

Social Science Research Center, Old Dominion University

Life in Hampton Roads Report

The Fourth Annual Life in Hampton Roads Survey

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2013

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Executive Summary

This document presents the results from the ODU Social Science Research Center's fourth annual Life in Hampton Roads survey. The survey was designed to examine social and economic indicators of the quality of life in Hampton roads, particularly with respect to transportation and traffic, local and state government, education, health, emergency preparedness, the economy, and crime. Questions were obtained from University faculty as well as from previous years' Life in Hampton Roads surveys. The survey was conducted via telephone with 812 residents of the seven cities of Hampton Roads.

Respondent's perceptions of the overall quality of life in Hampton Roads have changed over the past three years in which the SSRC conducted the survey. In 2011, 59.2% of respondents rated life in Hampton Roads as excellent or good, which increased to 68.4% in 2012, but decreased in 2013 to 63.7%. However, when ratings of economic conditions in Hampton Roads are compared, 2013 was the most optimistic year: over three quarters of respondents in 2011 rated economic conditions as fair or poor, (75.6%) and 62.2% did so in 2012, while only 58.8% of respondents gave this rating in 2013. This optimism about economic conditions was also evident in ratings of the economic conditions of the United States as a whole: 80.4% responded 'fair' or 'poor' in 2013, compared with 84.2% in 2012, and 90.0% in 2011.

Traffic issues continue to be a key issue in Hampton Roads. Although there has been a relatively steady increase in those reporting that they had used public transportation in the past week (7.3% in 2011, 7.6% in 2012, and 10.2% in 2013), average commute time had increased to 24.8 minutes from 23.9 minutes in 2012. More respondents indicated that they had avoided visiting a business in a neighboring city due to traffic concerns in 2013 than in the previous years (44.5% in 2013, compared to 40.3% in 2012, and 43.5% in 2011). Respondents to the 2013 survey were asked about their level of concern with traffic congestion in Hampton Roads, with about half (50.4%) of respondents reporting that they were extremely concerned or very concerned. The majority of the sample stated that they were aware of impending toll projects on existing roads or bridges in the area (60.3%), but half of all respondents went on to state that they would be less likely to use bridges and tunnels that have a toll on them (50.6%). Less

than a quarter of respondents (23.4%) supported expanding the midtown tunnel by contracting with a private party to set tolls to pay for tunnel expansion.

Project Highlights

- Interest in expanding the light rail throughout Hampton Roads has stayed relatively steady across 2012 and 2013, although fewer respondents selected multiple destinations when asked where they wanted to see light rail expanded.
- More respondents reported concern that rising sea levels in Hampton Roads will affect residents personally between 2012 and 2013; however, concern about global effects of rising sea levels has not changed.
- Respondents rated the schools their children attend more favorably in 2013 than in 2012.
- Perceptions of local governments declined, as fewer respondents in 2013 felt that their local government uses resources wisely.
- More respondents reported having seen a doctor in the past year in 2013 than in 2012, with over three quarters of those who had seen a doctor in 2013 stating that they received a yearly checkup.

Analysis of 2013 Life in Hampton Roads Survey

The Life in Hampton Roads Survey is a region-wide quality of life survey initiated by Old Dominion University's Social Science Research Center (SSRC) in 2010. The survey provides extensive regional social and economic indicators of the quality of life in Hampton Roads, with in depth foci each year that particularly illuminate issues and attitudes in key areas including transportation and traffic, local and state government, education, health, emergency preparedness, the economy, and crime.

The Social Science Research Center (SSRC) at Old Dominion University recently conducted the fourth annual Life in Hampton Roads telephone survey. The principal goal of the survey was to gauge relative satisfaction regarding life in Hampton Roads. Additional goals were to determine the attitudes and perceptions of citizens regarding local topics such as transportation and traffic, local and state government, education, and crime, and other key issues. In order to generate questions for the Life in Hampton Roads (LIHR) survey, faculty members were invited to submit questions of interest for consideration to be included in the survey. This allowed faculty to obtain pilot data from a local sample related to their research topics of interest. Fourth year funding for the survey was provided by the ODU Office of Research. The initial email invitation generated approximately 100 new questions, which were narrowed down by SSRC staff and the Associate Dean of Research for the College of Arts and Letters. Questions that presented definitional issues for respondents or were not specifically relevant to life in Hampton Roads, as well as questions that dealt with sensitive information and/or were unsuitable for a telephone survey were eliminated. New questions were included along with several questions from the first, second, and third Life in Hampton Roads surveys conducted in the summers of 2010, 2011 and 2012. Once this process was completed, the survey consisted of about 60 questions which asked respondents about quality of life, transportation, local government, political issues, environmental issues, health and education, housing, neighborhood issues and crime, military life, and basic demographic information.

The survey was programmed by SSRC staff using a computer assisted telephone interviewing (CATI) system and telephone interviewers were recruited and trained. A random digit dial (RDD)

telephone sample was requested from Marketing Systems Group to be comprised of telephone numbers with Hampton Roads exchanges. A cellphone sample was also utilized based on switch points within the Hampton Roads area. Calls were conducted from May 28, 2013 to July 12, 2013, Monday through Friday during peak evening hours (4:30 pm – 8:30pm), excluding University holidays.

A total of 812 completed interviews were obtained; however, this sample was over-representative of women, whites, and older respondents. The results were then weighted with the goal of adjusting the sample distribution by certain characteristics to be in line with a known population distribution. The data was weighted under the assumption that if the sample were representative of the population from which it was drawn, the distribution of the sample would match the distribution of the population. Any discrepancies were therefore taken as evidence of under or over-sampling. In general, weighting was implemented to increase the underrepresented group in the sample by applying a numeric weight estimated from the discrepancies between the sample and the population distributions. For more specific information about the weighting procedure, please see the Appendix. A weight variable was computed and the data file was weighted to correct for discrepancies in age, race, gender, and locality of residence between the survey sample and the general Hampton Roads population. The sample was also weighted based on estimates of state-level telephone usage (landline versus cellphone). Frequencies were generated for both the weighted and unweighted samples using SPSS statistical software version 20. All results presented in this report come from the weighted sample in order to present results which are more representative of the Hampton Roads population. While some tables and graphs are presented below, there are additional tables and graphs in the Appendix.

Demographics

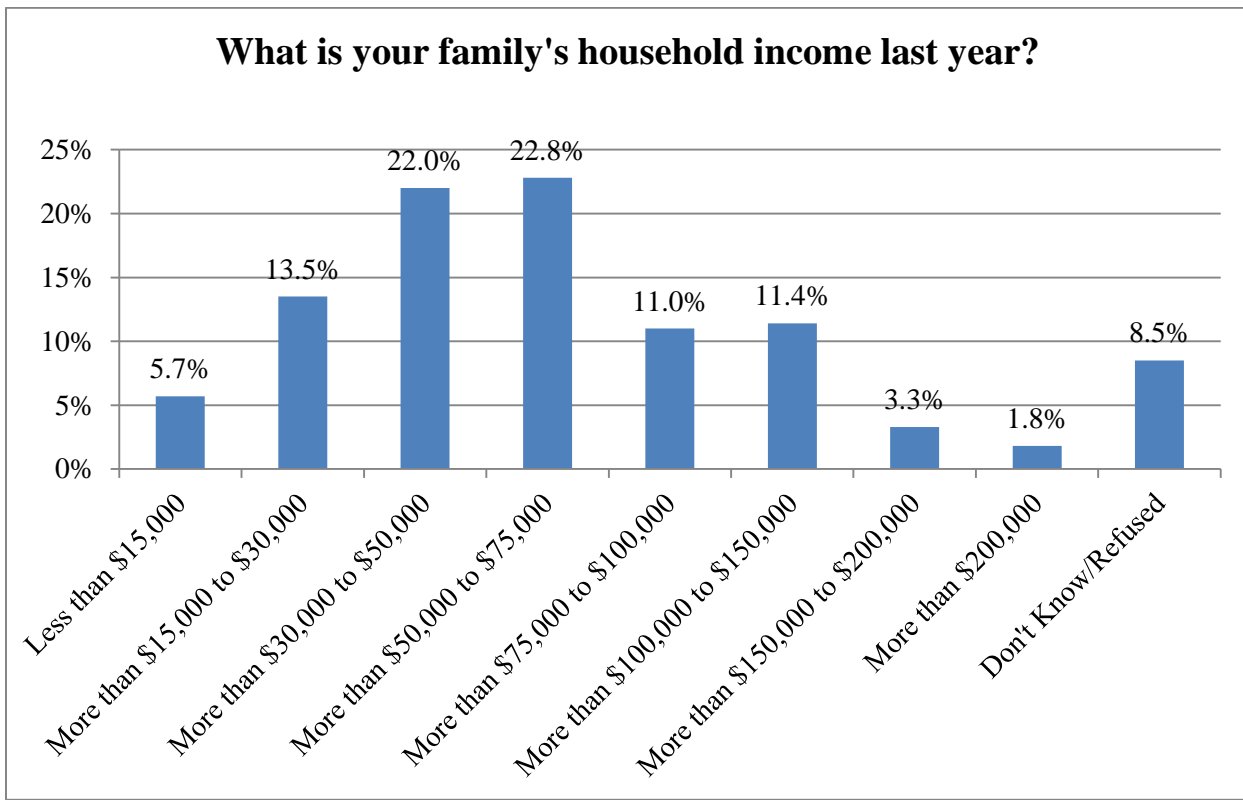
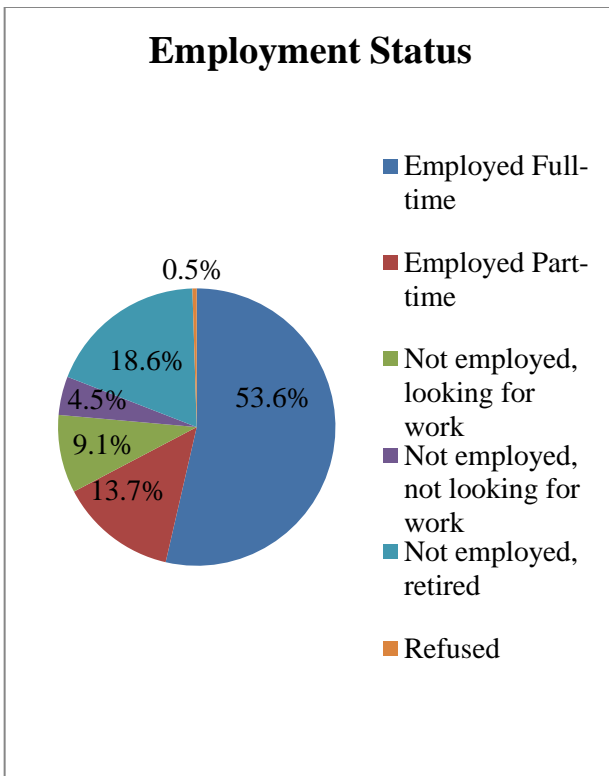
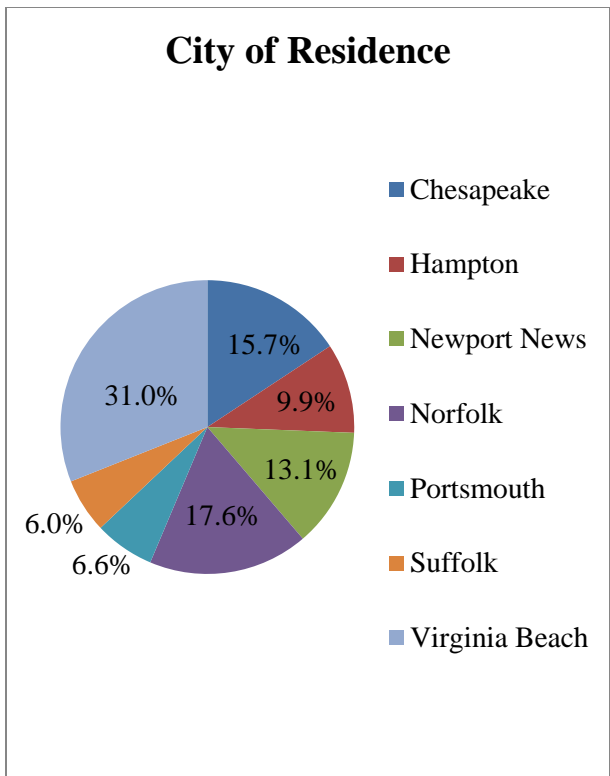
Of the 812 citizens interviewed, 55.9% were white, 34.6% Black or African-American, 4.6% considered themselves to be another race/ethnicity, and 4.6% indicated they were multiracial. Just under half of the respondents received a high school diploma, completed trade or professional school, or attended some college (44.4%). An additional 38.2% of respondents completed an undergraduate or

graduate degree. Almost half of respondents were married (48.3%) and 16% were divorced, separated, or widowed. Just over one-quarter of those surveyed were single and not living with a partner (27%) while a small portion of single people reported living with a partner (8.1%).

