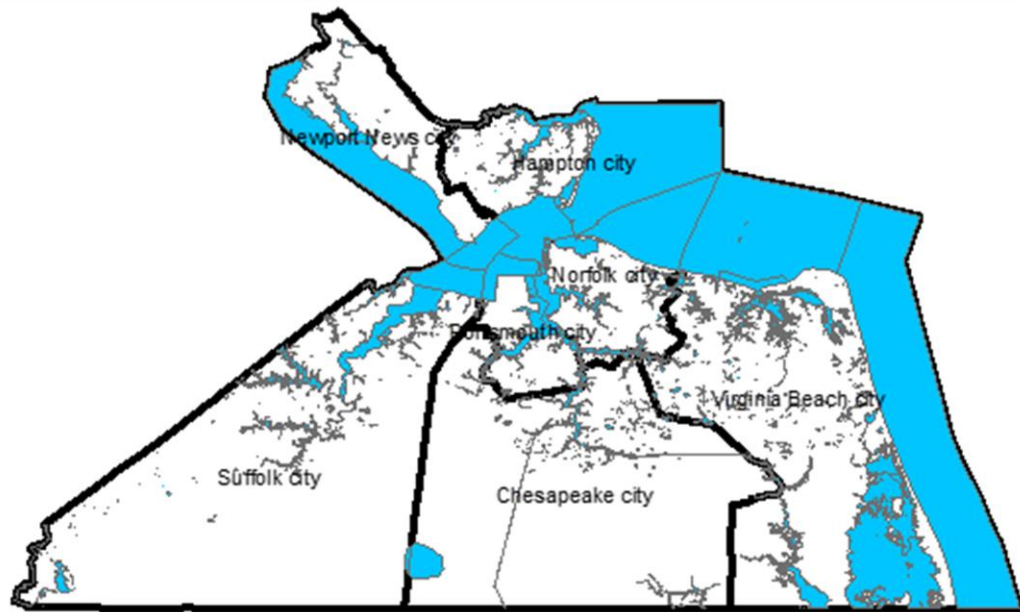


Old Dominion University

Life in Hampton Roads Report

The Ninth Annual Life in Hampton Roads Survey



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2018

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Executive Summary

The Social Science Research Center (SSRC) at Old Dominion University recently completed data collection for the ninth 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 project also investigated attitudes and perceptions of citizens regarding topics of local interest such as transportation and traffic, local and state government, perceptions of police, health, community, education, and other issues. This year, the SSRC also partnered with the Virginia Beach Department of Public Health and they provided additional health-related questions for the survey. The SSRC completed interviews with 687 Hampton Roads residents via landline and cell phones.

The results of the survey continue to reflect a relatively good quality of life in the region with the majority of those interviewed (70.1%) reporting that the overall quality of life in Hampton Roads was excellent or good.

- In particular, respondents reported very high ratings for quality of life in their *neighborhood* with the vast majority of respondents, nearly eighty percent rating the quality of life in their neighborhood as either excellent or good.
- Most Hampton Roads residents rated their own general health as good (52.1%) or excellent (29.6%). When asked about barriers to receiving healthcare including if respondents were unable to see a healthcare provider when they wanted to for various reasons, the vast majority reported that none of the barriers applied to them. Of the reasons reported for not being able to see a healthcare provider, the three most common reasons given were cost, unable to get time off work, and no available appointments.
- A majority (60.7%) of respondents either disapproved or strongly disapproved of the job that Donald Trump is doing as president. Approximately twenty-nine percent of residents approved or strongly approved of his job performance.

- Residents were mixed about what to do with Confederate monuments in Norfolk and Portsmouth. Just under one-third said to leave the Confederate soldier monuments as is and another quarter of the sample said that signs should be added providing a historical context for them. Another forty percent thought the monuments should either be relocated to a cemetery or museum or removed all together.
- The vast majority of respondents, nearly ninety percent, stated that flooding has either increased (63.0%) or stayed the same (23.9%) in Hampton Roads over the past 30 years. Very few, about four percent stated that flooding has decreased. Just over seventy percent indicated they were either very concerned or somewhat concerned with flooding in Hampton Roads.
- Consistent with the past five years, over a third of respondents said that they do have flood insurance. Of those who reported not having flood insurance, the most common response (62.9%) was that they were not required to purchase flood insurance or are not in a flood zone. Another quarter of the sample reported they do not think their property is at risk from flooding. Just under ten percent said flood insurance is too expensive.
- Just under half of respondents (47.3%) of respondents indicated that they avoided visiting neighboring cities due to congestion while over a third said that they avoided visiting a business because of tolls on bridges and tunnels.
- Satisfaction with and trust in the police remains relatively high in Hampton Roads with the majority of respondents being somewhat satisfied (43.6%) and very satisfied (34.8%). Similarly, the majority of respondents either somewhat trust the police (43.0%) or trust the police a great deal (38.1%).

This executive summary highlights some key observations from the survey. The following offers some background to the project and provides more specific information about life in Hampton Roads, in general, and how perceptions and experiences vary across the cities and in some cases among distinct demographic groups.

Survey Methodology and Sample Demographics

Survey Methodology

The Social Science Research Center (SSRC) at Old Dominion University recently completed data collection for the ninth 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, perceptions of police, health, community, education, and other issues. Funding for the 2018 survey was provided by the Social Science Research Center. In addition, the Virginia Beach Department of Public Health contributed funds to expand the sample size of Virginia Beach (oversample not included in this report) and to include additional health-related questions in the survey. As a result, this year's survey includes a more comprehensive section on the health of Hampton Roads' residents. 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 Research Studies for the College of Arts and Letters. New questions were included along with several questions from previous Life in Hampton Roads surveys.

A total of 687 interviews were completed with Hampton Roads residents in 2018. A longer survey instrument including extensive questions about health and the new toll lanes resulted in fewer total completed surveys this year. 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, 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 2018 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. 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 2018 contain respondents who were reached both via landline and via cell phone. All data analyses were conducted using SPSS statistical software.

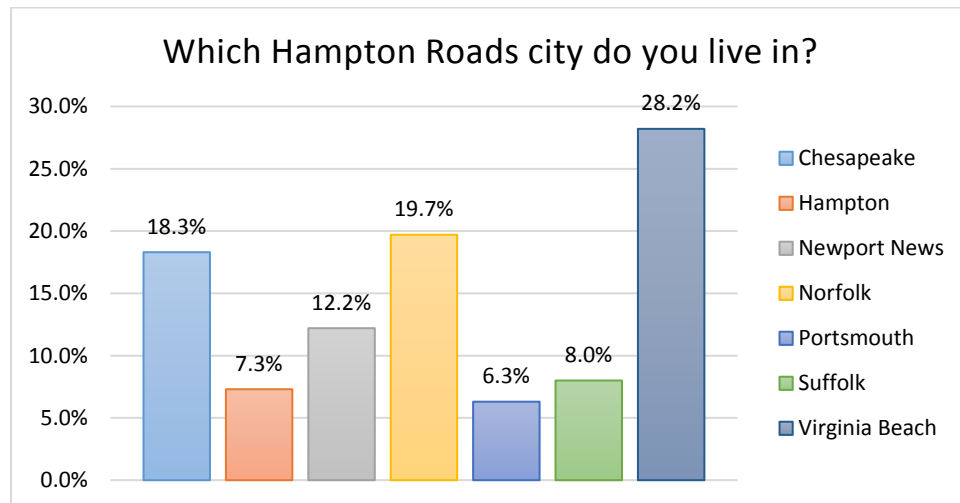
Sample Demographic Coverage

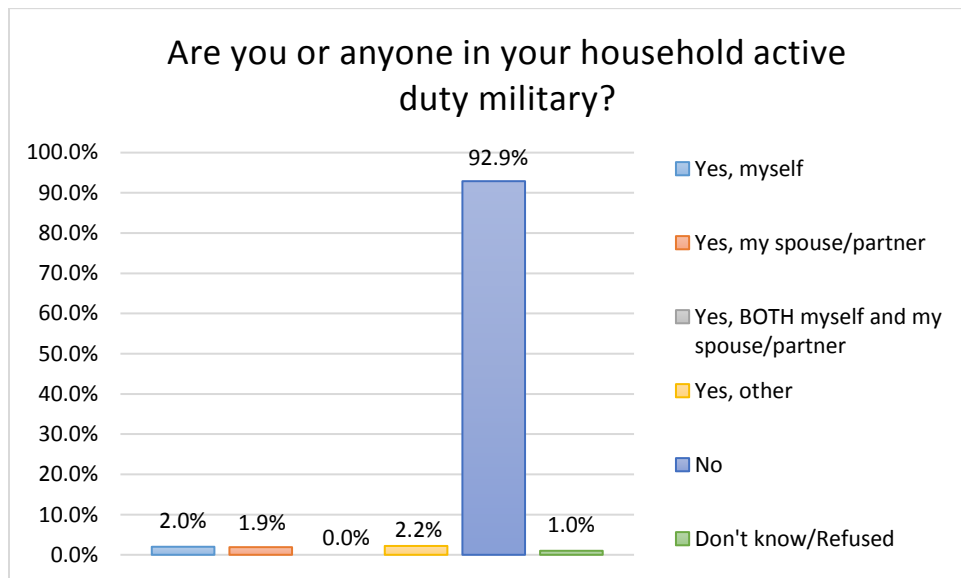
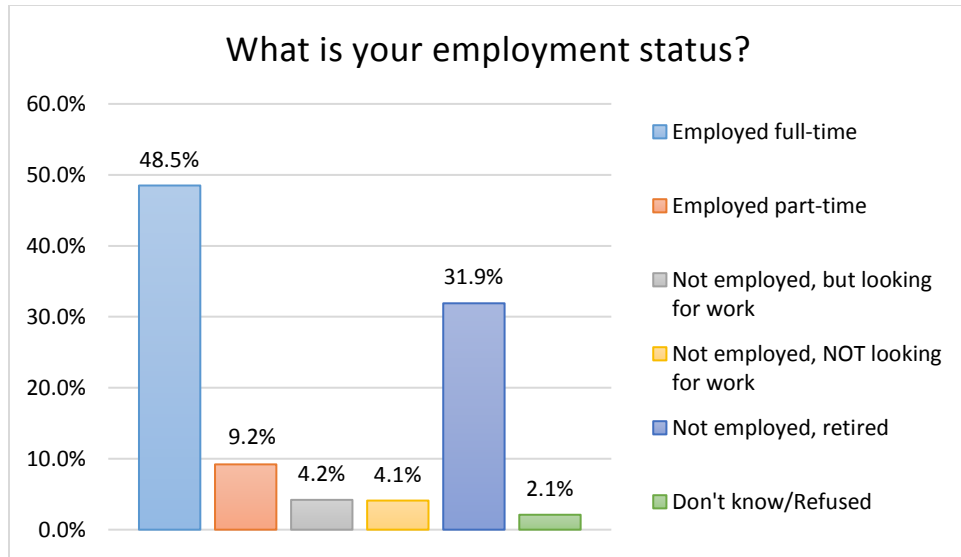
Unlike nearly all other data presented in the 2018 LIHR survey report, demographic data described here is presented unweighted in order to give curious readers a sense of the demographic coverage achieved by the survey. Of the 687 citizens interviewed, 52.5 percent were white, 30.4 percent Black or African-American, 14.1 percent considered themselves to be another race/ethnicity; including 0.9 percent American Indian or Alaskan Native, 0.4 percent Native Hawaiian or Pacific Islander, 1.0 percent Asian, and 6.3 percent indicated they were multiracial. In a separate question, 4.2 percent of respondents indicated that they were of Hispanic/Latino origin. Just under 40 percent (38.3%) of the respondents received a high school diploma or GED, completed trade or professional school, or attended some college. An additional 44.9 percent of respondents completed an undergraduate or graduate degree. More than half of respondents were married (50.8%) and 20.7 percent were divorced, separated, or widowed. Almost one-quarter of those surveyed were single and not living with a partner (22.9%) while a small portion of single people reported living with a partner (4.4%).

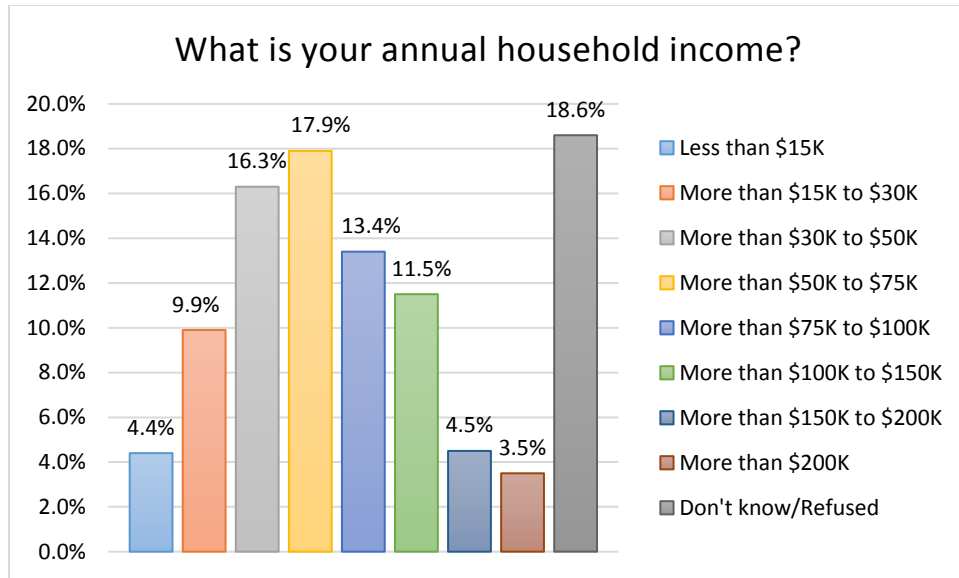
Race or Ethnicity	Percentage
White	52.5%
Black or African-American	30.4%
American Indian or Alaskan Native	0.9%
Asian	1.0%
Native Hawaiian or Pacific Islander	0.4%
Multiracial	6.3%
Other	5.5%
Don't Know/Refused	2.9%
Gender	Percentage
Male	42.6%
Female	56.3%
Highest level of school completed	Percentage
Some grade school	0.1%
Some high school	2.0%
High school diploma/GED	16.7%
Completed trade/professional school	3.1%
Some college	18.5%
Associate's degree	11.5%
Bachelor's degree	25.5%
Graduate degree	19.4%
Other	1.5%
Don't Know/Refused	1.7%
Age	Age in years
Average age (years)	53.2
Marital Status	Percentage
Single, not living with partner	22.9%
Single, living with partner	4.4%
Married	50.8%
Divorced/separated	11.2%
Widowed	9.5%
Don't Know/Refused	1.3%

Consistent with population estimates from the census, the majority of respondents lived in three of the seven major cities, Virginia Beach (28.2%), Norfolk (19.7%) and Chesapeake (18.3%). The

majority of survey participants were employed (57.7%), 9.2 percent worked part-time while 48.5 percent reported that they worked full-time. Of the remaining respondents, 31.9 percent were retired, 4.2 percent were unemployed but looking for work, and 4.1 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 (92.9%). Only 3.9 percent of respondents were active duty military and/or had a spouse/partner that was in the military. A small percentage (14.3%) of participants in the survey reported their family household income for last year as \$30,000 or less, 34.2 percent reported earning more than \$30,000 to \$75,000, while 32.9 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 (27.2% and 27.4%, respectively). Another 36.1 percent of respondents indicated that their household used landline and cellphones equally, while only 2.5 percent indicated that their household was landline only.

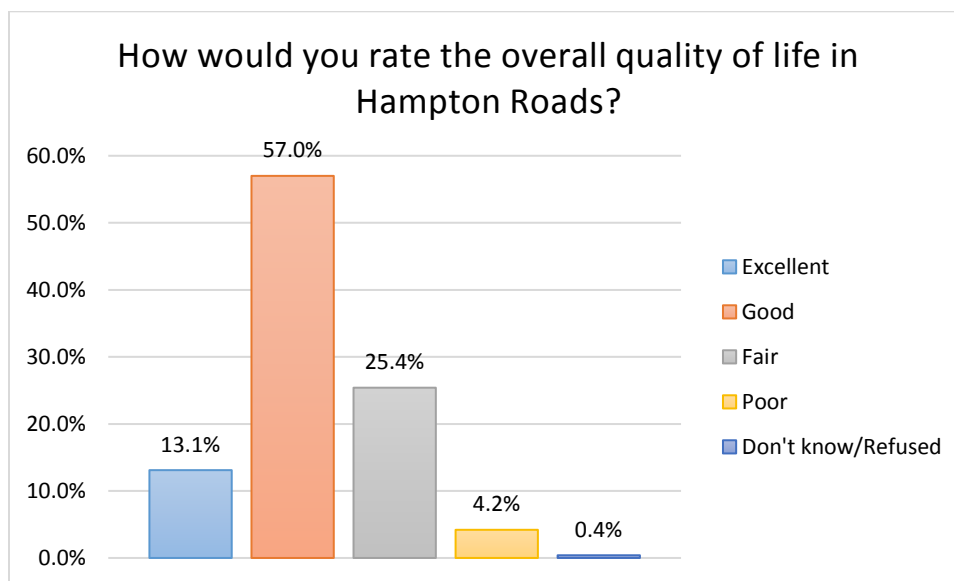






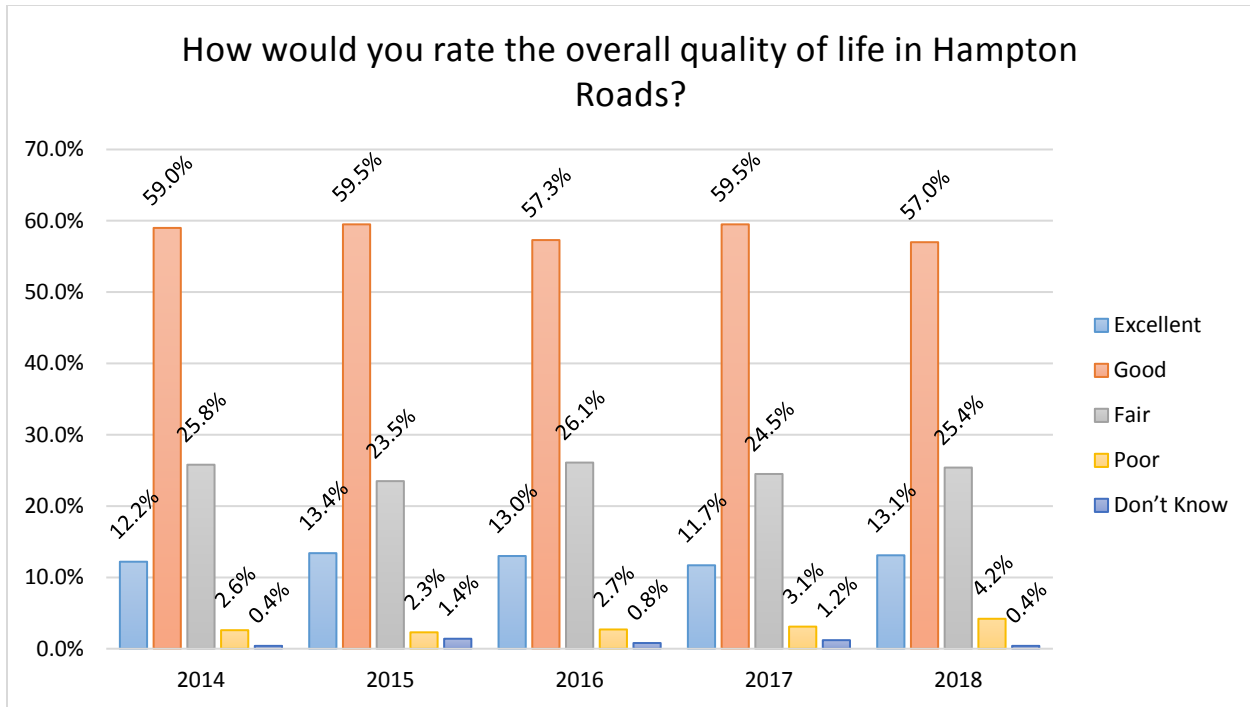
Overall Quality of Life

The overall quality of life in Hampton Roads has remained steady. The 2018 Life in Hampton Roads (LIHR) survey continues to show a generally good regional quality of life. The majority of those interviewed (70.1%) reported that the overall quality of life in Hampton Roads was excellent or good while 29.6 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 (71.2%).



Quality of Life in Hampton Roads

Over the last several years, quality of life has remained relatively consistent in Hampton Roads. In 2014, 71.2 percent of respondents rated the quality of life in Hampton Roads as excellent or good. In 2015, 72.9 percent of respondents rated quality of life in Hampton Roads as excellent or good, in 2016, 70.3 percent, and in 2017, 71.2 percent. In 2018, there was a slight decrease in the percentage of respondents who rated quality of life in Hampton Roads as excellent or good (70.1%). Focusing on the other end of the spectrum, ratings of the quality of life as poor has been consistently low (always less than 5%) though it did see an increase from 3.1 percent in 2017 to 4.2 percent in 2018.



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 (67.7%), marking the highest percentage in the past five years. Another 28.8 percent indicated that they rent, while only 1.8 percent reported having another arrangement.

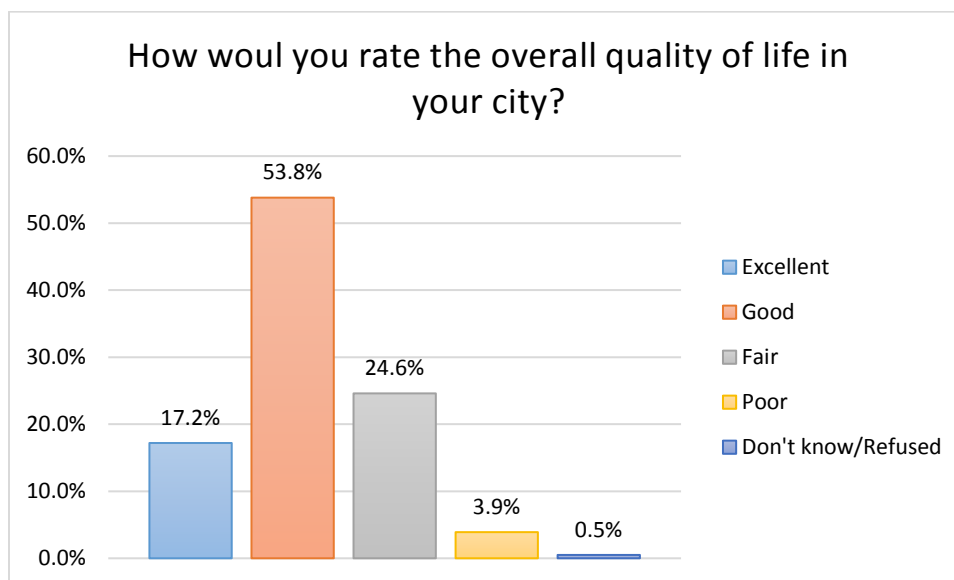
Home Ownership	2014	2015	2016	2017	2018
Own or in the process of buying	65.6%	65.5%	64.3%	65.1%	67.7%
Rent	31.9%	30.6%	32.7%	30.6%	28.8%
Other arrangement	2%	3.1%	2.2%	3.8%	1.8%
Don't know/Refused	0.6%	0.9%	0.7%	0.5%	1.6%

Neighborhood and City Quality of Life Ratings

The 2018 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 4.5 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.

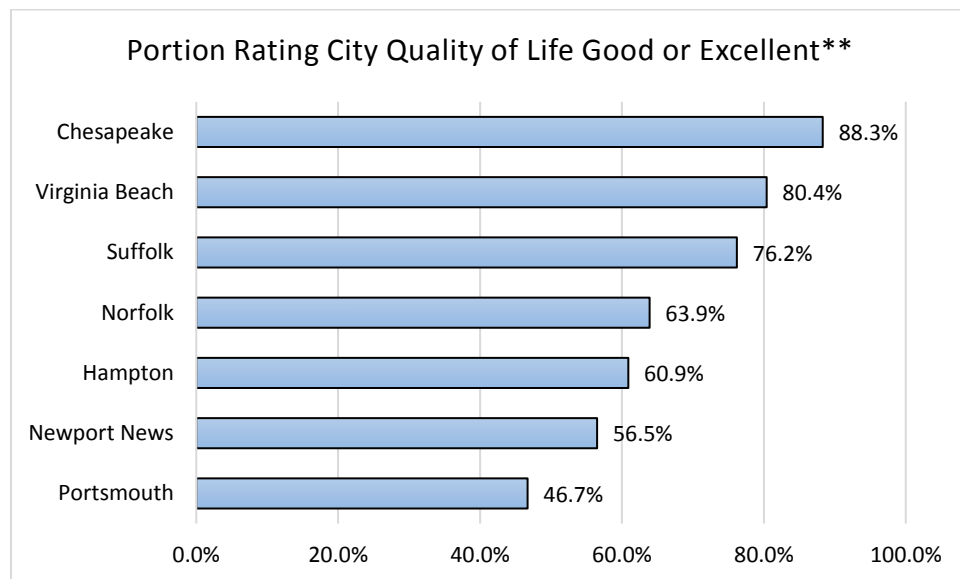
City Quality of Life

Respondents were asked to rate the quality of life for their city of residence. Seventy-one percent of respondents reported the quality of life in their city as excellent or good (17.2% and 53.8%, respectively). Another 28.5% rated the quality of life in their city as either fair (24.6%) or poor (3.9%).



