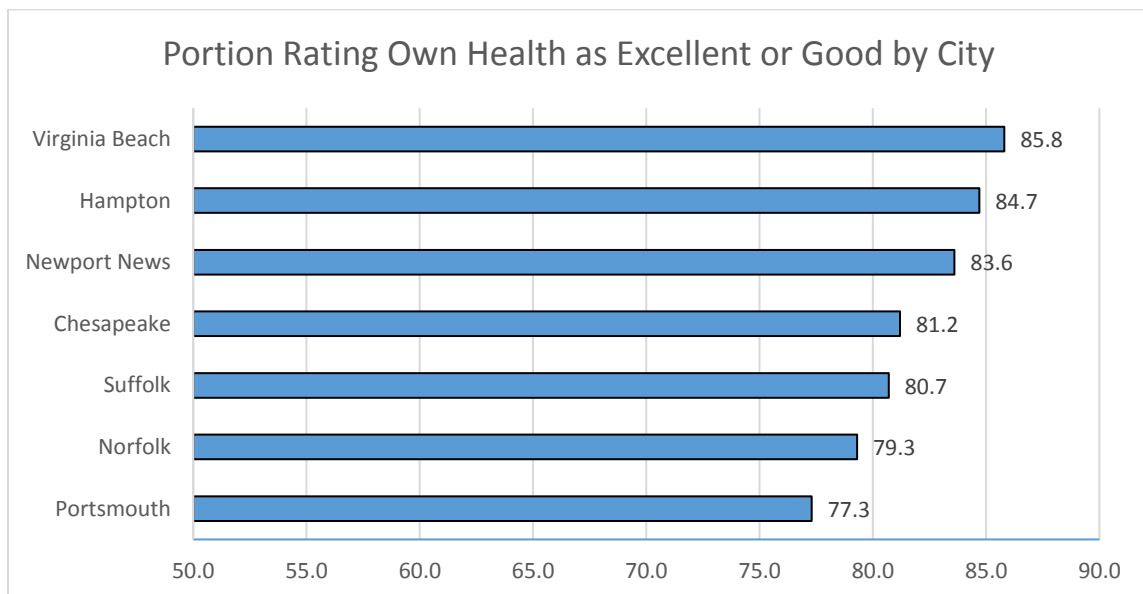
General Health

Less than half (28.9%) of Hampton Roads residents rated their own general health as excellent, the lowest it has been since 2013. The majority of the respondents reported themselves to be in good health (53.7%). Almost 15 percent (14.3%) of the respondents from the survey stated that they are in fair health. There was a slight increase in respondents reporting that they have poor general health. The 2017 survey indicated 3.2 percent of people were in poor health, while the 2016 survey reported 2.5 percent for poor general health.



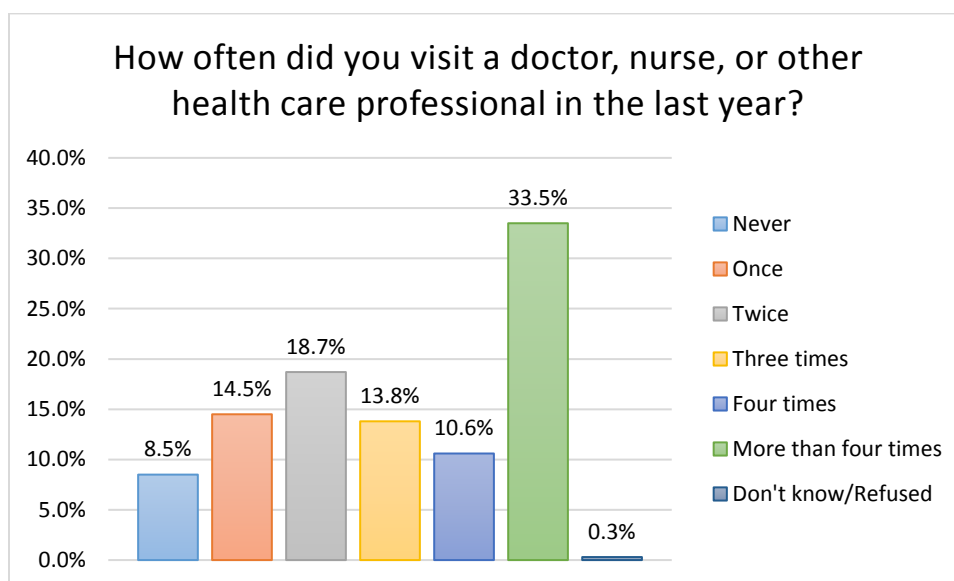


Amongst the cities, Virginia Beach (85.8%) and Hampton (84.7%) residents had the highest ratings of overall health. On the opposite end of the spectrum, Norfolk (79.3%) and Portsmouth (77.3%) had lower percentages of residents who rated their overall health excellent or good when compared to their counterparts.



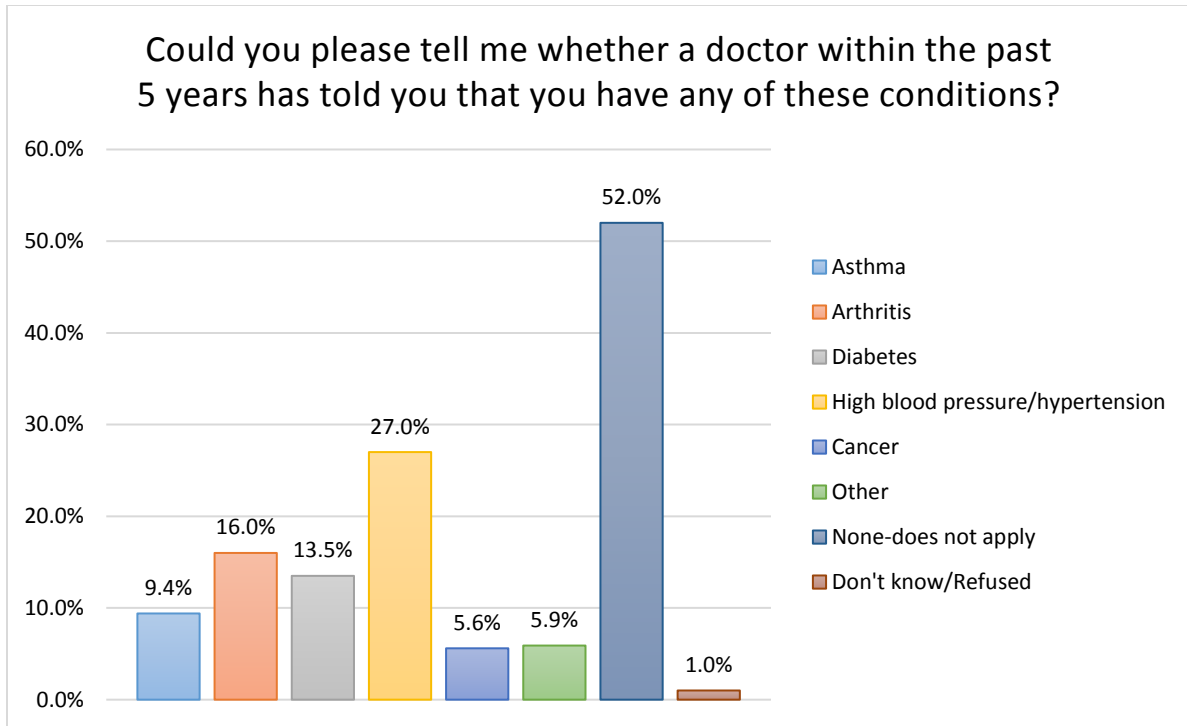
Health Care Visits

Respondents were asked if they visited a doctor, nurse, or other health care professional in the last year, excluding visits for other family members. About one-third (33.5%) of the survey respondents indicated that they visited a doctor more than four times in the past year. Slightly more than 10 percent (10.6%) of respondents stated that they had visited a doctor, nurse, or other care professional four times within the last year. Meanwhile, 32.5 percent reported that they visited some form of health professional two (18.7%) or three (13.8%) times. Some respondents revealed that they only went to visit a doctor, nurse or health professional, once (14.5%) or none (8.5%) within the last year.



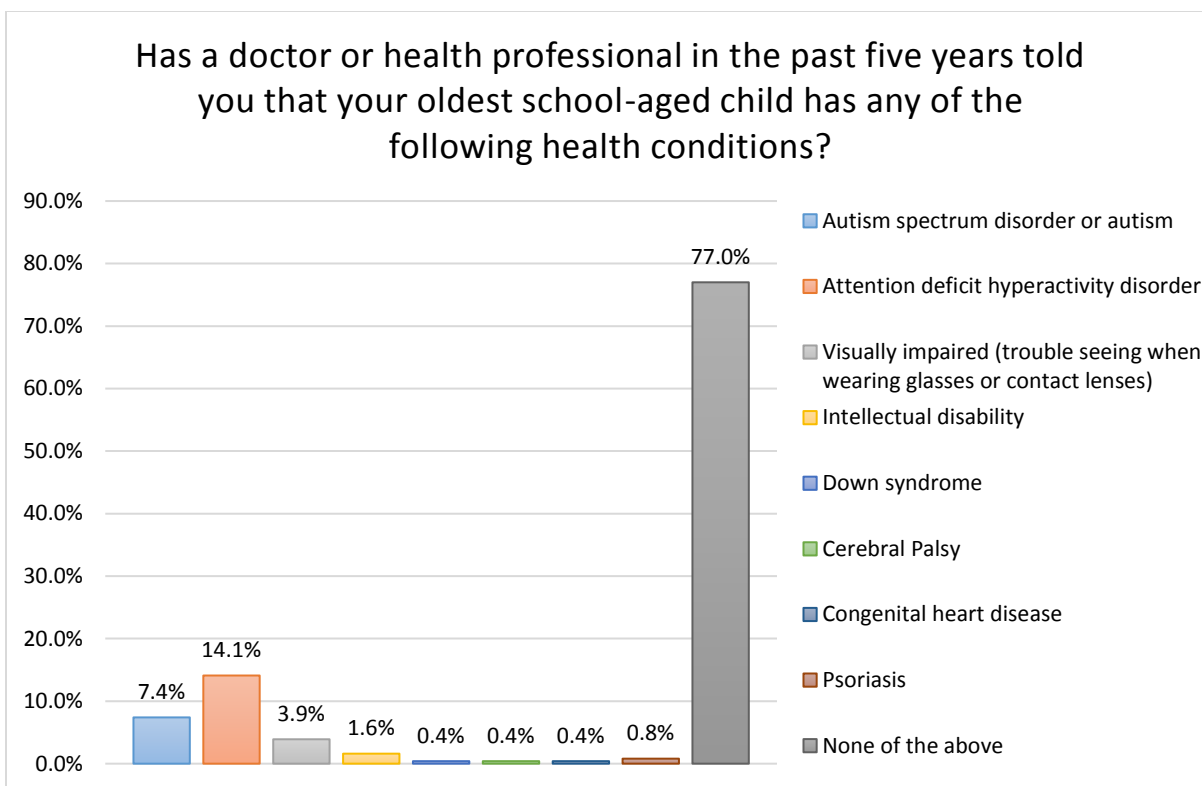
Health Conditions

We asked survey respondents about conditions that they might have been diagnosed with within the past 5 years. The conditions listed included asthma, arthritis, diabetes, high blood pressure/hypertension, and cancer. Over 50 percent (52.0%) of the Life in Hampton Roads respondents said that they have not been diagnosed with any of the listed conditions within the last five years. High blood pressure/hypertension was the most common condition mentioned by survey respondents (27.0%). The next most common condition was arthritis with 16.0 percent. Only 5.6 percent of the surveyed residents reported being diagnosed with cancer within the last five years.



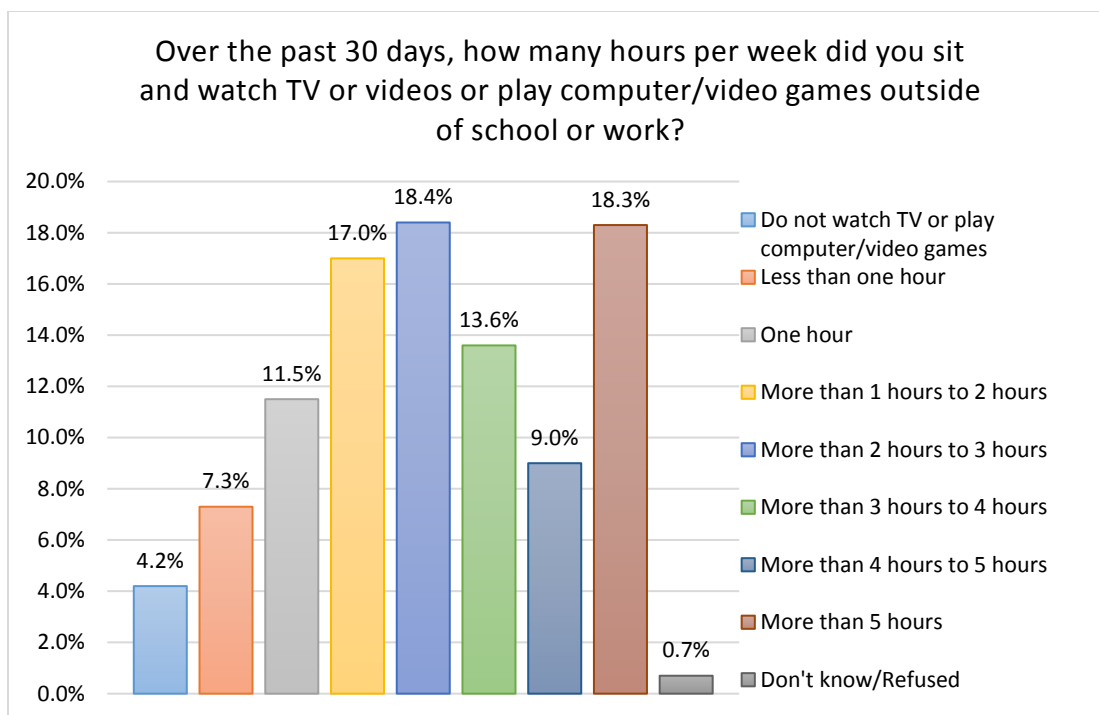
Child's Health Conditions

The 2017 Life in Hampton Roads survey asked respondents, “Has a doctor or health professional in the past five years told you that your oldest school-aged child has any of the following health conditions?” The conditions listed included autism spectrum disorder or autism, attention deficit hyperactivity disorder, visually impaired, intellectual disability, Down syndrome, cerebral palsy, congenital heart disease, and psoriasis. Over three-fourths (77.0%) of our respondents stated that their child has not been diagnosed with any of these conditions within the past five years. Attention deficit hyperactivity disorder was mentioned most often amongst the conditions previously listed (14.1%). The second leading response reported for Hampton Roads children was autism (7.4%). Very few respondents indicated that their oldest child was diagnosed with being visually impaired, intellectual disability, Down syndrome, cerebral palsy, congenital heart disease, or psoriasis (3.9%, 1.6%, 0.4%, 0.4%, 0.4%, 0.8%, respectfully).