Race or Ethnicity	Percentage
White	55.9%
Black or African-American	34.6%
Hispanic or Latino	1.6%
American Indian or Alaskan Native	0.3%
Asian	0.5%
Native Hawaiian or Pacific Islander	0.7%
Multiracial	4.6%
Other	1.5%
Refused	0.4%
Gender	Percentage
Male	49.0%
Female	50.8%
Highest level of school completed	Percentage
Some grade school	0.5%
Some high school	1.2%
High school diploma/GED	18.8%
Completed trade/professional school	3.9%
Some college	21.7%
Associate's degree	15.2%
Bachelor's degree	26.5%
Graduate degree	11.7%
Other	0.5%
Refused	0.0%
Age	Age in years
Average age (years)	44.8

Marital Status	Percentage
Single, not living with partner	27.0%
Single, living with partner	8.1%
Married	48.3%
Divorced/separated	9.3%
Widowed	6.7%
Refused	0.7%

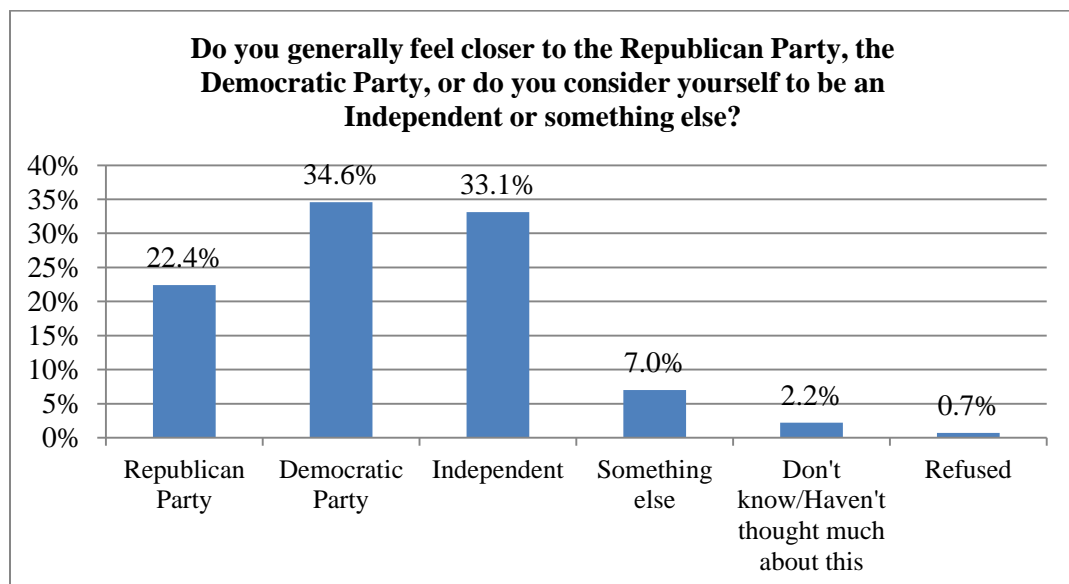
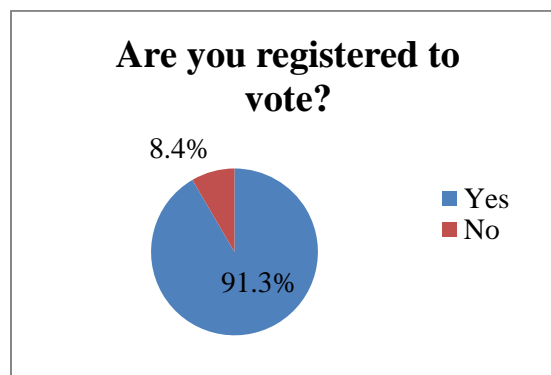
The majority of respondents lived in Virginia Beach (31.0%), Norfolk (17.6%), and Chesapeake (15.7%). The majority of survey participants were employed (67.3%), 13.7% worked part-time while 53.6% reported that they worked full-time. Of the remaining respondents, 18.6% were retired, 9.1% were unemployed but looking for work, and 4.5% were not employed and not looking for work. Nearly twenty percent (19.2%) of participants in the survey reported their family household income for last year as \$30,000 or less, 44.8% reported earning more than \$30,000 but less than \$75,000, while 27.5% earned more than \$75,000. Respondents were also asked to identify their type of household phone usage. The majority of respondents indicated that their household was cellphone only or cellphone mostly (31.8% and 27.3%, respectively). Another 24.0% of respondents indicated that their household used landline and cellphones equally, while only 5.5% indicated that their household was landline only.

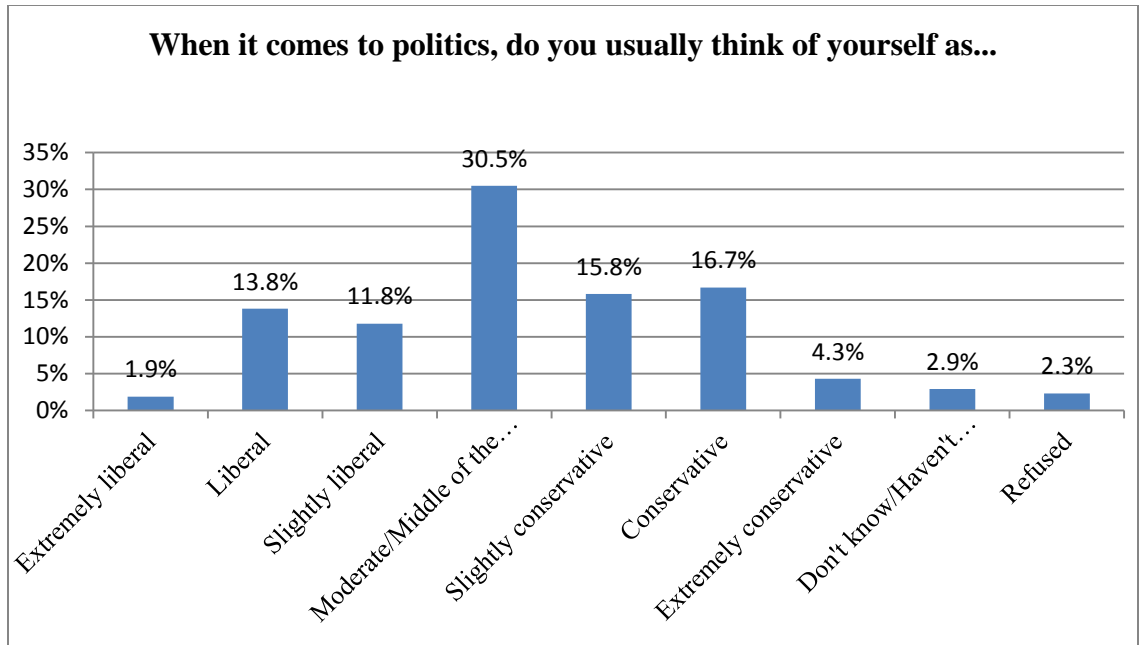


Economic Outlook and Politics

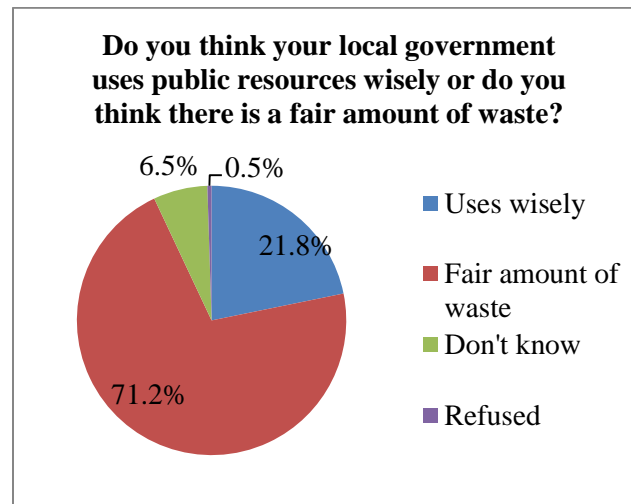
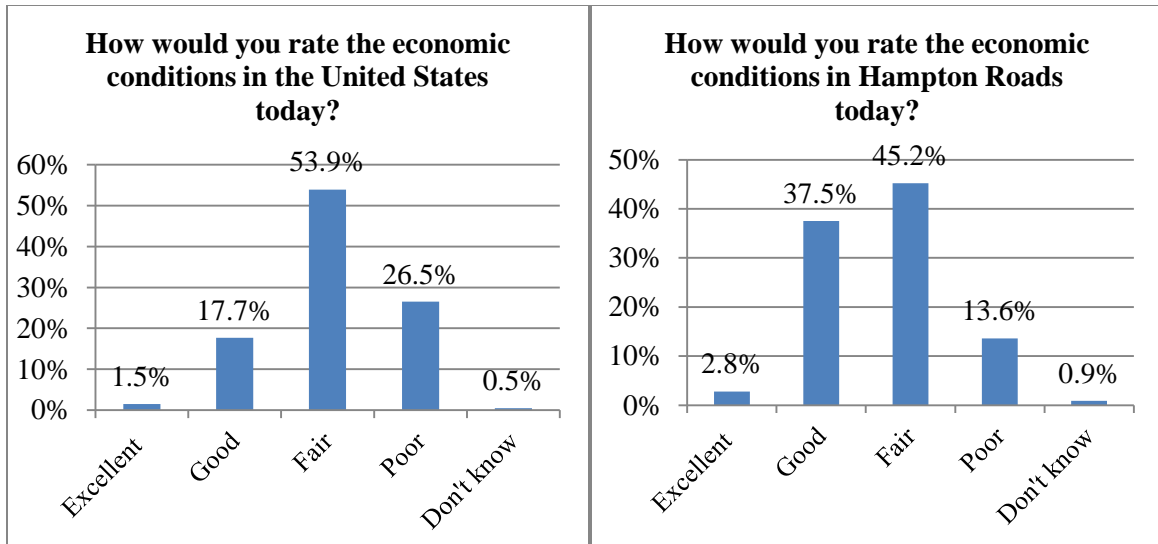
Questions were asked concerning views about the local government and other political issues.

About 34.6% of respondents reported generally feeling closer to the Democratic Party while 22.4% felt closer to the Republican Party. An additional 40.0% considered themselves political independents or aligned with some other party (33.1% and 7.0%, respectively). More than one-quarter of respondents thought of themselves as extremely liberal, liberal, or slightly liberal (27.5%), 30.5% thought of themselves as moderate, middle of the road, and 36.8% thought of themselves as extremely conservative, conservative, or slightly conservative. Over ninety percent of survey respondents said they were registered to vote (91.3%) while 8.4% said they were not registered to vote at the time the survey was conducted.



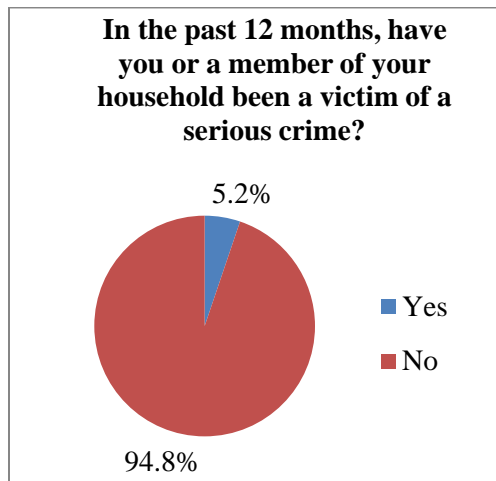
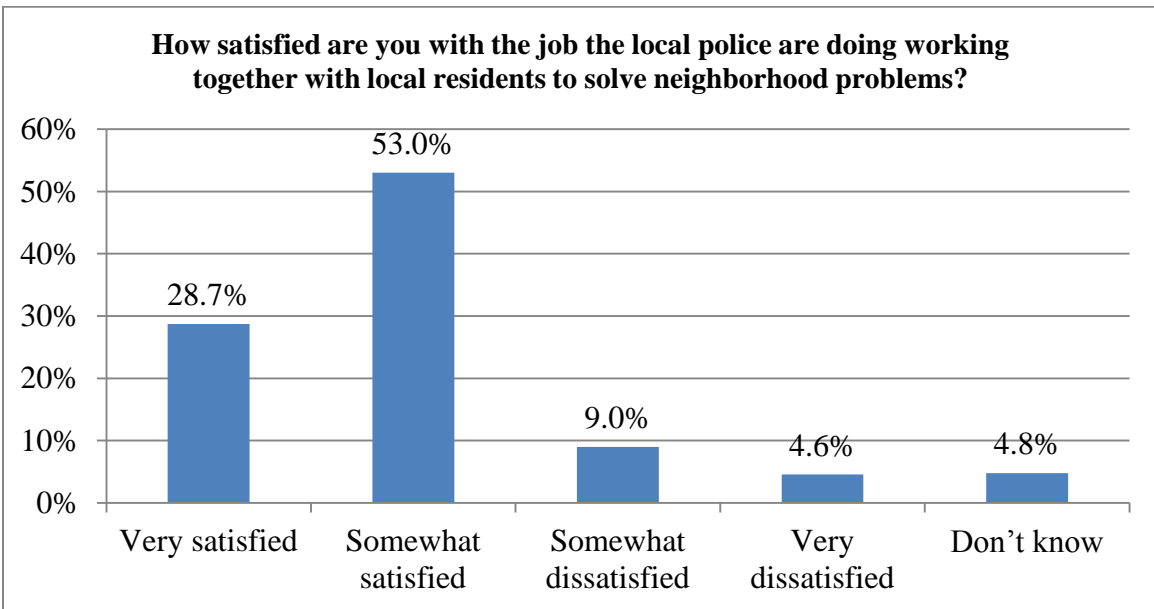
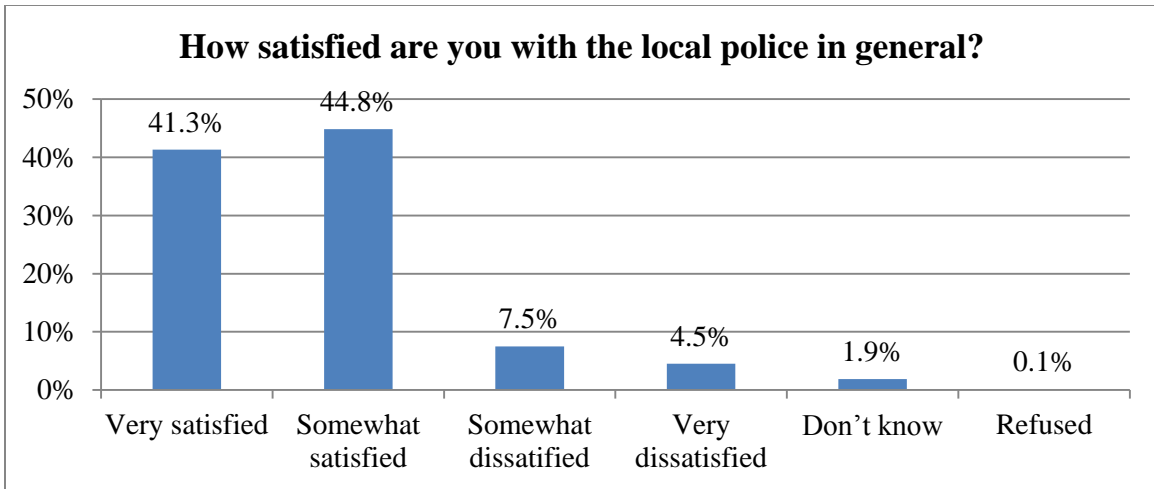