Perceptions of city quality of life varied significantly across the Hampton Roads region ($p < .05$). At the top end, 88.3 percent of respondents from Chesapeake rated the quality of life in their city as good or excellent, as did 80.4 percent of respondents from Virginia Beach. Suffolk was slightly lower, with 76.2 percent rating city quality of life as good or excellent. Norfolk and Hampton ranked somewhat lower, at

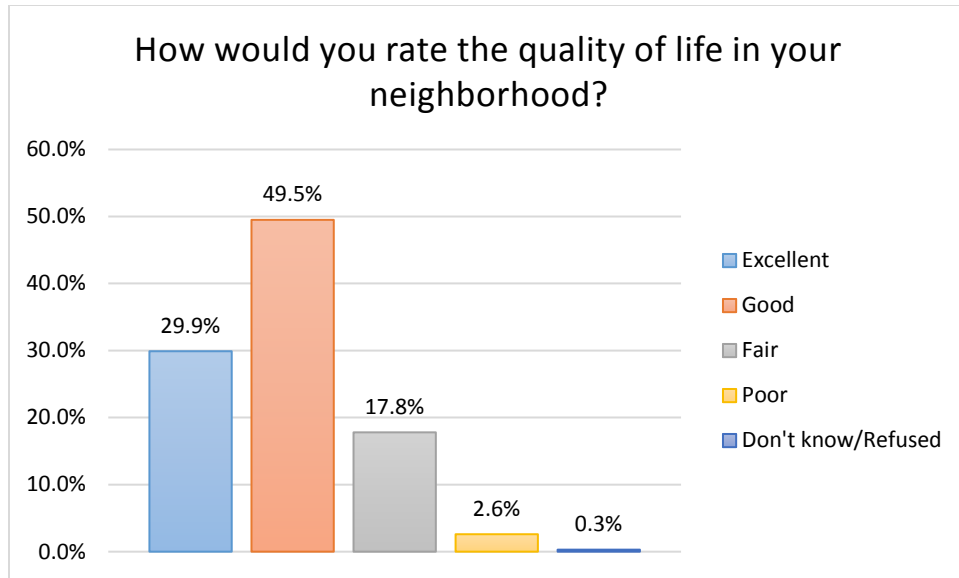
63.9 percent and 60.9 percent respectively. Finally, Newport News and Portsmouth ranked substantially lower at 56.5 percent and 46.7 percent, respectively. Residents in some cities appear to have substantially higher perceptions of quality of life than others. Although the rankings within the top group (Chesapeake, Virginia Beach, and Suffolk) and the bottom group (Newport News and Portsmouth) cannot be known with statistical confidence, we can be confident 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.



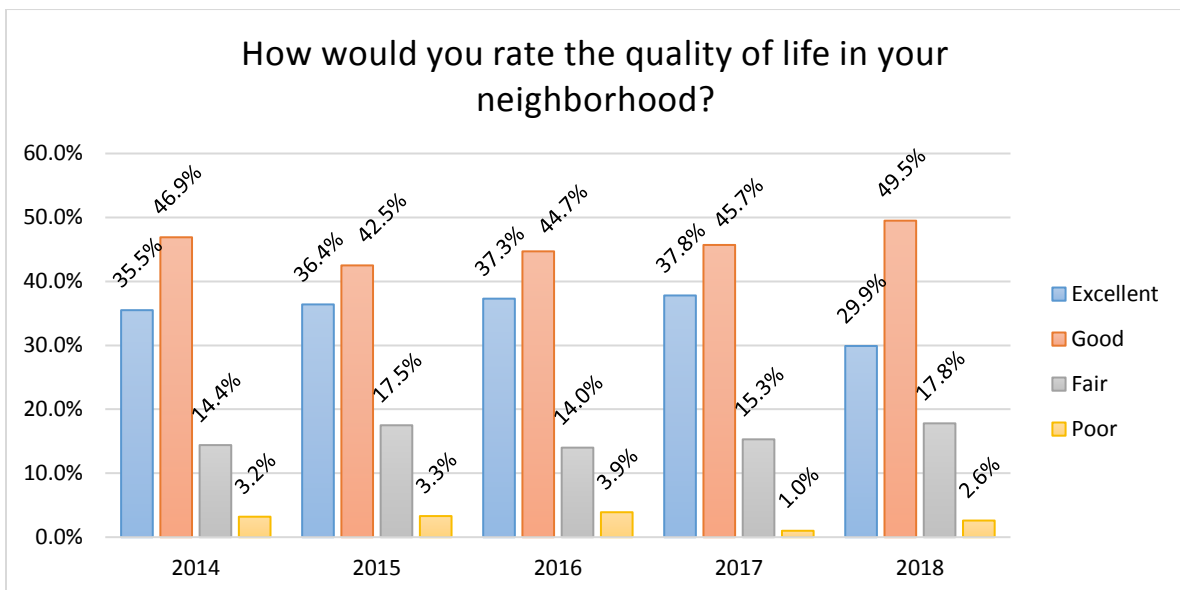
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Neighborhood Quality of Life

Overall, respondents reported very high ratings for quality of life in their neighborhood. The majority of respondents (79.4%) rated the quality of life in their neighborhood as either excellent or good. In contrast, only 20.4 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 (79.4%), followed by city of residence (71.0%), and finally Hampton Roads as a whole (70.1%).



Across years, a strong majority of respondents rated the quality of life in their neighborhoods as good or excellent. While the total percentage of respondents that rated the quality of life in their neighborhoods as good or excellent remained similar to previous years, there was a considerable decrease in respondents who rated the quality of life in their neighborhoods as excellent (29.9%). This percentage had seen small increases in each of the previous four years (35.5%, 36.4%, 37.3%, and 37.8%, respectively). Additionally, 2018 saw a slight increase in respondents rating the quality of life in their neighborhood as poor (2.6%) compared to only 1.0 percent in 2017.



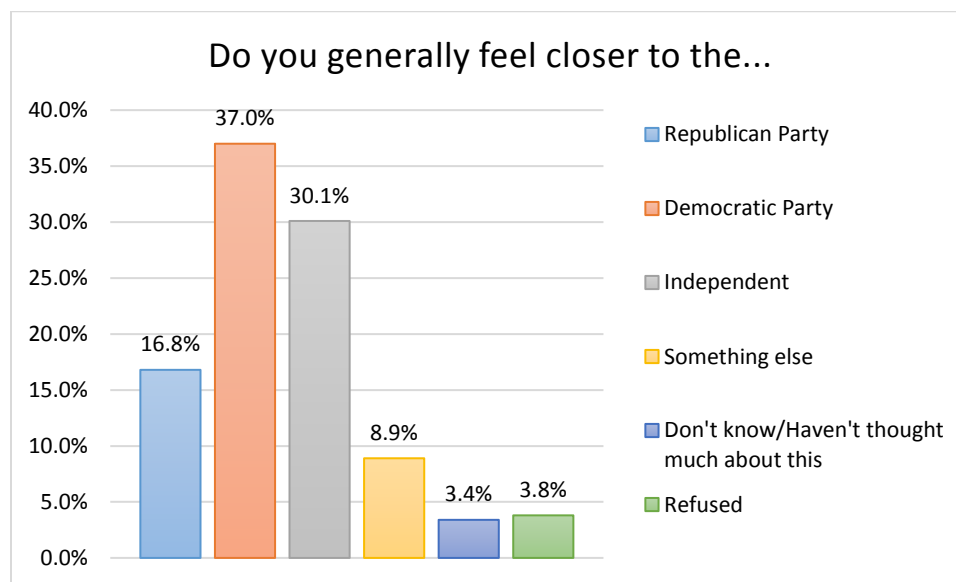
In summary, the overall quality of life in Hampton Roads remains relatively consistent with past years. Over 70 percent rate the overall quality of life in Hampton Roads as excellent or good. Although there were some differences between cities in the reported quality of life, respondents reported a higher quality of life in their neighborhoods compared to the city or region as a whole.

Politics, Social Issues, and Perception of the Police

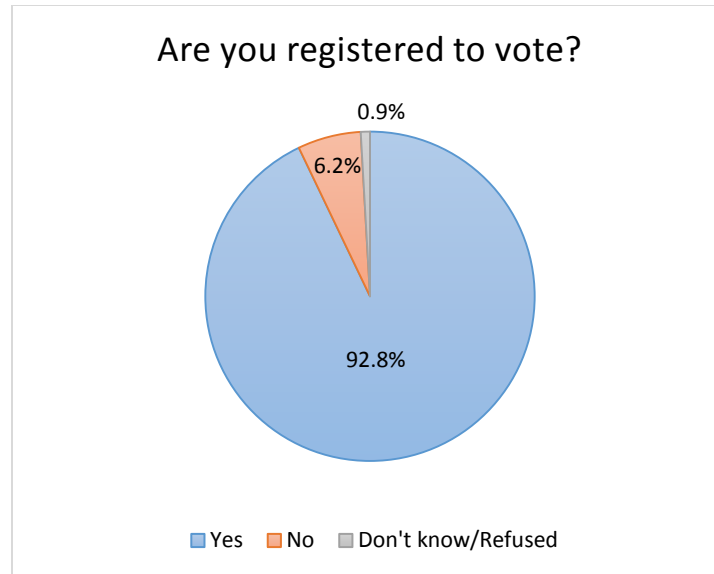
The political climate is one factor in understanding attitudes on a variety of social and political issues. Respondents were asked an array of questions including party affiliation, political attitudes and voter registration. The 687 participants gave a wide variety of answers to these questions, but much of the data reflects response patterns seen in years past.

Political Affiliations and Attitudes

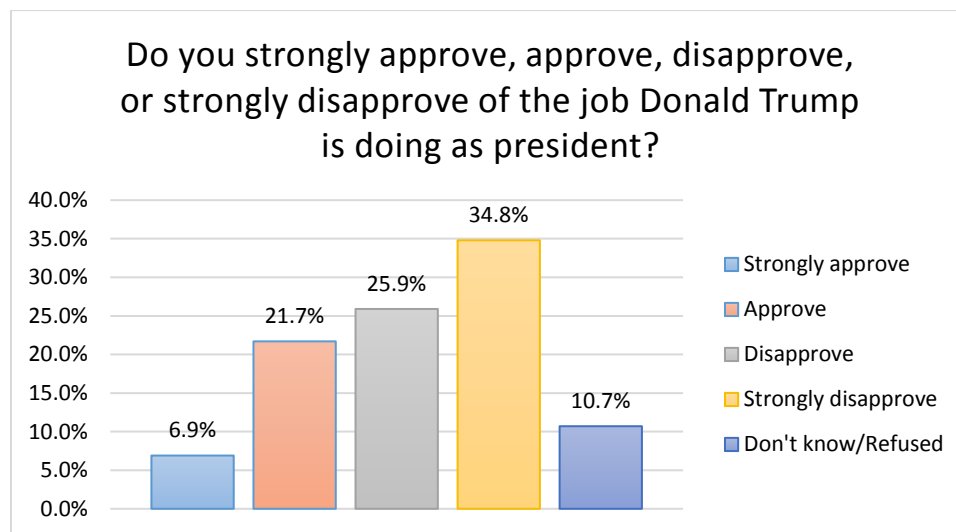
Respondents were asked what political party they generally feel closer to. A larger proportion of respondents reported feeling closer to the Democratic Party (37.0%) or being Independent (30.1%) than the Republican party (16.8%) or feeling closer to something else (8.9%).



Respondents were asked whether or not they were registered to vote. The vast majority of respondents said that they were registered to vote (92.8%), while only 6.2 percent of respondents were not registered to vote at the time of the survey.

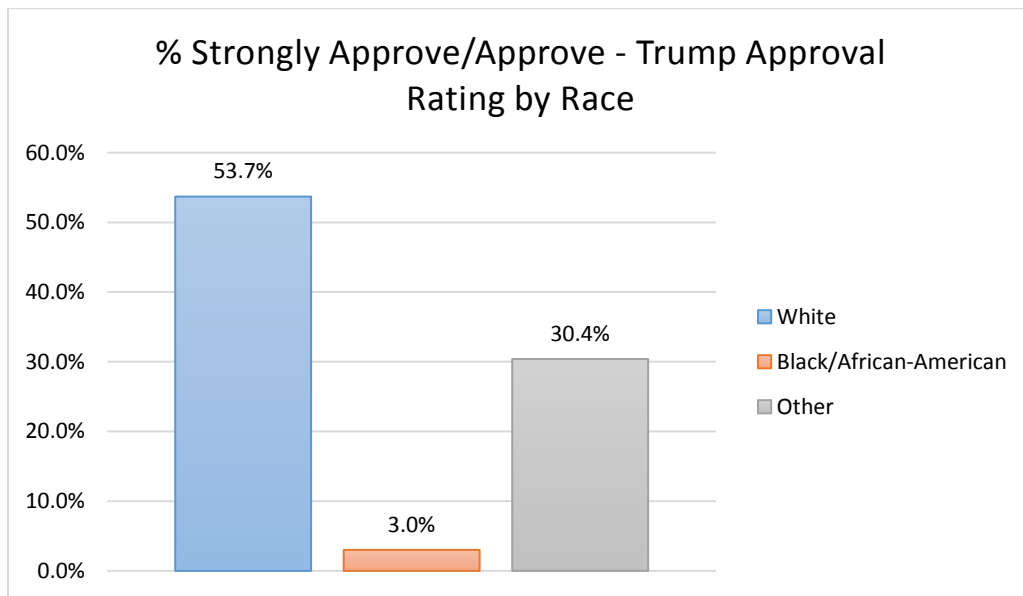
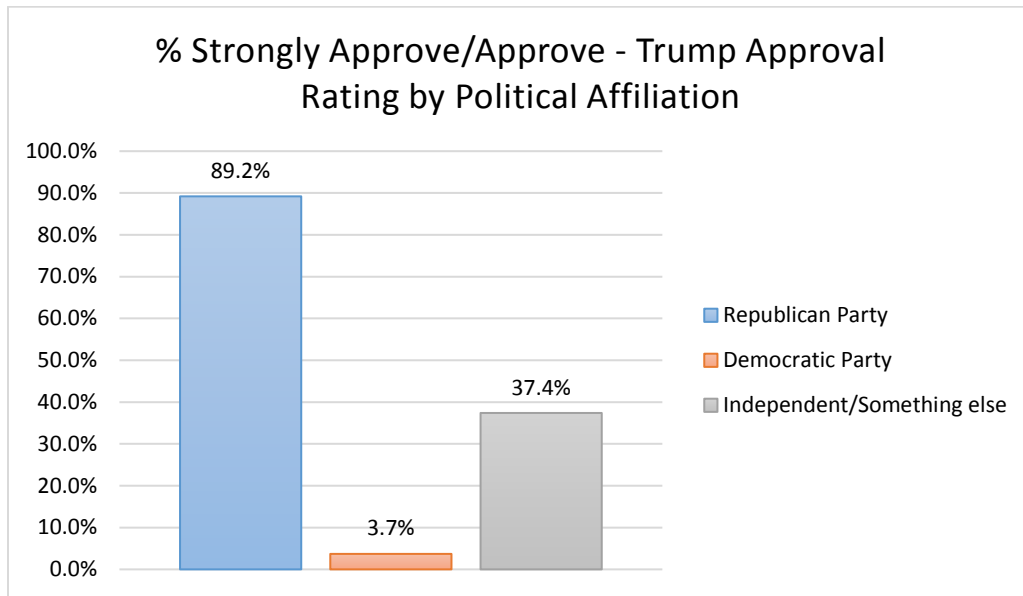


Donald Trump had been in office for over a year and a half when the Life in Hampton Roads survey began and respondents were asked how strongly they approve or disapprove of the job he was doing as president. A majority (60.7%) of respondents either disapproved (25.9%) or strongly disapproved (34.8%) of the job that he is doing as president. Only 6.9 percent of Hampton Roads residents strongly approved of the job that he is doing as president, while 21.7 percent approved.



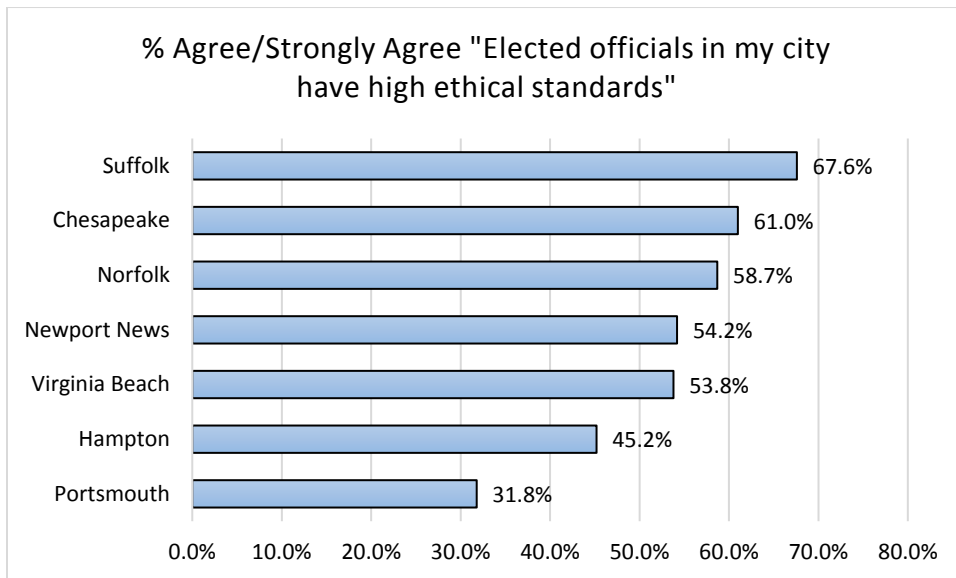
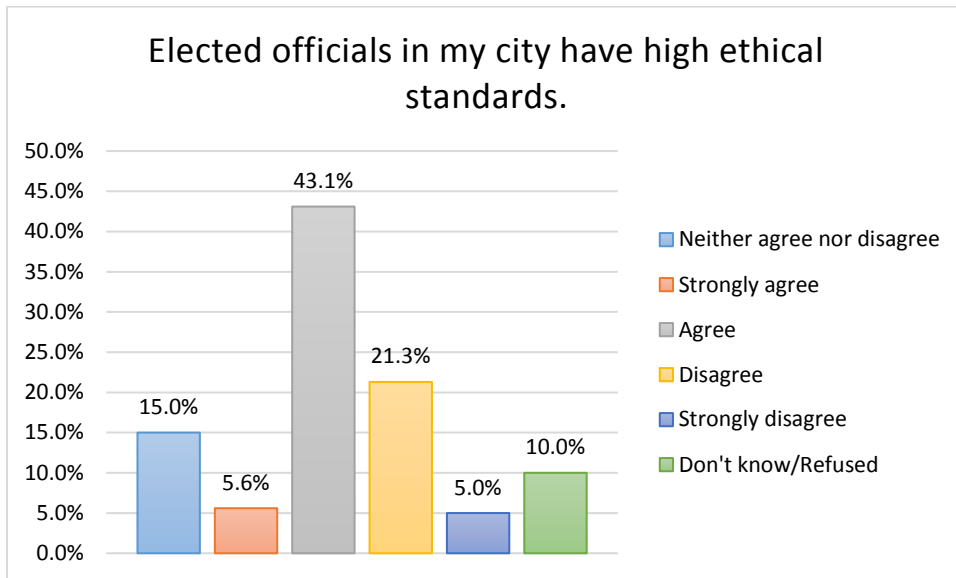
Donald Trump's approval rating varied significantly across race and political affiliation. The majority of Republicans strongly approved or approved of the job Donald Trump is doing as president

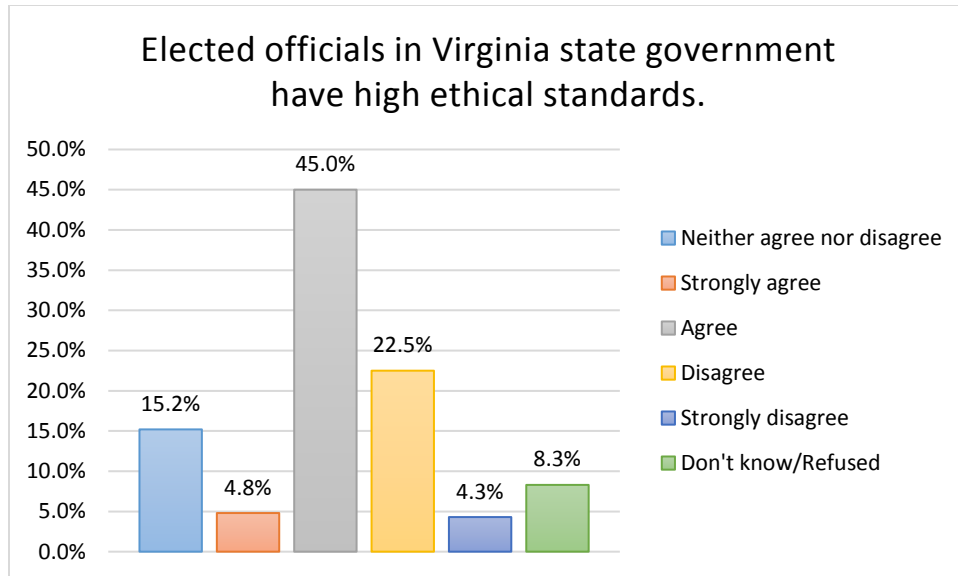
compared to only 3.7 percent of Democrats. Additionally, 53.7 percent of white respondents approved or strongly approved of the job Donald Trump is doing as president compared to only 3.0 percent of Black/African-American respondents.



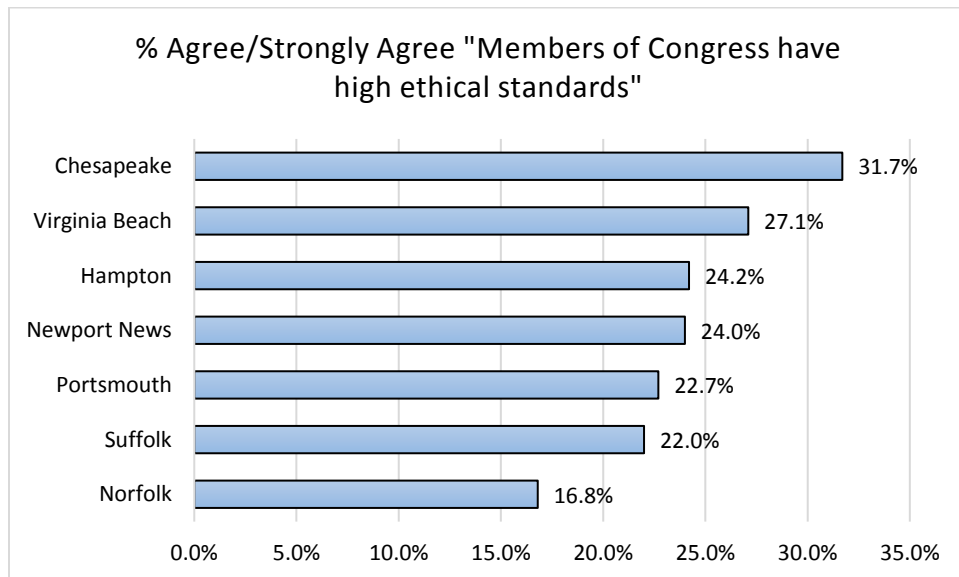
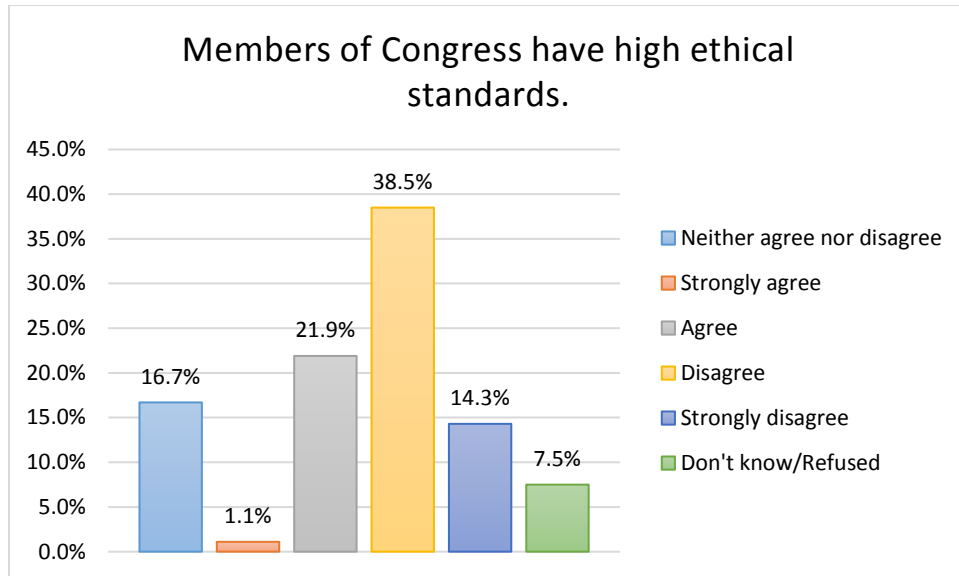
Respondents were asked to give their opinion of the ethical standards of elected officials at both the city and state level. Almost half of respondents either agreed or strongly agreed that elected officials in their city (48.7%) and in Virginia state government (49.8%) have high ethical standards. Suffolk had

the highest percentage of respondents who agreed or strongly agreed that elected officials in their city have high ethical standards (67.6%) and Portsmouth had the lowest percentage (31.8%).