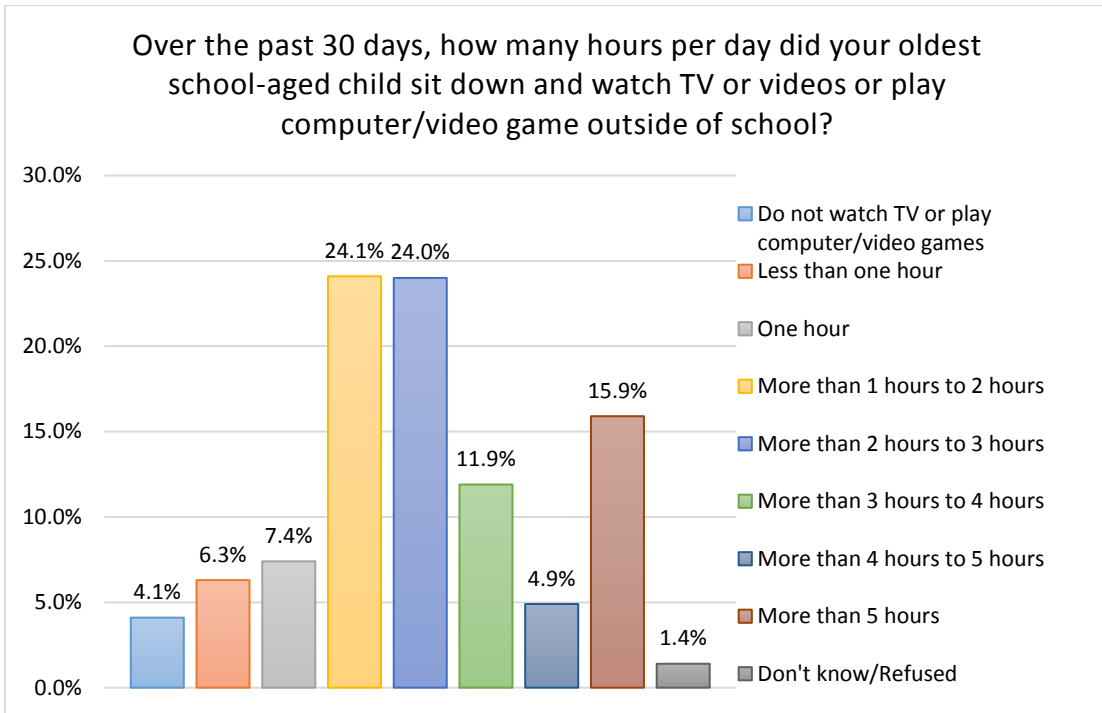
TV & Computer Games

In the 2017 Life in Hampton Roads study, respondents were asked, “Over the past 30 days, how many hours per week did you sit and watch TV or videos or play computer/video games outside of school or work?” While some respondents indicated that they do not watch television or play computer/video games (4.2%), some (18.3%) respondent’s stated that they watch television or play computer/video games more than 5 hours a week. Some (7.3%) reported partaking in these activities less than one hour a week. Only 11.5 percent of residents stated that they only watch television or play games for one hour a week. The majority (49%) reported watching television or playing video games more than 1 to 2 hours (17.0%), more than 2 to 3 hours (18.4%), or more than three to four hours (13.6%). There were few (9.0%) respondents who indicated that they watched television or played video/computer games for more than 4 to 5 hours per week.



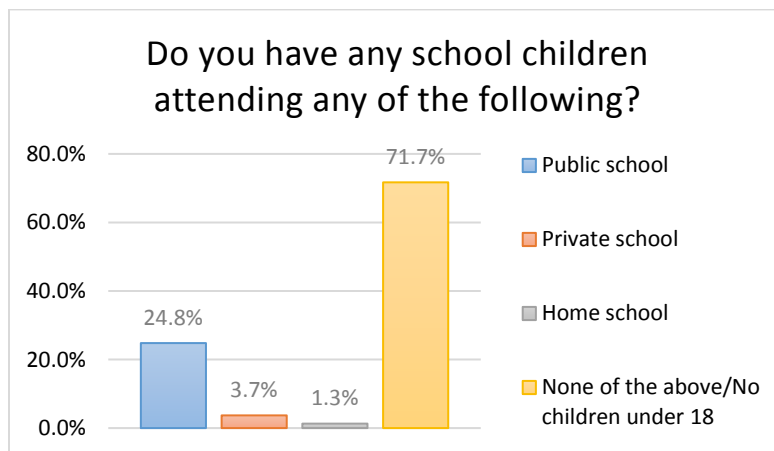
Respondents were also asked, “Over the past 30 days, how many hours per day did *your oldest school-aged child* sit down and watch TV or videos or play computer/video game outside of school?”

While some respondents indicated that their oldest child does not watch television or play computer/video games (4.1%), some (15.9%) respondents stated that their child watches television or plays computer/video games more for more than 5 hours a week. Less than 7 percent (6.3%) reported their child partaking in these activities less than one hour a week. About 7 percent (7.4%) of residents stated that their child only watches television or play games for one hour a week. The majority (60%) reported that their child watches television or plays video games for more than 1 to 2 hours (24.1%), more than 2 to 3 hours (24.0%), or more than three to four hours (11.9%). There were few (4.9%) respondents that indicated that their child watched television or played video/computer games for more than 4 to 5 hours per week.

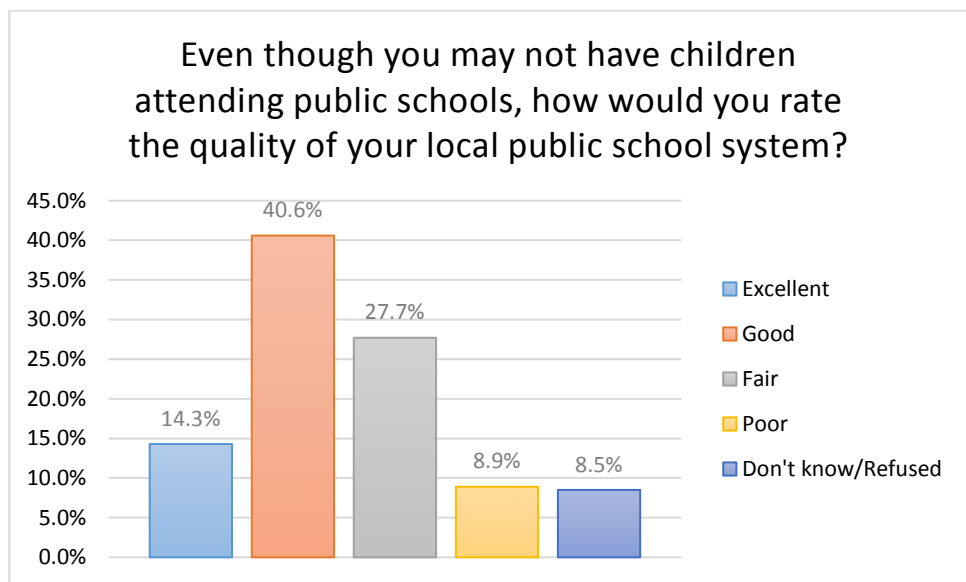


Public School System

We wanted to inquire if parents were choosing public school, private school, or home schooling for their children. Most (71.7%) of our respondents did not have children, or had children that were over 18 years old and not in school. About one-quarter of respondents indicated that they have children enrolled in public school (24.8%). Only 3.7 percent of the respondents indicated that they have children that are enrolled in private school. Home school was the least frequent type of school with a mere 1.3 percent.

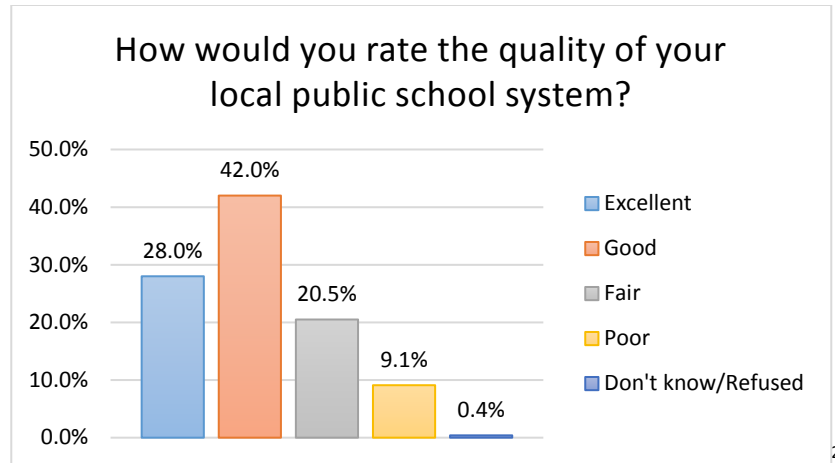


For respondents who previously told us that they did not have school aged children, we asked, “Even though you may not have children attending public schools, how would you rate the quality of your local public school system?” While the majority (54.9%) of these respondents rated the public school system as excellent (14.3%) or good (40.6%), others rated the school system as fair (27.7%) or poor (8.9%).

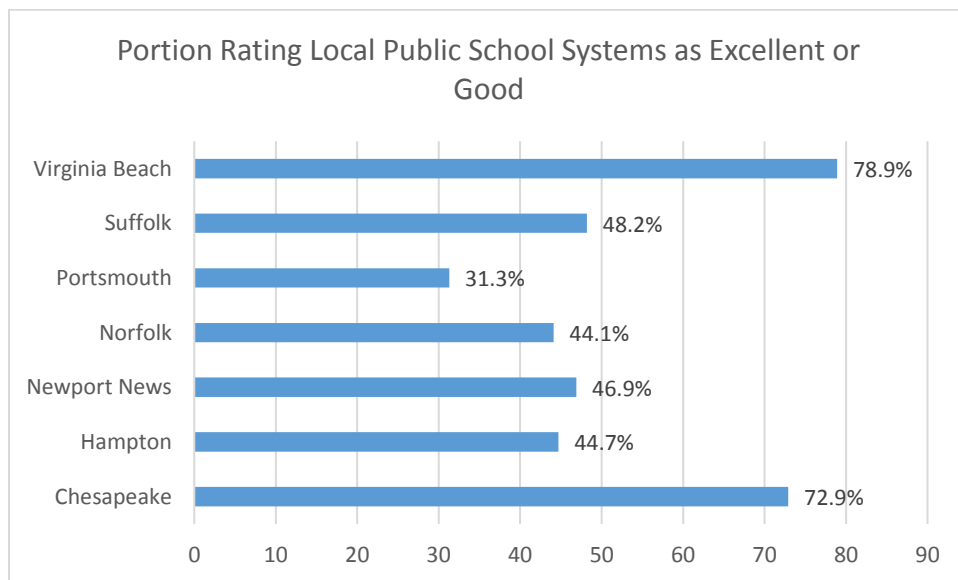


Those respondents who do have school-aged children rated the public schools more favorably than those without children in local schools. While the majority (70%) of respondents with school-aged children rated the public school system as excellent (28.0%) or good (42.0%), others rated the school system as fair (20.5%) or poor (9.1%).

¹ This chart includes responses only for respondents who did NOT have school-aged children.

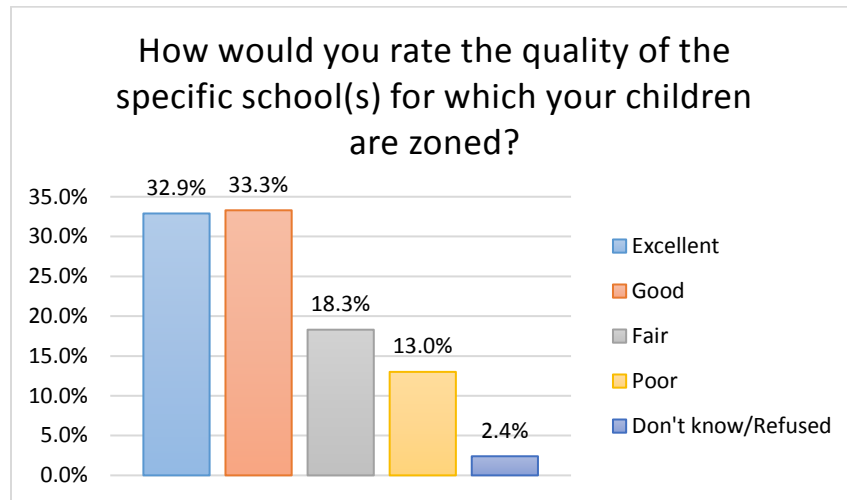


When looking at the ratings of local public school systems by city, we see some differences in perceptions based on where respondents live. Respondents in Chesapeake (72.9%) and Virginia Beach (78.9%) were more likely to rate their public schools as excellent or good compared to the other localities. Between 44 percent and 48 percent of respondents in Suffolk, Newport News, Hampton, and Newport News rated the local public schools as excellent or good. Portsmouth had the lowest percentage of respondents rating the schools highly with only 31.3 percent indicating excellent or good.