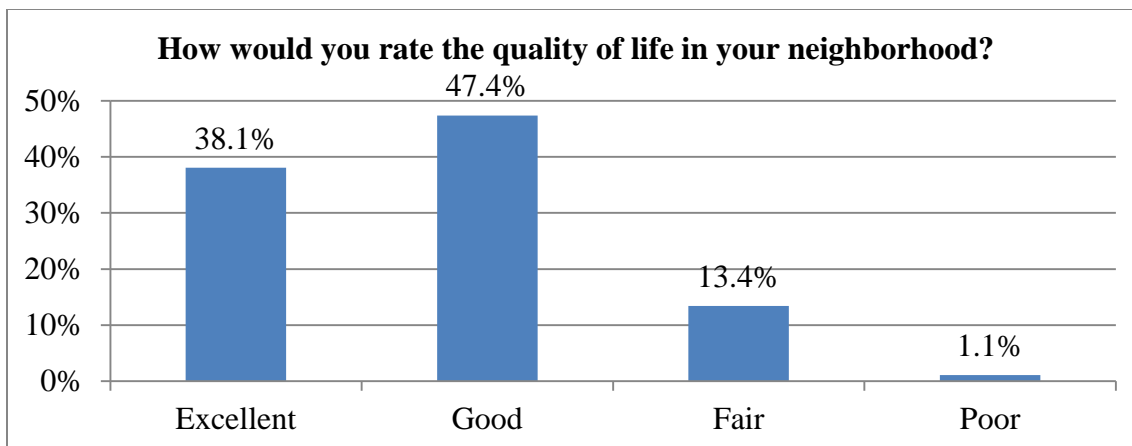
Survey participants were also asked to rate current economic conditions. More than one-third of respondents (40.3%) felt that economic conditions are excellent or good in Hampton Roads while only 19.2% believe national economic conditions to be excellent or good. However, the majority of respondents (58.8%) felt that the economic conditions were actually either fair or poor in Hampton Roads as well as 80.4% believing the same about the United States as a whole. Of further note, when it came to evaluating the effective use of public resources by local government, the majority of respondents generally felt that their local government wastes a fair amount of resources rather than use them wisely (71.2%).



Neighborhood and Crime

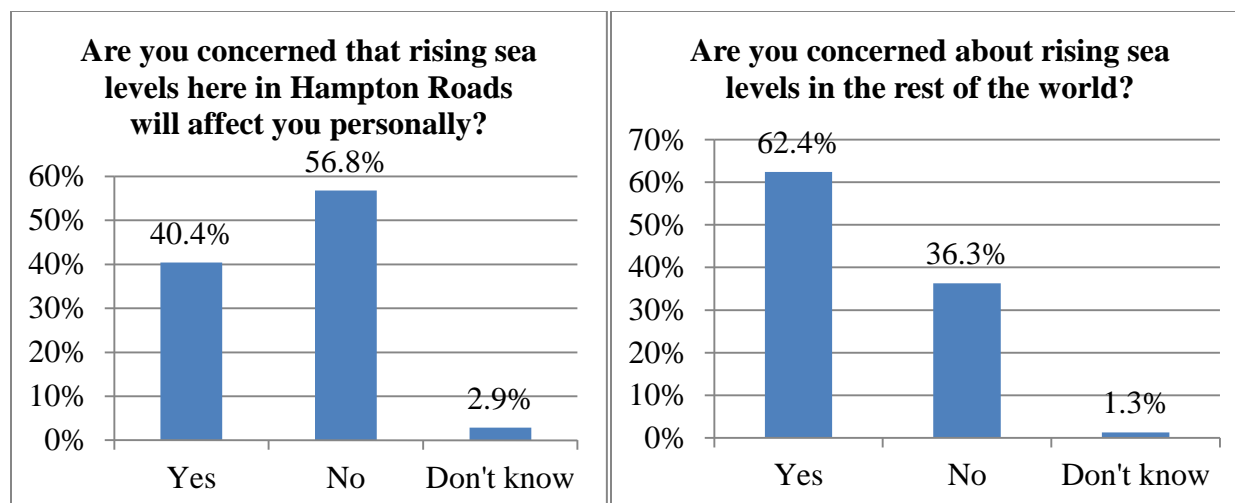
Questions regarding neighborhood and crime found that 86.1% strongly agreed or agreed that they were satisfied with the police in general. Additionally, 81.7% of respondents strongly agreed or agreed that local police were doing a good job working with local residents to solve neighborhood problems. Only 5.2% of respondents stated that in the past 12 months they or a member of their household had been a victim of a serious crime. In general, 85.5% of respondents rated the quality of life in their neighborhoods as excellent or good.





Environmental Issues

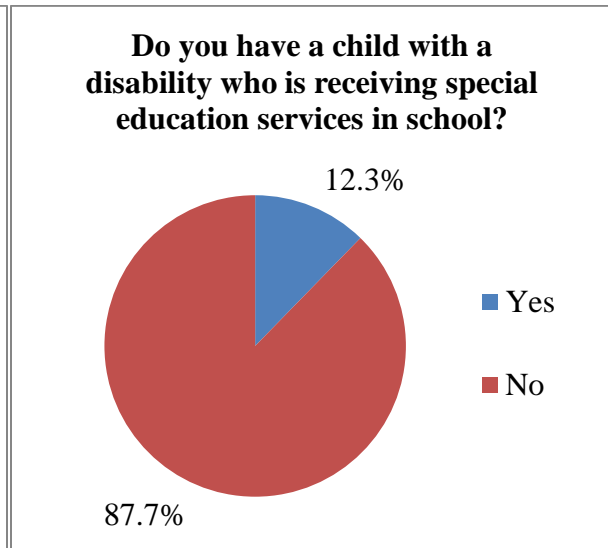
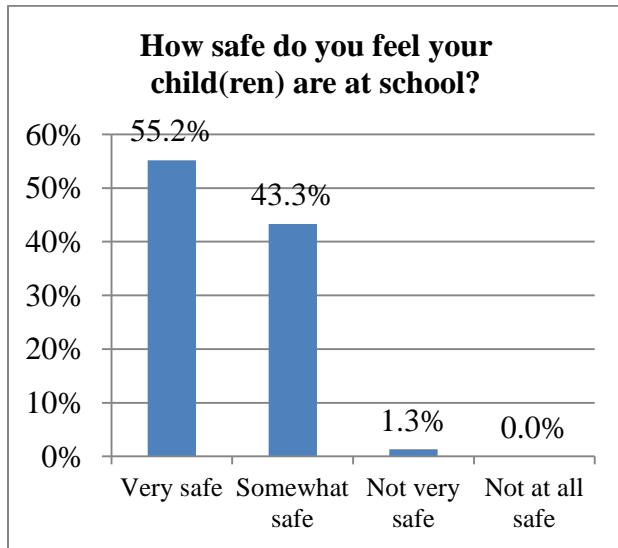
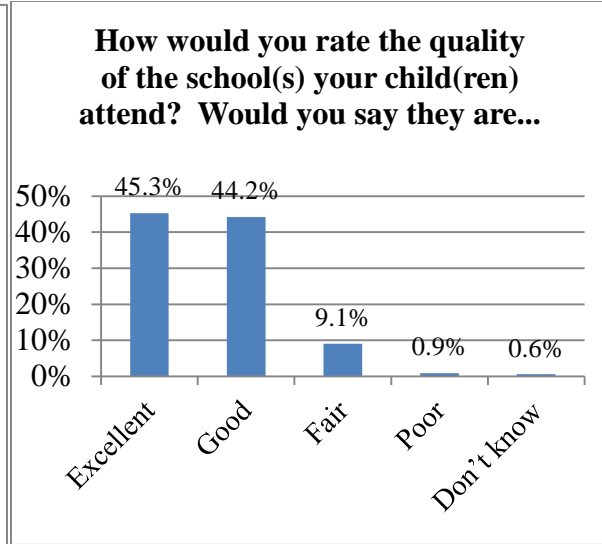
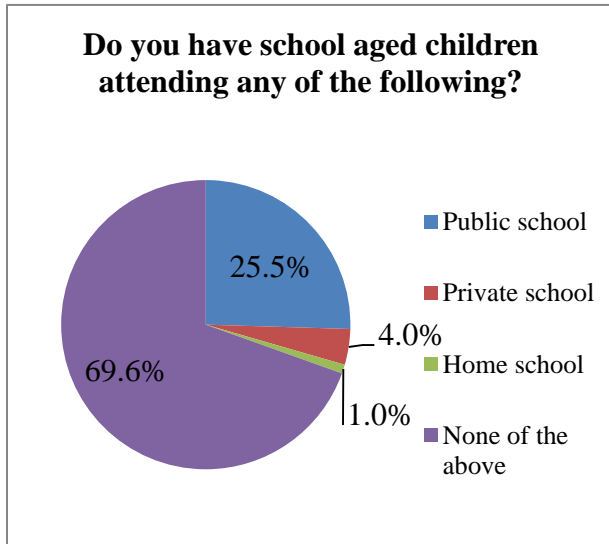
Another section of the survey included questions to determine how people in Hampton Roads felt about environmental issues. When respondents were asked whether or not they were concerned that sea level rise in Hampton Roads will affect them personally, 40.4% answered yes. More respondents indicated that they were concerned with sea level rise in the rest of the world (62.4%). When asked if recurrent flooding was a problem in their neighborhood, 23% said that flooding was a problem and 77% said that flooding was not a problem. Over half of the respondents indicated that they believe flooding has increased in Hampton Road over the past thirty years (54.3%), while 31.3% believed flooding in Hampton Roads has stayed the same, and only 4.4% believed that flooding has decreased. Only 28.8% of respondents thought it was very likely or somewhat likely that their house would be damaged by flooding in the next twenty-five years. Conversely, 68.5% thought it was not very likely or not at all likely that their house would be damaged by flooding in the next twenty-five years. About one-third of respondents indicated they had flood insurance (33.5%), while 61.2% did not have flood insurance. Among respondents who said they had flood insurance 58.7% indicated that their insurance was a FEMA approved policy separate from their regular homeowner's policy.