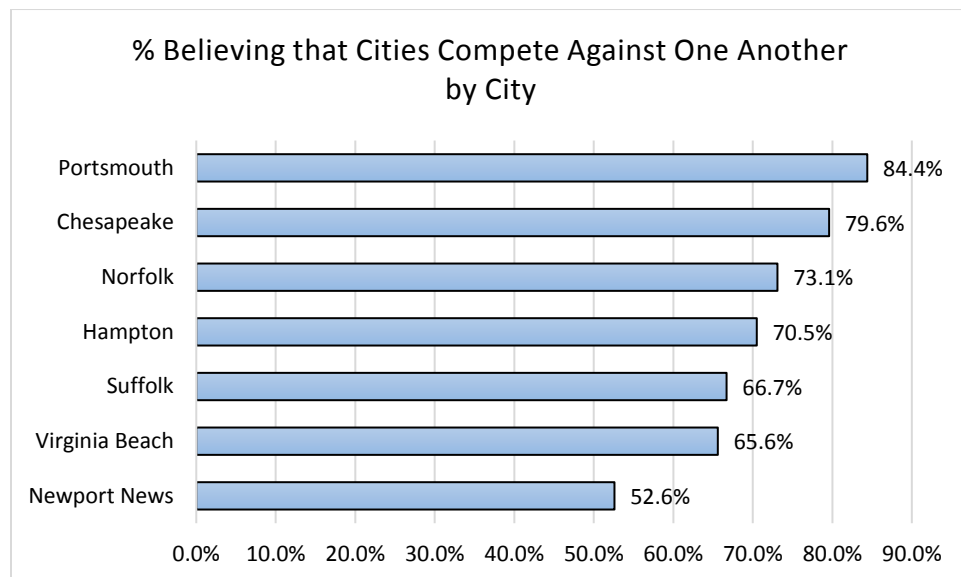
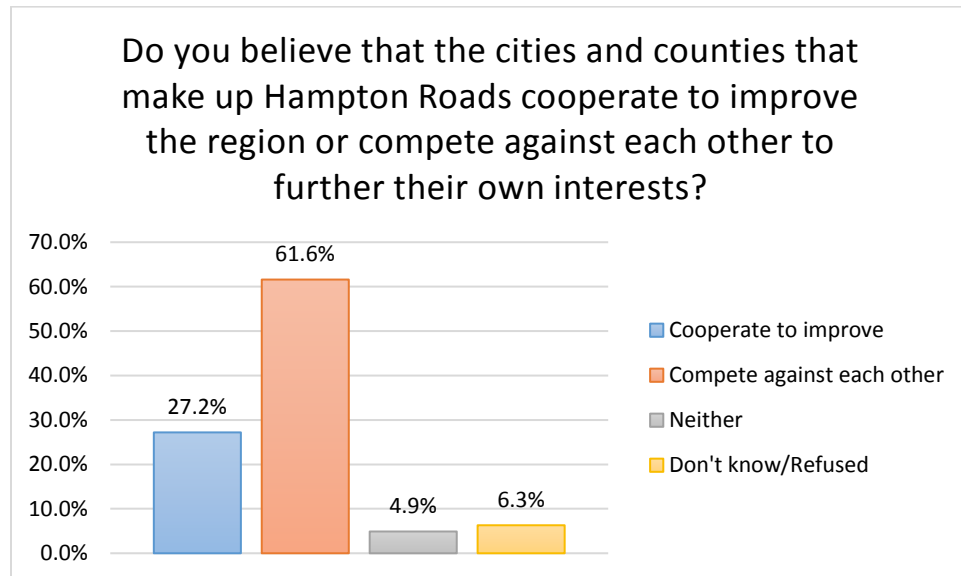


Additionally, respondents were asked if they feel that members of Congress have high ethical standards. Less than one-quarter of respondents (23.0%) either agreed or strongly agreed that members of Congress have high ethical standards. Across all of the seven cities, respondents tended to agree that members of Congress do not have high ethical standards. Chesapeake saw the largest percentage of respondents agreeing or strongly agreeing that members of Congress have high ethical standards, however, this was less than one-third.



The majority of those interviewed in the 2018 Life in Hampton Roads survey (61.6%) said they believe that the cities and counties that make up Hampton Roads compete against each other to further their own interests. Conversely, only 27.2 percent feel that cities and counties in Hampton Roads cooperate to improve the region. Beliefs about competition between cities varied significantly across the cities of Hampton Roads. Even in Newport News where residents reported the most cooperation, over half (52.6%) believed the cities competed against each other. Suffolk and Virginia Beach reported somewhat higher levels of competition (66.7 and 65.6%, respectively) and in Hampton, Norfolk and

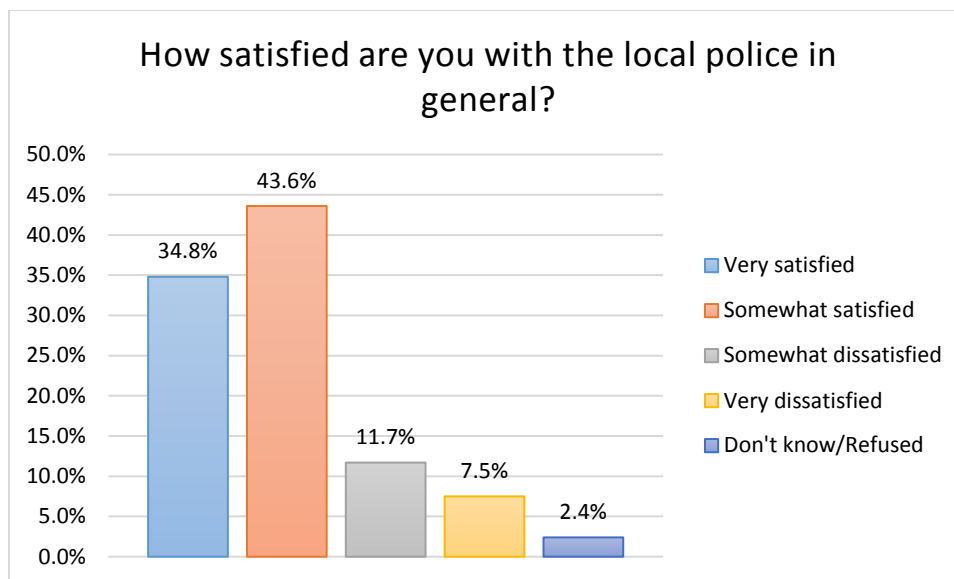
Chesapeake over 70 percent reported the cities competing against one another (70.5, 73.1 and 79.6%, respectively). In Portsmouth, 84.4% of residents reported competition over cooperation between cities.



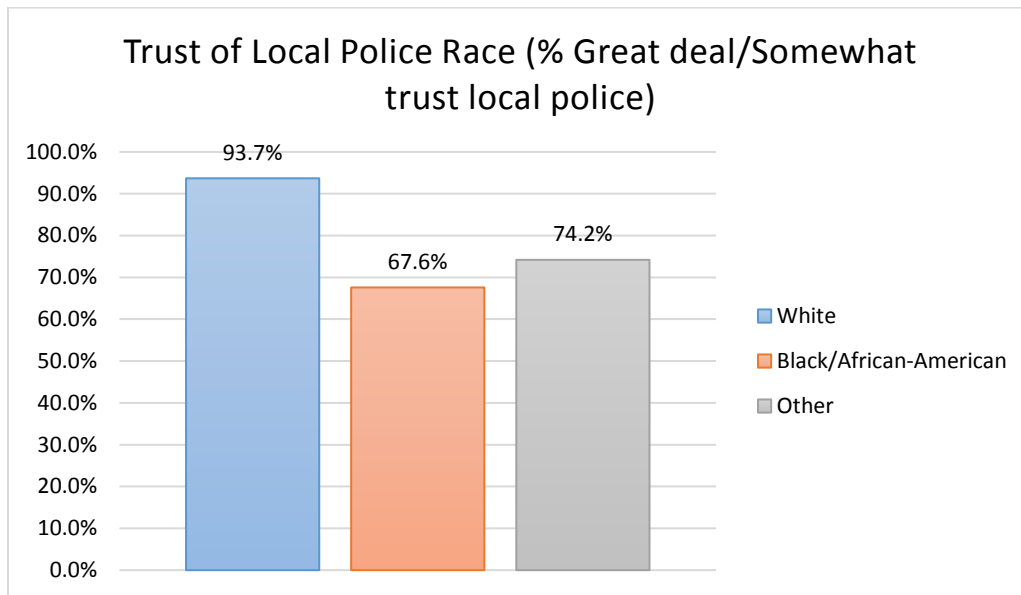
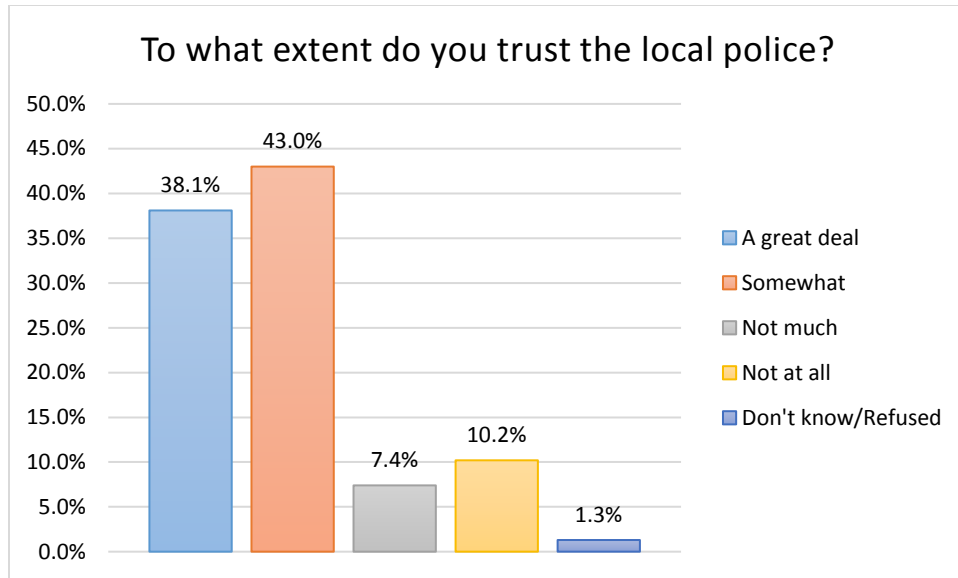
Perceptions of Local Police

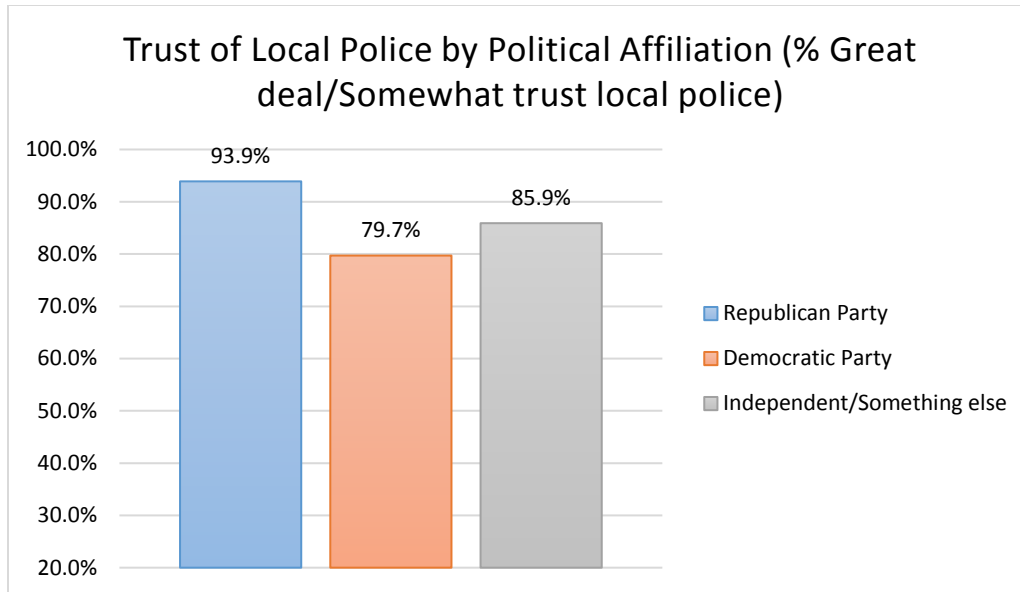
Respondents were asked how satisfied they were with the local police in general. The majority of respondents reported being somewhat satisfied (43.6%) and very satisfied (34.8%). Only 11.7 percent reported being somewhat dissatisfied and 7.5 percent reported being very dissatisfied with the local police. Additionally, 2.4 percent either did not know or refused to answer. Similarly, the majority of

respondents either somewhat trust the police (43.0%) or trust the police a great deal (38.1%). Another 10.2 percent do not trust the police at all and 7.4 percent do not trust the police much.

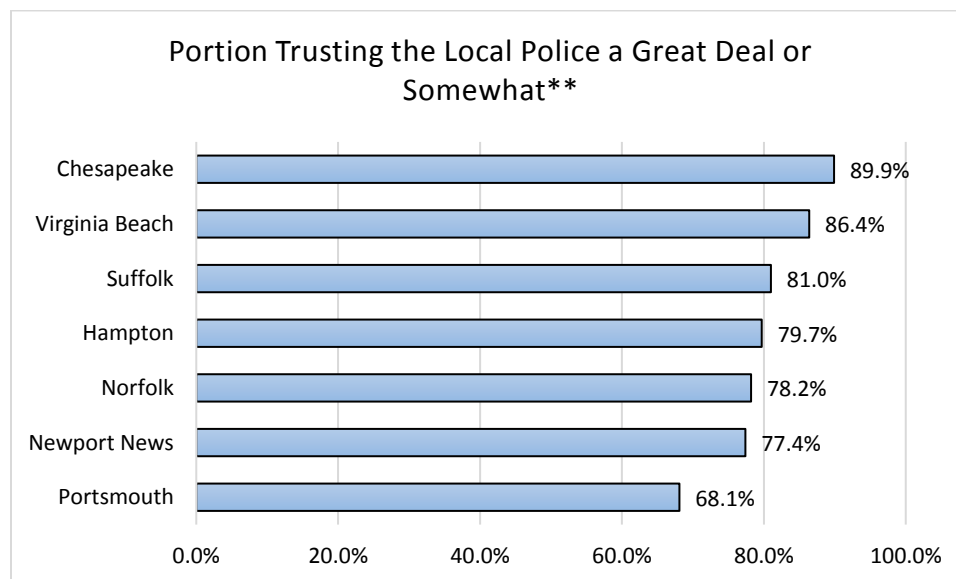


While overall trust of local police was high, there were some differences when looking at race and political affiliation. Over 90 percent (93.7%) of white respondents trust the local police a great deal or somewhat compared to only 67.6 percent of black/African-American respondents. Additionally, 93.9 percent of respondents who felt closer to the Republican Party trusted the local police a great deal or somewhat compared to only 79.7 percent of those who felt closer to the Democratic Party.





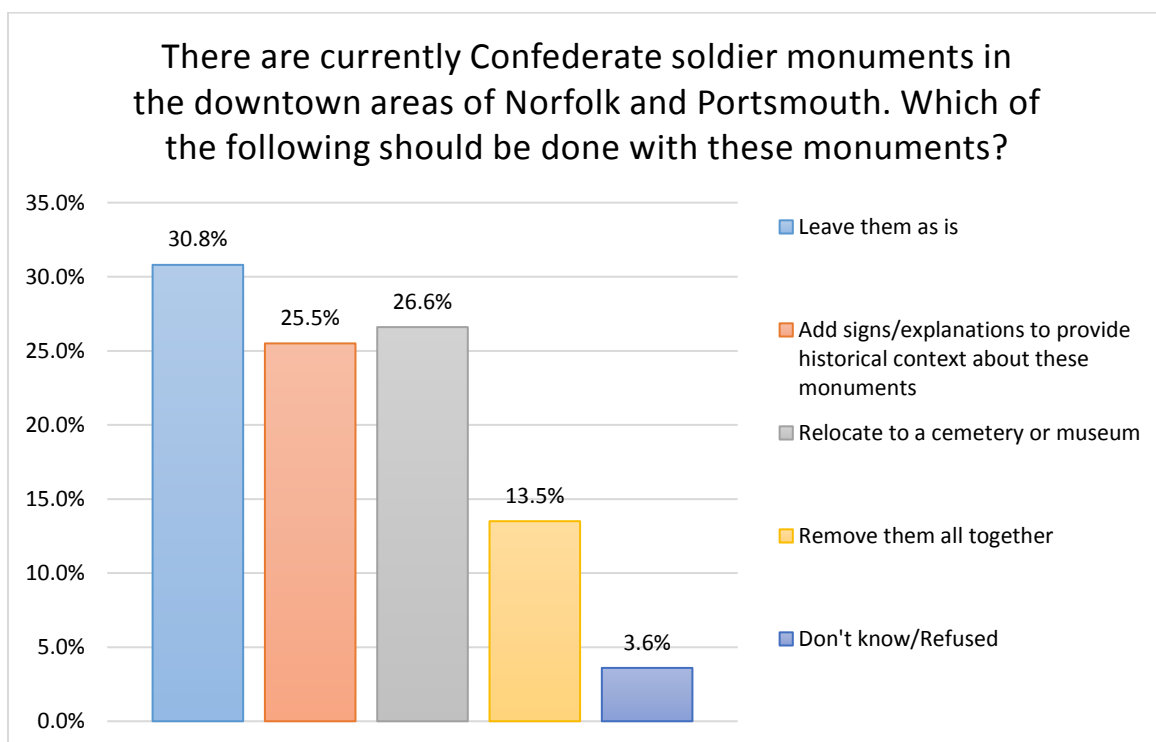
There were also significant differences across city with trust for the local police. Chesapeake (89.9%), Virginia Beach (86.4%), and Suffolk (81.0%) had the highest percentage of residents saying they trust the local police a great deal or somewhat. While Hampton (79.7%), Norfolk (78.2%), and Newport News (77.4%) were somewhat lower, Portsmouth (68.1%) was substantially lower in the percentage of residents saying they trust the local police a great deal or somewhat.



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

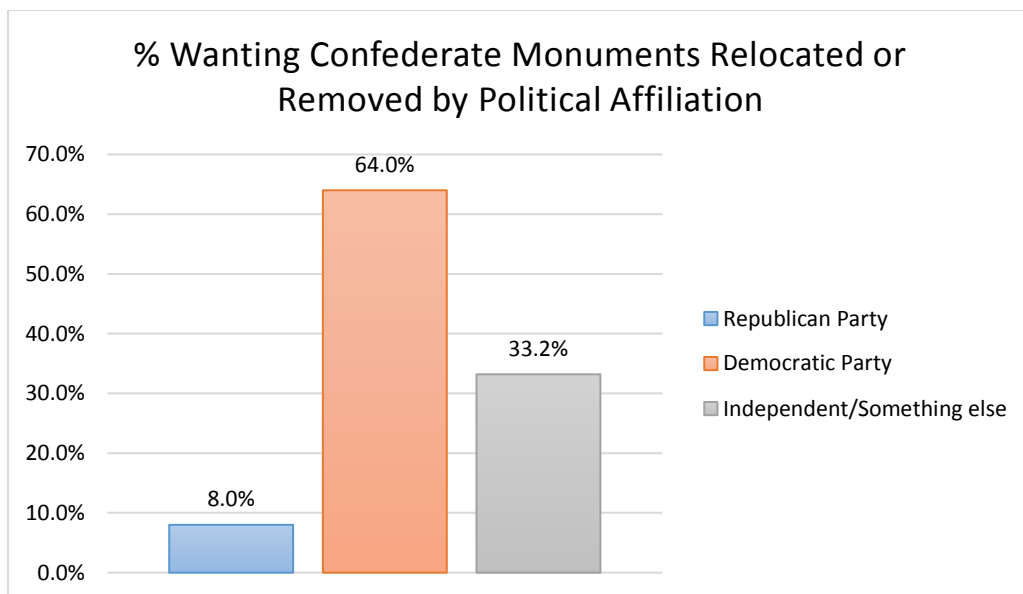
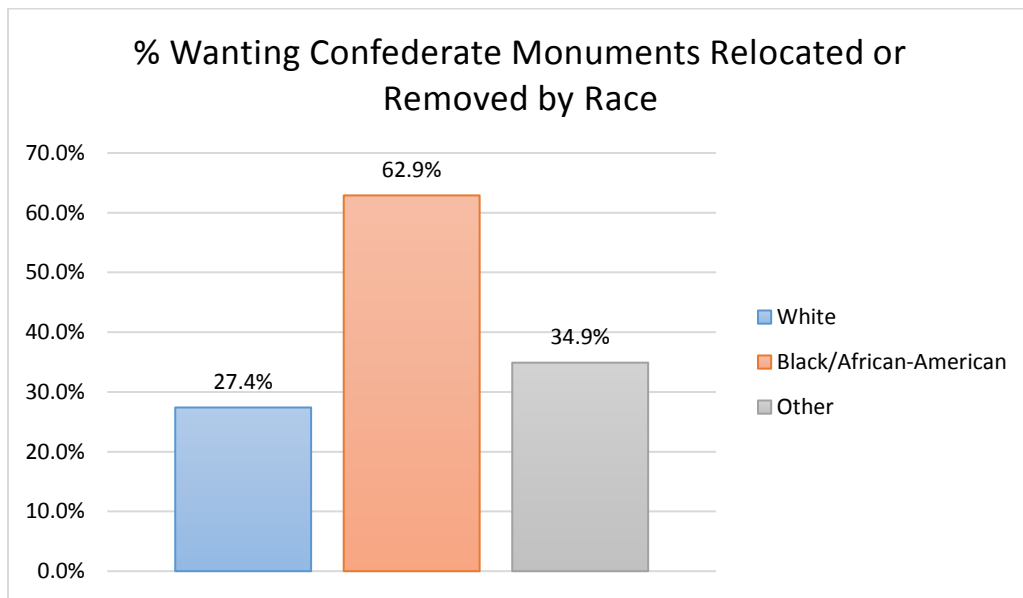
Confederate Monuments

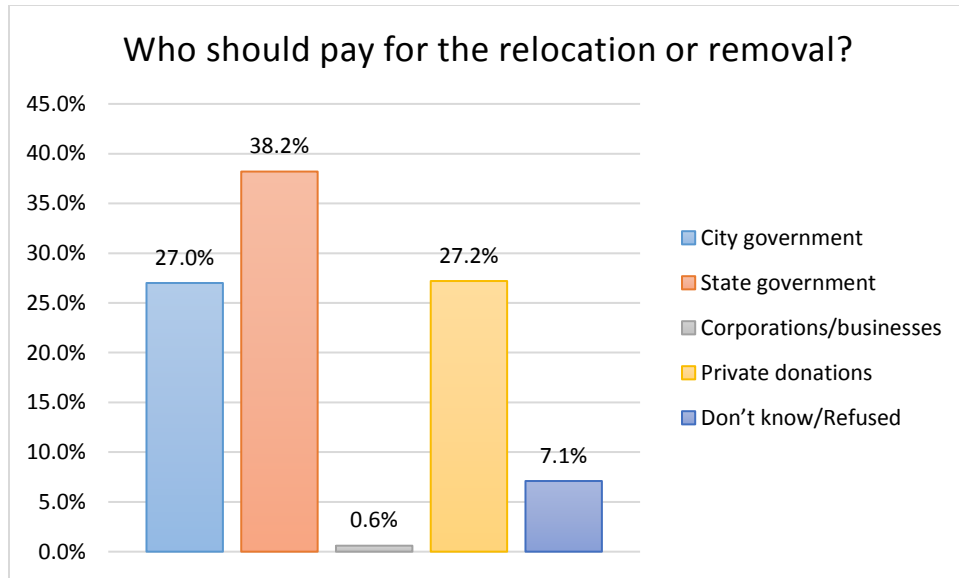
Due to the controversial nature of the confederate soldier monuments in other parts of the country and locally, the 2018 Life in Hampton Roads survey aimed to identify what residents thought should be done with monuments in downtown Norfolk and Portsmouth. While responses were mixed, just under one-third responded leave the Confederate soldier monuments as is (30.8%). About one-quarter (25.5%) of the respondents said that signs should be added providing explanations about historical context for the monuments. Another 40.1 percent thought the monuments should either be relocated to a cemetery or museum (26.6%) or removed all together (13.5%). The respondents who said that the monuments should be relocated or removed were then asked who should pay for the relocation or removal. The majority (65.2%) said that either state government (38.2%) or city government (27.0%) should pay for the relocation or removal. Additionally, 27.2 percent said the relocation or removal should be paid for by private donations.



There were significant differences across race and political affiliation in regards to what should be done with the confederate monuments. Only 27.4 percent of white respondents thought the confederate

monuments should be relocated or removed compared to 62.9 percent of Black/African-American respondents. Additionally, only 8.0 percent of Republicans thought the confederate monuments should be relocated or removed compared to 64.0 percent of Democrats and 33.2 percent of Independents and those who identified as something else.