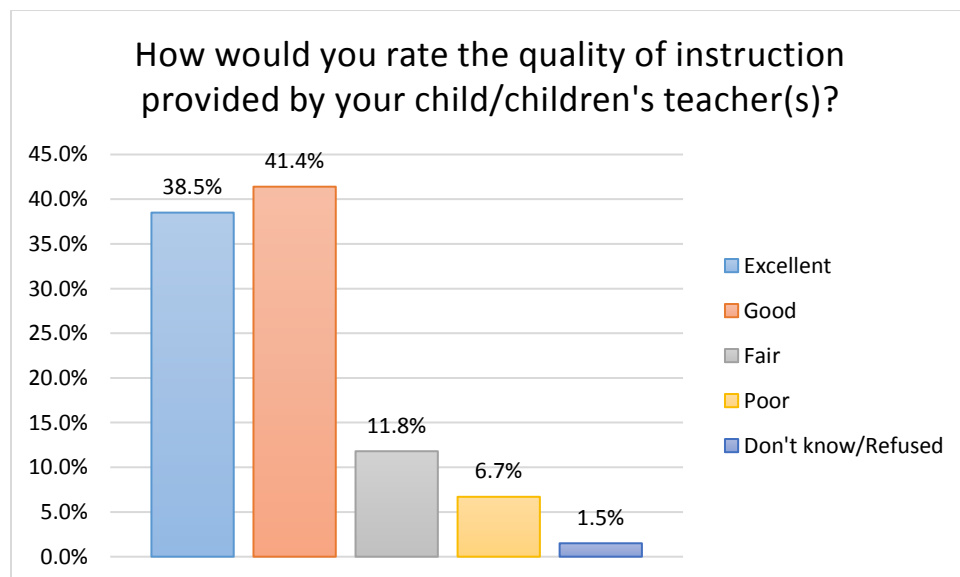


² This chart includes responses only for respondents who did have school-aged children.

When asked to rate the quality of the schools within their children’s school zone, most parents responded with excellent (32.9%) or good (33.3%). Some respondents felt that the quality of the schools within their child’s school zone was only fair (18.3%) or poor (13.0%).



We inquired about the quality of classroom instruction from the perception of parents. A majority of our respondents, 79.9%, stated that they believed the quality of instruction was excellent (38.5%) or good (41.4%). There were few respondents who believed the quality of instruction provided by their child’s teacher was only fair (11.8%) or poor (6.7%).



Hampton Roads appears to be a relatively healthy community with over 80 percent of the respondents rating their own health as excellent or good, with the highest of ratings amongst respondents living in Virginia Beach. Despite the general good condition of health reported by Hampton Roads, high blood pressure seemed to be the most reported condition amongst residents. Over three quarters of the Hampton Roads children also tend to be generally healthy (in regards to a list of conditions we inquired about) according to parental reports. Across the board, whether respondents had children or not, the schools were mainly rated excellent or good. While a majority of respondents (71.7%) did not have school aged children, of those who did, the ratings of their children's school were mainly good or excellent (79.9%). Over half of respondents reported that they watch TV, videos, or play computer/video games outside of school or work more than 2 hours per week over the past 30 days (59.3%).

Crime and Police

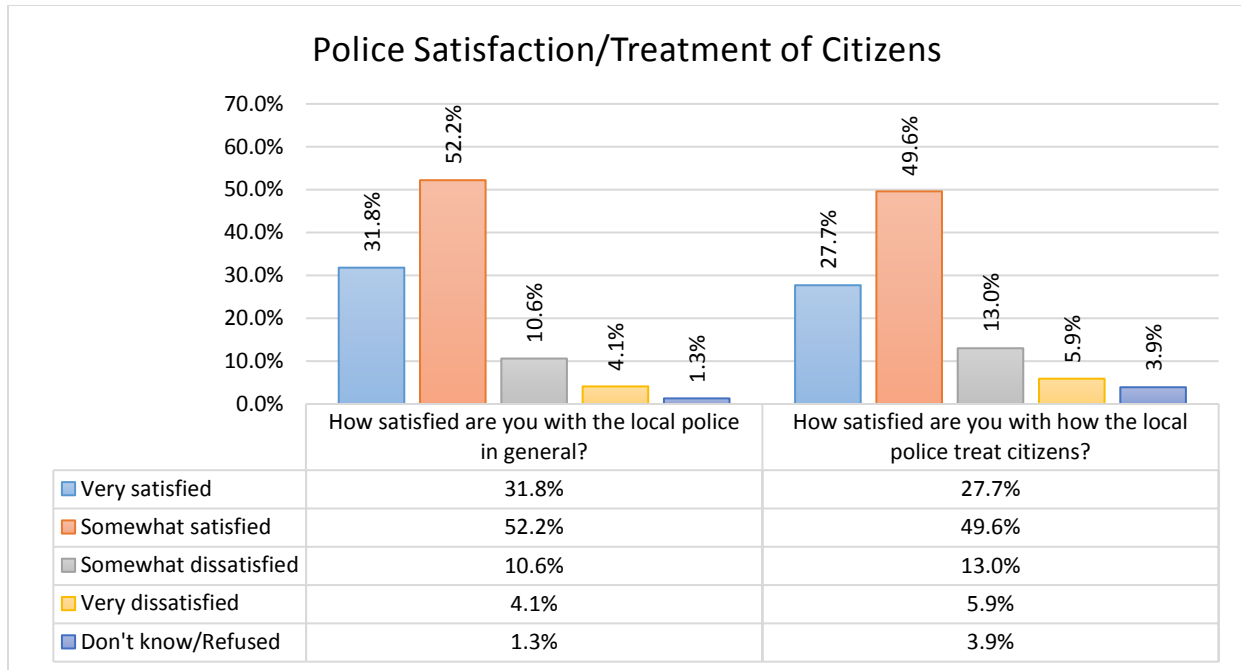
Control of crime and public safety are an important precondition for a high quality of life, and a significant concern among survey respondents. The 908 respondents were asked about various topics concerning local police and crime.

Satisfaction/Trust of Local Police and Perception of Crime

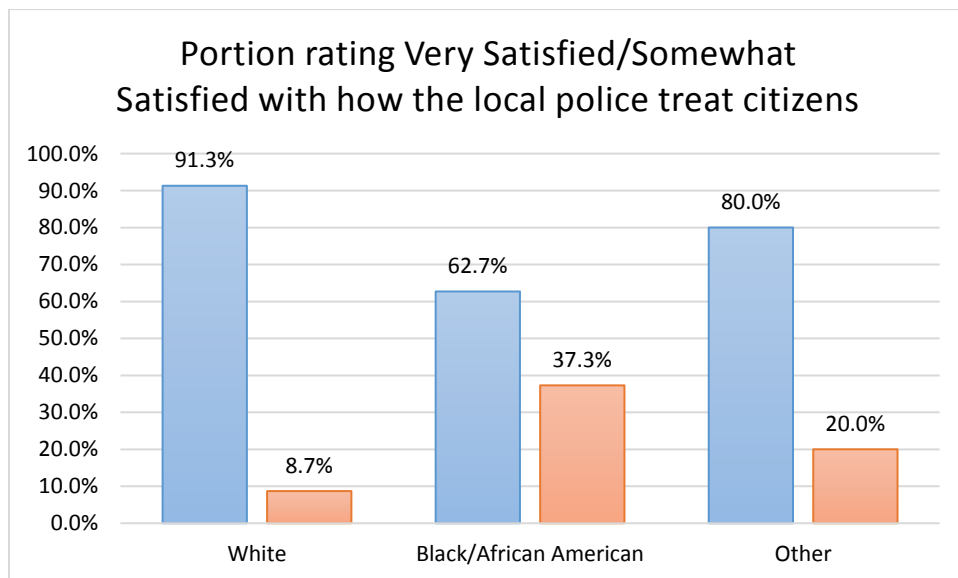
Respondents were asked how satisfied they were with the local police in general³. The majority of respondents reported being somewhat satisfied (52.2%) and very satisfied (31.8%). Only 10.6 percent reported being somewhat dissatisfied and 4.1 percent reported being very dissatisfied with the local police. Additionally, 1.3 percent either did not know or refused to answer.

Respondents were asked how satisfied they are with how the local police treat citizens. The majority of respondents (77.3%) said they either were somewhat satisfied (49.6%) or very satisfied (27.7%) with how the local police treat citizens. Another 13.0 percent reported being somewhat dissatisfied and 5.9 percent were very dissatisfied with how the local police treat citizens.

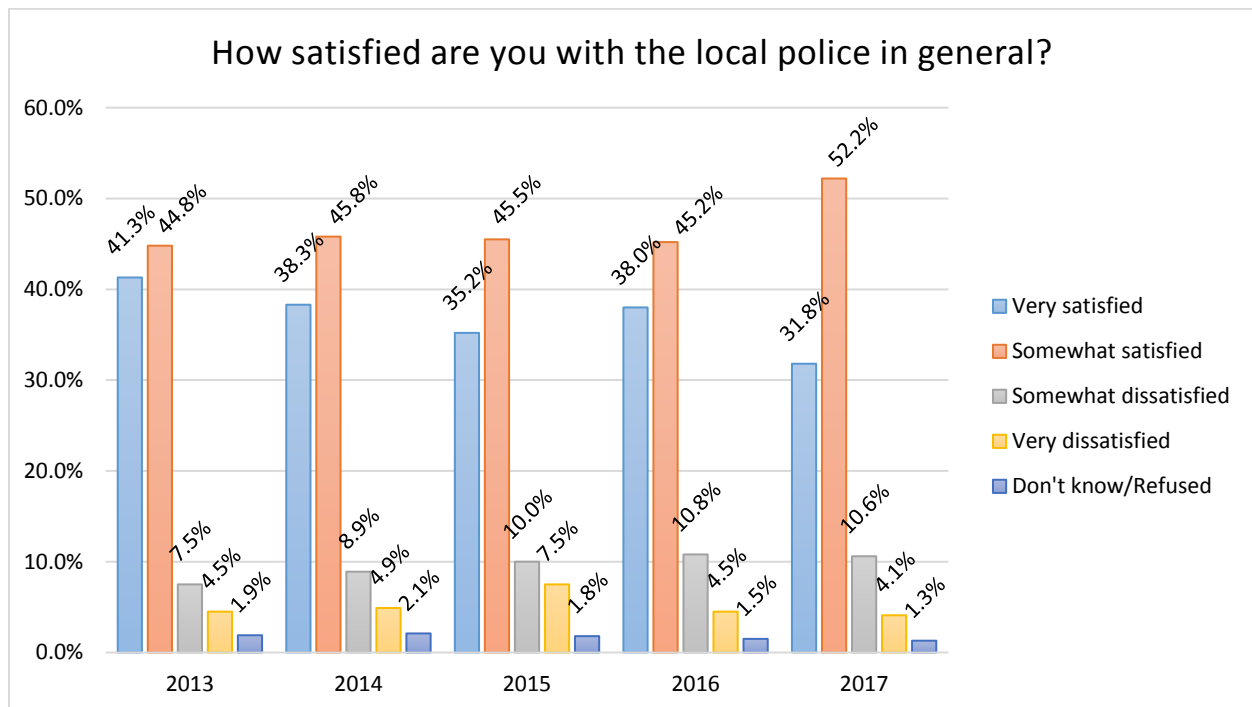
³ Due to a programming error, those respondents who indicated don't know, refused, or some other living arrangement besides owning or renting a home (n=39) were excluded from the questions about satisfaction with and trust of police, how police treat citizens, and concerns about having their home broken into while they are away.



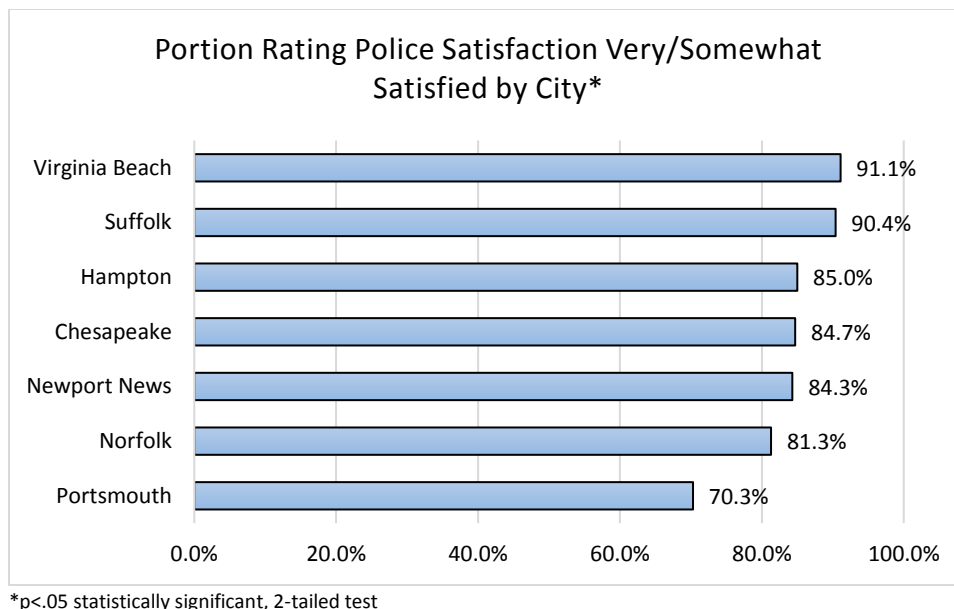
White respondents were much more likely to give a positive rating for how the local police treat citizens than other races. In fact, 91.3 percent of white respondents reported being very satisfied or somewhat satisfied with how the local police treat citizens compared to only 62.7% of African American respondents. Combining all other races, 80.0 percent reported being very satisfied or somewhat satisfied with how police treat citizens.