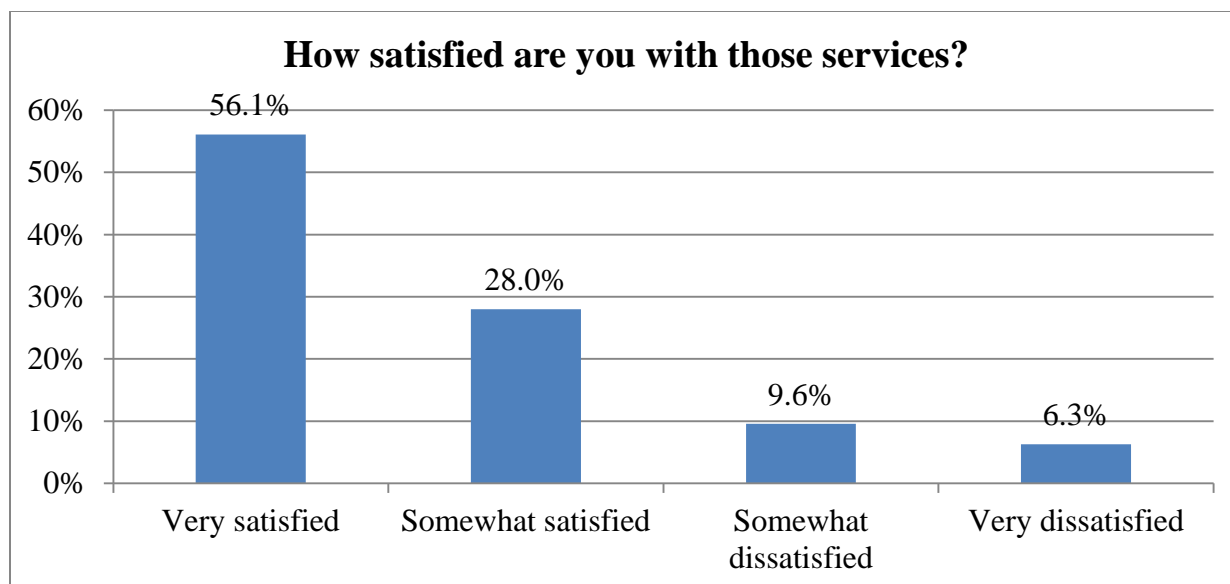


Education

A series of questions was included concerning education in Hampton Roads. Firstly, respondents were asked if they had school aged children attending public school, private school, or were homeschooled (26.1%, 3.2%, and 0.9% respectively). Those respondents who indicated None of the above presumably did not have school aged children (69.8%). Those respondents who said that they did have children were then asked a series of follow-up questions concerning their satisfaction with the education system. When asked to rate the quality of the school system that their child(ren) attended, 89.5% of respondents said the schools were either excellent or good while 10.0% said they were fair or poor. Additionally, 98.5% of respondents with school aged children said that they felt their child was very safe or somewhat safe in their school. Only 1.3% of respondents said they felt their child(ren) were not very safe and no respondent felt that their child was not at all safe. The majority of respondents also indicated that they did not have a child with a disability who received special education services in school (87.7%). Of the 12.3% of respondents with school aged children who do receive special education services, 84.1% said that they were very satisfied or somewhat satisfied with the services their child(ren) received. Those who stated they did not have children attending public schools were also asked to rate the quality of their local public school system. More than half of the respondents without children

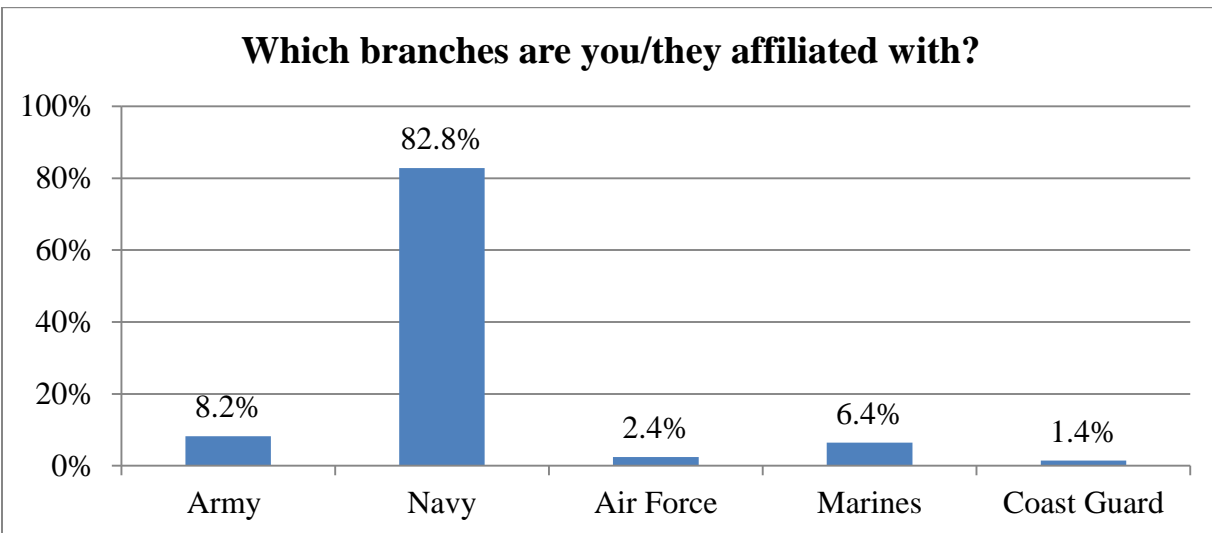
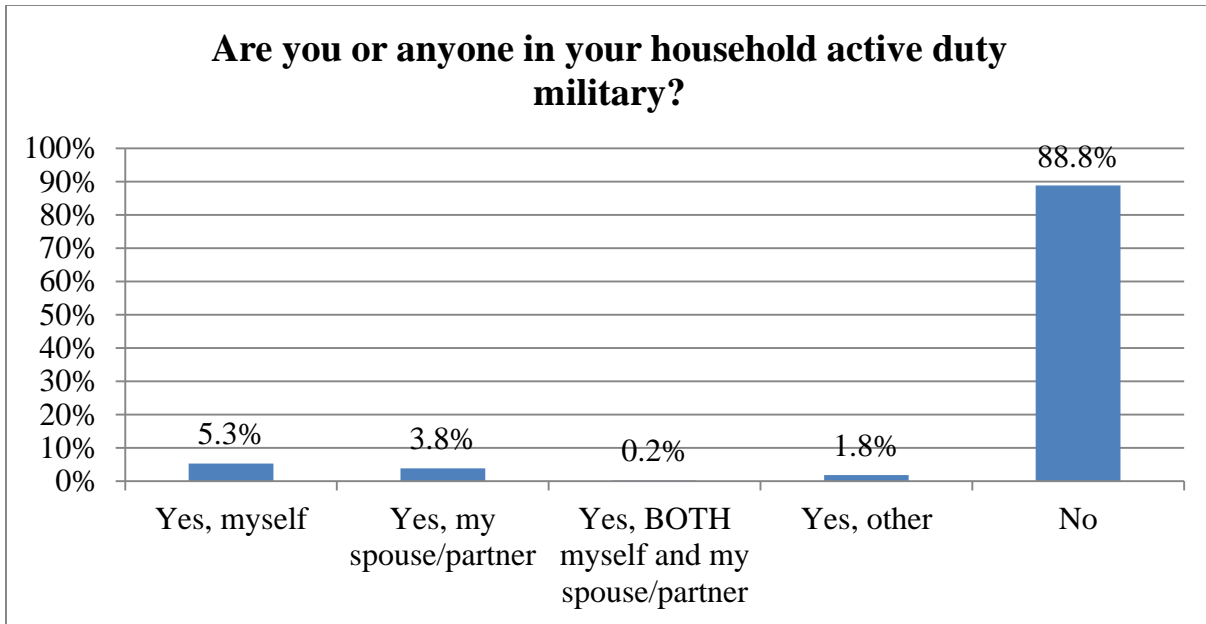
attending public schools rated the quality of their local public school system as excellent or good (54.2%), while 33.5% rated their local public school system fair or poor.





Military

Respondents were also asked questions concerning their individual involvement, or their household involvement, in the military services. Most respondents (88.8%) were not active duty military, nor was anyone in their household active duty military. A combined percentage of 11.1% of respondents were involved with the military: 5.3% were, themselves, active duty military, 3.8% said their spouse or partner was active duty military, 0.2% said that both they and their spouse/partner were active duty military, and 1.8% indicated their active duty military involvement as something other. The majority of the active duty military household members were affiliated with the Navy (82.8%), while the Army constituted 8.2% of active duty, 2.4% indicated they were active duty Air Force, 6.4% indicated they were active duty Marine Corps, and only 1.4% said they or another household member were active duty Coast Guard.



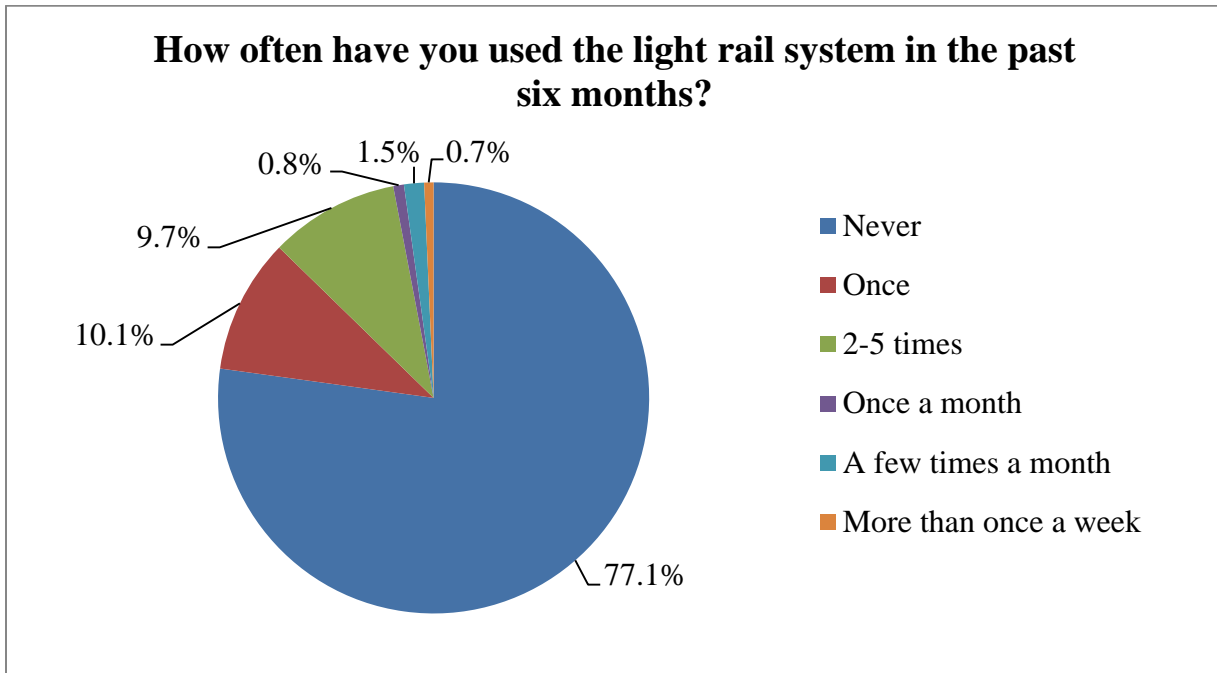
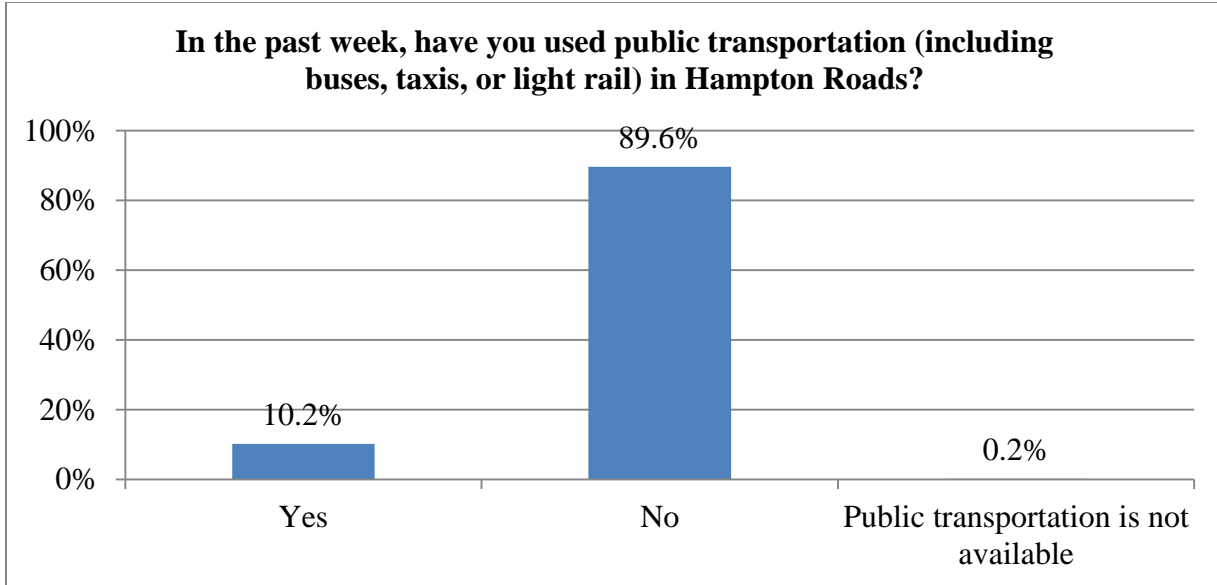
Transportation