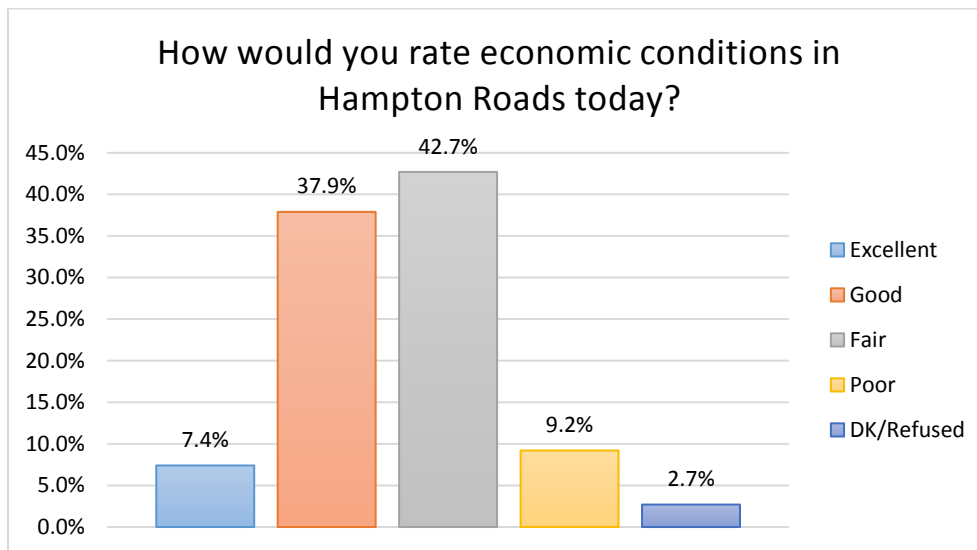


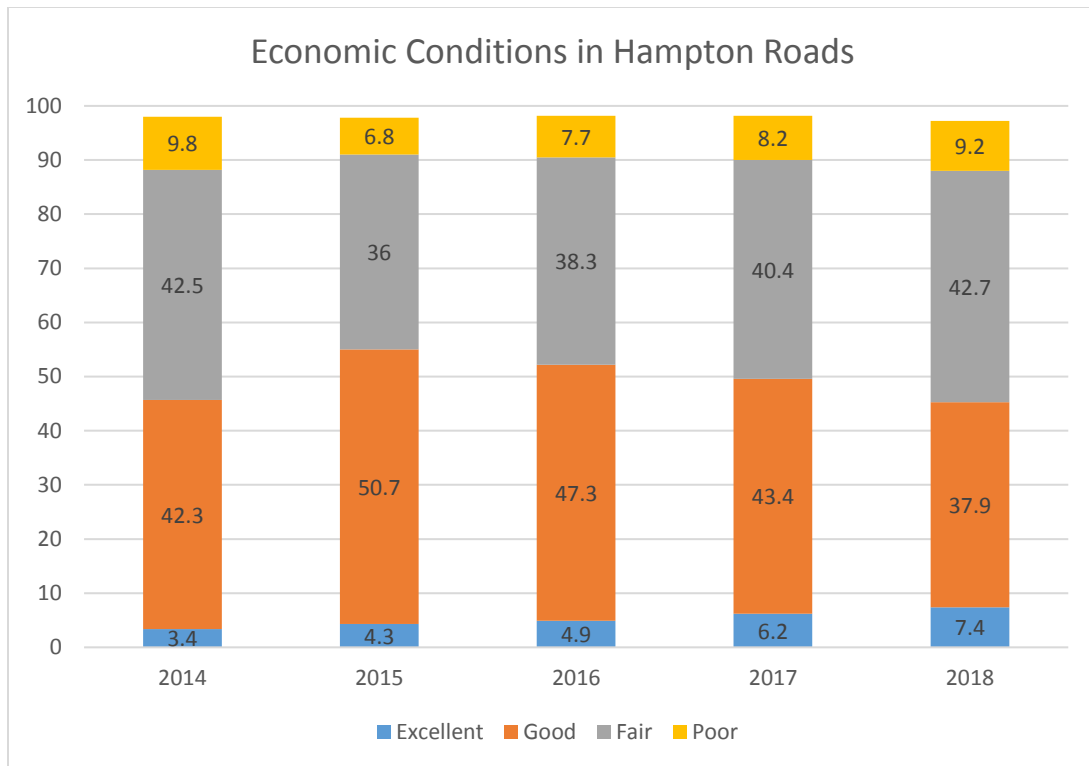


Only about half of respondents feel that local and state elected officials have high ethical standards and less than one-quarter feel the same for members of Congress. While trust in satisfaction with police are generally high, there are significant differences by city and race. There is also quite a bit of variation of how to handle local confederate monuments with over 40 percent indicating that they should be moved or removed all together.

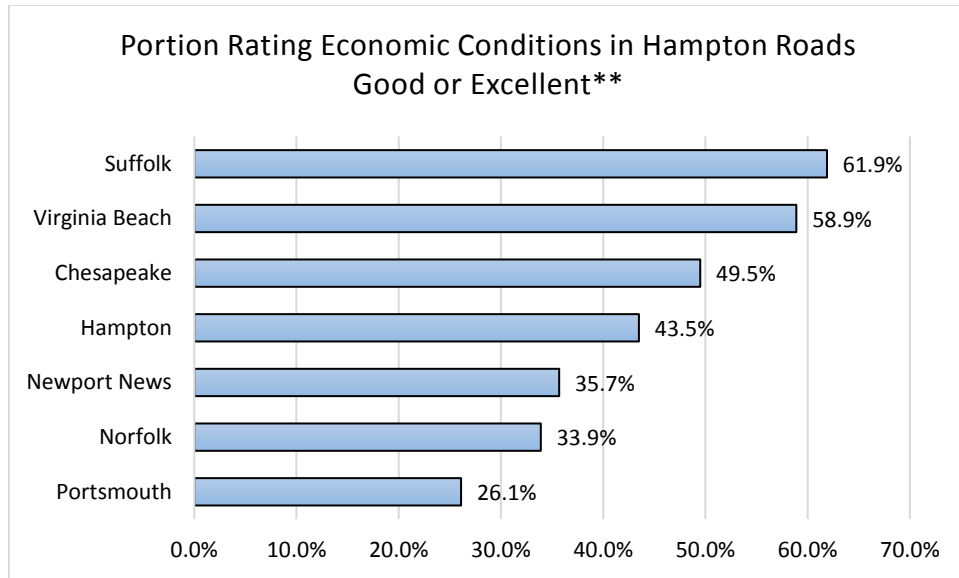
Economic Conditions

Survey respondents were asked to rate the economic conditions in Hampton Roads today and the results are a little difficult to disentangle. On the one hand, the percentage of respondents who feel the economy is doing ‘excellent’ is at its highest in the past five years (7.4%) steadily rising from a low of 3.4% in 2014. On the other hand, the percent rating the economy as poor, at least since 2015 has been on the rise as well going from 6.6% to 9.2%. Thus, we are seeing increases at the two tail ends of the distribution. If we focus on favorable responses, however, and combine the “good” and “excellent” the results are more bleak. Since 2015 those viewing economic conditions as good or excellent has declined precipitously from 55.0% to 45.3% approximately 10 percentage points.

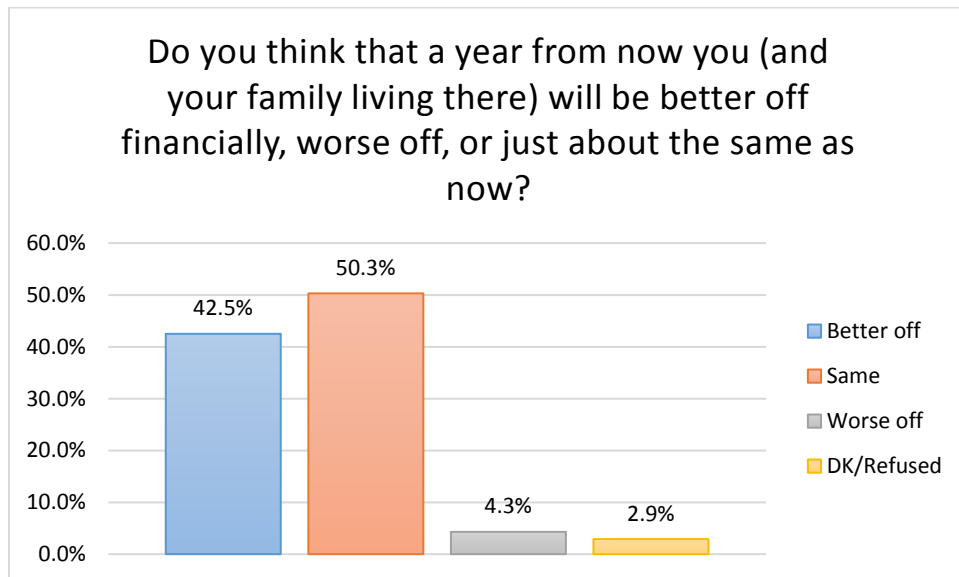
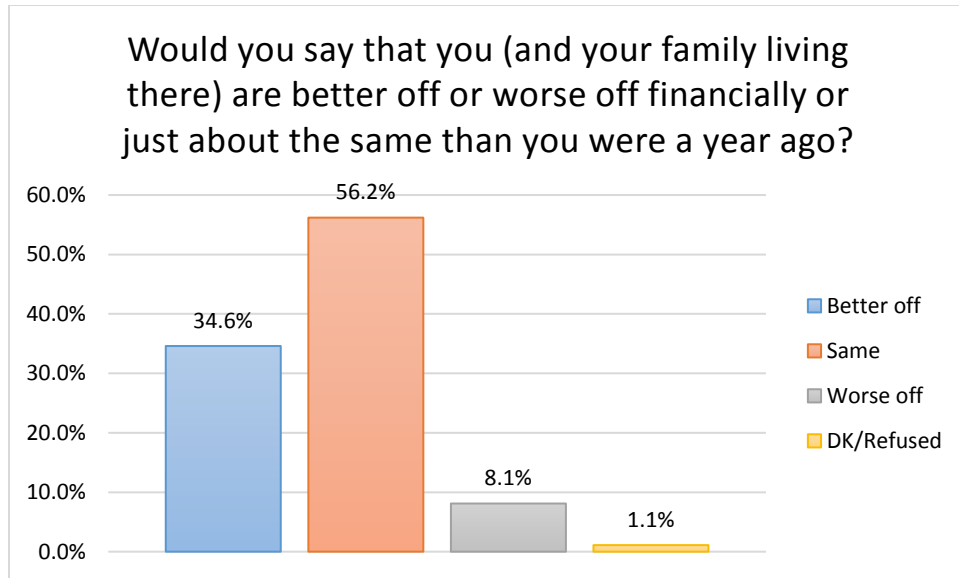




Perceptions of economic conditions varied significantly across cities in Hampton Roads. At the highest end, 61.9 percent of Suffolk and 58.9 percent of Virginia Beach residents rated economic conditions in Hampton Roads as excellent or good. Just under half of Chesapeake residents (49.5%) and 43.5 percent of Hampton residents rated economic conditions as excellent or good. There was a large drop when looking at Newport News (35.7%) and Norfolk (33.9%). Only 26.1 percent of Portsmouth residents rated economic conditions in Hampton Roads as excellent or good.

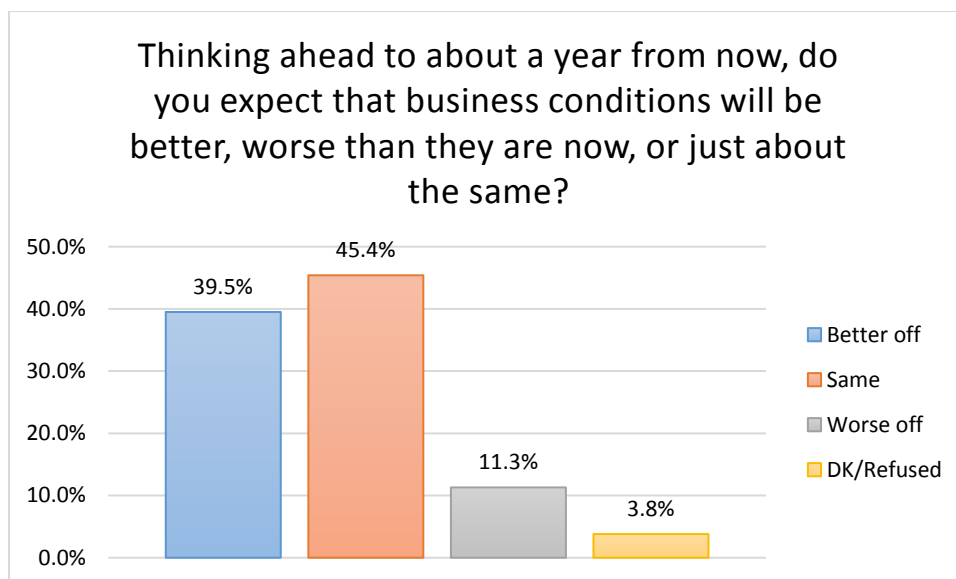
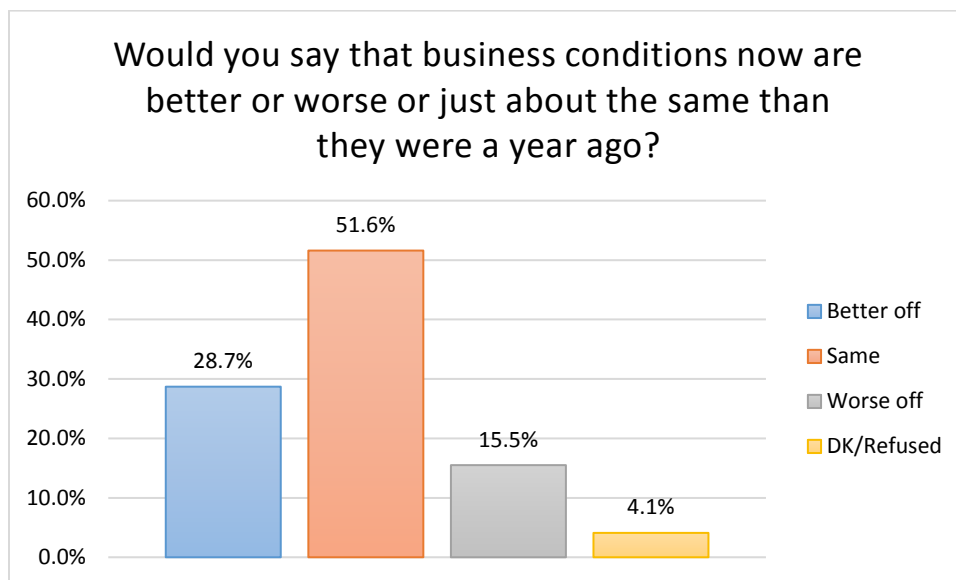


Respondents were asked if they and their family living with them are better off, worse off, or about the same financially than they were a year ago. More than half (56.2%) said they and their family are doing about the same financially than they were a year ago. Another 34.6 percent said that they and their family are doing better off financially than they were a year ago and only 8.1 percent said they are doing worse off than a year ago. Respondents were then asked if they thought that they and their family living with them would be doing better off, worse off, or about the same financially in a year. Similarly, about half (50.3%) believed that they and their family living with them would be doing about the same financially a year from now and 42.5 percent believed that they and their family would be doing better off financially. Only 4.3 percent believed they and their family living with them would be doing worse off financially in a year.

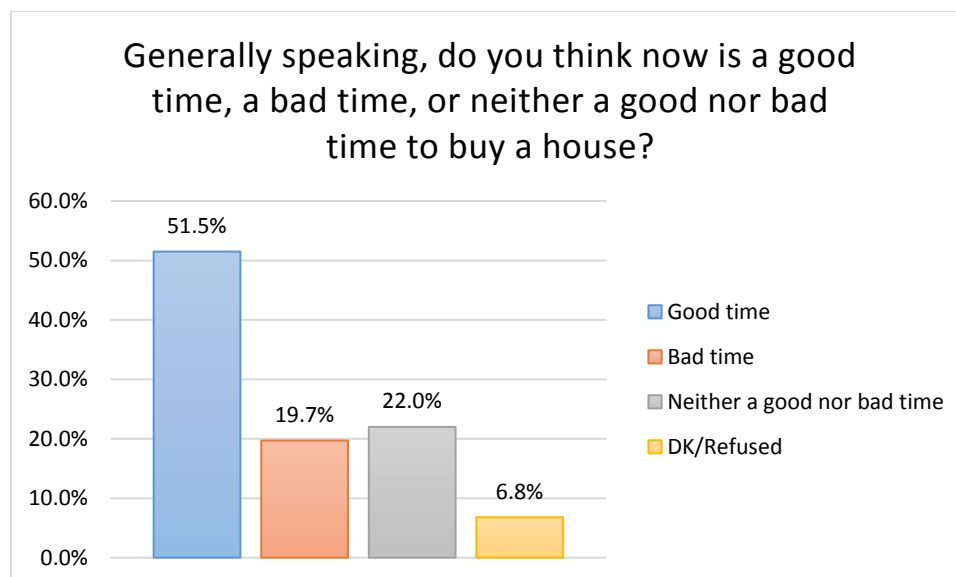


Respondents were also asked if they think that business conditions now are better, worse or about the same than they were a year ago. The majority of respondents (51.6%) believe that business conditions are about the same now as they were a year ago. Additionally, over one-quarter (28.7%) believe that business conditions are better off now than they were a year ago and 15.5 percent believe that business conditions are worse off than they were a year ago. Respondents were also asked if they thought business conditions would be better off, worse off, or about the same a year from now. Just under half (45.4%) thought business conditions would be about the same in a year. Another 39.5 percent believed that

business conditions would be better off in about a year and only 11.3 percent believed business conditions would be worse off in a year.



When asked if now is a good time, a bad time, or neither a good nor bad time to buy a house, more than half of respondents (51.5%) said they felt now was a good time to buy a house. Less than one in five (19.7%) felt that now was a bad time to buy a house and 22.0 percent felt that now was neither a good nor bad time to buy a house.



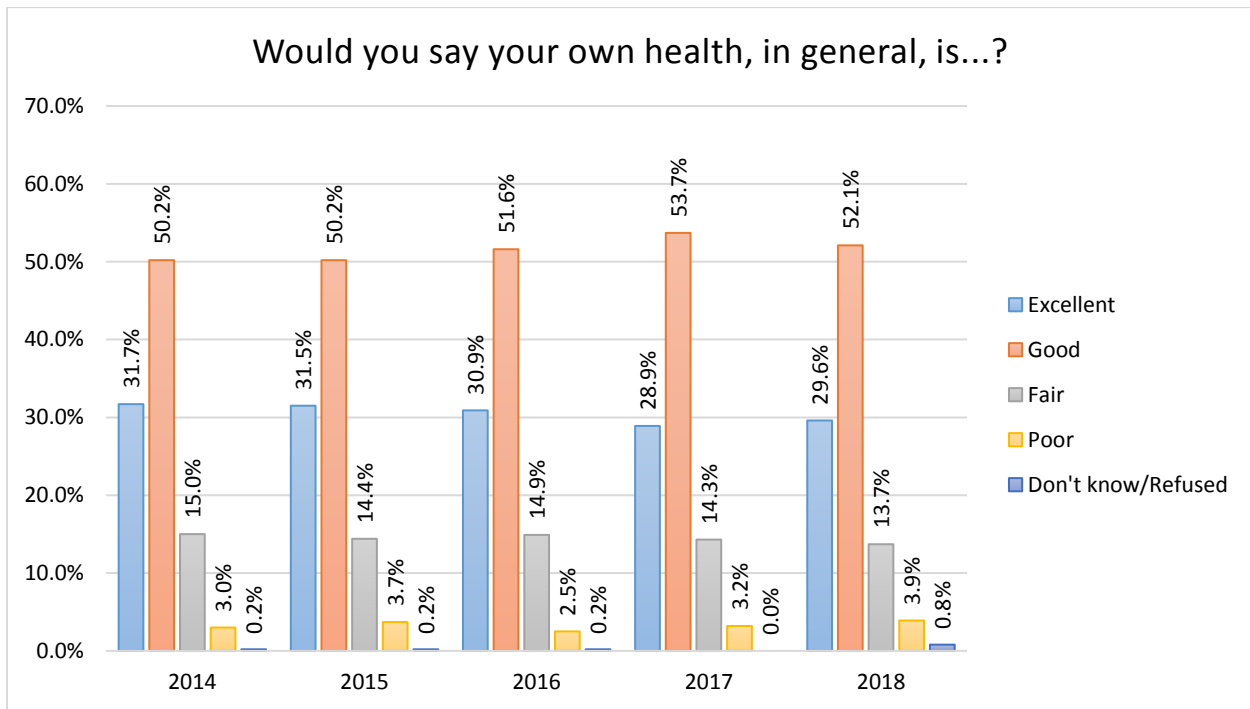
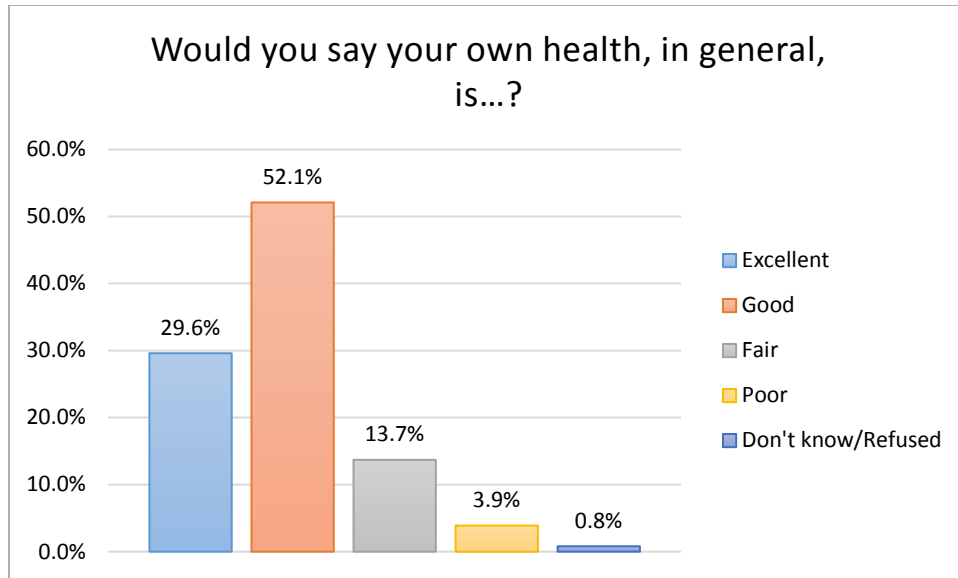
The percent rating economic conditions in Hampton Roads as excellent or good decreased from 2017. However, about 40 percent or more of respondents feel that their own financial situation and business conditions will be better off in a year from now.

Health Care & Health Related Issues

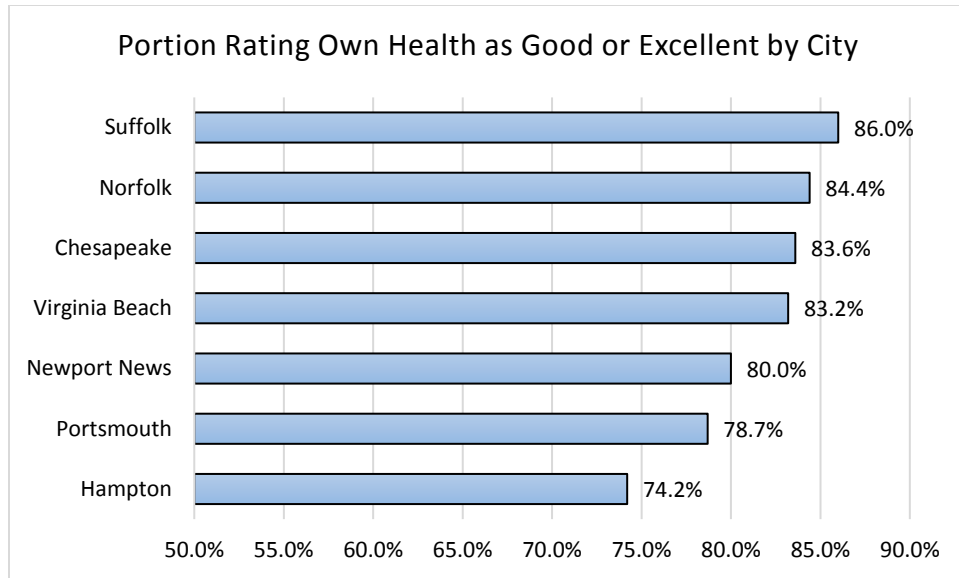
The health of Hampton Roads residents is vital to ensuring that the community thrives. The 2018 Life in Hampton Roads survey asked residents of the Hampton Roads area about their general health, certain health conditions, health insurance, and other health related questions. Many of these questions were developed by the Virginia Beach Department of Public Health and their partners.

General Health

Less than thirty percent (29.6%) of Hampton Roads residents rated their own general health as excellent. The majority of the respondents reported themselves to be in good health (52.1%). Less than fifteen percent (13.7%) of respondents stated that they are in fair health. There was a very slight increase in respondents reporting that they have poor general health. The 2018 survey indicated 3.9 percent of people were in poor health, while the 2017 survey reported 3.2 percent for poor general health. This is the highest percentage of respondents reporting being in poor health in the past five years.