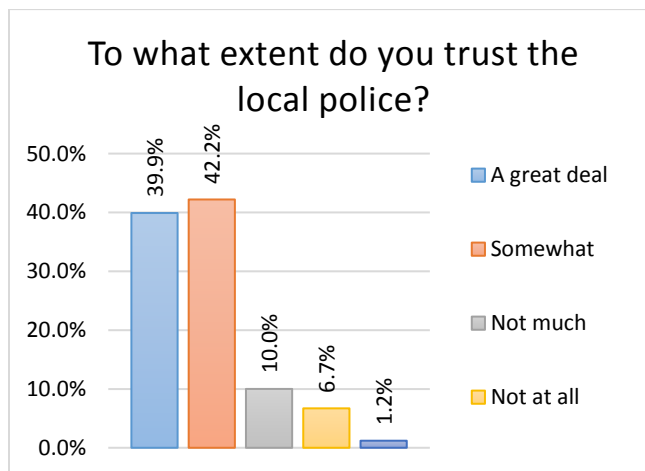
While overall satisfaction with the police remained fairly consistent to previous years, those reporting they are very satisfied with the local police decreased by just over 6 percent (6.2%) since last year. However, those who reported being somewhat satisfied with the local police increased by a similar percentage (7.0%). In the five 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 the past two years by 2.2 percent and 2.8 percent, respectively.



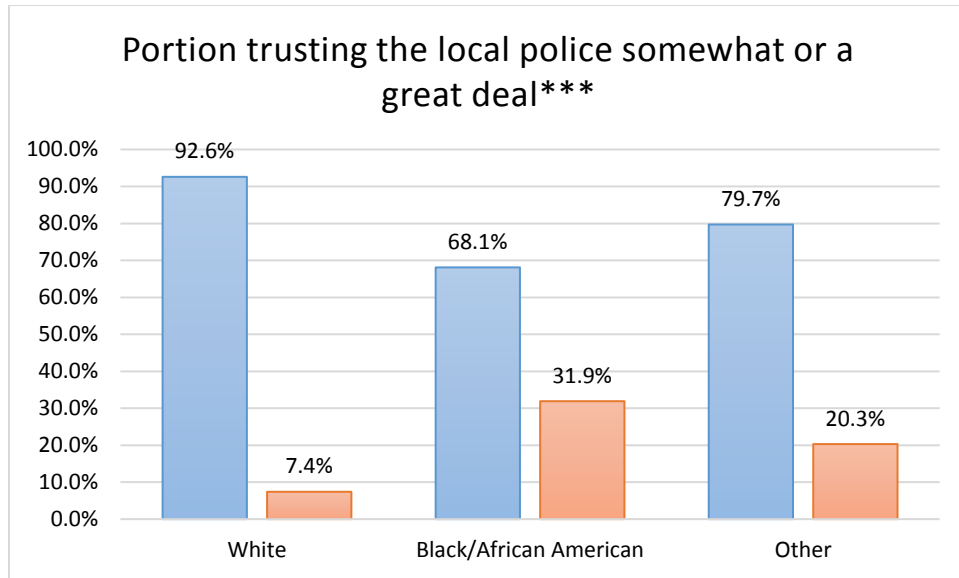
Looking at police satisfaction across the seven cities in Hampton Roads revealed significantly different levels of satisfaction. At the high end, Virginia Beach and Suffolk gave the highest ratings for police satisfaction (91.1% and 90.4%, respectively). Conversely, the two lowest ratings for police satisfaction, though more than 70 percent, were Norfolk (81.3%) and Portsmouth (70.3%).



Respondents were also asked how much they trust the local police. The majority of respondents (82.1%) indicated they either trust the local police somewhat (42.2%) or trust the police a great deal (39.9%). Only 6.7 percent reported not trusting the police at all and another 10.0 percent reported not trusting the police much.

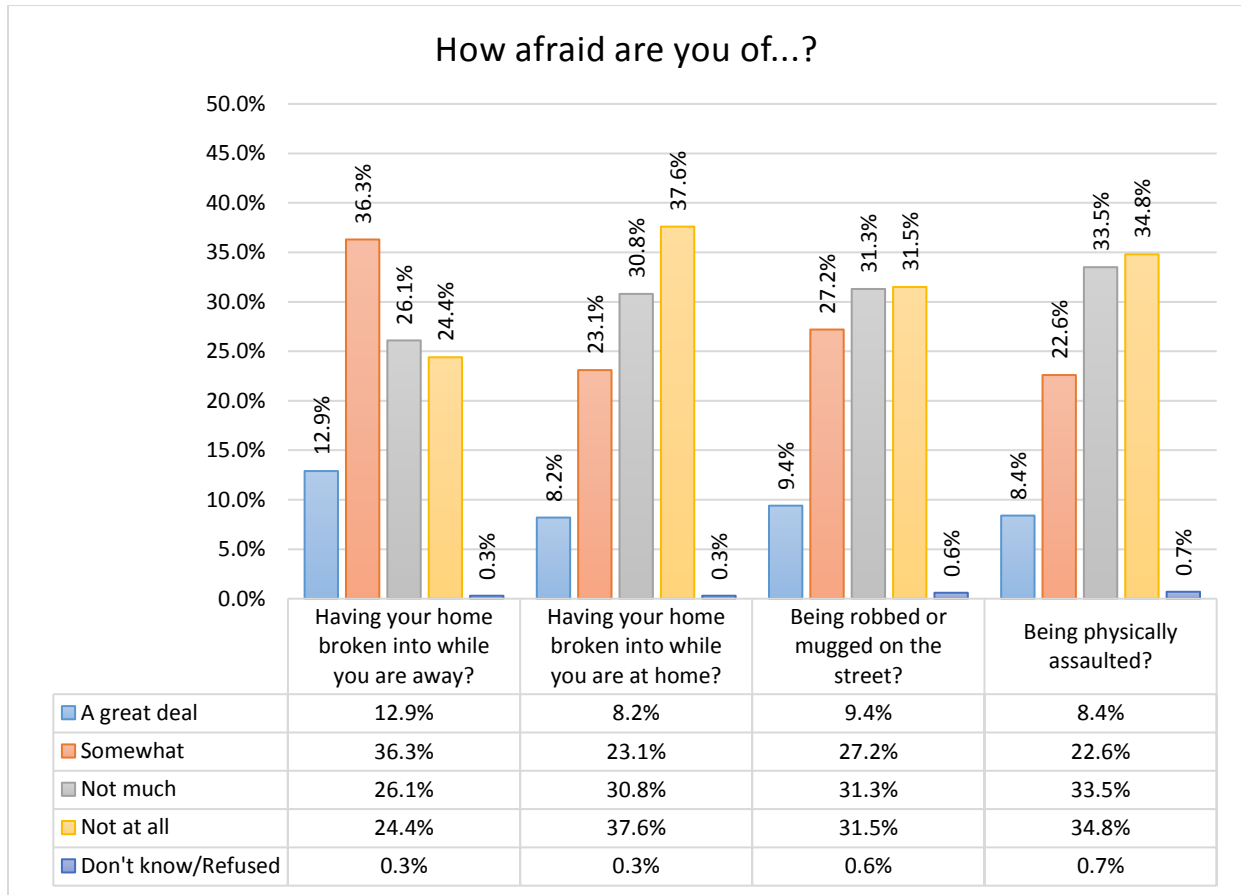


As might be expected, there were significant differences in trust for the local police across races. While 92.6 percent of white respondents said they trust the local police somewhat or a great deal, only 68.1 percent of African American respondents said they trust the local police somewhat or a great deal. Combining all other races, 79.7% said they trust the local police somewhat or a great deal.



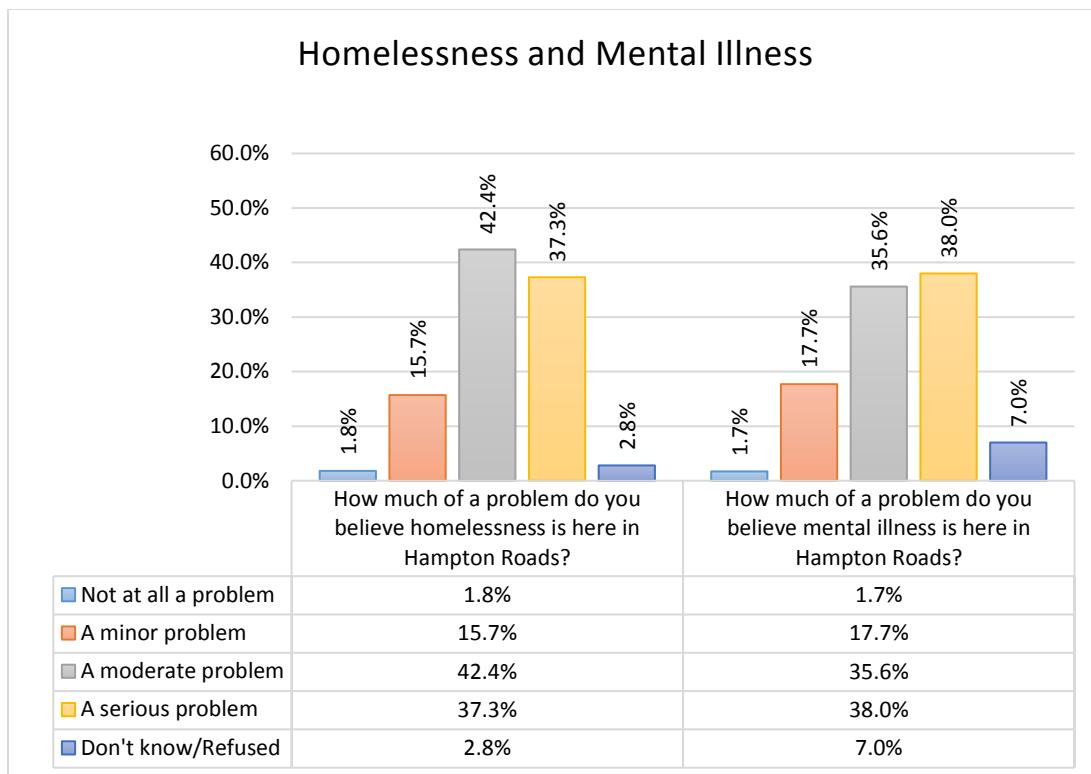
***p<.000 statistically significant, 2-tailed test

Respondents were asked to answer how afraid they are of certain crimes in Hampton Roads. Respondents reported being either somewhat afraid (36.3%) or afraid a great deal (12.9%) of having their home broken into while they are away (49.2%). Respondents were less afraid of having their home broken into while they are home (31.3%). About two-thirds of respondents (62.8%) reported either being not afraid at all (31.5%) or not much afraid (31.3%) of being robbed or mugged on the street. Additionally, 68.3 percent of respondents reported being either not at all afraid (34.8%) or not much afraid (33.5%) of being physically assaulted.



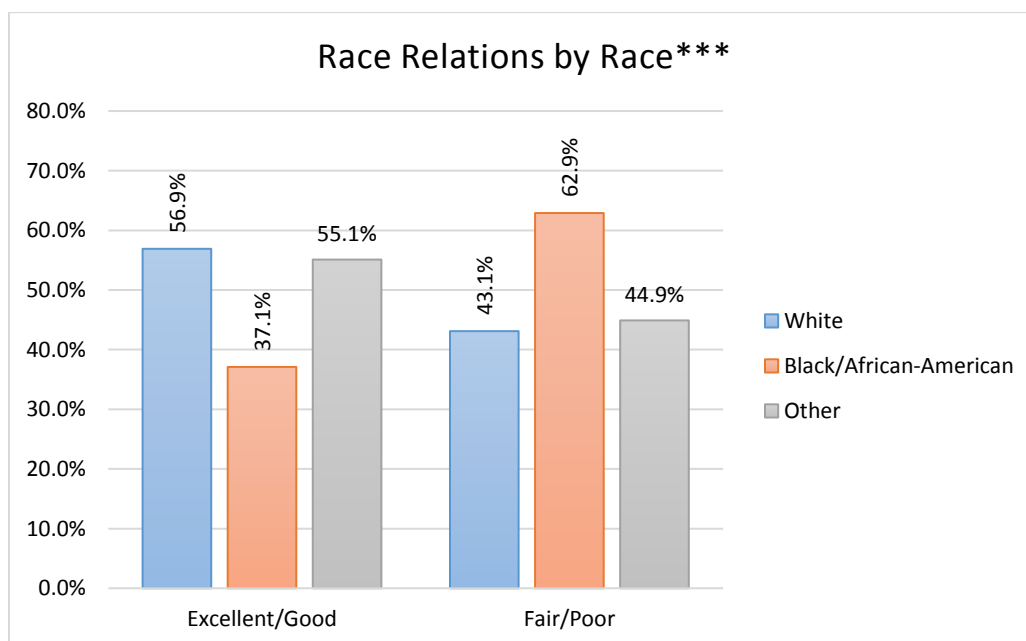
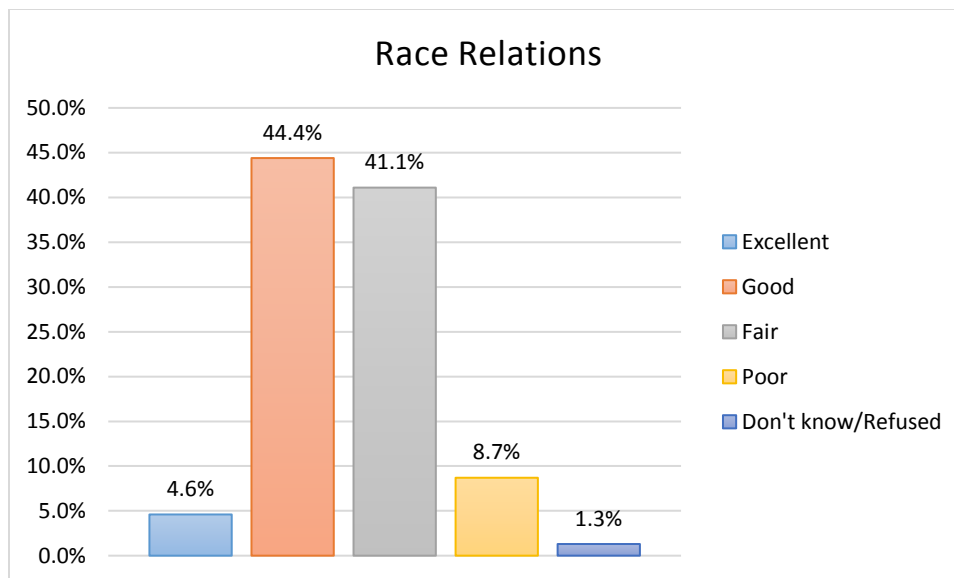
Homelessness and Mental Illness

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 in Hampton Roads. More than three-quarters of respondents (79.7%) said they thought homelessness in Hampton Roads was either a moderate problem (42.4%) or a serious problem (37.3%). Another 15.7 percent thought that homelessness in Hampton Roads is a minor problem. Similarly, 73.6 percent of respondents thought mental illness in Hampton Roads was either a serious problem (38.0%) or a moderate problem (35.6%). Another 17.7 percent thought that mental illness in Hampton Roads was a minor problem.