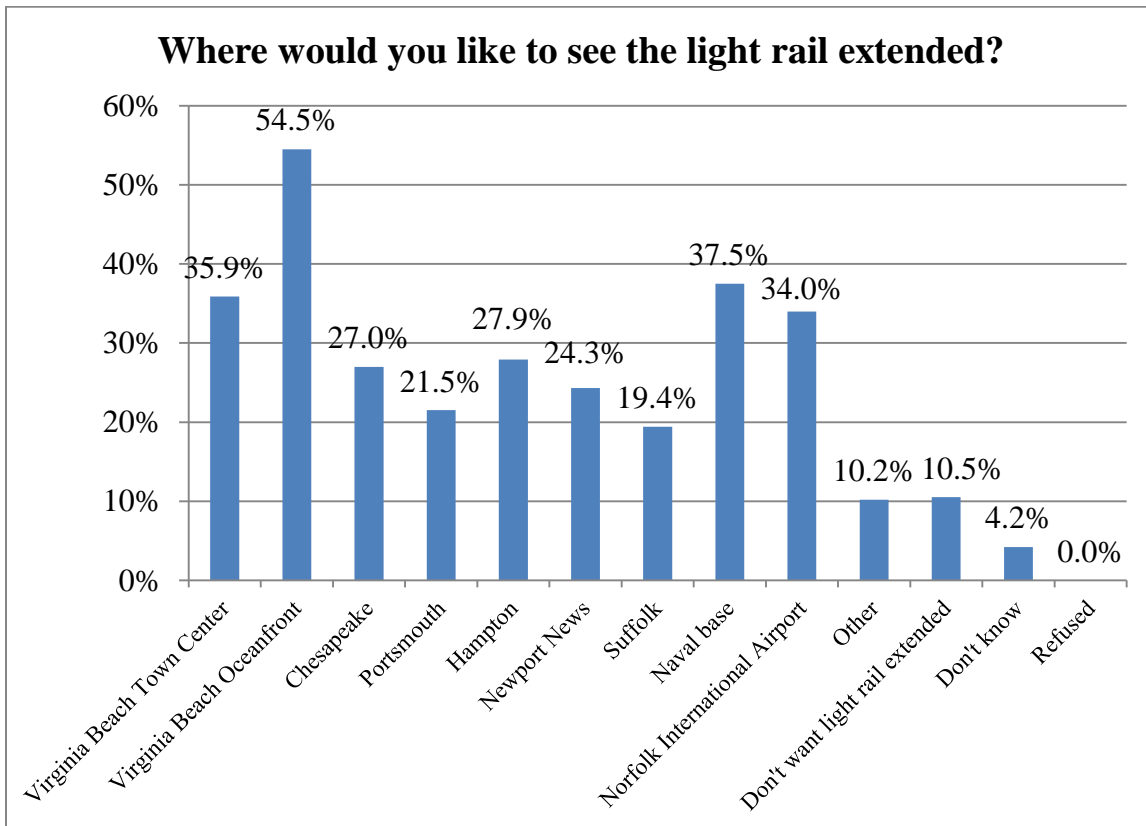
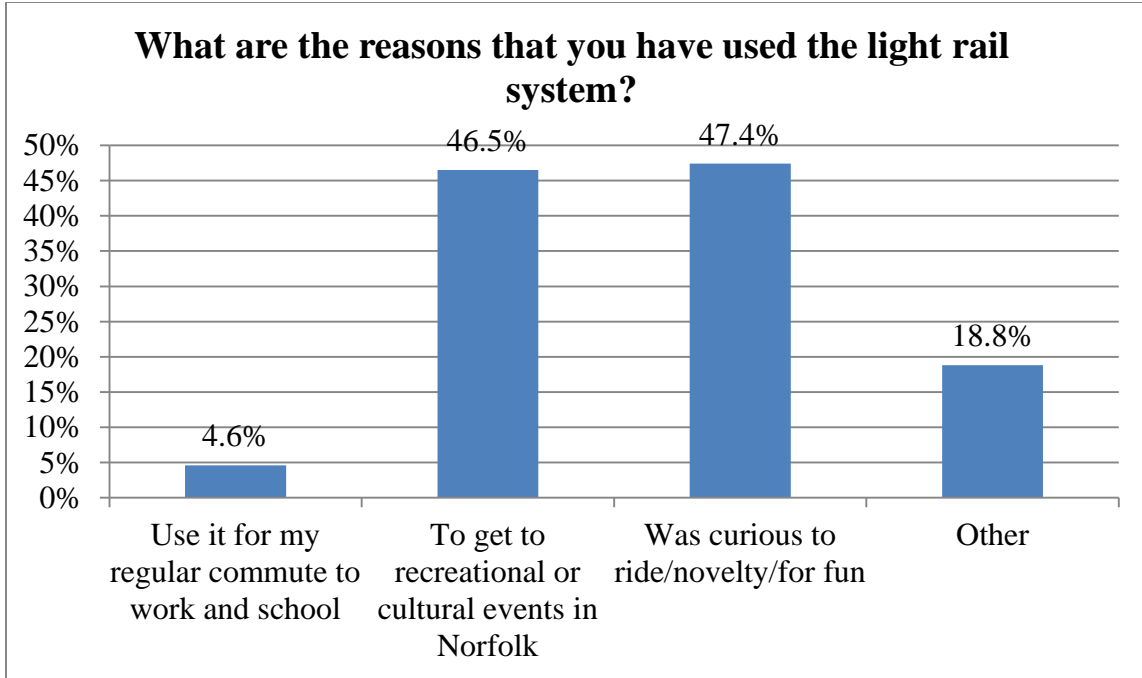
Every day people traverse the eleven bridges and five bridge-tunnels in the Hampton Roads area, commuting for work, family, and activities for children or cultural events. The average one-way commute to work or school was 24.8 minutes for survey respondents. Survey questions dealing with transportation found that only 10.2% of people reported using public transportation in the week prior to

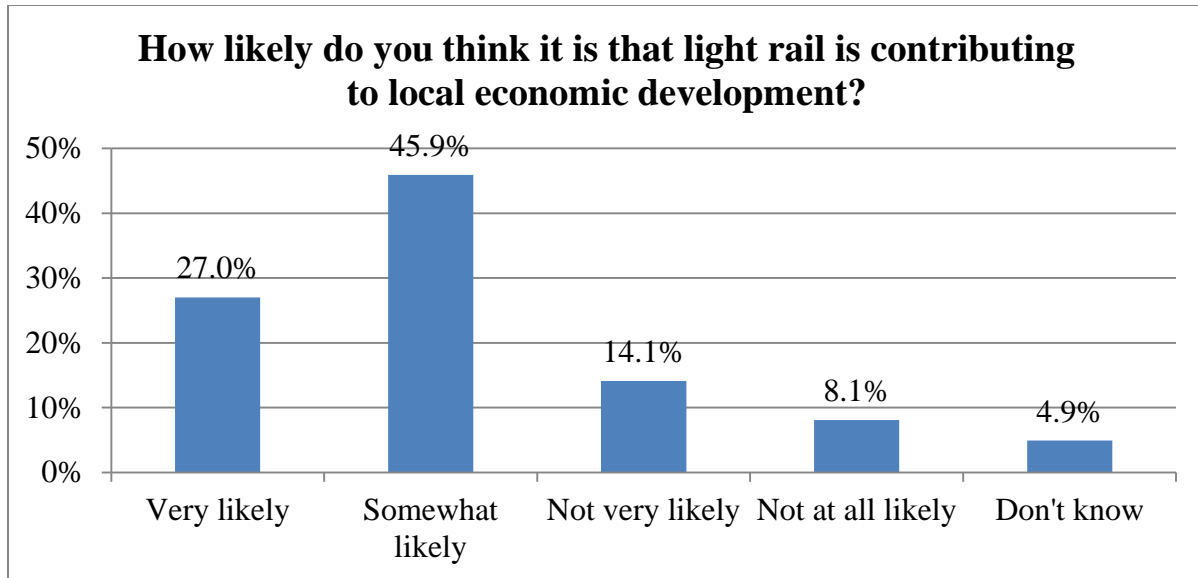
their being surveyed, including buses and taxis. When asked about light rail use, 22.8% of respondents indicated that they had used the light rail in the past six months. In the past six months, of those respondents who had ridden the light rail, only 0.7% said they rode the system more than once a week. Fewer than 10.0% of respondents (9.7%) said they had only ridden the light rail 2-5 times in the past six months. When asked the reasons for using the light rail system, most respondents said that they were curious to ride (47.4%). An additional 46.5% said they used the light rail system to get to recreation or cultural events in Norfolk and only 4.6% said they used it for their regular commute to work or school.

More than seventy percent of respondents (72.9%) thought that light rail has very likely or somewhat likely contributed to local economic development. When asked where respondents would like to see the light rail extended, 10.5% stated they did not want the light rail extended at all. The top three destinations that those surveyed wanted to see the light rail reach were Virginia Beach Oceanfront (54.5%), Virginia Beach Town Center (35.9%), and the Naval Base (37.5%) as seen in the table below.

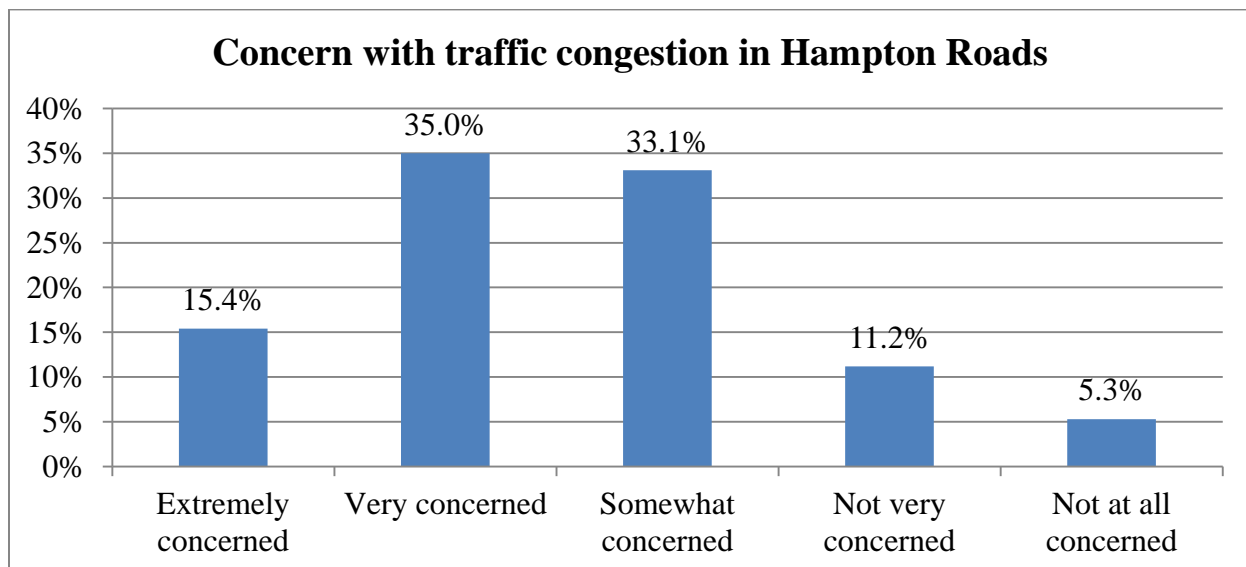
Respondents were asked to think about the midtown and downtown tunnels and indicate whether they supported tunnel expansion. Roughly one-quarter of respondents supported contracting with a private company to set tolls (23.4%), 19.7% opposed tunnel expansion, and 47.4% supported paying for tunnel expansion in some other way. When asked what the highest priority spending areas should be if additional funds became available for transportation infrastructure in the future, 67.5% stated that repairing existing roads, bridges, and tunnels should be the highest priority. Other responses selected were constructing or expanding roads, bridges, and tunnels (48.4%), expanding mass transit services such as light rail (40.1%), expanding bicycle routes and improving bike safety (7.5%), and other (5.6%).

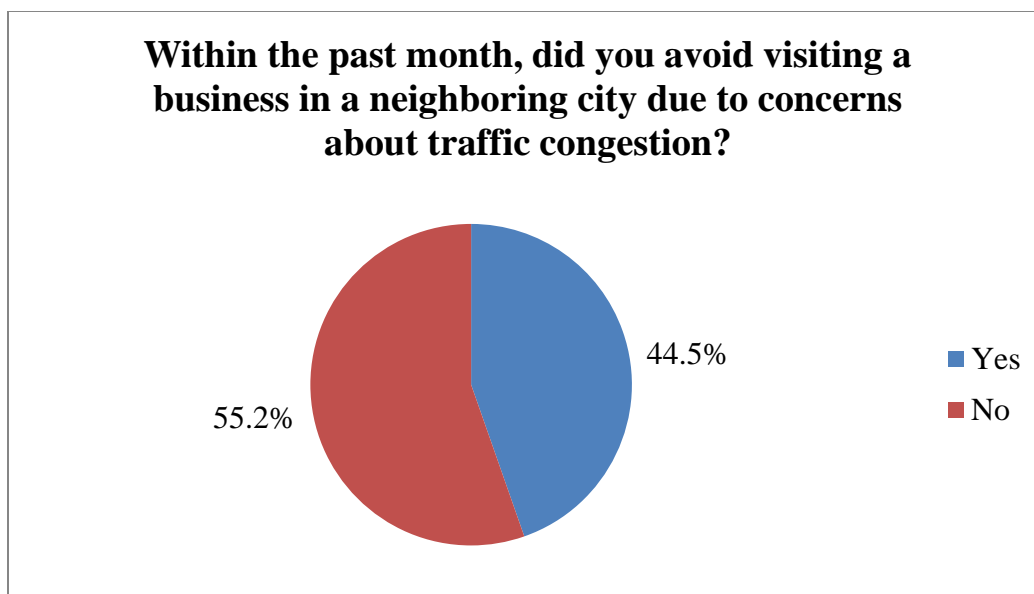






Turning to general issues of transportation in the Hampton Roads area, when respondents were asked how concerned they were with traffic congestion in Hampton Roads, about half of respondents said they were extremely or very concerned (50.4%), 33.1% said they were somewhat concerned, while 16.5% said they were either not very concerned or not at all concerned with traffic congestion. Over 40% of those surveyed reported that they had avoided visiting a business in a neighboring city due to traffic congestion in the past month (44.5%).