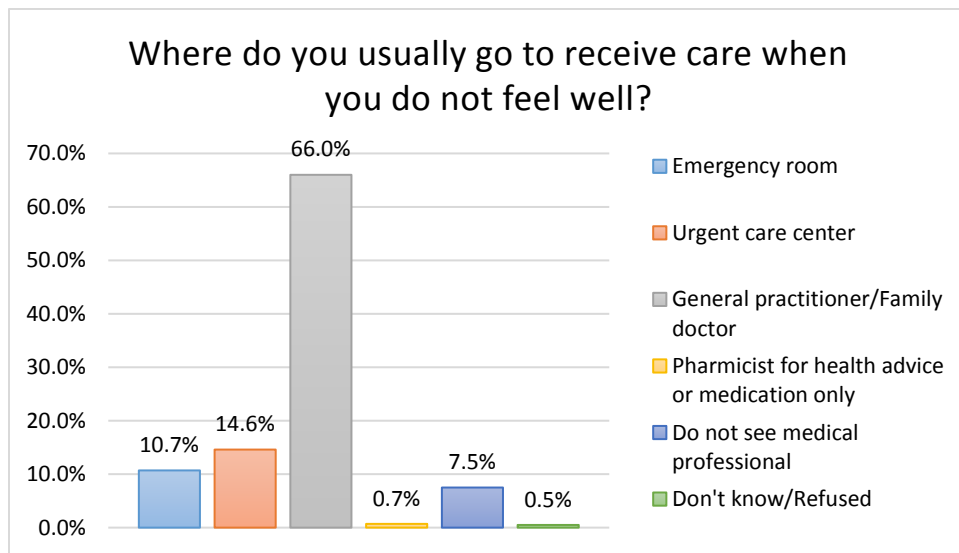


Across the cities of Hampton Roads, Suffolk and Norfolk residents reported the highest ratings of overall health with 86.0 percent and 84.4 percent reporting their health good or excellent respectively. Alternatively, Portsmouth (78.7%) and Hampton (74.2%) had lower percentages of residents who rated their overall health excellent or good.

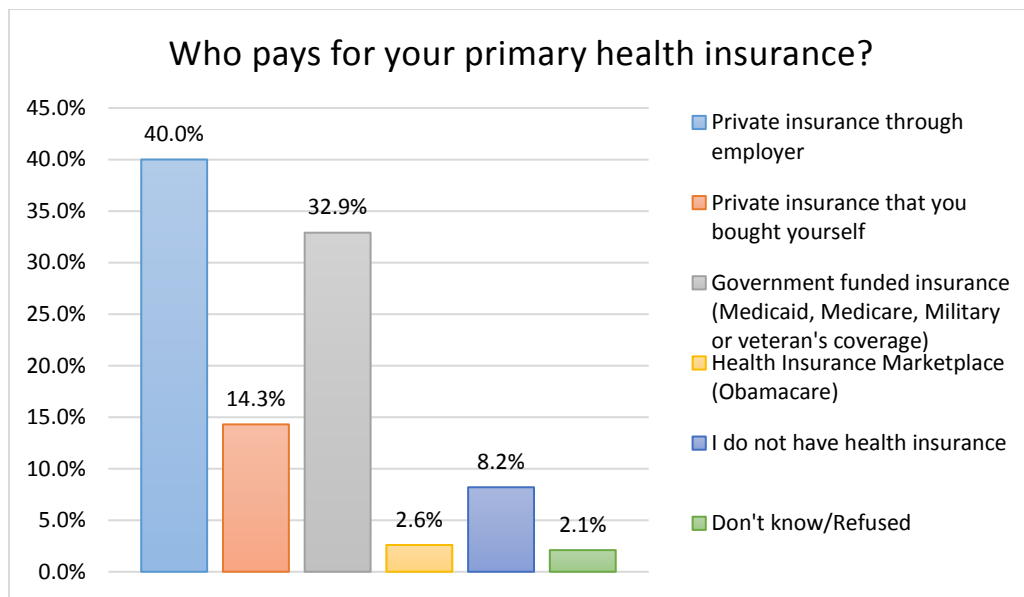


Health Care Visits & Health Insurance

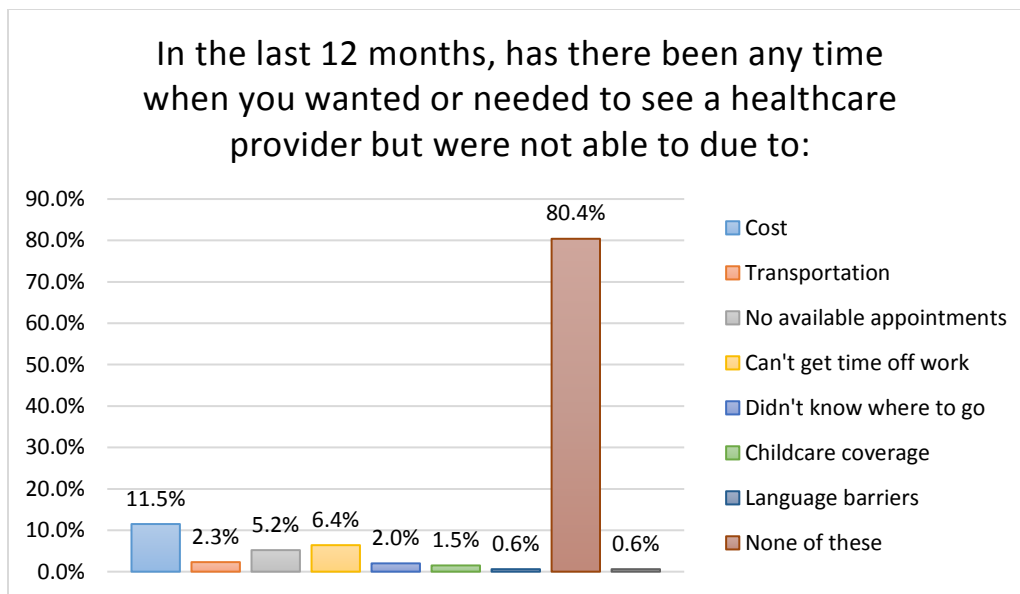
Respondents were asked where they go to receive care when they do not feel well. The majority of respondents (66.0%) said they visit a general practitioner or family doctor for medical care when they do not feel well. Additionally, 14.6 percent said they go to an urgent care center and 10.7 percent go to the emergency room when they do not feel well. A small percentage of respondents (7.5%) said they do not see a medical professional.



Respondents were also asked to identify who pays for their primary health insurance. The majority of respondents reported that their primary health insurance is either funded by private insurance through their employer (40.0%) or through government funded insurance, such as Medicaid, Medicare, or Military or veteran's coverage (32.9%). Another 14.3 percent said their primary health insurance is paid by private insurance that they bought themselves. A small percentage of respondents (8.2%) said they do not have health insurance. A small percentage of respondents (2.1%) said they do not know or refused to answer.

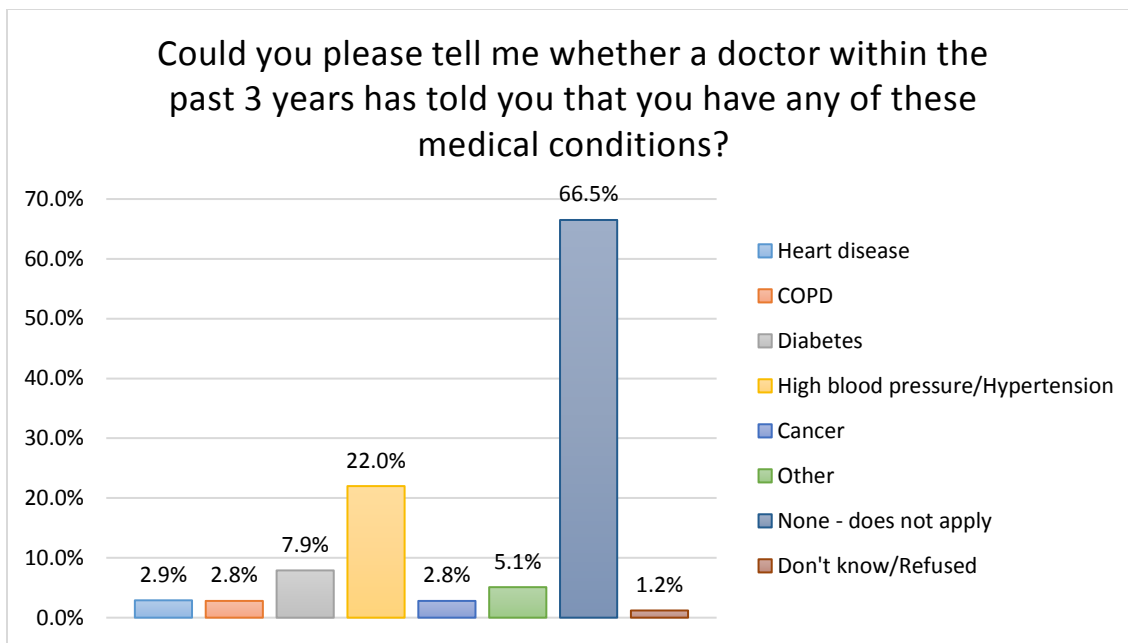


The 2018 Life in Hampton Roads survey also included questions about barriers to healthcare including if respondents were unable to see a healthcare provider when they wanted to for various reasons. The majority of respondents (80.4%) reported that none of these reasons applied to them. Of the reasons reported for not being able to see a healthcare provider, the three most common reasons given were cost (11.5%), unable to get time off work (6.4%), and no available appointments (5.2%).

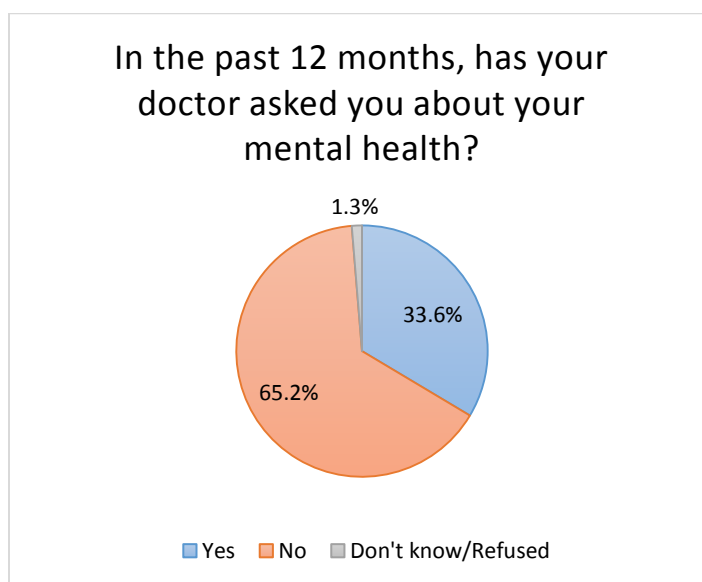


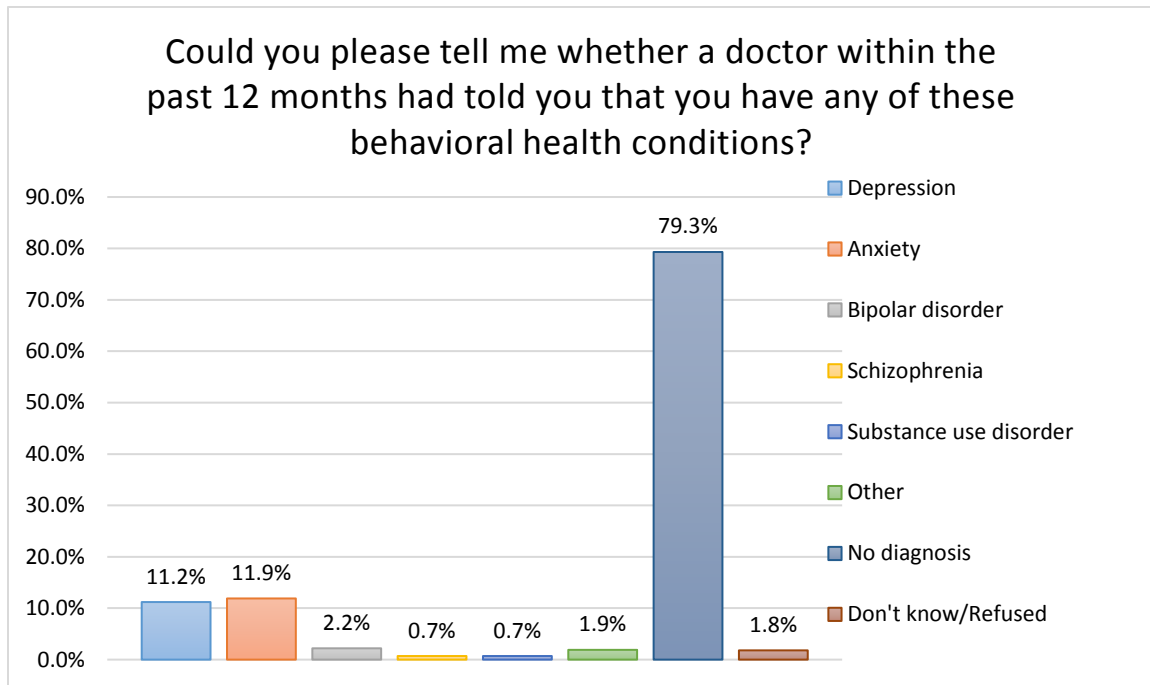
Chronic Conditions

Respondents were asked whether or not a doctor had told them they had certain medical conditions within the past three years. The most commonly reported medical condition was high blood pressure or hypertension (22.0%). After that, there was a substantial drop off in percentage with only 7.9 percent of respondents saying they had been told by a doctor in the past three years that they had diabetes and only 5.1 percent being told they had some other medical condition. The majority of respondents (66.5%) reported that a doctor had not told them they had any medical conditions within the past 3 years.



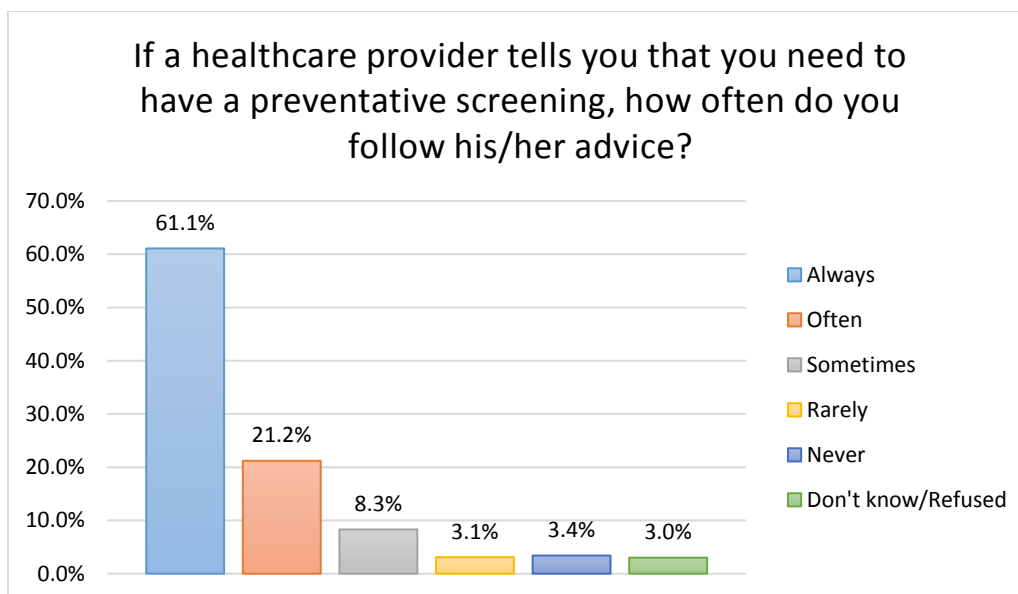
About one-third (33.6%) of respondents reported that their doctor has asked about their mental health in the past 12 months. Additionally, respondents were asked whether a doctor had told them they had certain behavioral health conditions within the past 12 months. The two most commonly reported behavioral health conditions were anxiety (11.9%) and depression (11.2%). Again, the majority of respondents (79.3%) reported that a doctor had not told them they had any behavioral health conditions within the past 12 months.



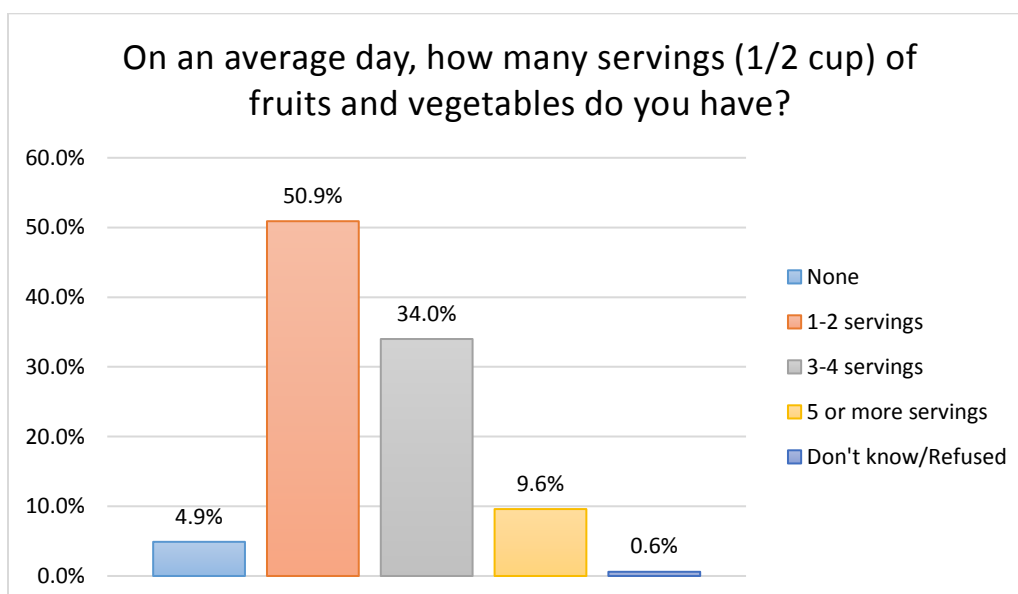


Healthy Habits

Respondents were asked how often they follow the advice of a healthcare provider if they are told they need to have a preventative screening, such as a mammogram, colonoscopy, or other procedure. The vast majority reported that they either always (61.1%) or often (21.2%) follow the advice of their healthcare provider when told they need to have a preventative screening. Only 6.5 percent stated they either rarely (3.1%) or never (3.4%) follow the advice of their healthcare provider when told they need a preventative screening.

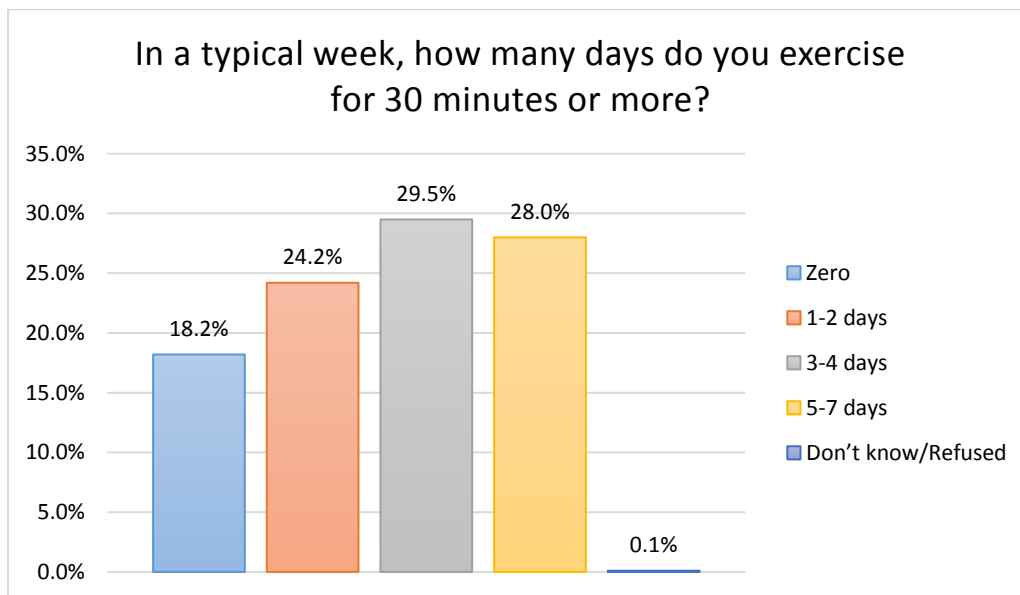


When asked how many servings (1/2 cup) of fruits and vegetables they have on an average day, the majority of respondents said they have either 1-2 servings (50.9%) or 3-4 servings (34.0%). Another 9.6 percent said they have 5 or more servings of fruits and vegetables on an average day and only 4.9 percent said they have no servings of fruits and vegetables on an average day.



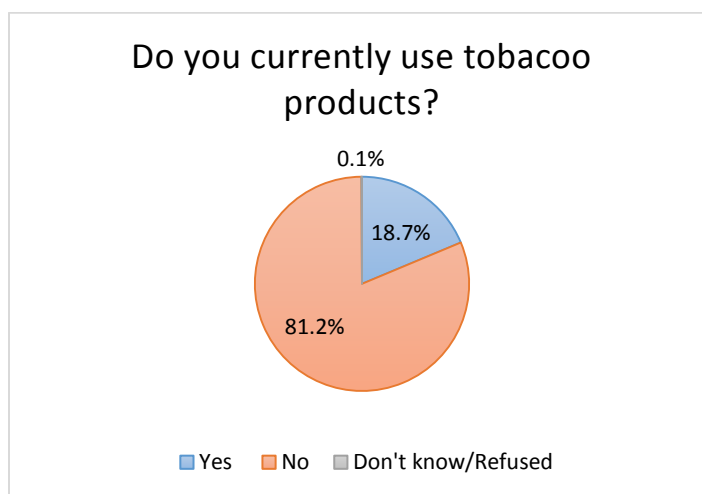
The majority of respondents exercise for 30 minutes or more at least one day a week (81.7%) with 24.2 percent exercising 1-2 days a week, 29.5 percent exercising 3-4 days a week, and 28.0 percent

exercising 5-7 days a week. Only 18.2 percent of respondents said they do not exercise for 30 minutes or more during the week.



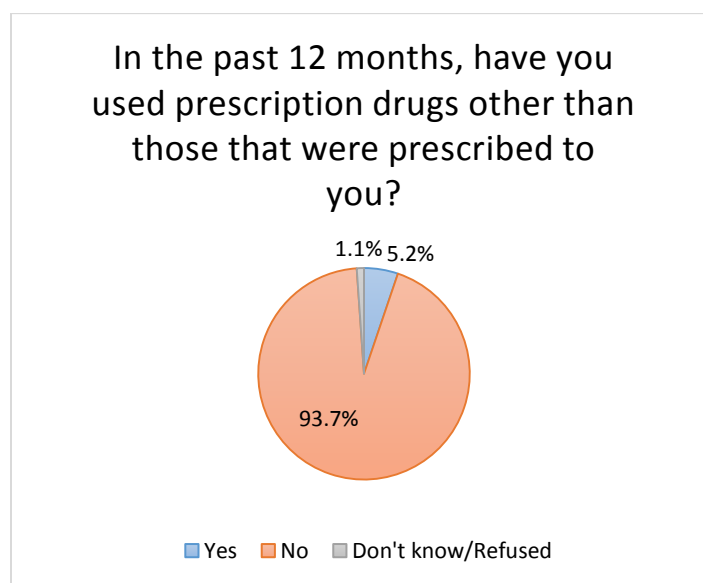
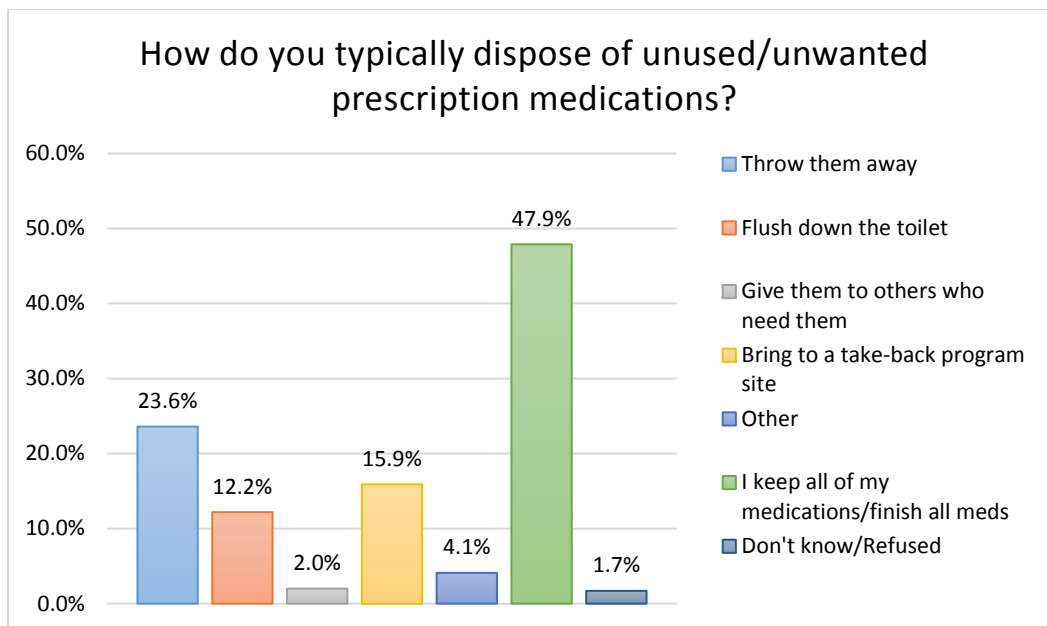
Tobacco, Alcohol, and Prescription Drugs

The majority of respondents stated they do not currently use tobacco products (81.2%). Additionally, 93.0 percent said they have never failed to do what was normally expected from them because of drinking alcohol. A small percentage (4.2%) said they had failed to do what was normally expected from them because of drinking alcohol less than monthly (2.7%) or monthly (1.5%).