Perceptions of Hampton Roads' Communities and Race

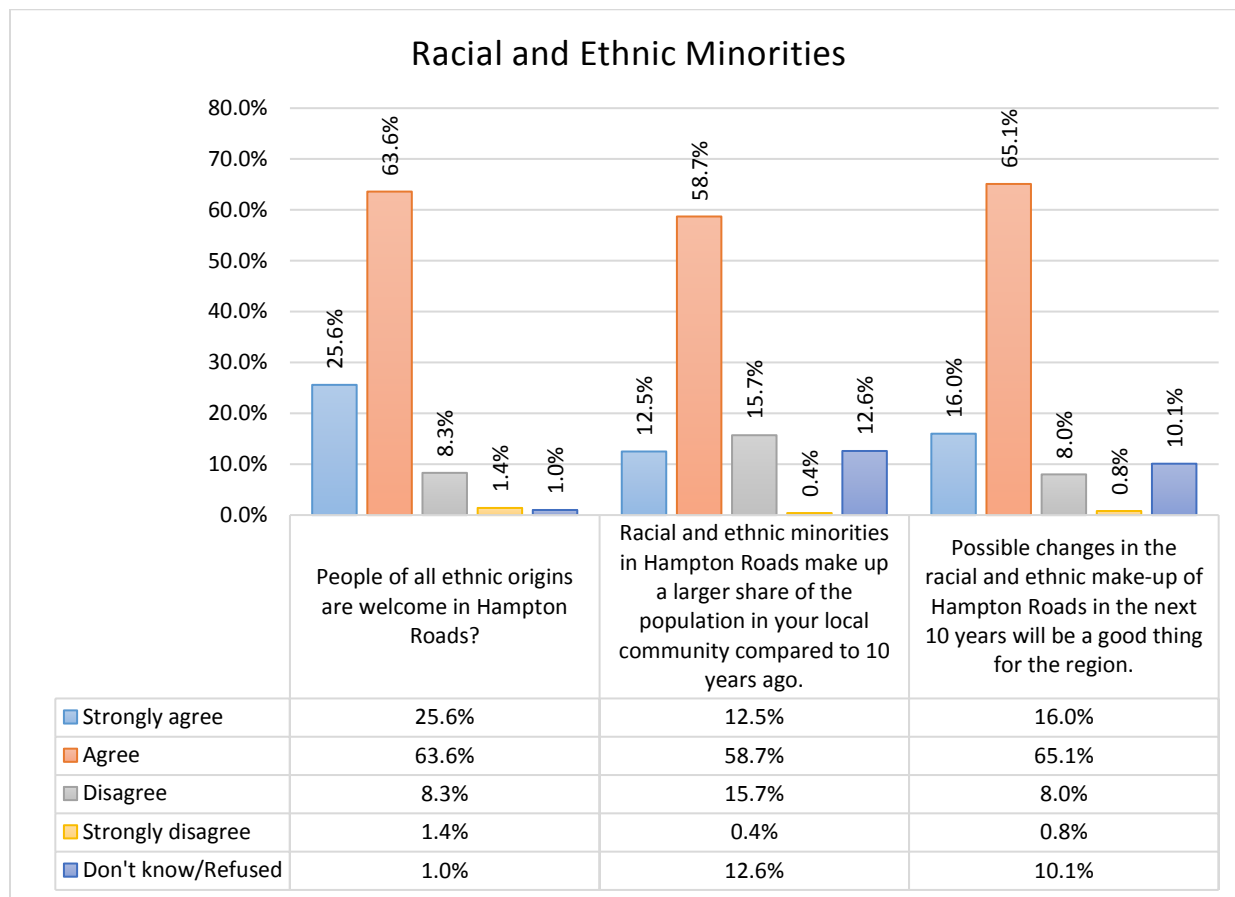
In this year's Life in Hampton Roads survey respondents were asked several questions about race and race relations in Hampton Roads. Respondents were split on race relations in Hampton Roads. In fact, less than one percent separated those that rated race relations as excellent or good (49%) and those that rated race relations as fair or poor (49.8%). Black respondents were significantly less likely (37%) than white respondents (57%) to report race relations were excellent or good. Those reporting their race as "other" fell in between those percentages (55.0%).



***p<.000 statistically significant, 2-tailed test

Respondents were asked if “people of all ethnic origins are welcome in Hampton Roads?” and the vast majority (89.2%) either strongly agreed (25.6%) or agreed (63.6%). Respondents were then asked if racial and ethnic minorities in Hampton Roads make up a larger share of the population in their local community compared to ten years ago. Over 70 percent (71.2%) either strongly agreed (12.5%) or agreed (58.7%). Similarly, the majority of respondents either strongly agreed (16.0%) or agreed (65.1%) that

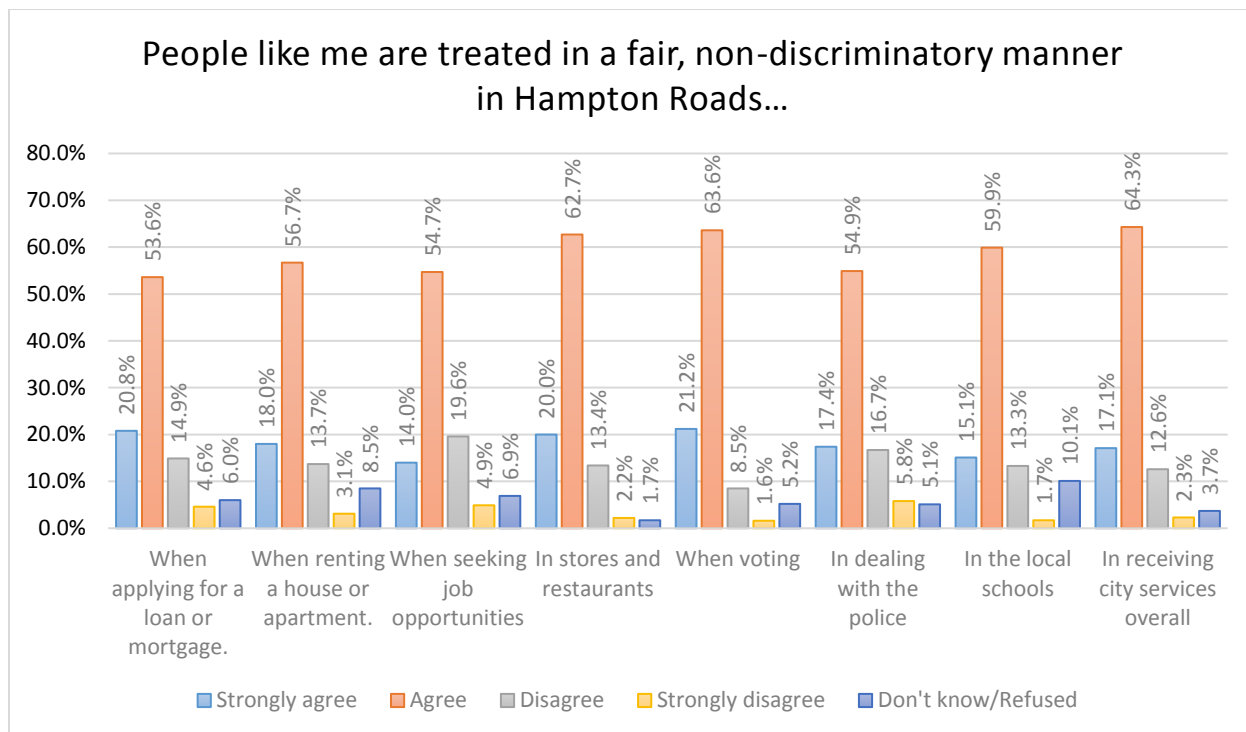
“possible changes in the racial and ethnic make-up of Hampton Roads in the next ten years will be a good thing for the region”.



These three questions were analyzed across race and showed some differences amongst respondents. While only 7.3 percent of white respondents disagreed or strongly disagreed that people of all ethnic origins are welcome in Hampton Roads, 15.2 percent of African American respondents disagreed or strongly disagreed. Similarly, when asked if “possible changes in the racial and ethnic make-up of Hampton Roads in the next 10 years will be a good thing for the region,” 12.1 percent of white respondents disagreed or strongly disagreed, compared to only 6.3 percent of African American respondents.

| Questions about Racial and Ethnic Minorities by Race | | | | |
|---|------------------------|-----------------------------|------------------------|-----------------------------|
| | White | | Black/African-American | |
| | % Strongly agree/Agree | %Strongly disagree/Disagree | % Strongly agree/Agree | %Strongly disagree/Disagree |
| People of all ethnic origins are welcome in Hampton Roads? | 92.7% | 7.3% | 84.8% | 15.2% |
| Racial and ethnic minorities in Hampton Roads make up a larger share of the population in your local community compared to 10 years ago. | 80.5% | 19.5% | 81.9% | 18.1% |
| Possible changes in the racial and ethnic make up of Hampton Roads in the next 10 years will be a good thing for the region. | 87.9% | 12.1% | 93.7% | 6.3% |

Respondents were asked to agree or disagree with a variety of statements about how they are treated in various situations while working and living in Hampton Roads. The majority agreed or strongly agreed that “people like me” are treated in fair, non-discriminatory manner when applying for a loan or mortgage (74.4%), renting a house or apartment (74.7%), and when seeking job opportunities (68.7%). Similar percentages reported being treated fairly when dealing with police (72.3%) and in the local schools (75%). More than 80 percent agreed that “people like me” are treated fairly when voting (84.8%), in stores and restaurants (82.7%), and in receiving city services overall (81.4%). Similar to other items in the Life in Hampton Roads survey, these questions differed significantly by race with blacks and other minorities being significantly more likely to disagree with all statements when compared to white respondents. Among the largest differences were those items related to applying for a loan or mortgage, seeking job opportunities, and dealing with police.



People like me are treated in a fair, non-discriminatory manner in Hampton Roads...(by race)

| | White | | Black/African-American | | Other | |
|--|------------------------|------------------------------|------------------------|------------------------------|------------------------|------------------------------|
| | % Strongly agree/Agree | % Strongly disagree/Disagree | % Strongly agree/Agree | % Strongly disagree/Disagree | % Strongly agree/Agree | % Strongly disagree/Disagree |
| When applying for a loan/mortgage | 92.4% | 7.6% | 59.6% | 40.4% | 70.8% | 29.2% |
| When renting a house or apartment | 92.5% | 7.5% | 67.7% | 32.3% | 71.2% | 28.8% |
| When seeking job opportunities | 86.9% | 13.1% | 54.1% | 45.9% | 73.1% | 26.9% |
| In stores and restaurants | 93.2% | 6.8% | 70.0% | 30.0% | 81.4% | 18.6% |
| When voting | 94.6% | 5.4% | 81.0% | 19.0% | 90.5% | 9.5% |
| In dealing with the police | 93.1% | 6.9% | 50.2% | 49.8% | 66.7% | 33.3% |
| In the local schools | 92.5% | 7.5% | 70.4% | 29.6% | 77.6% | 22.4% |
| In receiving services overall | 89.8% | 10.2% | 76.2% | 23.8% | 82.6% | 17.4% |

***p<.000 statistically significant, 2-tailed test

Transportation

Every day, people traverse the eleven bridges and five tunnels in the Hampton Roads area, commuting for work, family, and other activities. The 2017 Life in Hampton Roads survey asked 908 residents of the Hampton Roads area about their opinions on bridge and tunnel tolls, and views on alternative transportation.