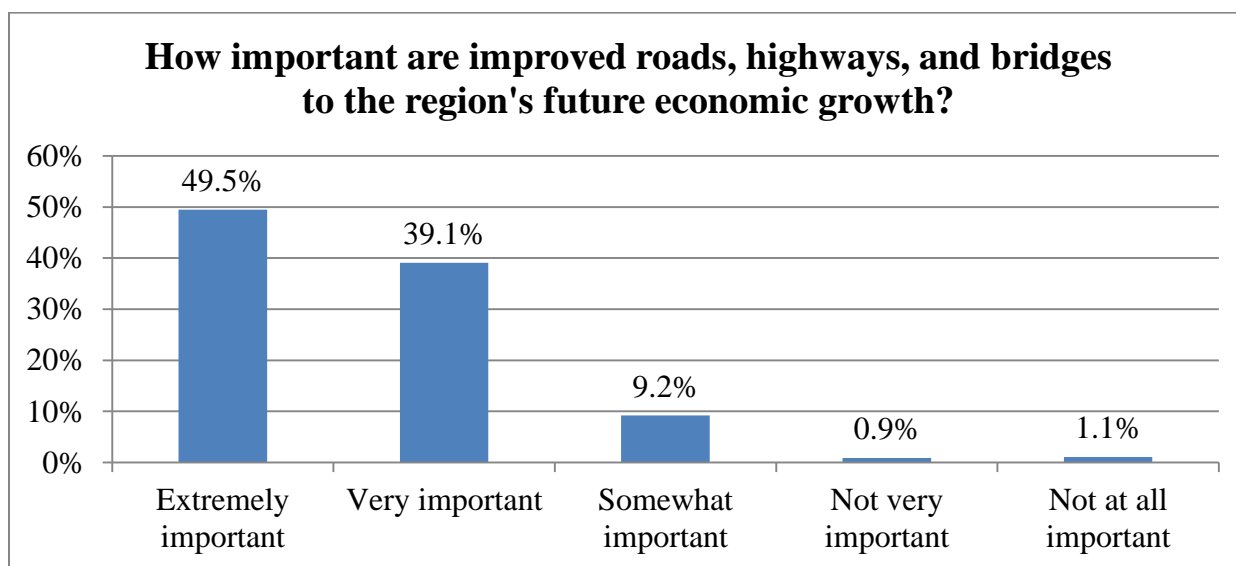


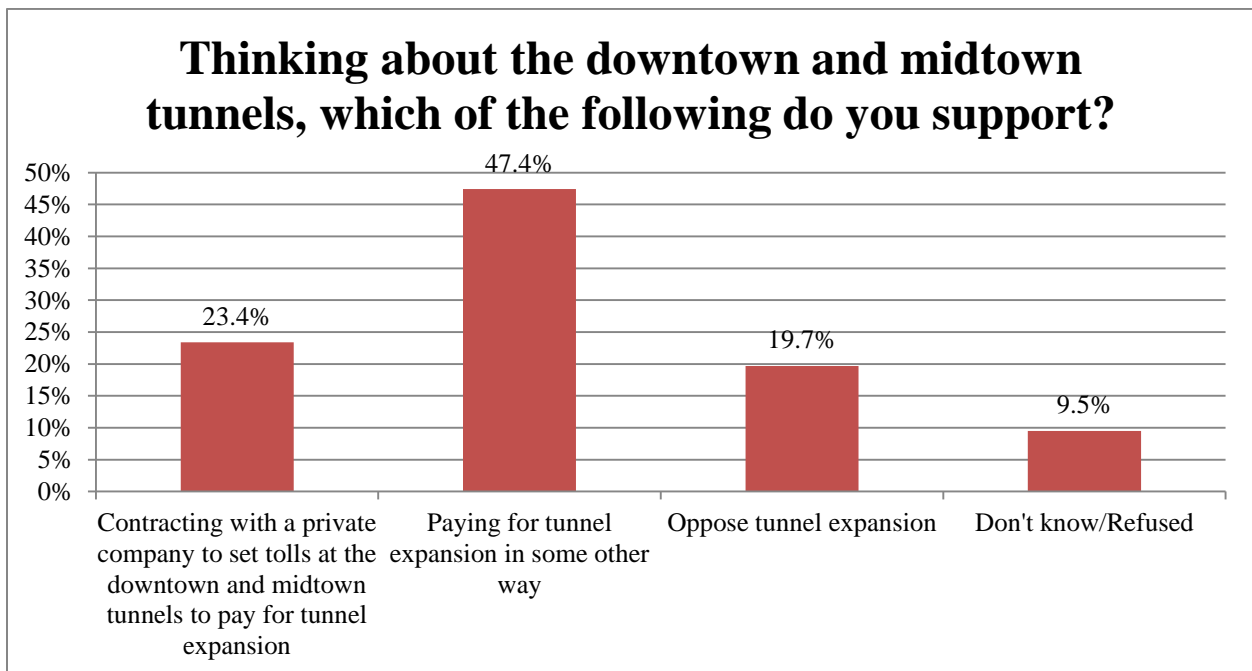
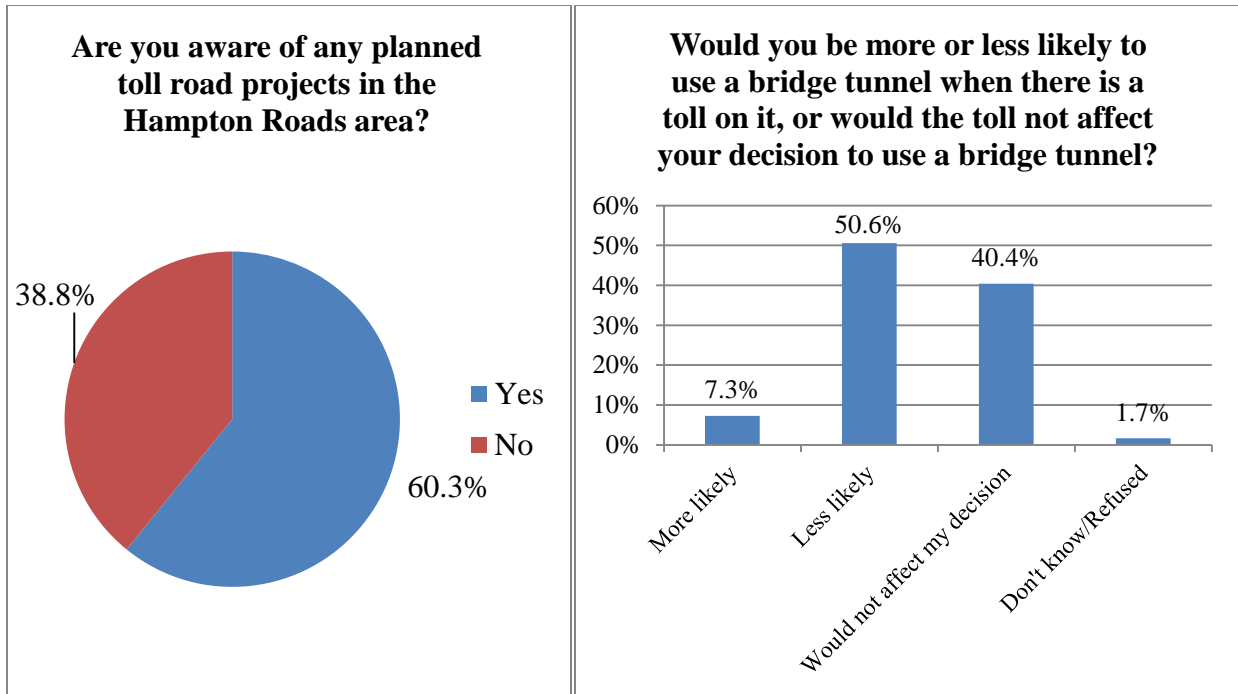


Respondents were also asked to predict for the future of Hampton Roads whether improved roads, highways, and bridges would contribute to the region's economic growth; 88.6% felt that this infrastructure was extremely important or very important to the region's economic growth, 9.2% felt it was somewhat important, while 2.0% thought that better roads, highways, and bridges were not very or not at all important.

Respondents were asked if they were aware of any impending toll projects on the existing bridges and tunnels in the Hampton Roads area; the majority indicated they were aware of such projects (60.3%). However, 50.6% of respondents went on to say that they would be less likely to use bridges and tunnels with tolls on them as opposed to those without tolls. Roughly 40% of respondents said that implemented tolls would not affect their decision to use bridges or tunnel in Hampton Roads (40.4%). Regarding how to pay for expansion of existing bridges and tunnels, respondents were asked whether they support contracting with a private company to set tolls at the downtown and midtown tunnels to pay for tunnel expansion (23.4%), paying for expansion in some other way (47.4%), or oppose tunnel expansion (19.7%). Almost ten percent (9.5%) of respondents selected don't know. Respondents who indicated that they did not want private contractors to place tolls to expand the downtown and midtown tunnels were

asked to specify another way to fund these projects. These individuals were heavily opposed to the use of tolls due to the increased traffic congestion caused by collecting tolls. Having private companies control the price of the toll was another concern. The most commonly recommended solution was to increase taxes to cover the cost of expansion. More specifically, respondents were willing to pay more in gas taxes, but a few also mentioned increasing the amount of property tax and/or sales tax collected. Another general suggestion was that the local and federal government should handle the process of funding by using bonds and/or grants. Reworking the budget was also recommended by several individuals, although these respondents did not specify state, local, or federal budget. Some of these tips included borrowing money from the state lottery, ceasing to fund ineffective government-sponsored programs, and reducing the salaries of high paid government employees.

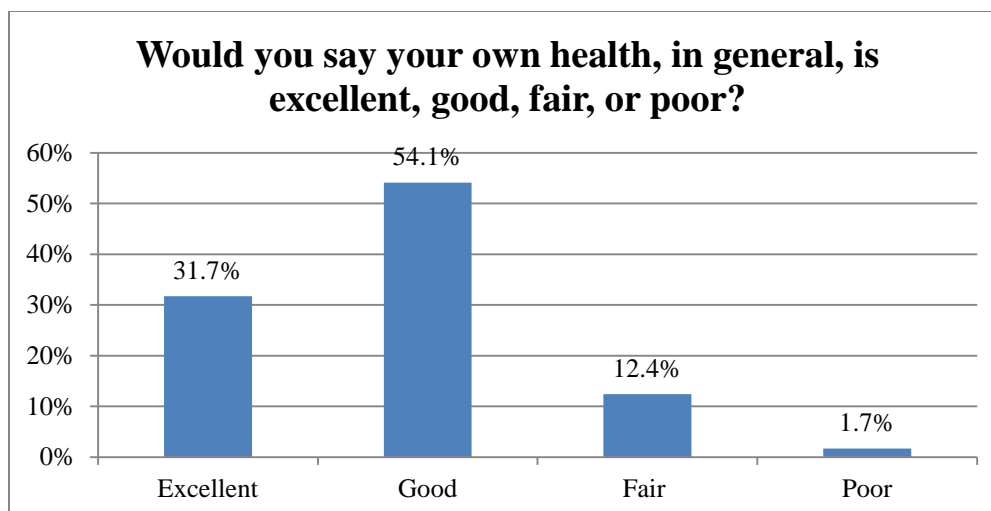


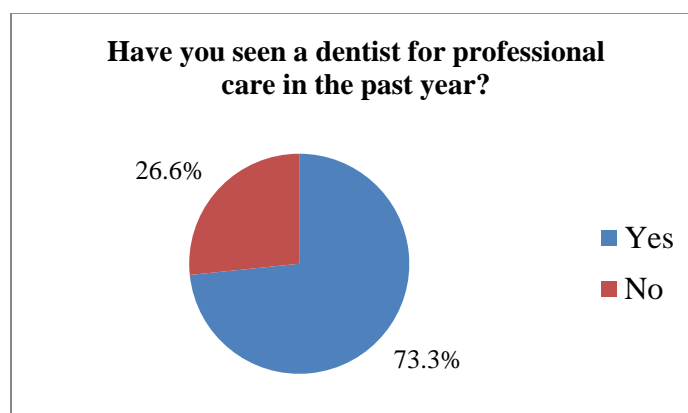
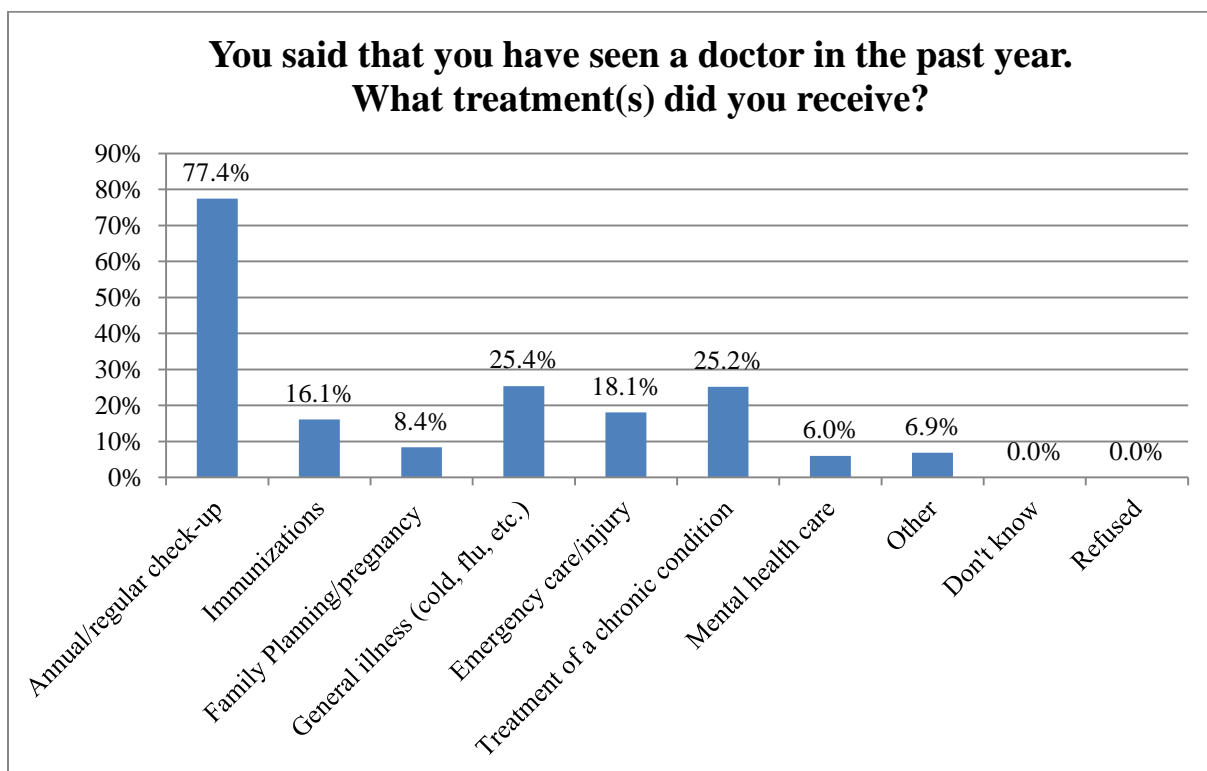
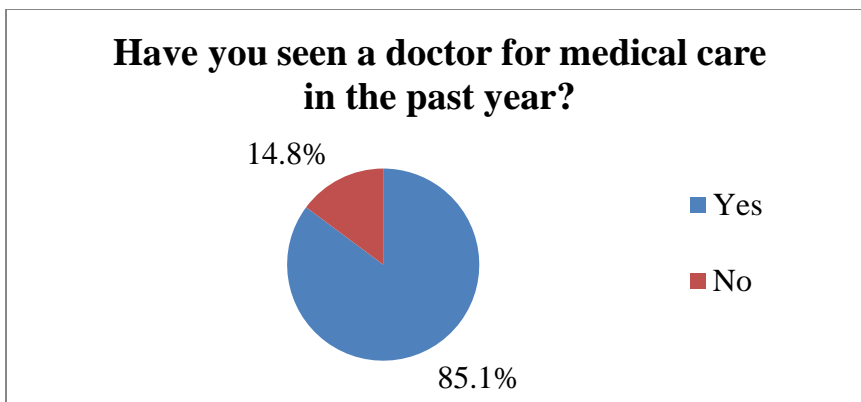