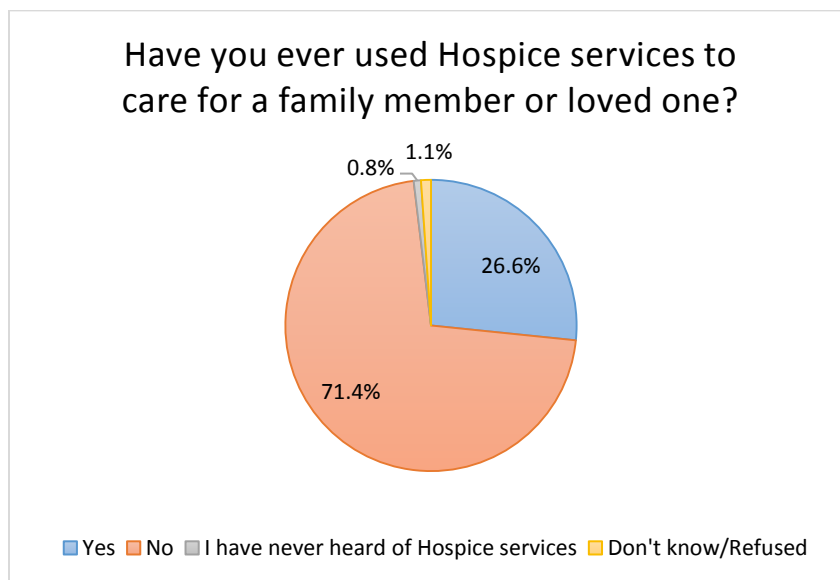
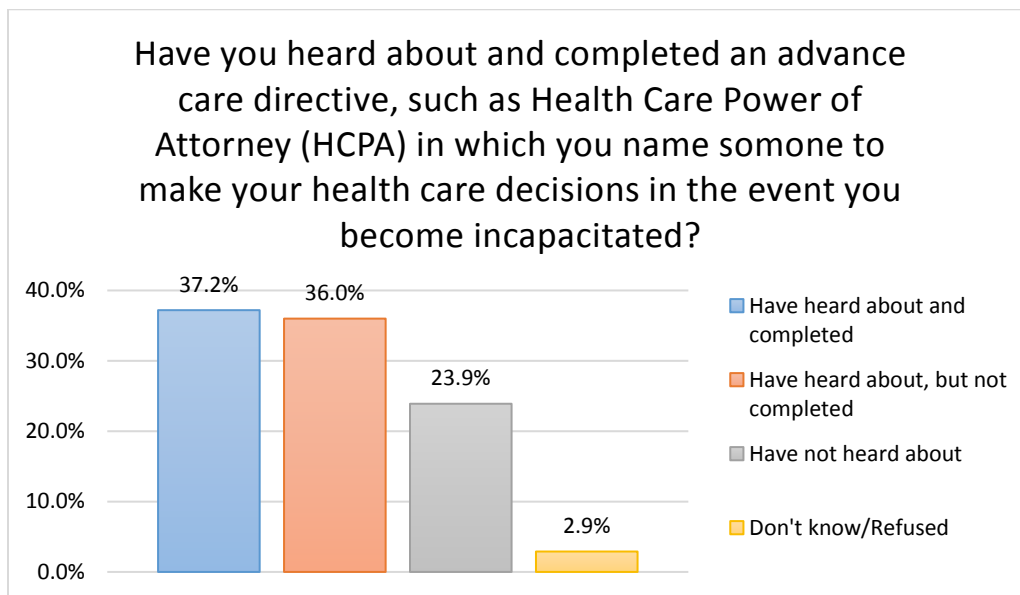
Respondents were also asked how they typically dispose of unused or unwanted prescription medications. Almost half (47.9%) said they keep all medications or finish all of their medications. Another 23.6 percent reported they throw their unused or unwanted prescription medications away. Additionally, 15.9 percent take the unused or unwanted prescription medications to a take-back program and 12.2 percent flush the medications down the toilet. The vast majority of respondents also stated that they have not used prescription drugs other than those that were prescribed to them in the past 12 months (93.7%).



Advanced Health Care Planning and Aging

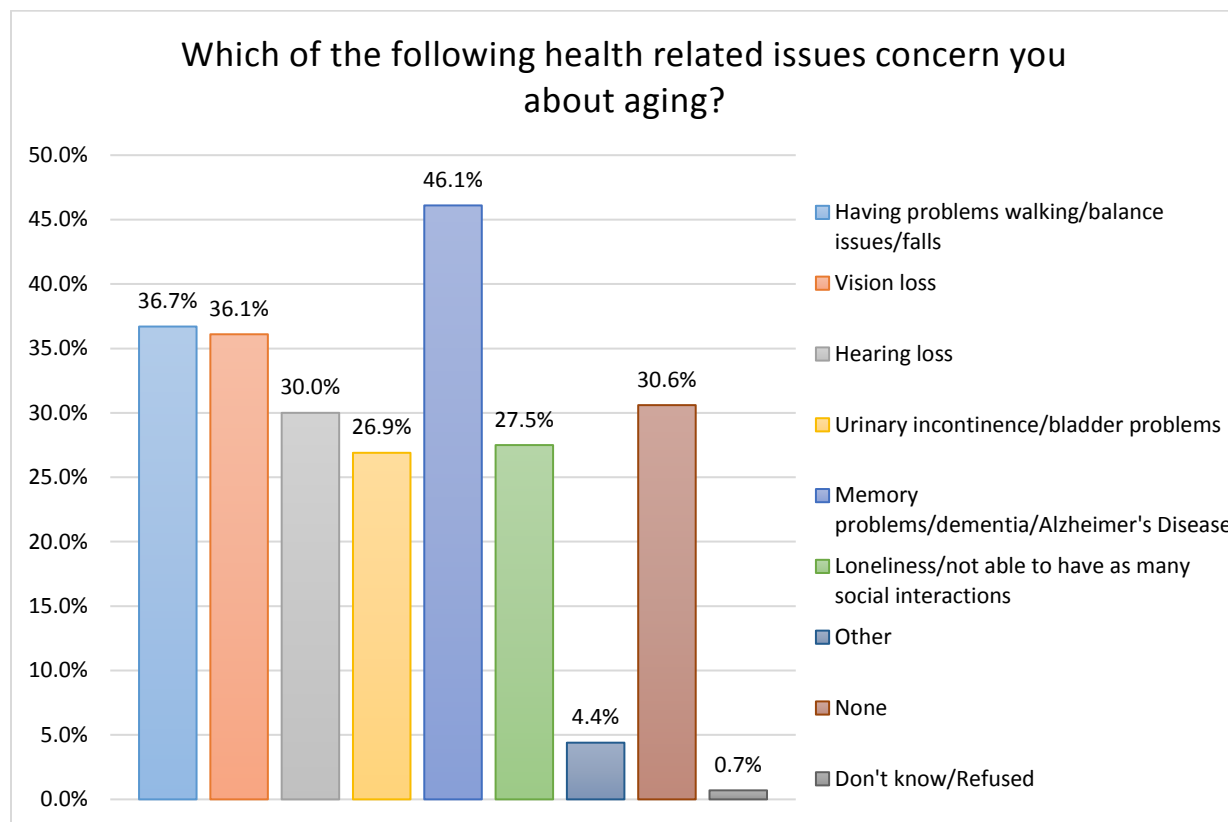
Respondents were asked if they have heard about and completed an advance care directive, such as Health Care Power of Attorney (HPCA) in which they name someone to make their health care decisions in the event they become incapacitated. The majority (73.2%) reported that they have heard of an advanced care directive, with 37.2 percent having completed one and 36.0 percent having heard about, but not completed an advance care directive. Almost one in five respondents (23.9%) said they have not

heard about an advance care directive. Additionally, 26.6 percent of respondents said they have used Hospice services to care for a family member or loved one.



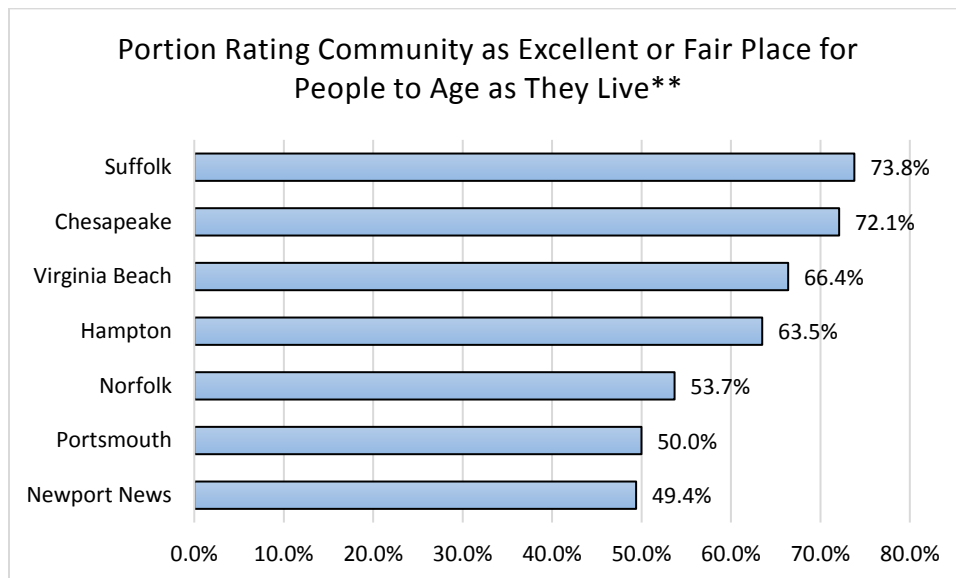
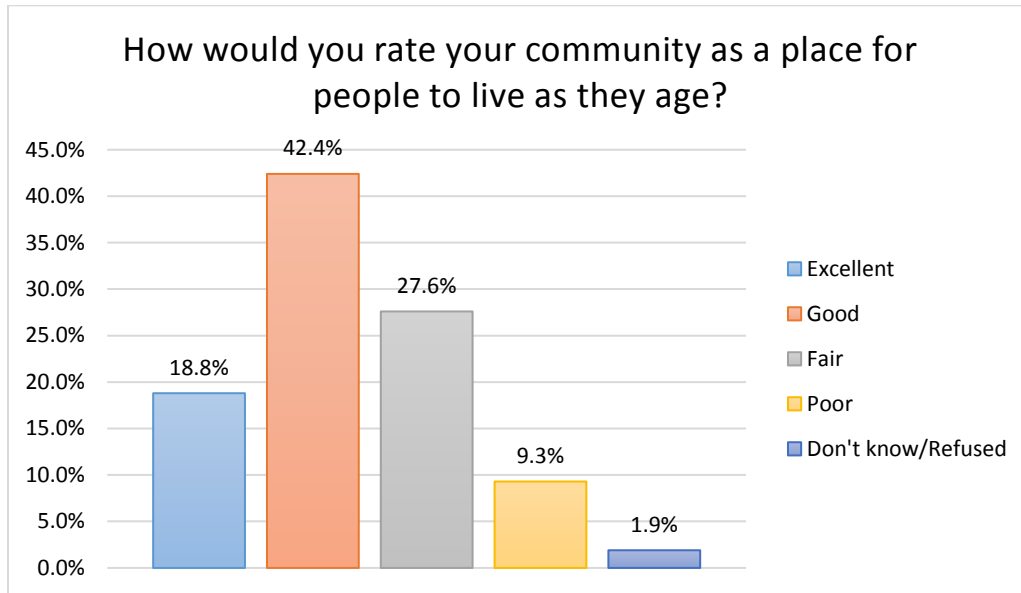
Respondents were asked to identify some health related issues that concern them about aging. The most common response was memory problems, dementia, and Alzheimer's disease (46.1%). More than a third of respondents said they were concerned about having problems walking and balance issues/falls (36.7%) and vision loss (36.1%). A slightly smaller percentage of respondents were concerned

about hearing loss (30.0%), loneliness and not being able to have as many social interactions (27.5%), and urinary incontinence and bladder problems (26.9%). Just under one-third of respondents (30.6%) said they did not have any health related concerns about aging.

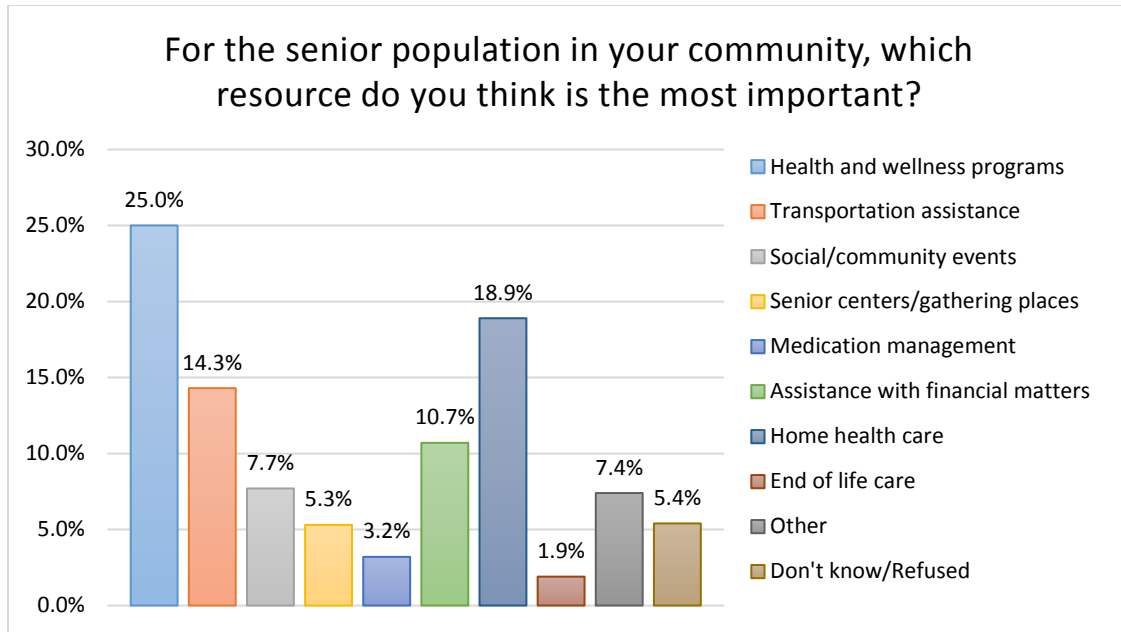


Hampton Roads residents were asked how they would rate their community as a place for people to live as they age. Almost half (42.4%) of respondents said their community was a good place for people to live as they age and another 18.8 percent said their community was an excellent place for people to live as they age. Additionally, 27.6% stated their community was a fair place for people to live as they age and 9.3% said their community was a poor place for people to live as they age. Responses to these questions varied significantly across cities with Suffolk having the highest percentage of respondents rating their community as an excellent or good place for people to live as they age (73.8%) and Newport News (49.4%) having the lowest. Respondents were also asked which resources they think are the most important for the senior population. The most common responses were health and wellness programs

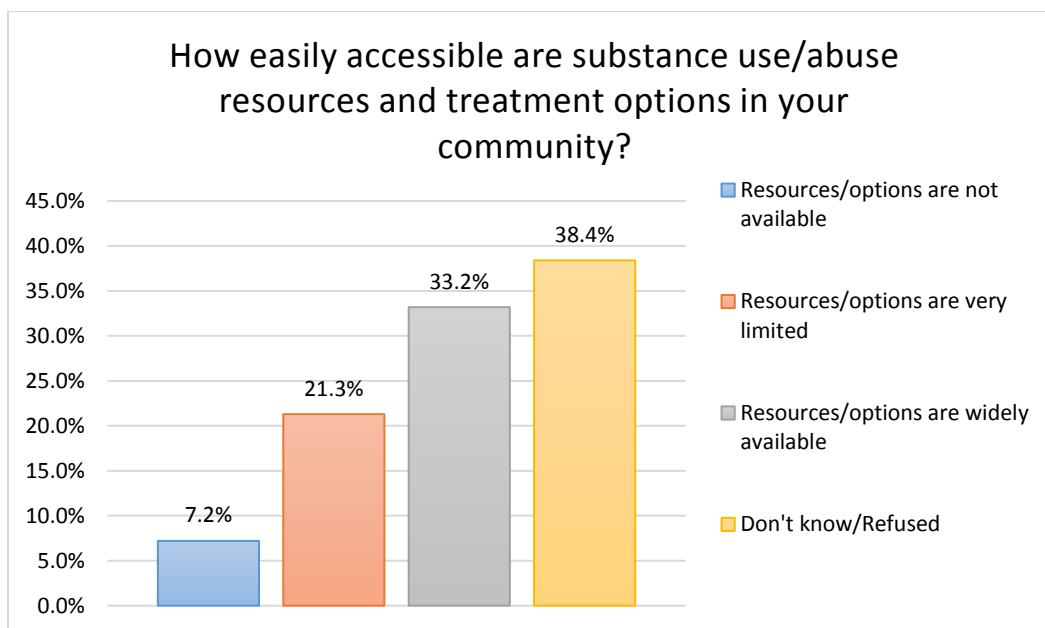
(25.0%), medication management (18.9%), transportation assistance (14.3%) and assistance with financial matters (10.7%).



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



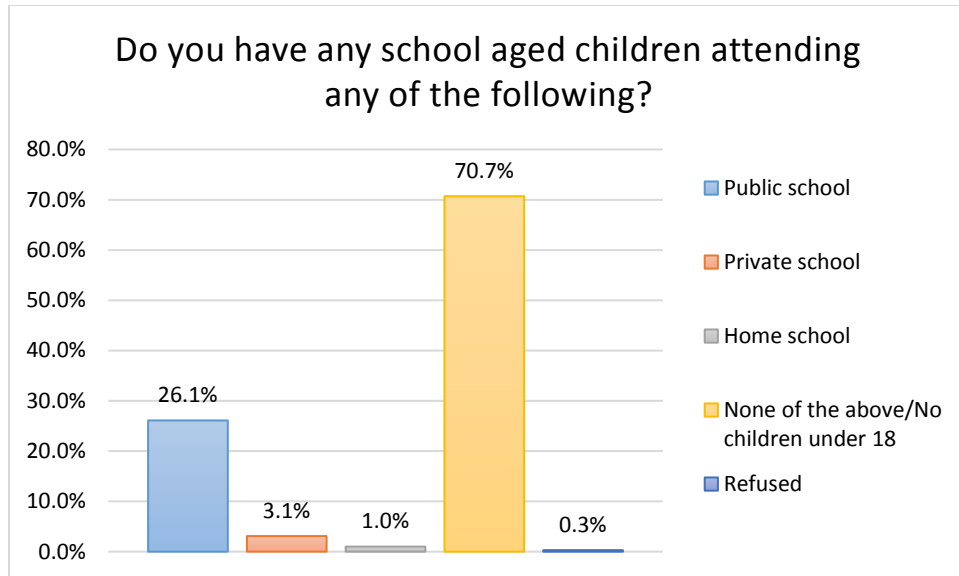
When asked how easily accessible substance use/abuse resources and treatment options are in their community, about one-third (33.2%) of respondents said that resources and treatment options are widely available. Another 21.3 percent said that resources and treatment options are very limited and 7.2 percent said that resources and treatment options are not available. More than one-third of respondents (38.4%) said they either did not know if resources and treatment options were available in their community or refused to answer.



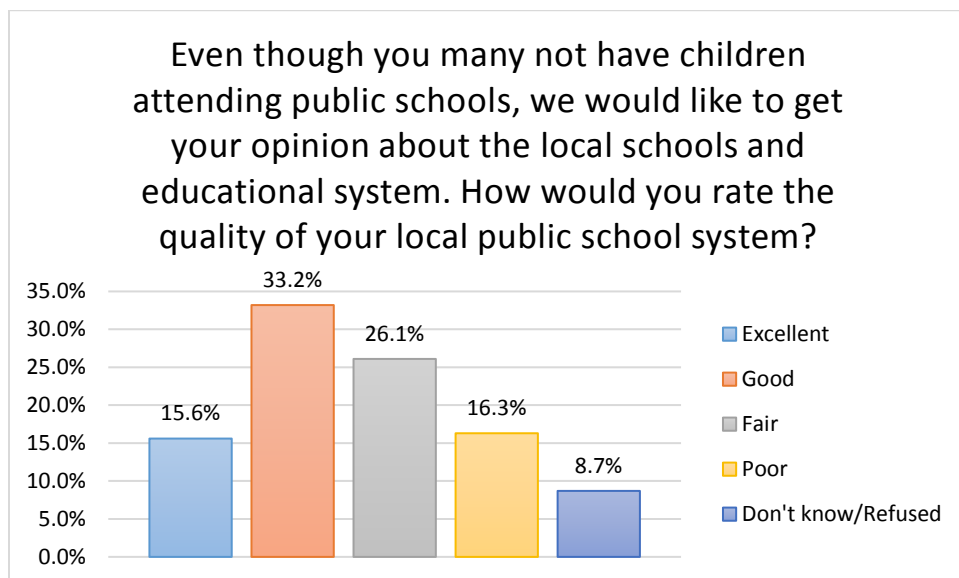
Respondents' ratings of general health are consistent with previous years with over 80 percent rating as excellent or good. Less than 10 percent of respondents report not having health insurance and most report no barriers to receiving health care services. Only one-third recall being asked about their mental health and about one in five have not heard about advanced care directives. Almost 40 percent (38.4%) don't know how accessible substance use/abuse resources and treatment options are in their community.

Perceptions of Public School Systems

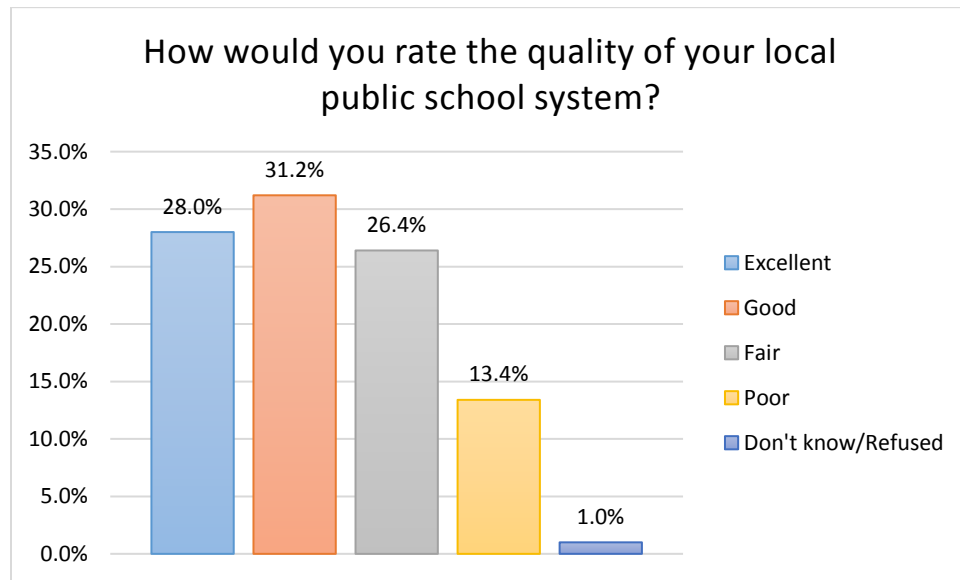
We wanted to inquire if parents were choosing public school, private school, or home schooling for their children. Most (70.7%) of our respondents did not have children, or had children who were over 18 years old and not in school. About one-quarter of respondents indicated that they have children enrolled in public school (26.1%). Only 3.1 percent of the respondents indicated that they have children who are enrolled in private school. Home school was the least frequent type of school at a mere 1.0 percent.



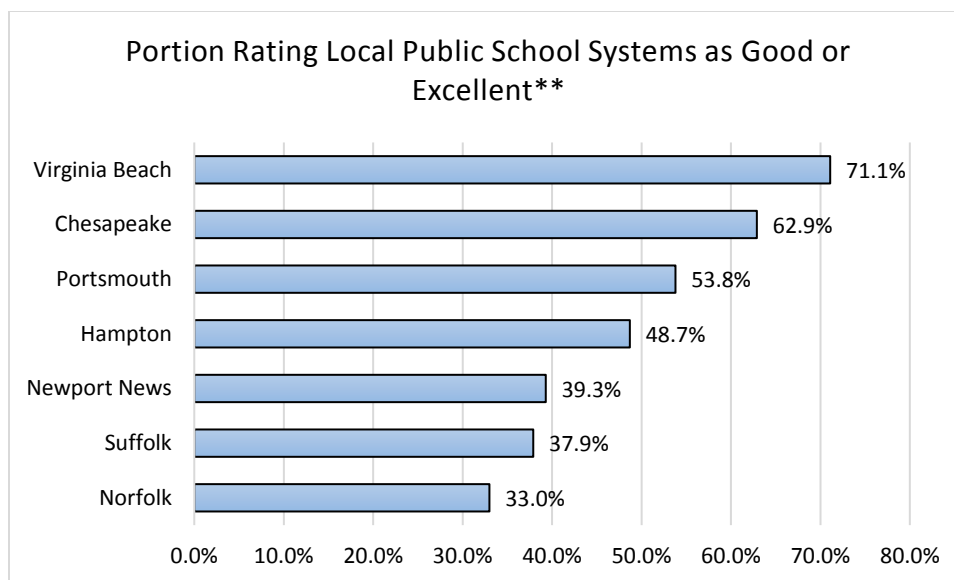
For respondents who previously told us that they did not have school-aged children, we asked, “Even though you may not have children attending public schools, how would you rate the quality of your local public school system?” Less than half (48.8%) of these respondents rated the public school system as excellent (15.6%) or good (33.2%), while others rated the school system as fair (26.1%) or poor (16.3%). It is worth noting that a slightly higher percentage of these respondents without school-aged children rated the public school systems as poor than excellent.