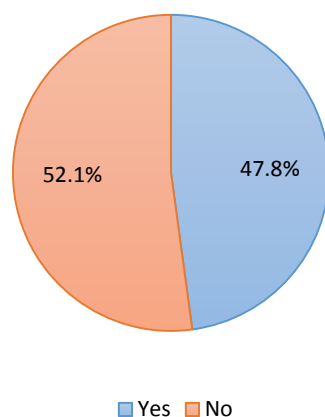
Hampton Roads residents report fairly consistent declines in average commute times to work or school. From 2013 to 2014, average commute times hovered around 24 minutes, then decreased to an average commute time of 20 minutes in 2015, and decreasing even further to 18.1 minutes in 2016, the lowest reported commute time of the survey. This year, the reported commute time to school or work was 19.2 minutes, a slight increase over last year's time.

| Commute | 2013 | 2014 | 2015 | 2016 | 2017 |
|---|------|------|------|------|------|
| Average one-way commute, in minutes, to work or school. | 24.8 | 24.4 | 20.0 | 18.1 | 19.2 |

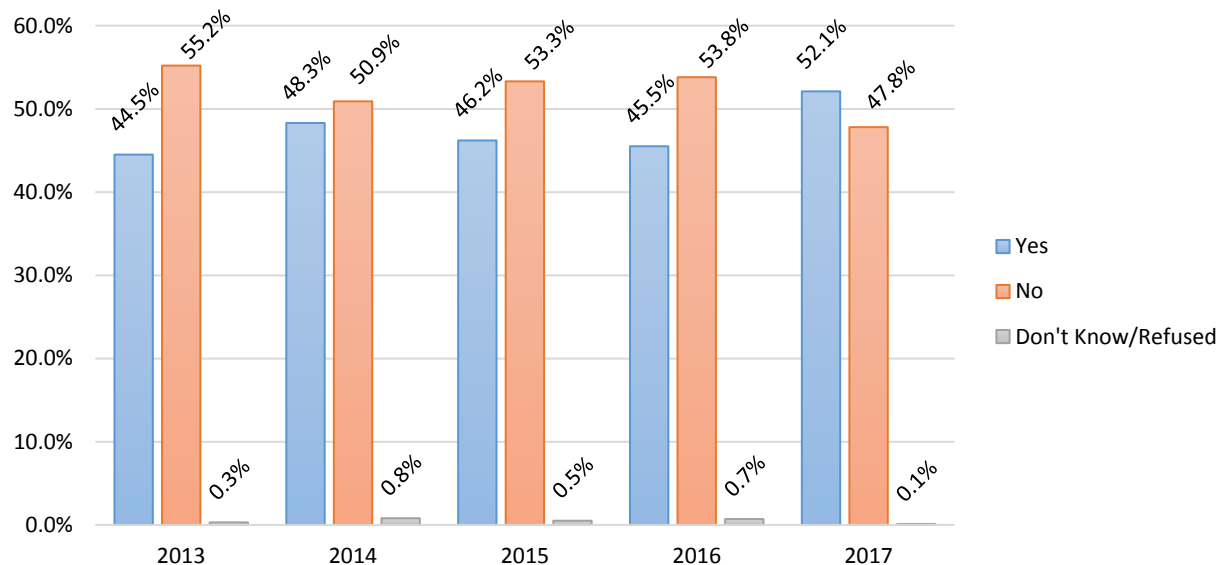
Traffic Congestion

The Life in Hampton Roads survey asked residents within the past month, did they avoid visiting a business in a neighboring city due to concerns about traffic congestion? The responses were almost split down the middle. Just under half (52.1%) of respondents said that they did not avoid visiting neighboring cities due to congestion, while 47.8 percent did, a 2.3 percent increase from 2016.

Within the past month, did you avoid visiting a business in a neighboring city due to concerns about traffic congestion?

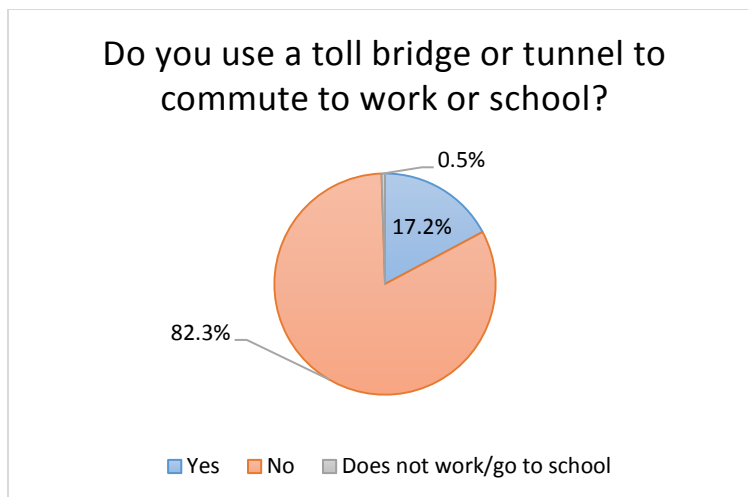


Within the past month, did you avoid visiting a business in a neighboring city due to concerns about traffic congestion?

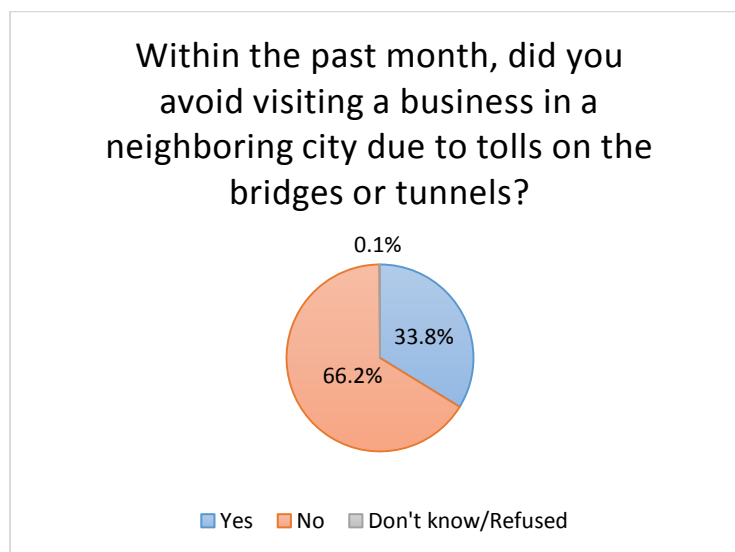


Tolls Bridge & Tunnels

Wanting to get a sense of the role that bridges and tunnels play in Hampton Roads everyday life, we asked survey respondents if they used a toll bridge or tunnel to commute to work or school. Surprisingly, more than three fourths (82.3%) of respondents said that they do not use a toll bridge or tunnel to commute to work or school.

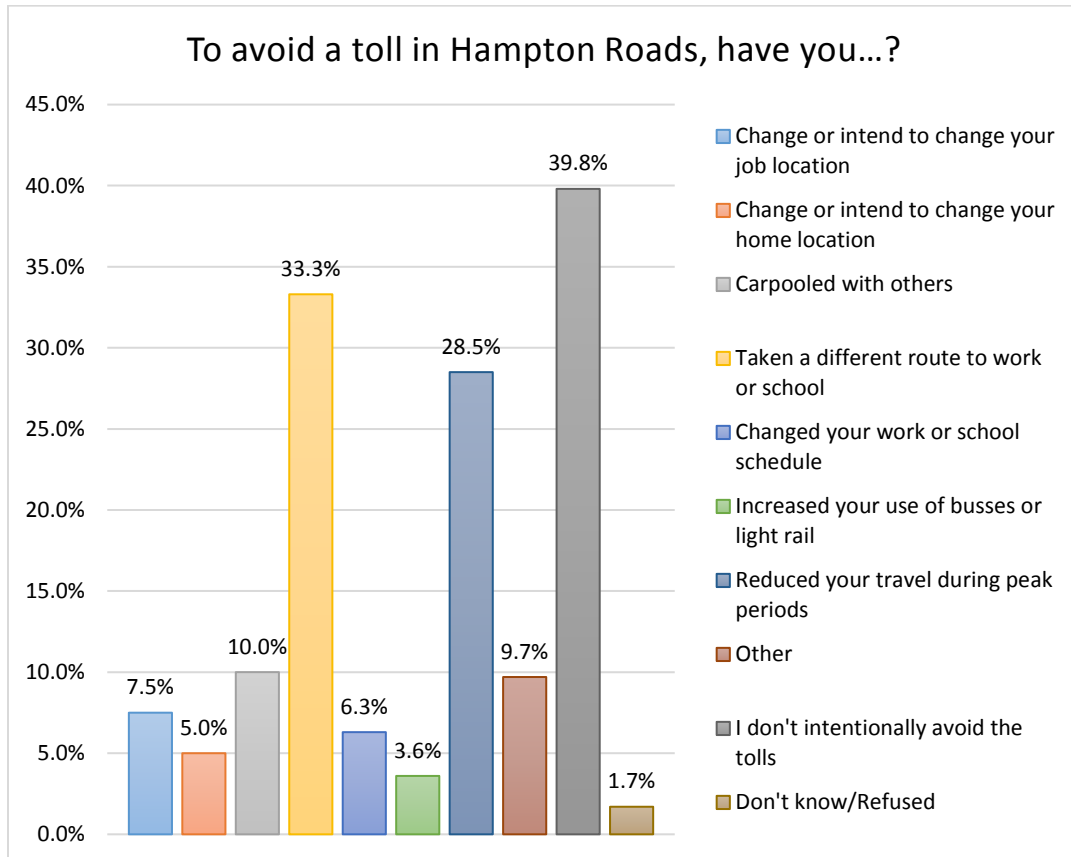


We subsequently asked within the past month, did they avoid visiting a business in a neighboring city due to tolls on the bridges or tunnels. Over 66 percent of respondents stated that they did not avoid business due to bridges or tunnels, while 33.8 percent of respondents said they do avoid business because of the bridges and tunnels. These numbers were about one percentage point different from last year's numbers.

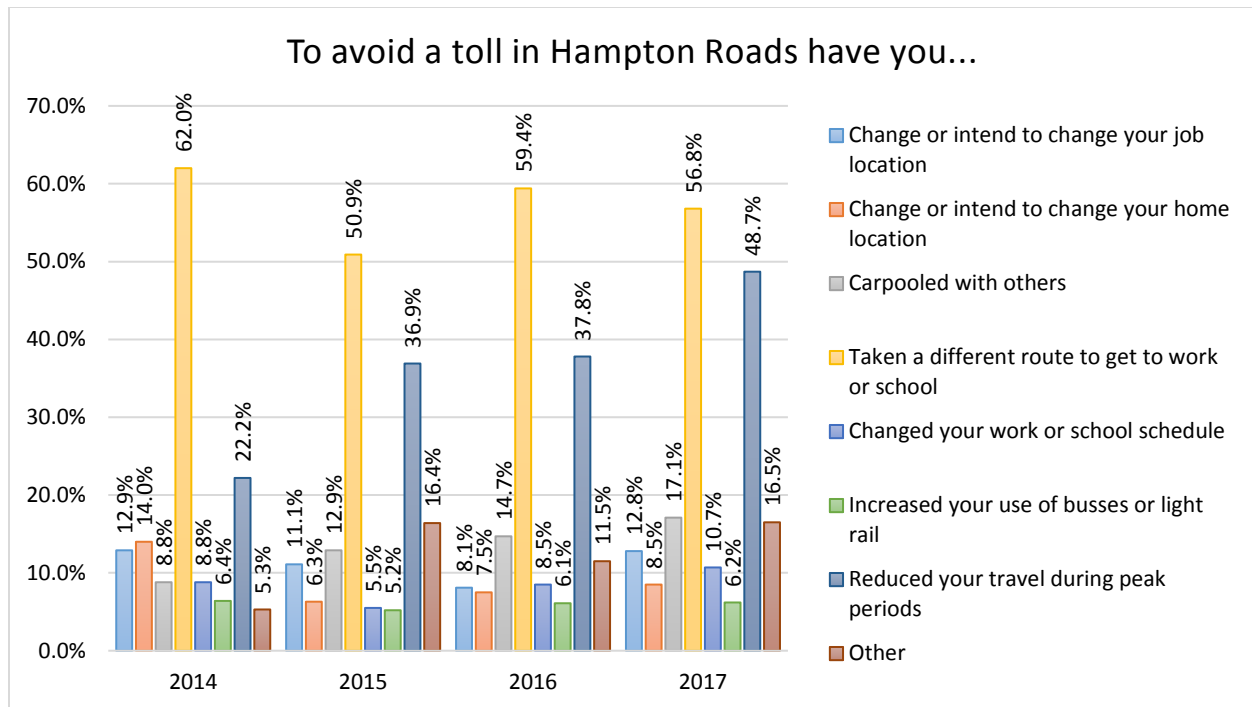


The survey respondents were asked about what actions they have taken, if any, to avoid tolls in Hampton Roads. About 40 percent (39.8%) of respondents stated that they do not intentionally avoid the tolls. The second most common (33.3%) response received was that respondents took a different route to