Health and Medical

Respondents were asked whether they thought their own health was excellent, good, fair, or poor. Less than one-third (31.7%) of the respondents indicated they were in excellent health, with 54.1% reported good health, 12.4% fair health, and 1.7% poor health. In addition to being asked to rate their

own level of health, respondents were asked about their use of medical services during the last 12 months. The majority of respondents (85.1%) indicated that they had seen a doctor for medical care at some point during the previous year. Those who had seen a doctor in the past year were asked what kind of treatment(s) they received. Most of the respondents (77.4%) had seen a doctor for an annual check-up followed by 25.4% for general illness and 25.2% for treatment of a chronic condition, such as allergies, diabetes or high blood pressure. The remaining reasons for seeking medical treatment were: 18.1% emergency care, 16.1% immunizations, 8.4% family planning/pregnancy, 6.0% for mental healthcare and 6.9% for other. Over three-quarters of respondents indicated that they receive the majority of their health care at a doctor's office (75.5%), 5.6% at an urgent care center, 4.4% at an emergency room/emergency department, 3.5% at a public/community health center, and 9.5% at either a holistic health center or somewhere else. When asked about seeking professional dental care, 73.3% of respondents had seen a dentist during the past year.





Respondents were asked whether or not they regularly spend time, outside of their professional employment, providing care to an individual with special health care needs. The majority of respondents (87.7%) did not provide care for an individual with special health care needs, while 12.3% did provide such care. Those who said they did provide care to an individual with special health care needs were asked how many hours per week they spend providing care to that person. The majority of respondents indicated that they spend more than twenty hours per week or one to five hours per week (42.3% and 29.9%, respectively). Almost half of the respondents stated that the person for whom they provide care was 65 or older (46.9%). Less than 30% provided care to someone under 18 (28.9%) or between 18 and 64 (24.3%). When asked about how providing care affects their time on the job, about half (49.9%) of respondents were not employed who were providing care for an individual with special health care needs, while others reported arriving late and/or leaving early on the job (24.9%), 21.2% had to take sick time, 18.7% took vacation time, and 10.1% decreased hours from full-time to part-time.

Civic Engagement and Overall Quality of Life

When respondents were asked whether or not they had attended an exhibition, concert, or other performance in the past year in Hampton Roads, 49.8% said they had attended and 50.2% said they had not attended. Of those who indicated that they did attend an exhibition, concert, or other performance, 73.6% attended a concert, 35% attended a theatre or other performance, 31.1% attended an exhibition at a museum or gallery, and 22.1% attended something else. Respondents were asked to identify what type of volunteer work they regularly do. Over half of the respondents said they do church-related volunteer work (52.7%), while 23.8% volunteer with professional groups, and 21% volunteer with educational groups. Nearly seventy percent of respondents said that they planned on living in Hampton Roads five years from now (68%).

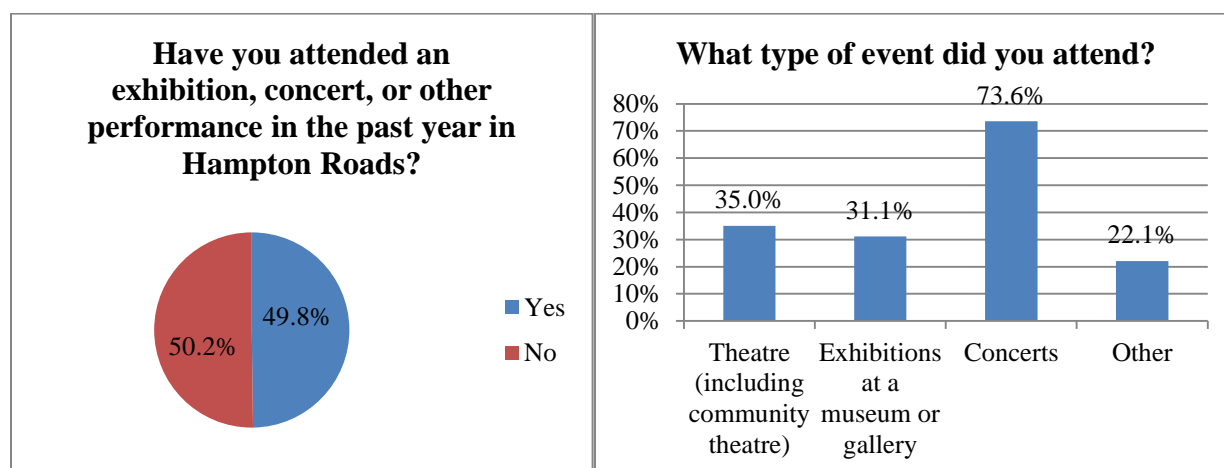
The majority of those interviewed (63.7%) reported that the overall quality of life in Hampton Roads was excellent or good while 35.8% found it to be fair or poor. In addition to rating the overall quality of life in Hampton Roads, participants were asked to provide a few words as to why they choose their rating. The respondents (63.7%) who rated the quality of life as good or excellent also mentioned several common themes, such as low crime rates and unemployment. Individuals also reported that the area was favorable due to its balance between urban and rural lifestyles, fair weather, and friendly people. Another common theme was that there were plenty of job opportunities and a low cost of living in Hampton Roads. Others reported that the military presence in the area provided cultural and economic benefits. The availability of quality schools and health care facilities was also frequently cited. Furthermore, access to recreational resources, such as beaches, shopping centers, parks, and zoos were commonly mentioned as reasons for ranking Hampton Roads highly.

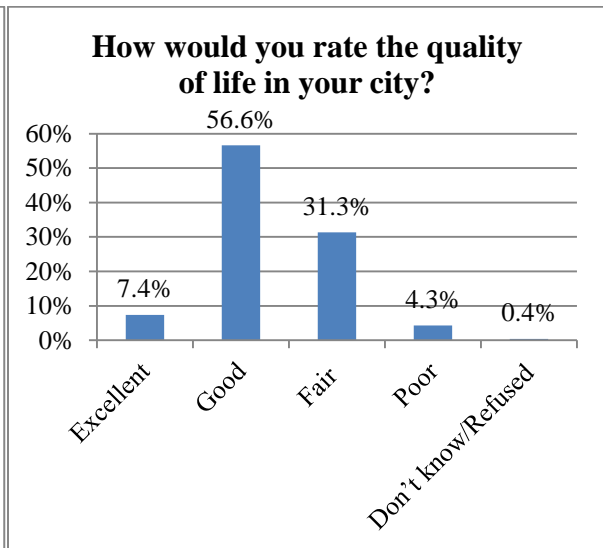
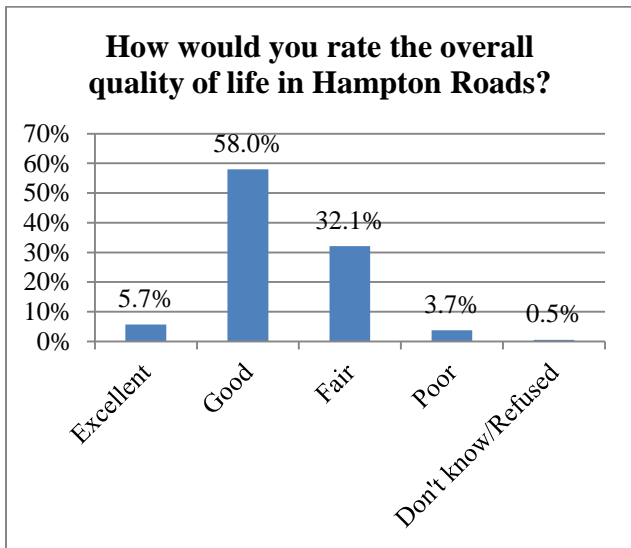
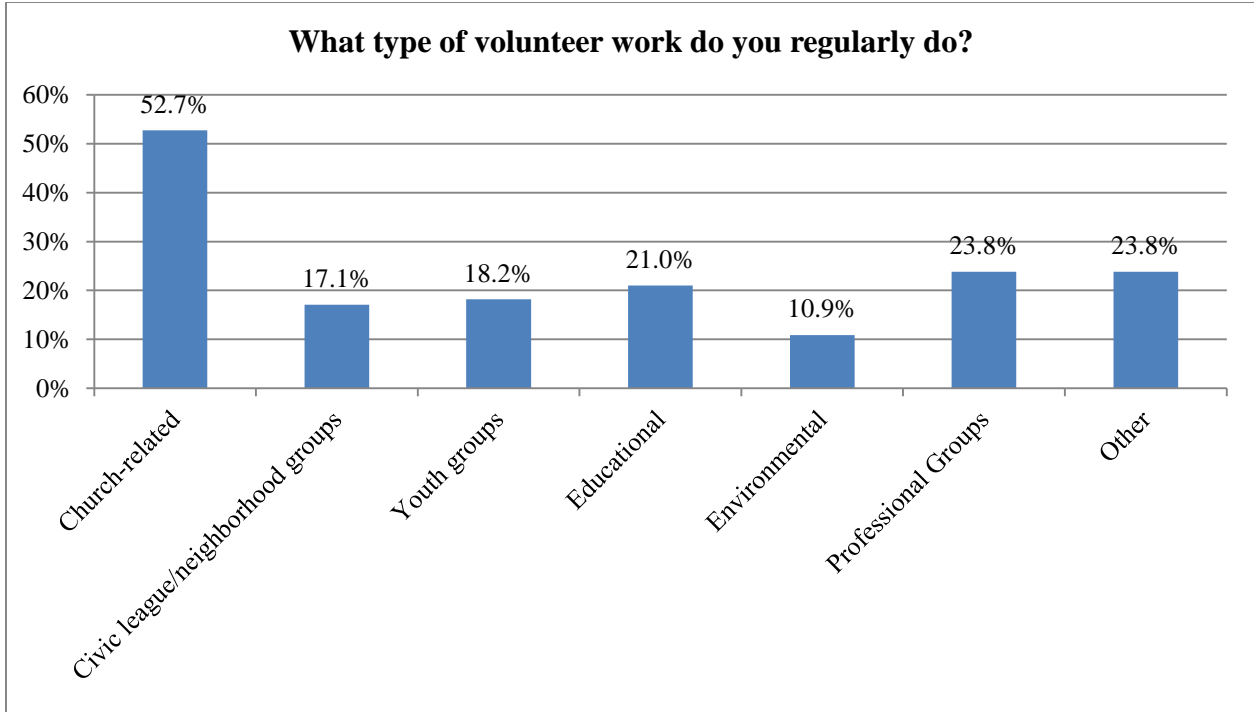
Individuals who rated the quality of life in Hampton Roads as fair or poor often mentioned similar topics as their counterparts that provided a good or excellent rating, but had a very different outlook on the topic. For instance, some common reasons for giving fair and poor ratings were that there are high levels of crime and poverty. Respondents indicated there is a lack of employment opportunities,