Those respondents who do have school-aged children rated the public schools more favorably than those without children in local schools, particularly those rating them as excellent. While the majority (59.2%) of respondents with school-aged children rated the public school system as excellent (28.0%) or good (31.2%), others rated the school system as fair (26.4%) or poor (13.4%).



There were significant differences in ratings of the local public school systems by city. Virginia Beach had the highest percentage of residents rating the local public school systems as excellent or good (71.1%), followed by Chesapeake (62.9%) and Portsmouth (53.8%). At the other end of the spectrum, Newport News (39.3%), Suffolk (37.9%) and Norfolk (33.0%) had the lowest percentage of residents ranking the local public school systems as excellent or good.



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

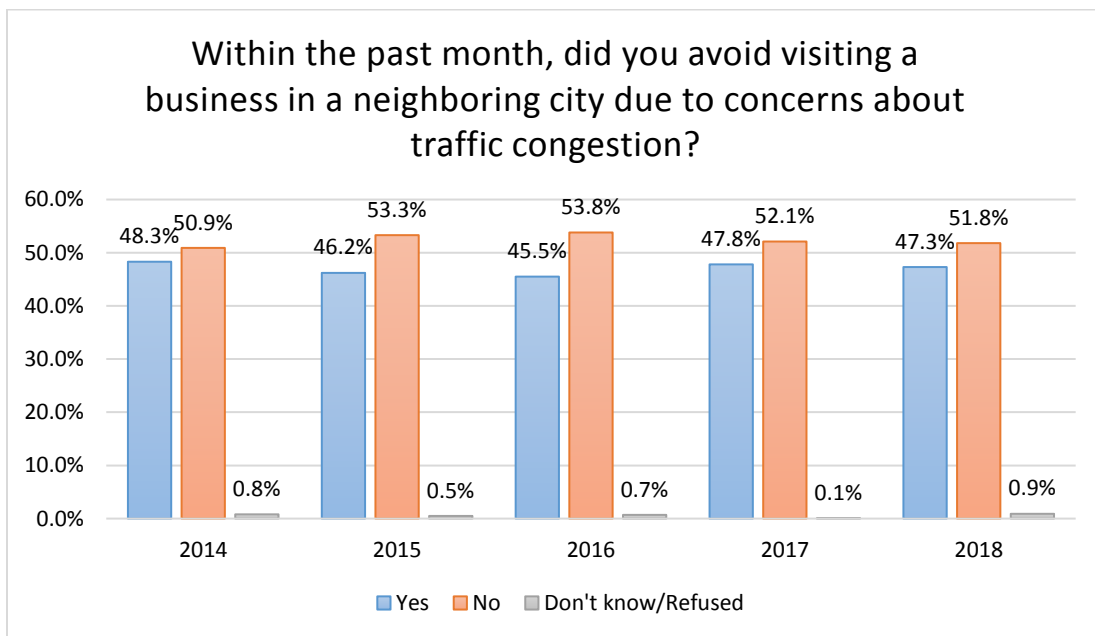
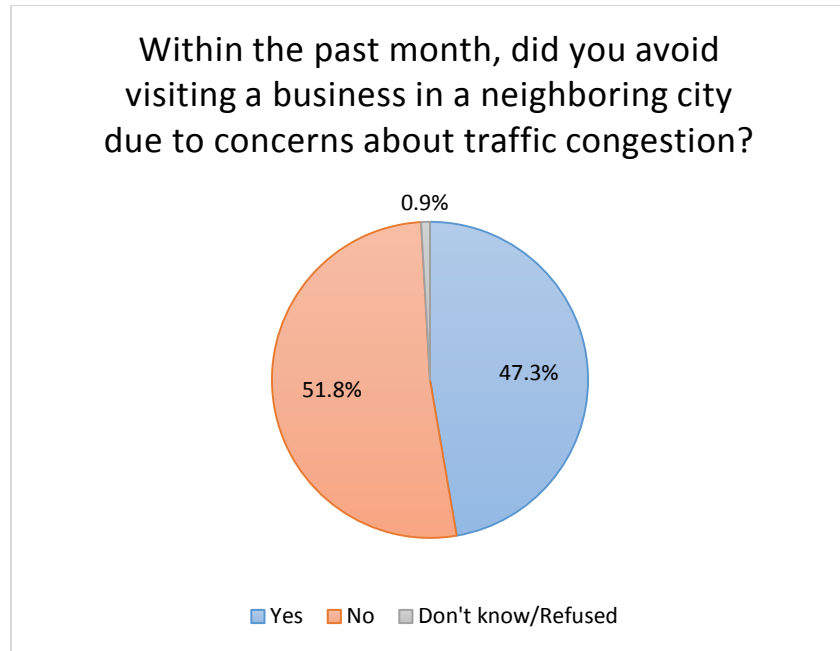
Transportation

Every day, people traverse the eleven bridges and five tunnels in the Hampton Roads area, commuting for work, family, and other activities. The 2018 Life in Hampton Roads survey asked 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 numbers in average commute times to work or school, hovering between 18 and 24 minutes. In 2014 the average commute times was around 24 minutes and then decreased to an average commute time of 20 minutes in 2015. In 2016, this average decreased even further to 18.1 minutes, the lowest reported commute time of the survey. In 2017, the reported commute time to school or work was 19.2 minutes, a slight increase over the previous year and that number increased again slightly this year to an average commute time of 21.5 minutes.

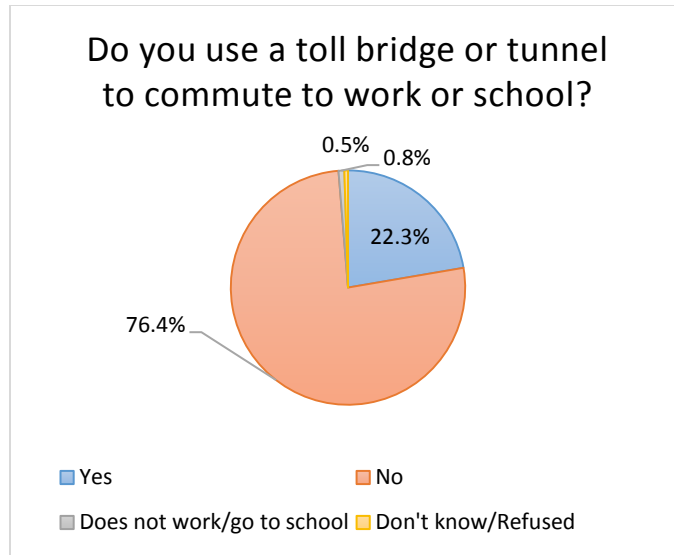
Traffic Congestion

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. Less than half of respondents (47.3%) said that they did avoid visiting neighboring cities due to congestion, while 51.8 percent did not. These percentages are fairly consistent with previous years' data.

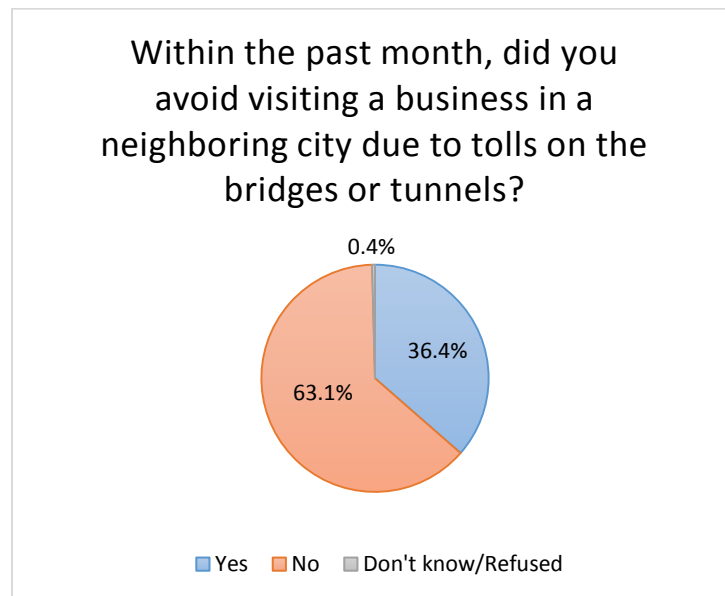


Tolls Bridge & Tunnels

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. Interestingly, more than three fourths (76.4%) of respondents said that they do not use a toll bridge or tunnel to commute to work or school.

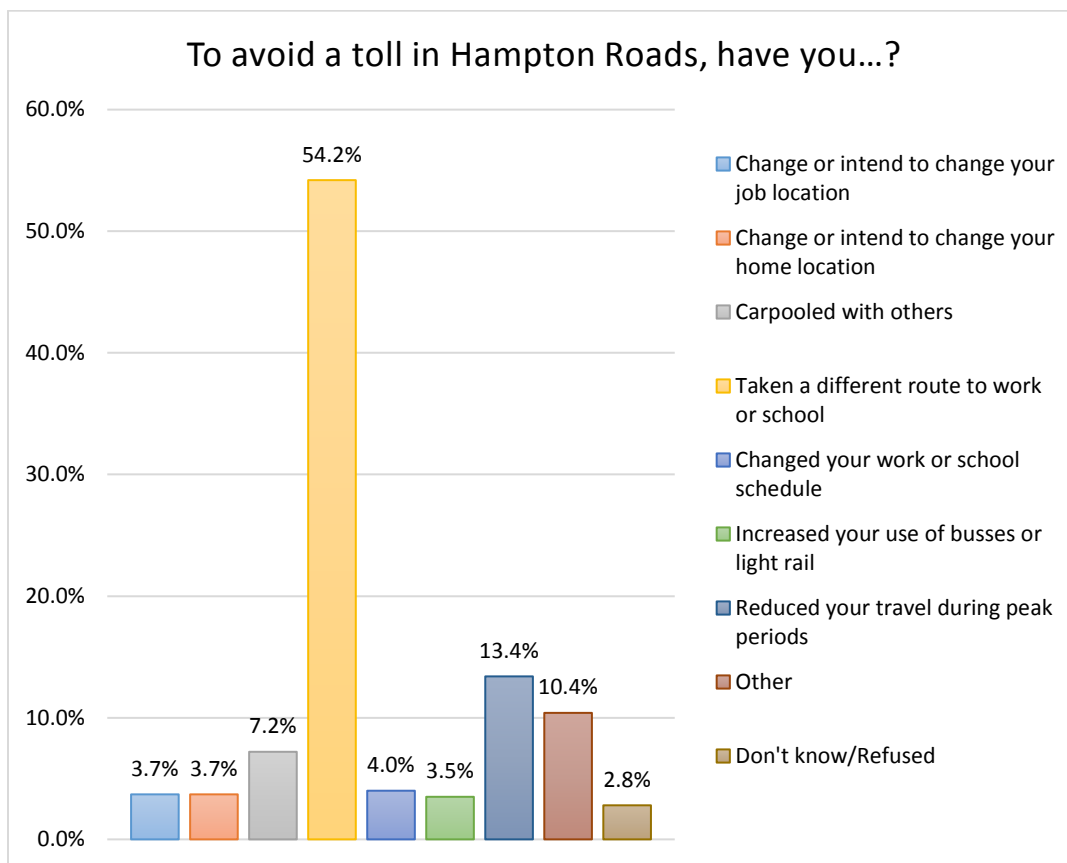


We subsequently asked within the past month, if respondents avoided visiting a business in a neighboring city due to tolls on the bridges or tunnels. Over 63 percent of respondents stated that they did not avoid business due to the tolls, while 36.4 percent of respondents said they do avoid business because tolls on bridges and tunnels.

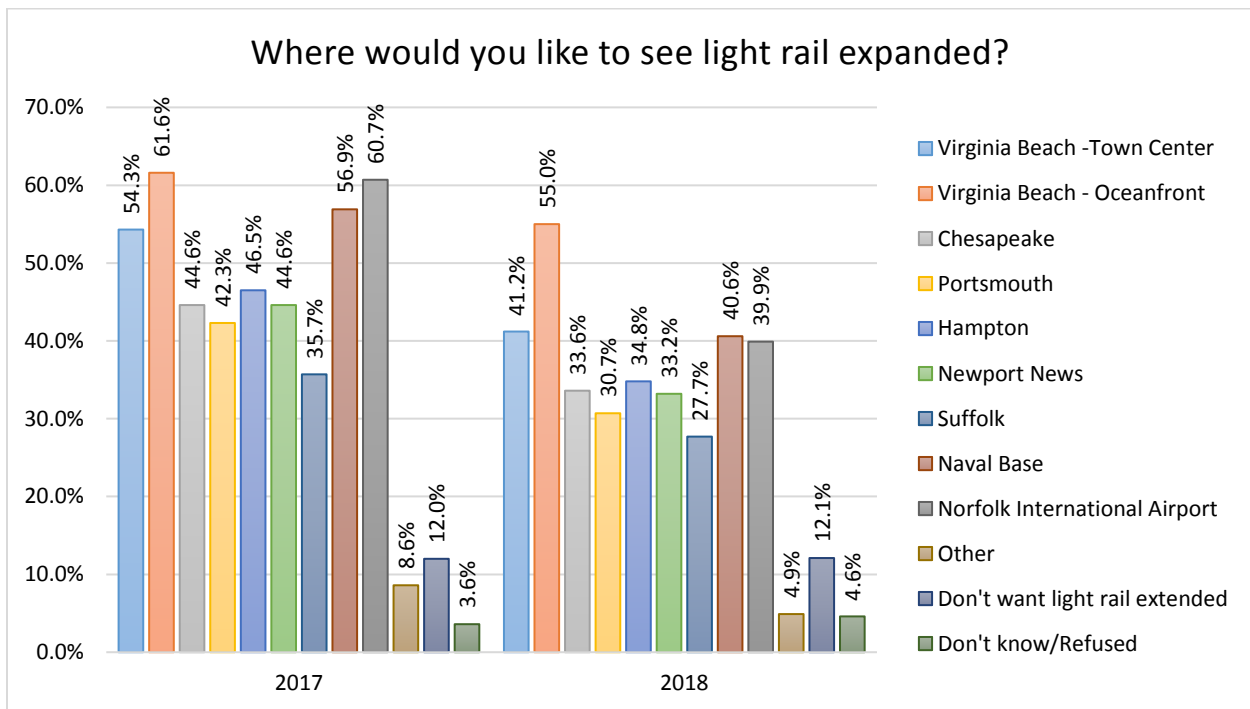
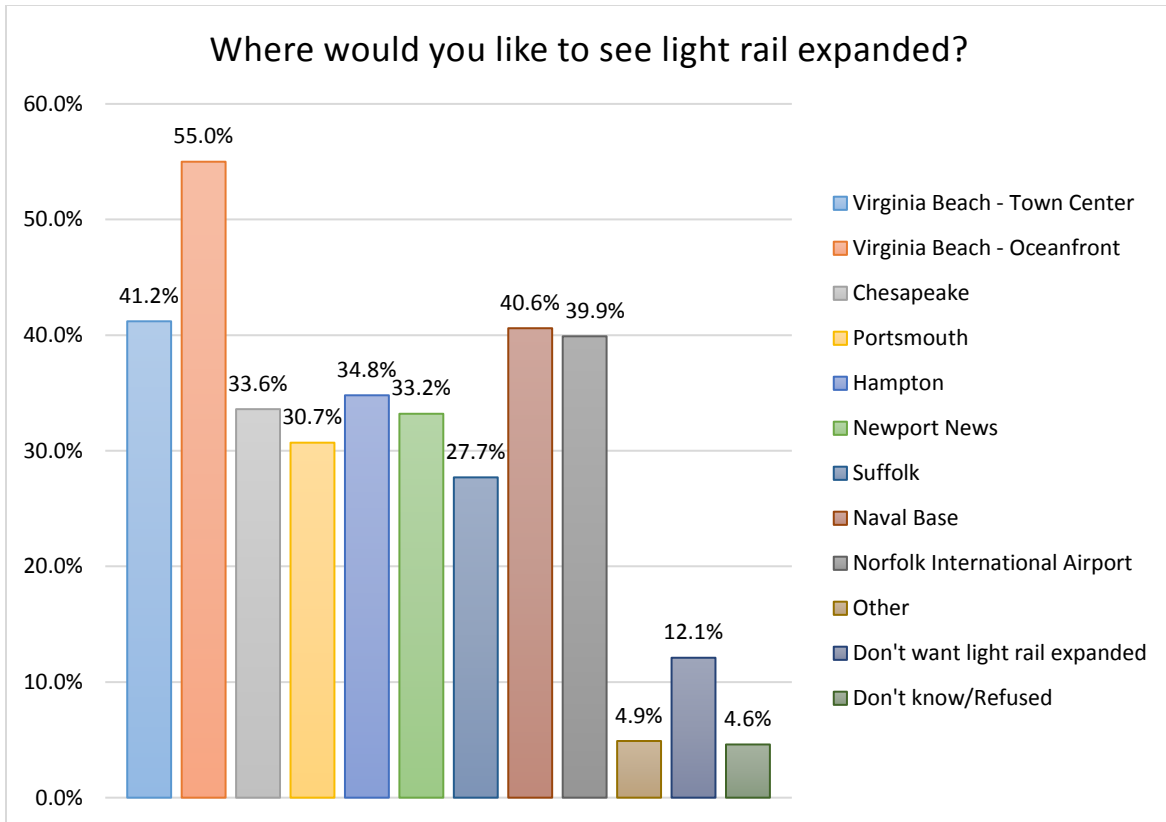


The survey respondents were asked about what actions they have taken, if any, to avoid tolls in Hampton Roads. Almost half (48.3%) of respondents stated that they do not intentionally avoid the tolls.

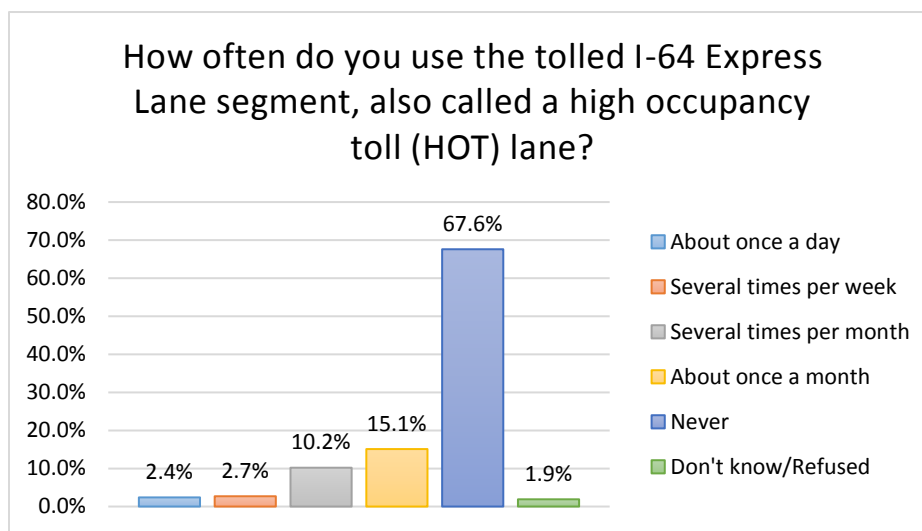
Of those who said they do avoid the tolls, the most common response (54.2%) was that respondents took a different route to school or work. Another 13.4 percent of respondents said they reduced their travel during peak periods.



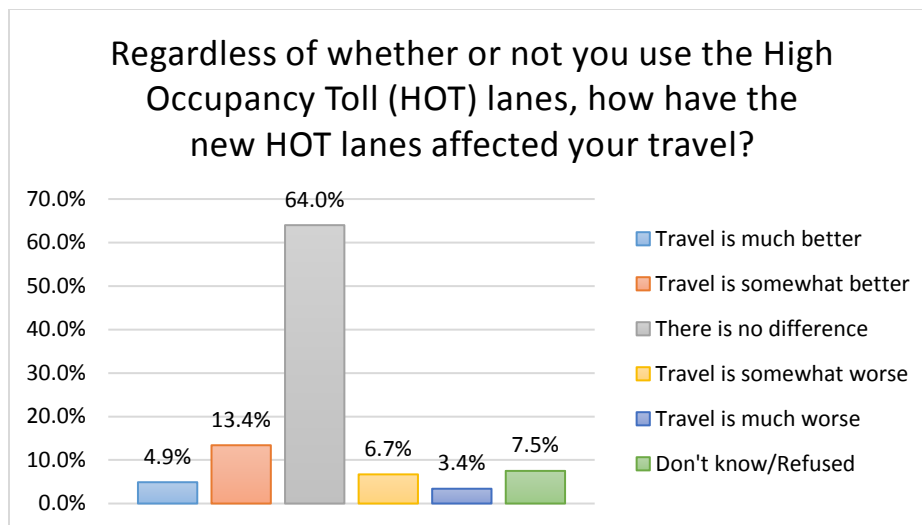
This year's LIHR survey remained consistent with a relatively small percentage of respondents not wanting the light rail expanded at only 12.1 percent. However, there is a reduction when it comes to wanting to see light rail expanded to certain cities and locations. Over 50% of respondents want the light rail expanded to Virginia Beach Oceanfront (55.0%). Additionally, 41.2 percent of respondents would like to see the light rail expanded to Virginia Beach Town Center, 40.6 percent to the Naval Base, and 39.9 percent to Norfolk International Airport. More than 30% of respondents want the light rail expanded to Hampton (34.8%), Chesapeake (33.6%), Newport News (33.2%), and Portsmouth (30.7%). Only 22.7 percent wished to see the light rail expanded to Suffolk.



The section of highway on I-64 between the I-264 Interchange and I-564 in Norfolk was previously a High Occupancy Vehicle (HOV) lane. That section is now a tolled I-64 Express Lane segment, also called a high occupancy toll (HOT) lane. Subsequently, this year's LIHR survey aimed to learn how often Hampton Roads residents were using the new HOT lanes and how they thought the HOT lanes affected their travel. The majority of respondents said they never use the new HOT lanes (67.6%). About fifteen percent (15.1%) use the new HOT lanes about once a month. Another 10.2 percent use the HOT lanes several times per month. Only 2.7 percent use the HOT lanes several times per week and 2.4 percent use the HOT lanes about once a day. Only 2.7 percent use the HOT lanes several times per week and 2.4 percent use the HOT lanes about once a day. Only 2.7 percent use the HOT lanes several times per week and 2.4 percent use the HOT lanes about once a day.



Regardless of whether the respondents said they use the HOT lanes or not, they were then asked how the HOT lanes have affected their travel. The majority of respondents (64.0%) said they saw no difference in their travel since the HOT lanes were opened. Additionally, 13.4 percent said travel is somewhat better since the HOT lanes opened and 4.9 percent said travel is much better. Another 6.7 percent said that travel is somewhat worse and 3.4 percent said travel is much worse since the HOT lanes were opened.