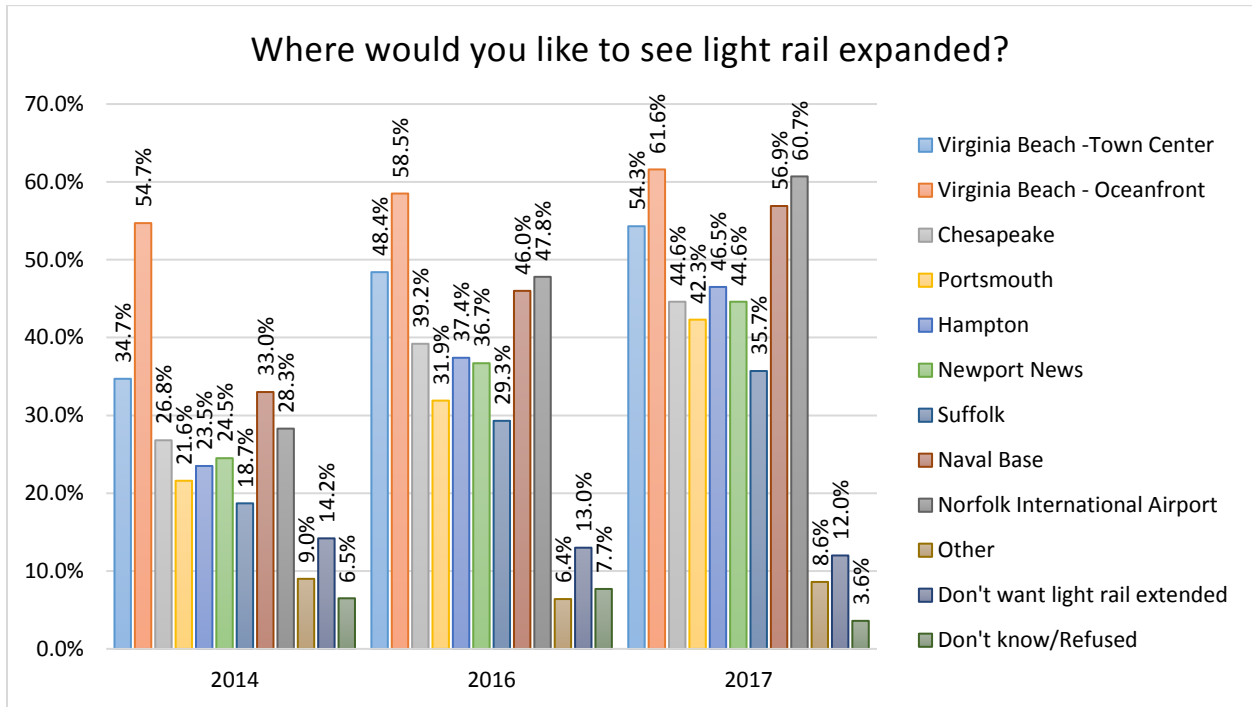
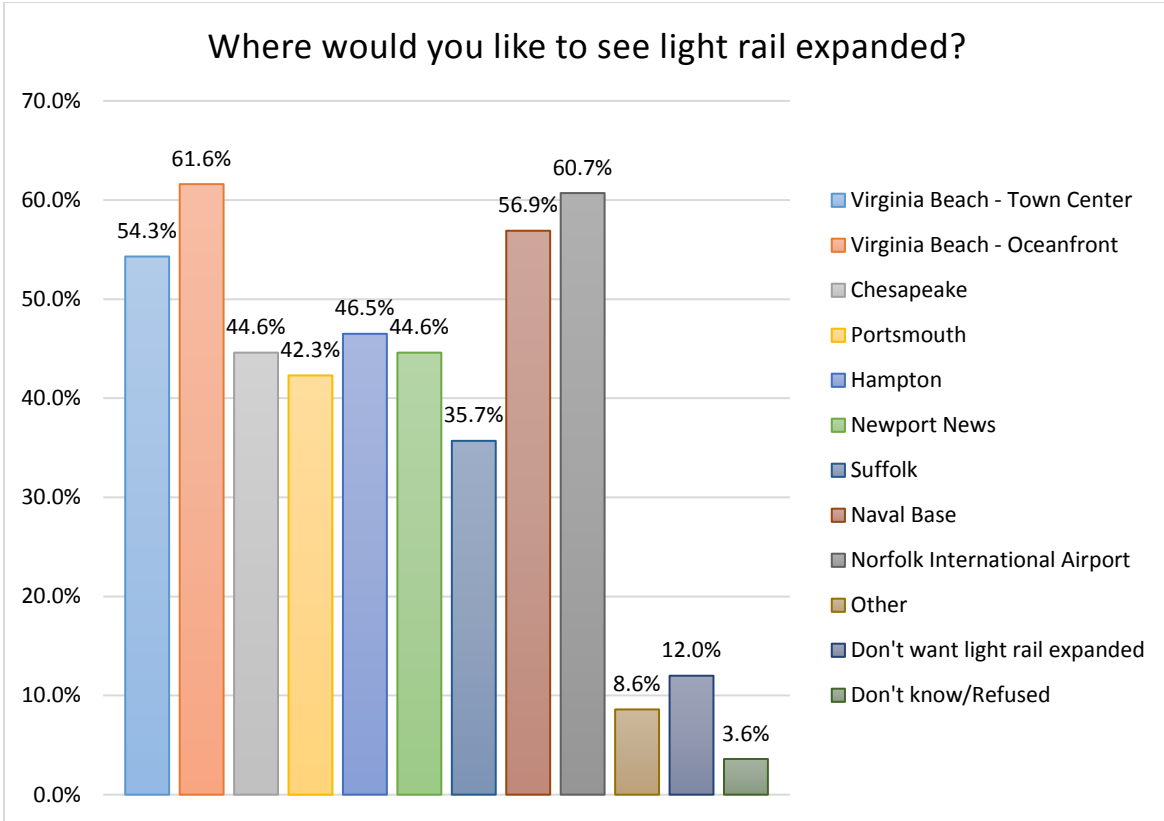
school or work. Another measure taken worth noting is that some respondents (28.5%) changed their work or school schedule just to avoid tolls. The least common responses were change or intend to change home location (5.0%) and increasing use of busses or light rail (3.6%).



The table below reflects the comparison of toll avoiding behavior over time *only for those respondents who said they intentionally avoid the tolls*. We can see that the percentage of respondents who are taking a different route to work or school has decreased slightly from last year (59.4% to 56.8%) while reducing travel during peak periods has increased from last year (37.8% to 48.7%).



This year's LIHR respondents appeared to be the most supportive group in regards to seeing the light rail expanded since 2014. Over 50% of our respondents want the light rail expanded to Virginia Beach Town Center (54.3%), Virginia Beach Oceanfront (61.6%), the Naval Base (56.9%), and the Norfolk International Airport (60.7%). More than 40% of respondents want the light rail expanded to Chesapeake (44.6%), Portsmouth (42.3%), Hampton (46.5%), and Newport News (44.6%). Only 35.7% wished to see the light rail expanded to Suffolk, whereas 12.0% of Hampton Roads did not want the light rail expanded at all.



Traffic does seem to pose a problem when it comes to visiting businesses in other cities within Hampton Roads as 47.8 percent of respondents stated that they do avoid going to different cities for

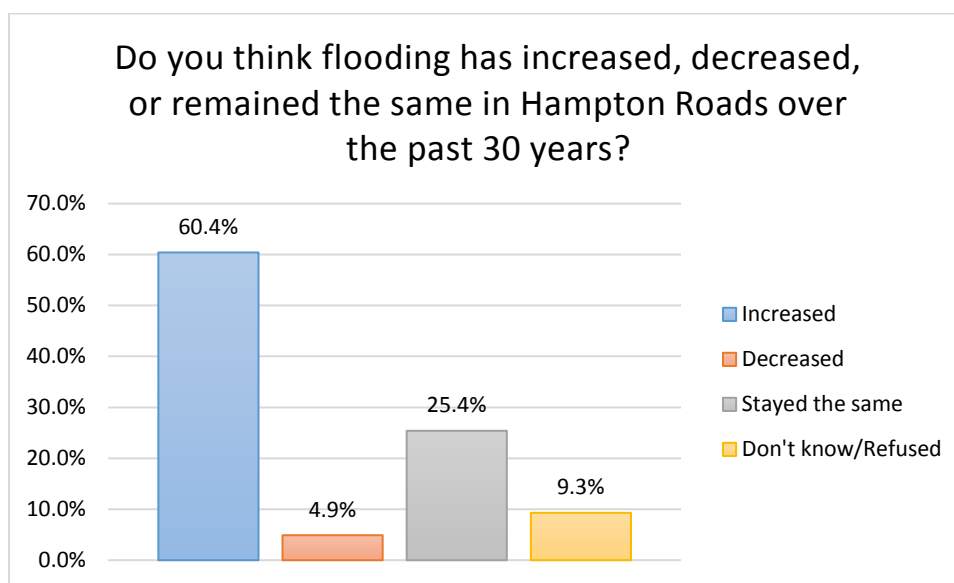
business due to traffic congestion. This is higher than the percentage of respondents who avoid visiting neighboring cities because of tolls (33.8%). Most of our respondents stated that they did not use a toll bridge or tunnel to get to work or school. The majority also stated that they do not intentionally avoid tolls bridges or tunnel. Of those who did avoid the tolls bridges or tunnels, they reported taking a different route to school or work to do so. Having the light rail extended to more places had the support from Hampton Roads residents and there were larger percentages of respondents who want light rail to go to Virginia Beach (both Town Center and the oceanfront) as well as the naval base and airport.

Sea Level Rise and Flooding

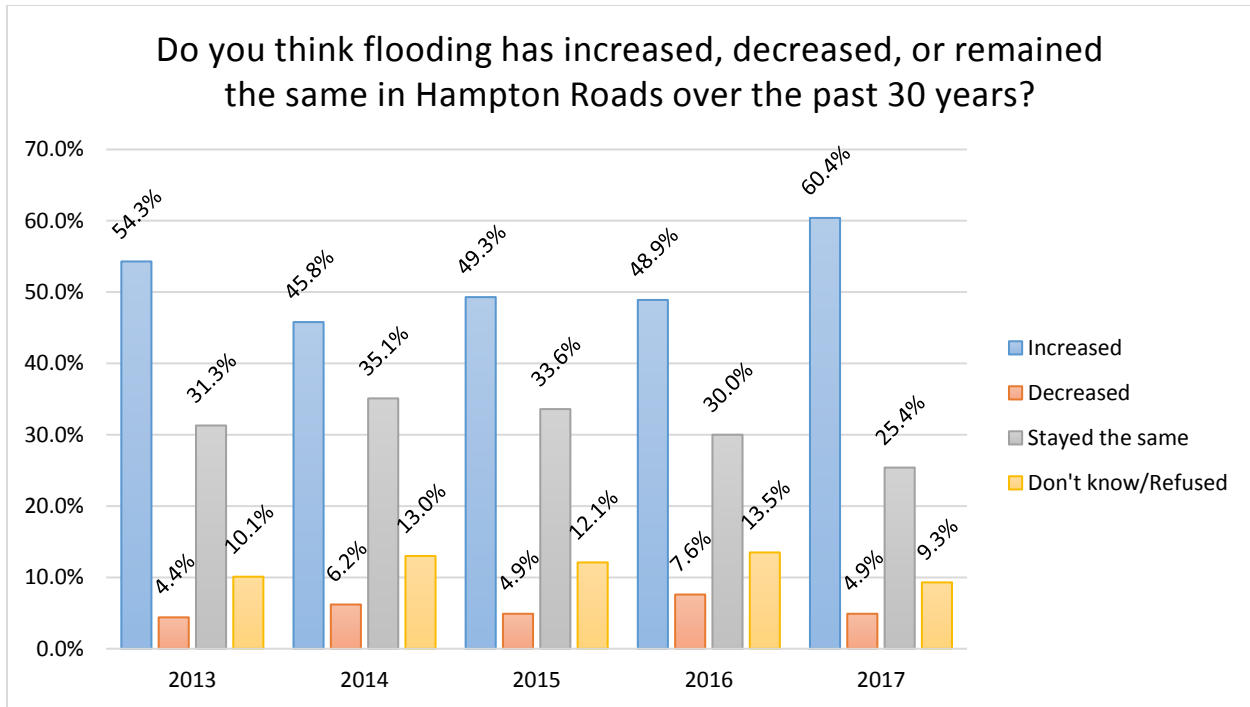
The 2017 Life in Hampton Roads survey included a series of questions to determine how people in Hampton Roads felt about sea level rise and flooding, which supports a research focus of the University in this area. The survey asked 908 respondents to give their opinion on a variety of questions ranging from sea level rise to prevalence of recurrent flooding and other flood related topics.

Sea Level Rise, Flooding, and Flood Risks

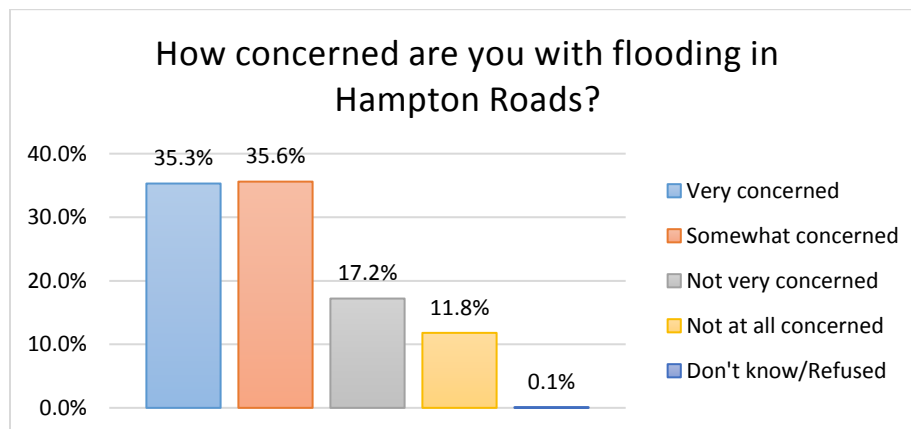
Respondents were asked whether they believe that flooding in Hampton Roads has increased, decreased, or stayed the same in the past 30 years. The majority of respondents (85.8%) stated that flooding has either increased (60.4%) or stayed the same (25.4%) in Hampton Roads over the past 30 years. Only 4.9 percent stated that flooding has decreased and 9.3 percent said that they did not know.



Responses to this question have remained relatively consistent with the previous four years; however, 2017 saw an increase in respondents stating that flooding has increased. In 2017, 60.4 percent of respondents reported that they believe flooding had increased in Hampton Roads over the past 30 years, an 11.5 percent increase since 2016. This year, 25.4 percent of respondents reported that they believe flooding has stayed the same in Hampton Roads over the past 30 years, a 4.6 percent decrease since 2016. Similarly, 4.9 percent of respondents reported that they believe flooding has decreased in Hampton Roads over the past 30 years, a 2.7 percent decrease since 2016.

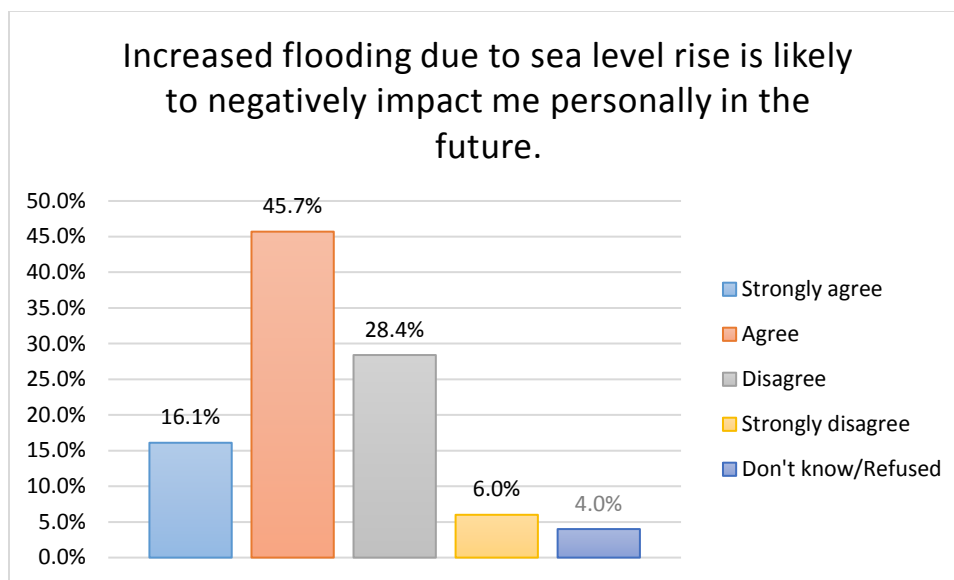


Over 70 percent (70.9%) of respondents indicated they were either very concerned (35.3%) or somewhat concerned (35.6%) with flooding in Hampton Roads. This is not surprising considering over 60 percent believe that flooding has increased in Hampton Roads in the past 30 years.

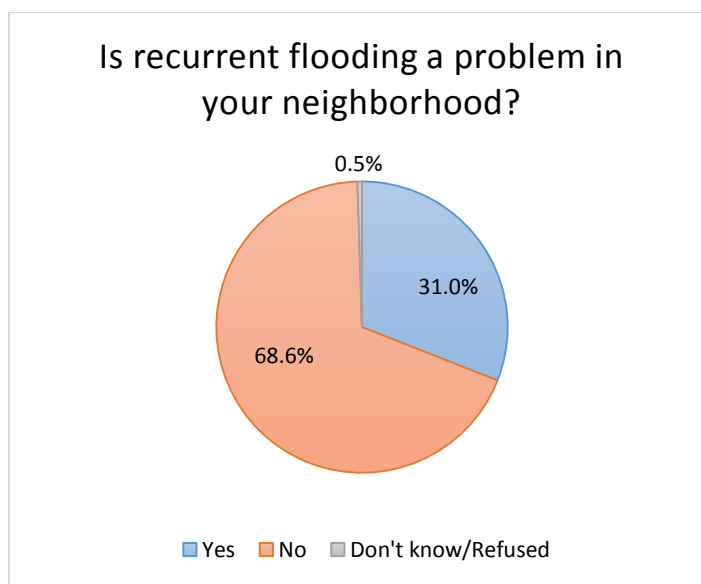


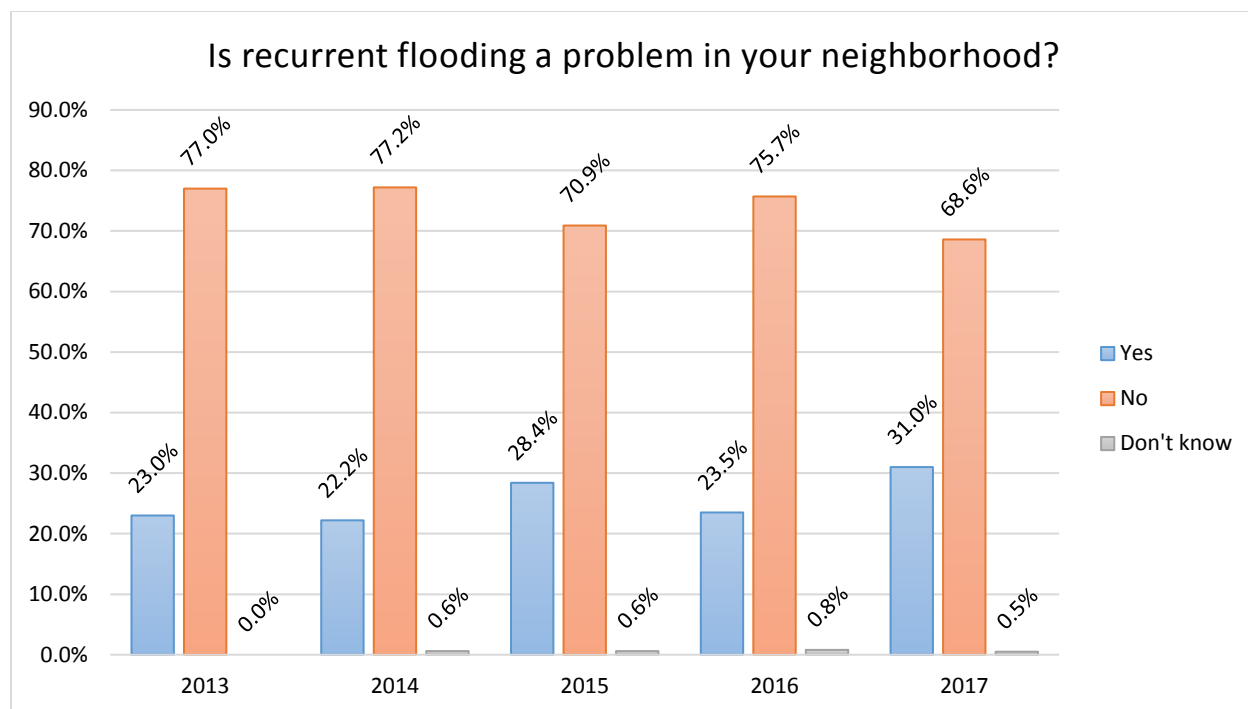
Respondents were also asked if they think increased flooding due to sea level rise is likely to negatively impact them in the future. The majority of respondents (61.8%) strongly agree (16.1%) or agree (45.7%) that increased flooding due to sea level rise is likely to negatively impact them in the future. More than thirty percent (34.4%) reported that they strongly disagree (6.0%) or disagree (28.4%) that increased flooding due to sea level rise is likely to negatively impact them in the future. Another 4.0

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 were also asked whether or not recurrent flooding is a problem in their neighborhood. While 60.4 percent of respondents indicated that they think flooding has increased over the past 30 years, 68.6 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 increased 7.5 percent (31.0%) from 2016 (23.5%).

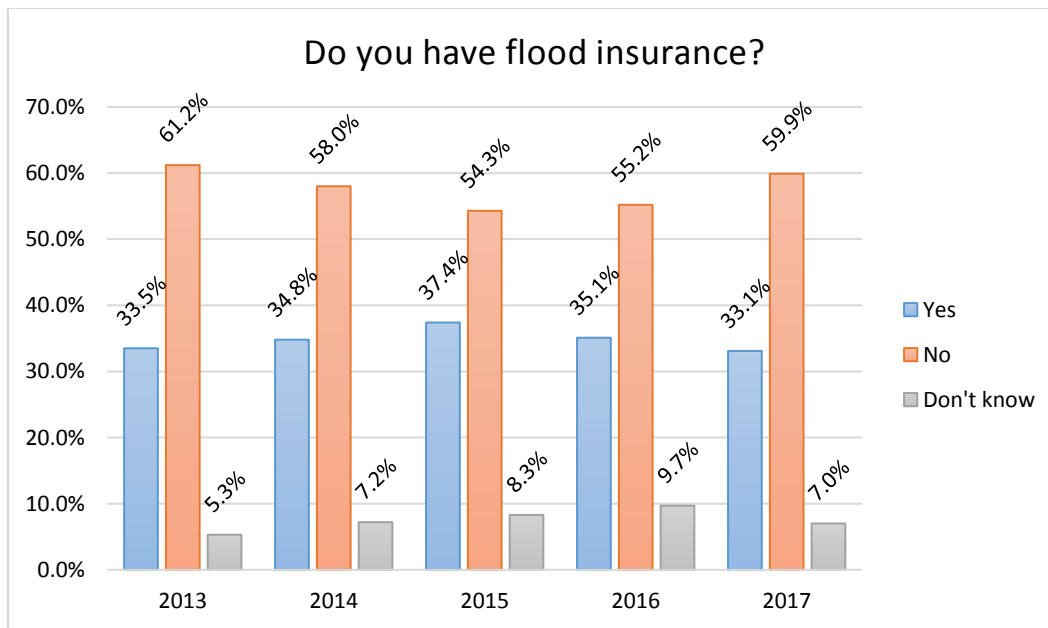
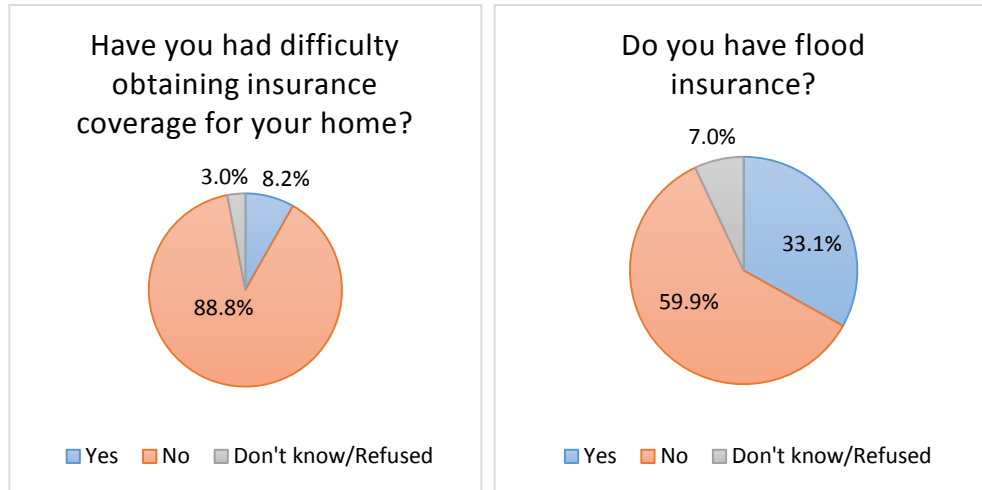




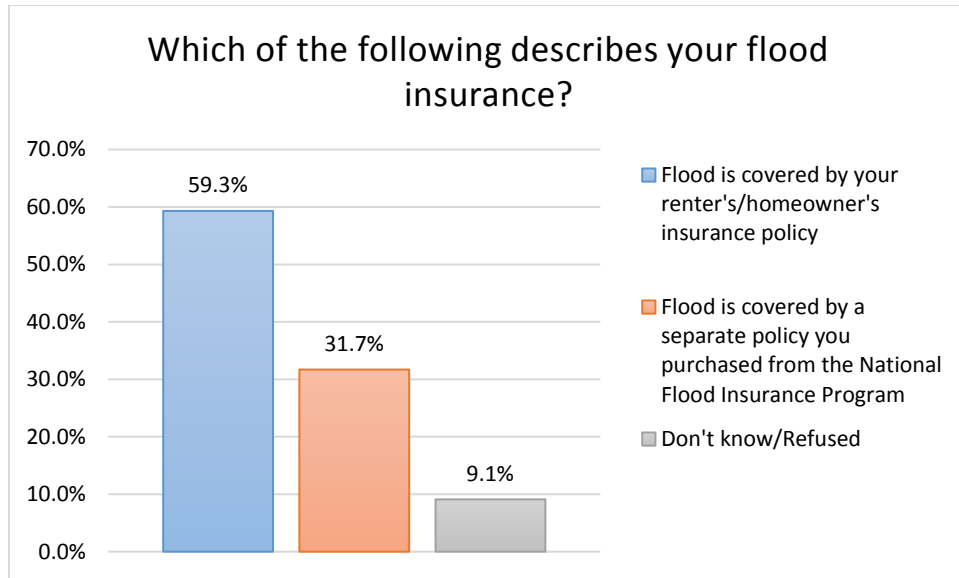
Respondents who reported they own or rent their home were asked to answer the questions, “Have you had difficulty obtaining insurance coverage for your home?” and “Do you have flood insurance?” An overwhelming majority of respondents reported having no difficulty in obtaining insurance coverage for their home (88.8%). Only 8.2 percent of respondents reported having difficulty in obtaining insurance coverage for their home and 3.0 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 31.0 percent reporting that recurrent flooding is a problem in their neighborhood, only 33.1 percent of homeowners and renters reported having flood insurance. The majority of respondents (59.9%) claimed not to have flood insurance and another 7.0 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 and 2017, 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 in 2016 and 2017 is similar to 2015 (33.1% in 2017 and 35.1% in 2016, compared to 37.4% in 2015). The percentage of respondents

who reported not having flood insurance has increased in all three years this question has been asked (54.3% in 2015, 55.2% in 2016, and 59.9% in 2017).



Of those who reported having flood insurance, 59.3 percent described their coverage as being covered by their renters/homeowner’s insurance policy and 31.7 percent described their coverage as flooding being covered by a separate policy purchased from the National Flood Insurance Program. Another 9.1 percent either did not know what type of flood insurance they had or refused to answer.



In summary, about 60 percent of residents feel that the flooding has increased in the past 30 years. However, over 65 percent of respondents stated that recurrent flooding is not a problem in their neighborhood, which is the lowest percentage since 2013. Regardless of neighborhood flooding, when it came to concerns about flooding in Hampton Roads in general, most people are somewhat to very concerned that sea level rise will effect them in the future. Despite the concern, the majority of respondents (59.9 percent: the highest percentage since 2014) do not have flood insurance.

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 2017 Life in Hampton Roads survey should be addressed to:

Randy Gainey, PhD
Faculty Director
The Social Science Research Center
Professor of Sociology and Criminal Justice
Old Dominion University
757-683-4794 (office)
rgainey@odu.edu

Or

Tancy Vandecar-Burdin, PhD
Associate Director
The Social Science Research Center
Old Dominion University
757-683-3802 (office)
tvandeca@odu.edu