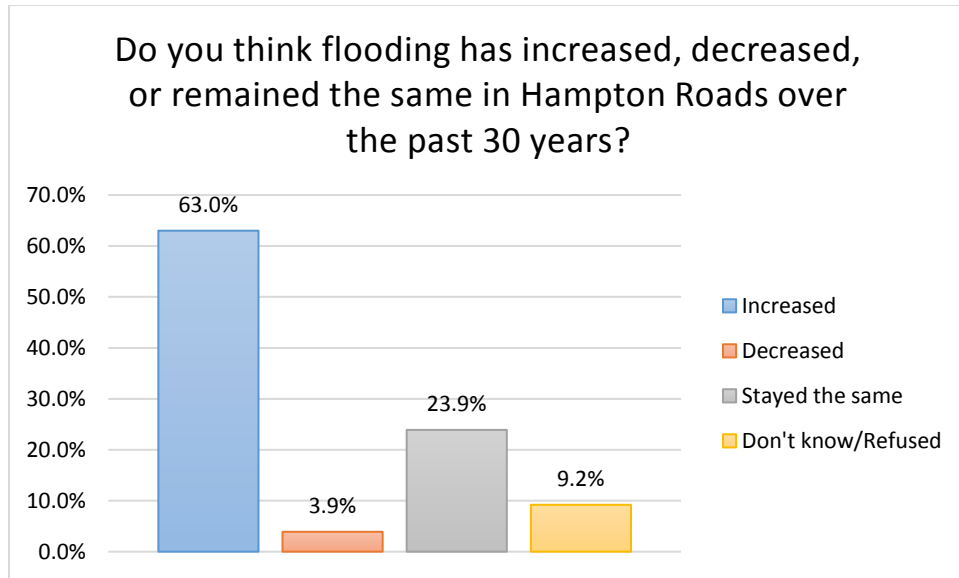


Sea Level Rise and Flooding

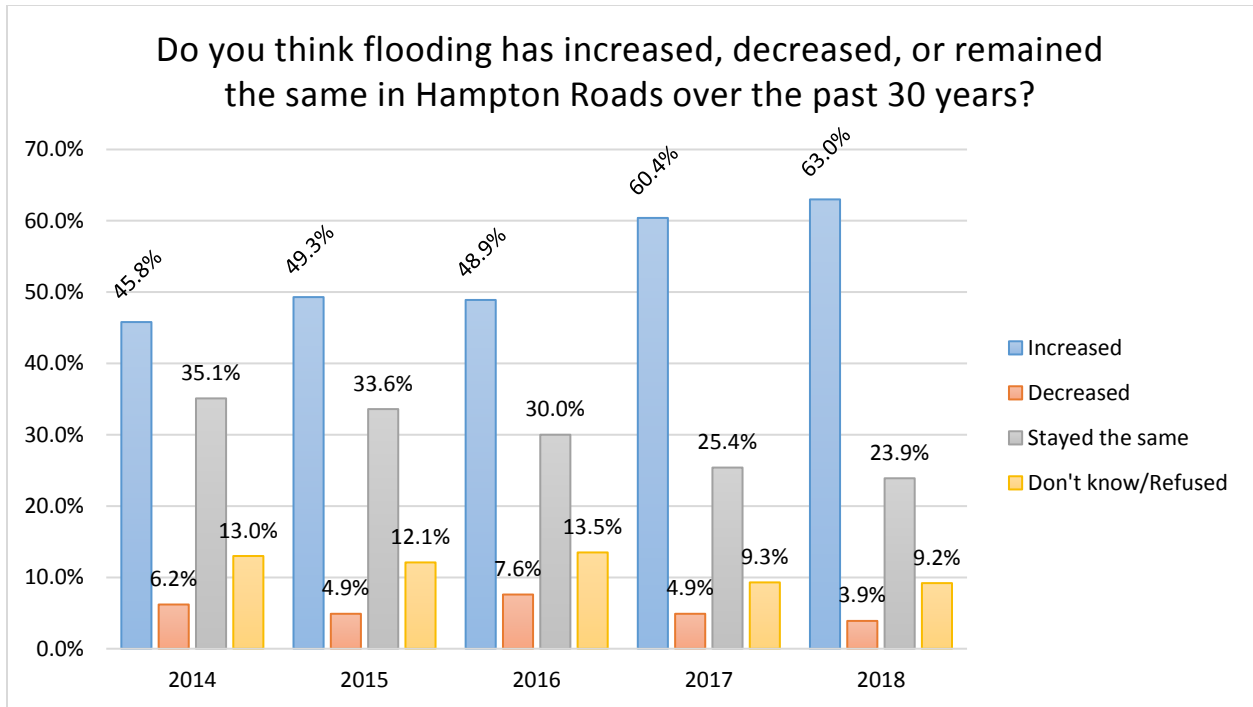
The 2018 Life in Hampton Roads survey included a series of questions to determine how people in Hampton Roads felt about sea level rise and flooding, which supports a research focus of the University in this area. The survey asked the respondents to give their opinion on a variety of questions ranging from sea level rise to prevalence of recurrent flooding and other flood related topics.

Sea Level Rise, Flooding, and Flood Risks

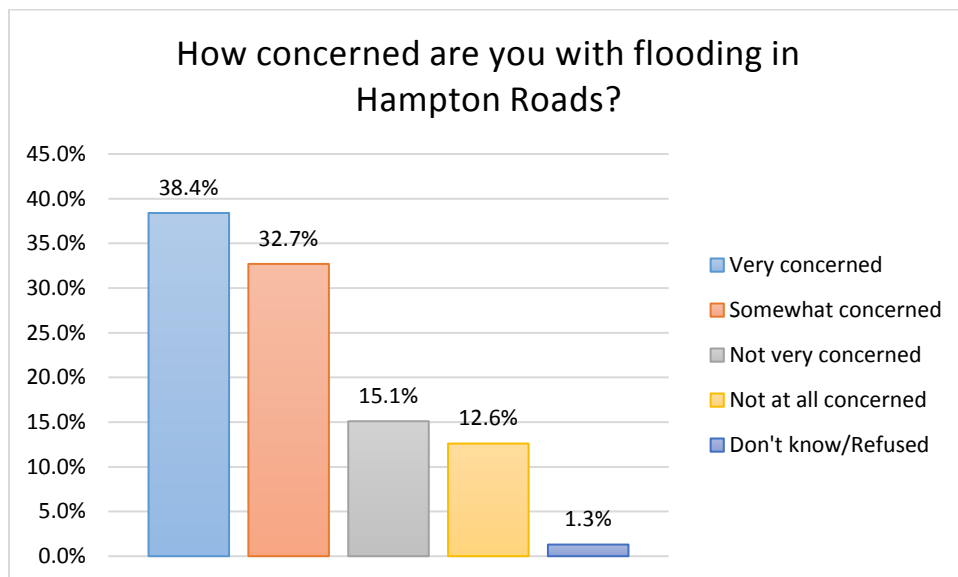
Respondents were asked whether they believe that flooding in Hampton Roads has increased, decreased, or stayed the same in the past 30 years. The majority of respondents (86.9%) stated that flooding has either increased (63.0%) or stayed the same (23.9%) in Hampton Roads over the past 30 years. Only 3.9 percent stated that flooding has decreased and 9.2 percent said that they did not know or refused to answer.



Responses to this question have remained relatively consistent with the previous four years; however, 2017 and 2018 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, which was the highest percentage at that time. This year, 63.0 percent reported that they believe flooding had increased in Hampton Roads over the past 30 years. Similarly, only 3.9 percent of respondents reported that they believe flooding has decreased in Hampton Roads over the past 30 years, the lowest percentage reported in the last five years.

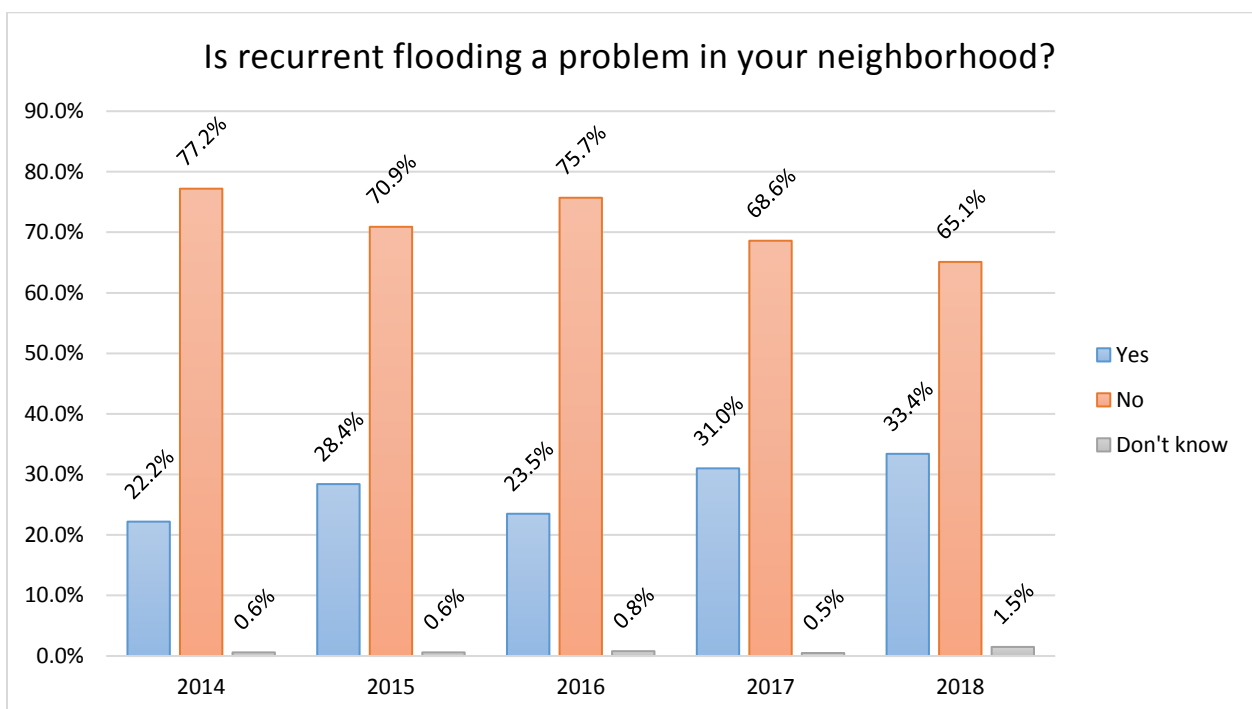
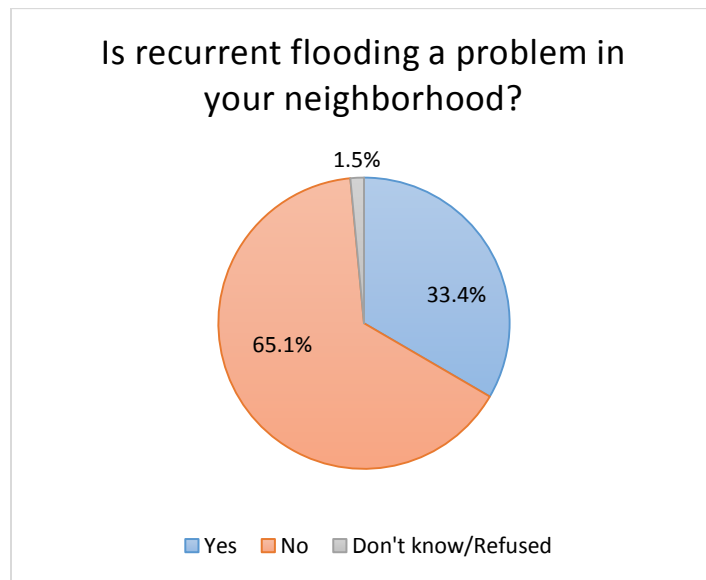


Over 70 percent (71.1%) of respondents indicated they were either very concerned (38.4%) or somewhat concerned (32.7%) with flooding in Hampton Roads. This is not surprising considering over 60 percent believe that flooding has increased in Hampton Roads in the past 30 years.

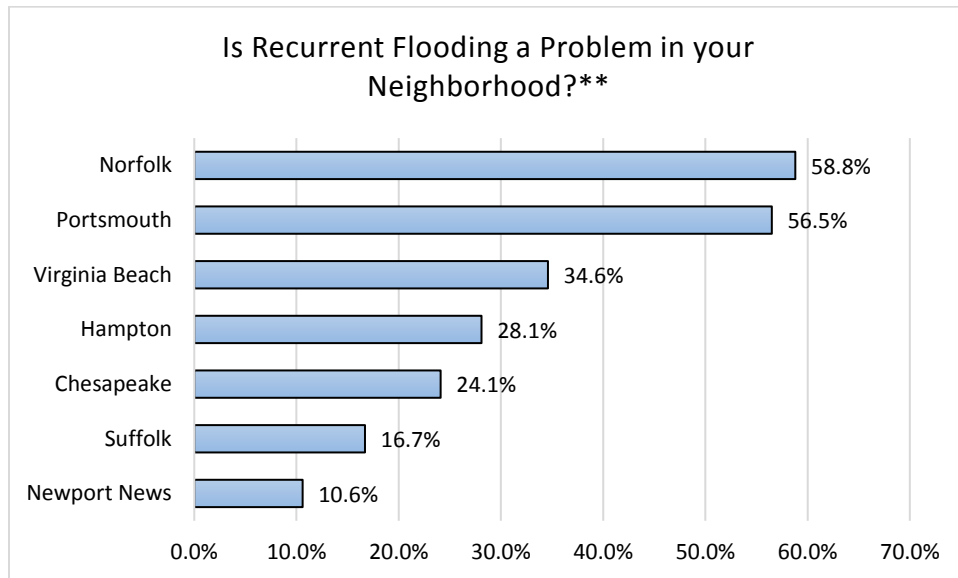


Neighborhood Flooding and Flood Insurance

Respondents were also asked whether or not recurrent flooding is a problem in their neighborhood. While 63.0 percent of respondents indicated that they think flooding has increased over the past 30 years, 65.1 percent reported that recurrent flooding *is not* a problem in their neighborhood. The percentage of Hampton Roads respondents reporting that recurrent flooding is a problem in their neighborhood increased 2.4 percent (33.4%) from 2017 (31.0%).

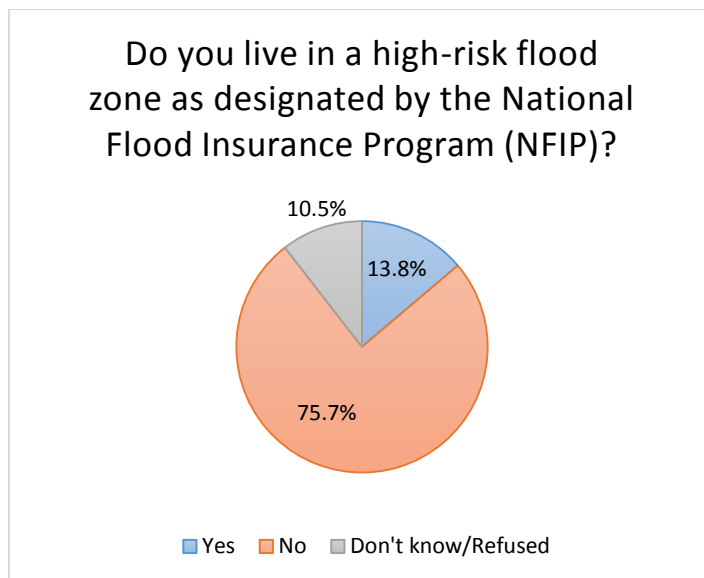


There were significant differences between the cities in regards to the prevalence of recurrent flooding in neighborhoods. At the highest end, 58.8 percent of Norfolk residents and 56.5 percent of Portsmouth residents said that recurrent flooding is a problem in their neighborhood. At the other end of the spectrum, only 16.7 percent of Suffolk residents and 10.6 percent of Newport News residents said that recurrent flooding is a problem in their neighborhood.

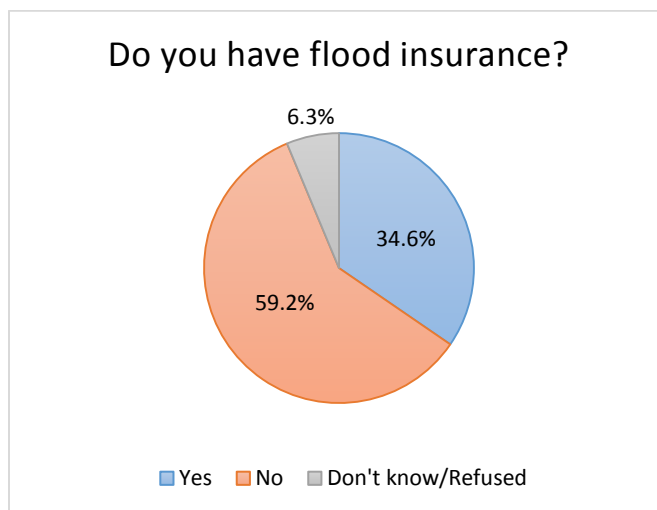


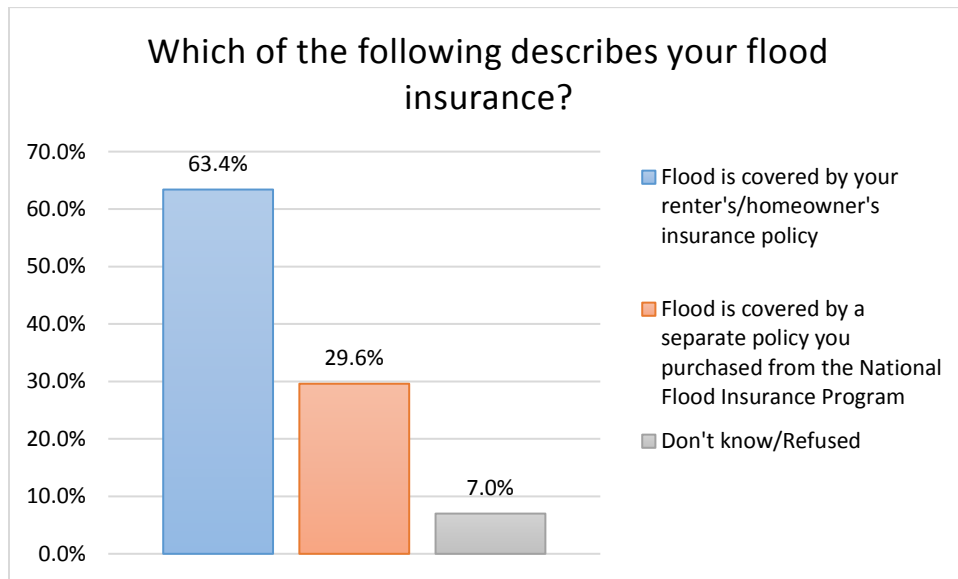
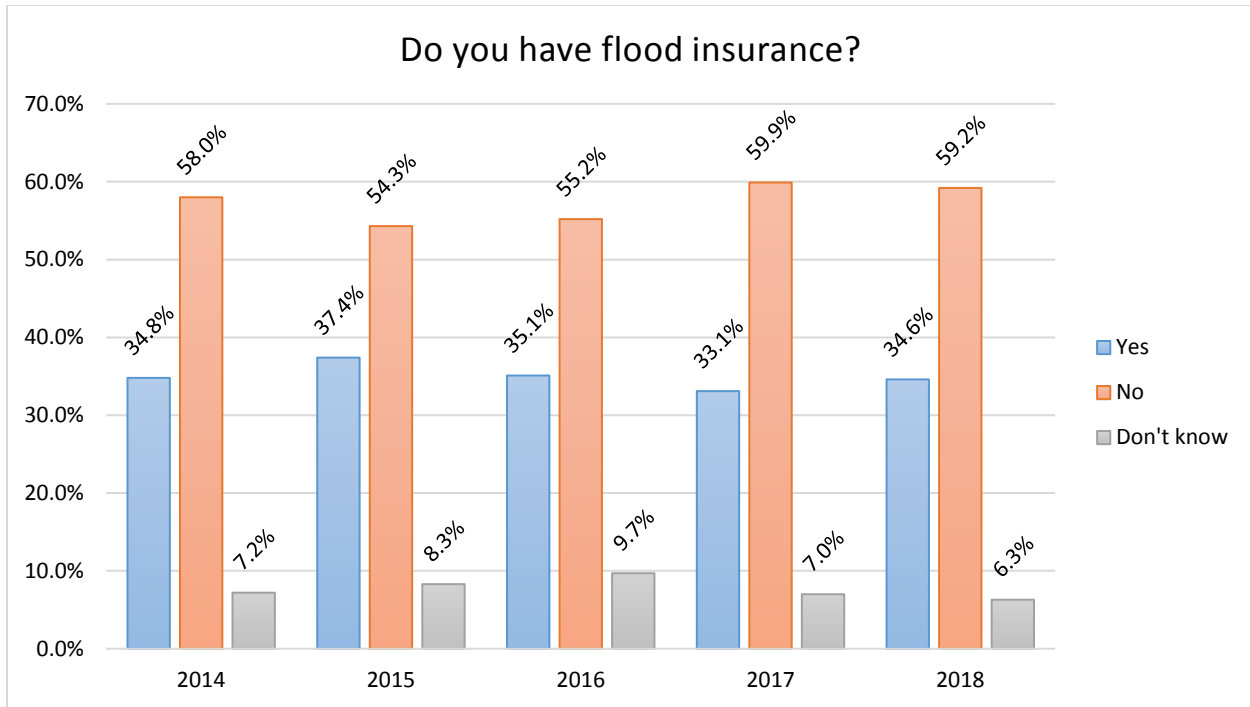
***p<.000 statistically significant, 2-tailed test

Only 13.8 percent of respondents said they live in a high-risk flood zone as designated by the National Flood Insurance Program (NFIP). Another 10.5 percent did not know if they are in a high-risk flood zone.

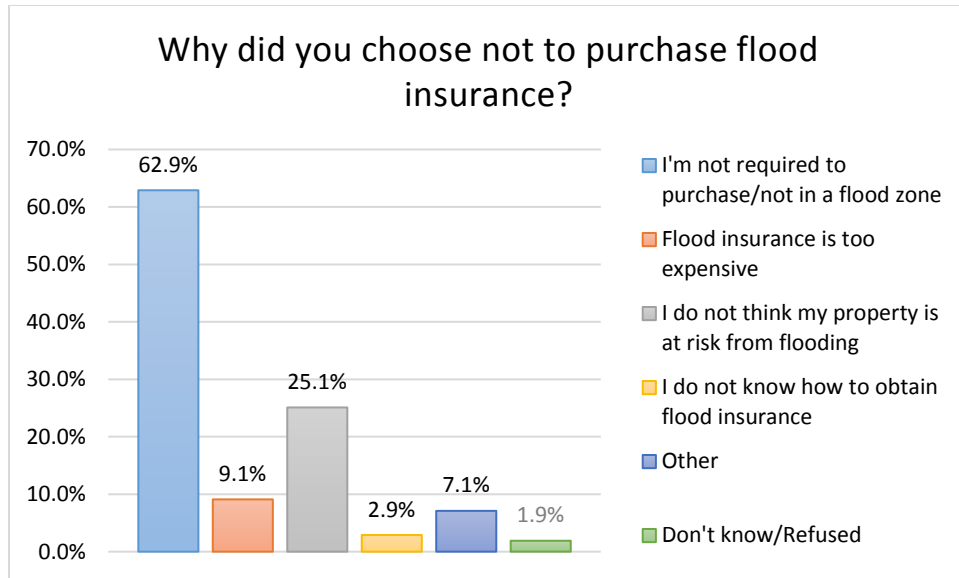


Consistent with the past five years, 34.6 percent of respondents said that they do have flood insurance. Since 2014, this percentage has stayed between 33.1 percent (2017) and 37.4 percent (2015). Of those who do have flood insurance, the majority (63.4%) said their flood insurance is covered by a renter's or homeowner's policy. Another 29.6 percent said their flood insurance is covered by a separate policy they purchased from the National Flood Insurance Program.

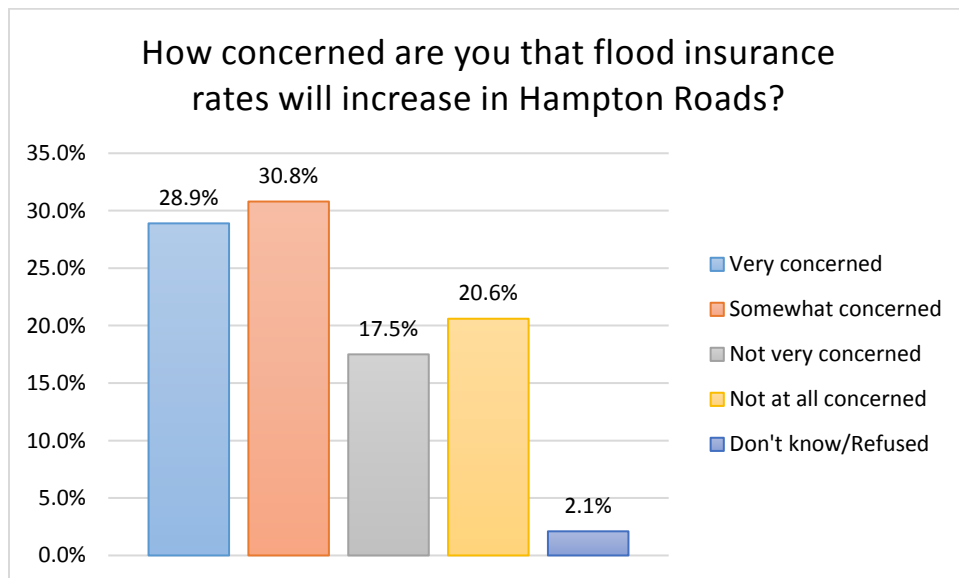




Those who said they did not have flood insurance were asked why they chose not to purchase flood insurance. The most common response (62.9%) was that they were not required to purchase flood insurance or are not in a flood zone. Another 25.1 percent reported they do not think their property is at risk from flooding. Less than 10 percent (9.1%) said flood insurance is too expensive.



Respondents were asked to identify how concerned they are that flood insurance rates will increase in Hampton Roads. The majority of respondents (59.7%) said they were either somewhat concerned (30.8%) or very concerned (28.9%) that flood insurance rates will increase in Hampton Roads. Conversely, 20.6 percent are not at all concerned and 17.5 percent are not very concerned that flood insurance rates will increase in Hampton Roads.



Respondents were also asked to identify the percent chance (between 0 and 100) that the Hampton Roads region would be struck by a catastrophic hurricane within the next ten years. The average percentage

given across all respondents was a 57.8 percent chance of a catastrophic hurricane striking the Hampton Roads region within the next ten years. A follow up question was then asked; “if such an event did occur, what is the percent chance that your home would flood?” The average response was a 39.1 percent chance that they would experience flooding within their home if a catastrophic hurricane impacted the region. Finally, respondents were asked to identify the percent chance that their home would receive damage due to wind. The average response given to this question was a 56.6 percent chance that their home would receive damage due to wind.

% Likelihood between 0 and 100	Average %
Hampton Roads region will be struck by a catastrophic hurricane within the next ten years.	57.8%
If such an event did occur, % chance that my home would flood.	39.1%
If such an event did occur, my home would receive damage due to wind.	56.6%

There was an increase in the percent of respondents reporting flooding has increased this year, yet just over one-third have flood insurance. Hampton Roads residents think on average that there is a greater than 50 percent chance of the region being struck by a catastrophic hurricane in the next ten years and that their home would experience wind damage.

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 2018 Life in Hampton Roads survey should be addressed to:

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