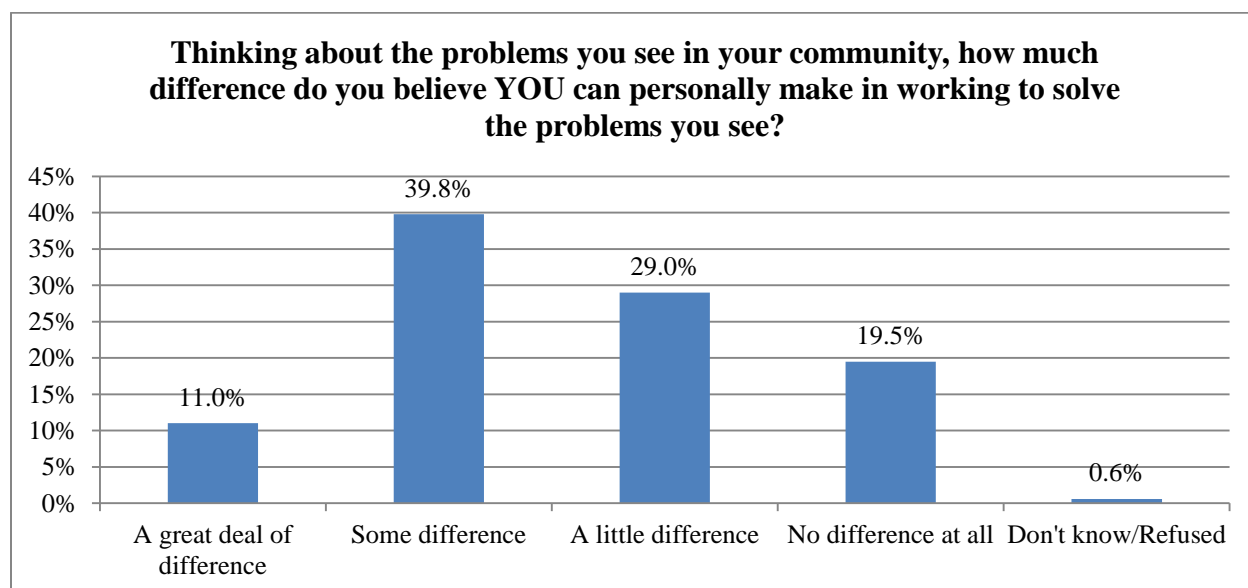
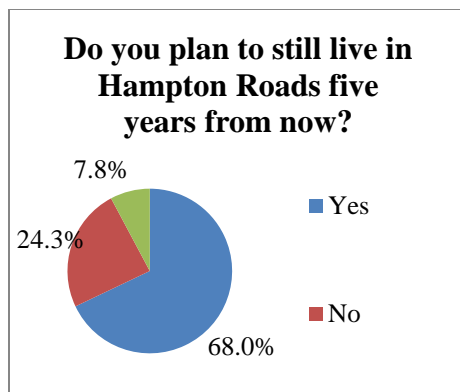
inadequate schools, and a higher cost of living throughout Hampton Roads. Several individuals acknowledged that crime and poverty were higher in some cities than others. Norfolk and Portsmouth were mentioned most frequently as areas of concern, followed by Hampton and Newport News. Transportation issues, such as poor road quality and traffic congestion, were also frequently indicated as reasons for rating the quality of life in Hampton Roads as fair or poor.

When respondents were asked about their overall quality of life in their city, 64% said their overall quality of life was excellent or good and 35.6% said fair or poor. When respondents were asked how much difference they believe they can make personally in solving problems in their community the majority indicated that they can make a little difference, some difference, or a great deal of difference (29.%, 39.8%, and 11%, respectively). Less than 20% of respondents believed they could make no difference at all (19.5%).

When asked how long have they had lived in their current apartment or house, 89% stated more than one year and 11% stated less than one year. The majority of respondents (71.4%) said they own or are in the process of buying their home while 25.5% rent their home.



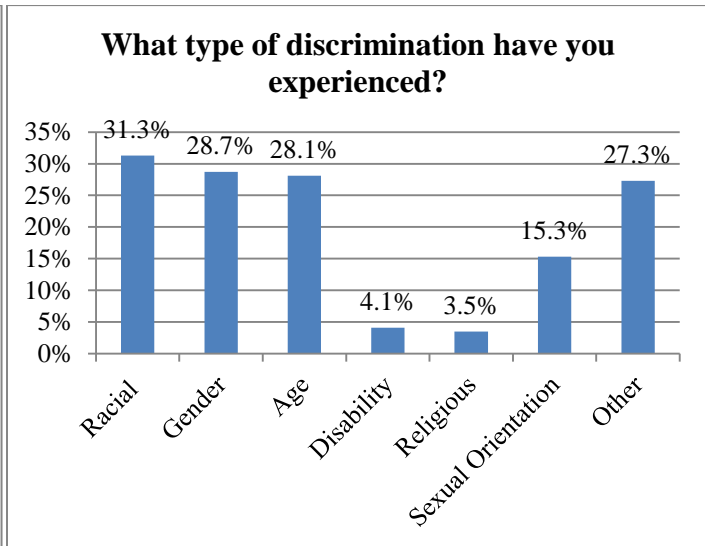
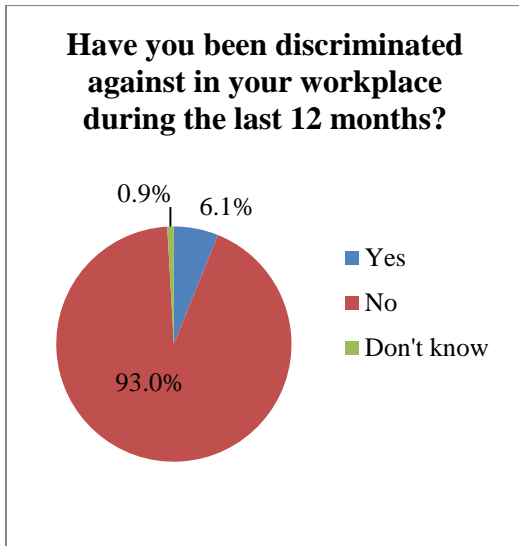
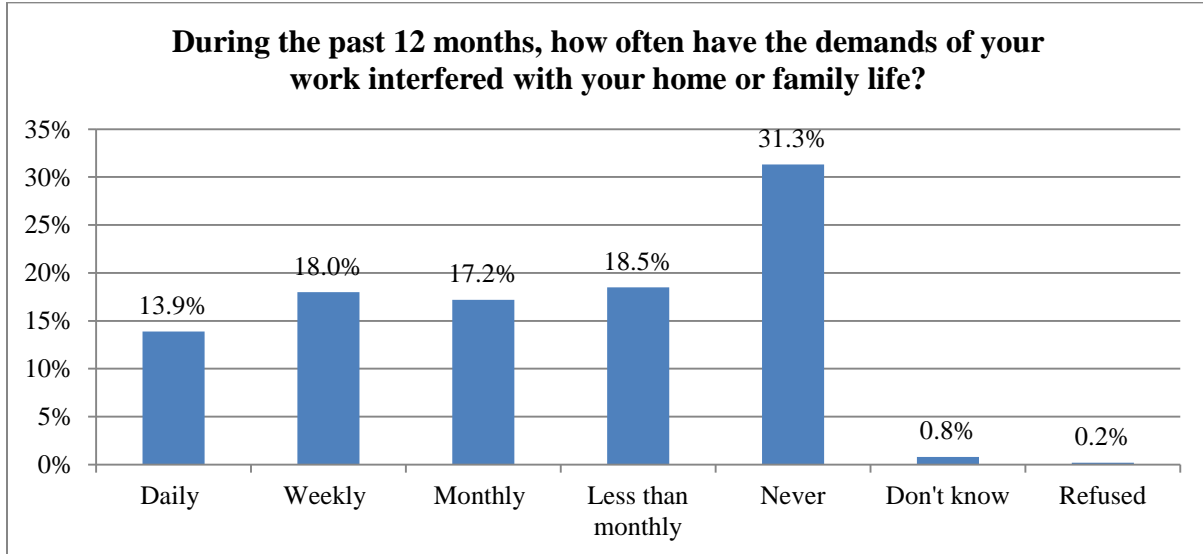




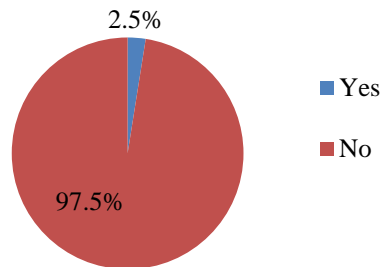
Quality of Work Life

Respondents were asked how often the demands of work interfered with their home and family life in the past 12 months. Almost one-third said never (31.3%), 18.5% indicated less than monthly, 18% said weekly, 17.2% said monthly, and 13.9% reported daily. The majority of respondents (93%) indicated that they had not been discriminated against in their workplace in the last 12 months. Additionally, 97.5% of respondents said they had not been sexually harassed in their workplace in the last 12 months. Of those who experienced discrimination in the workplace, 31.3% said the discrimination was racial, 28.7% reported gender, 28.1% reported age, 15.3% reported sexual orientation, 4.1% reported disability, and 3.5% reported religious discrimination. The majority of respondents (87.7%) said they had

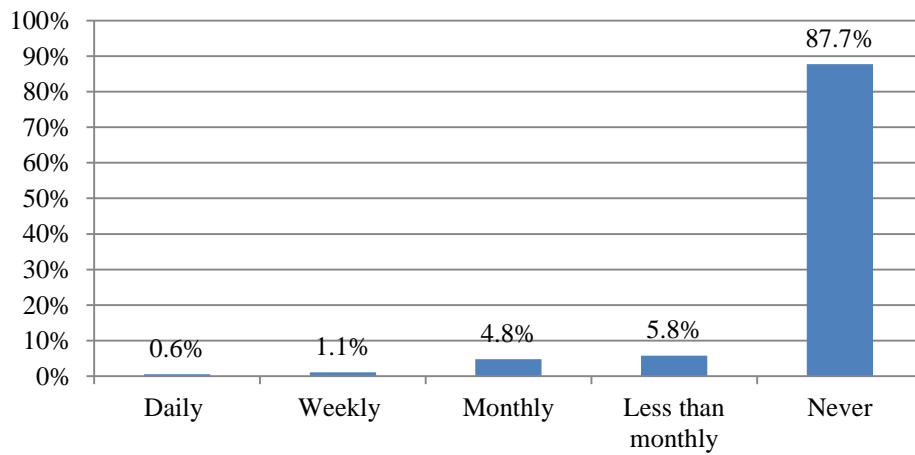
never witnessed incidents of workplace violence in the past 12 months, while 5.8% witnessed workplace violence less than monthly, 4.8% witnessed monthly, and 1.1% witnessed weekly incidents of violence.



**Have you been sexually harassed
in your work place in the past 12
months?**

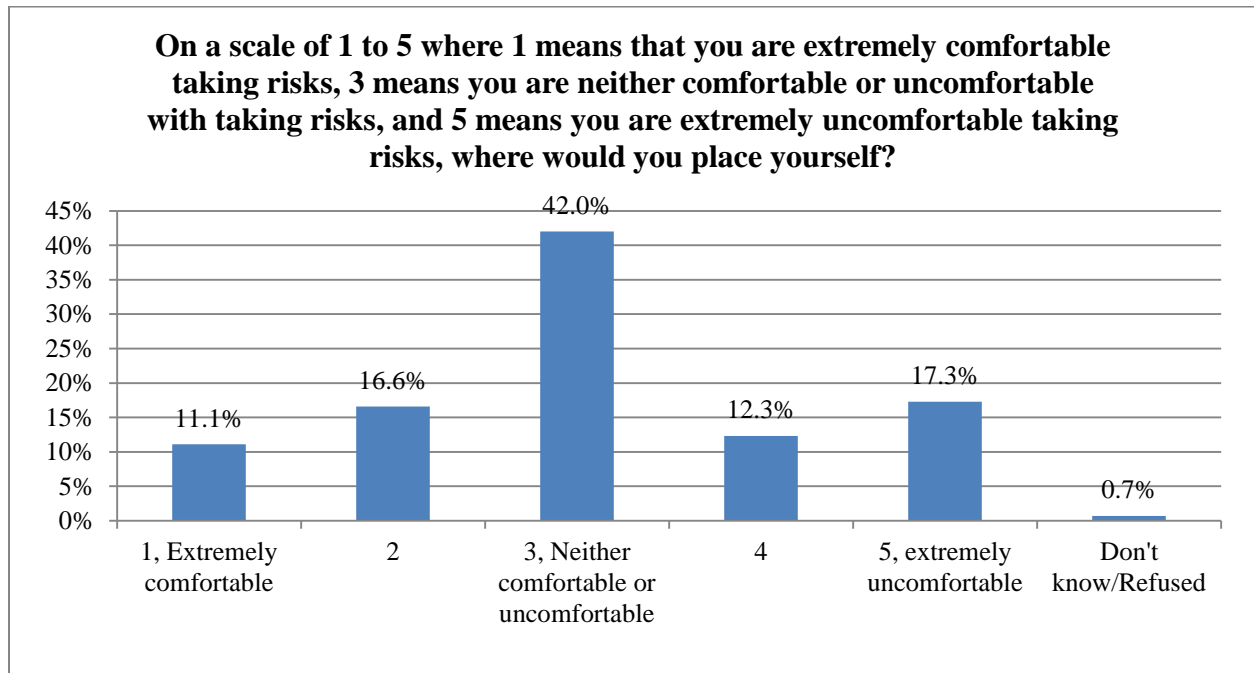


**During the past 12 months, how often have you
witnessed incidents of violence in your workplace?**



Additional Charts and Tables

The following charts reflect questions that were asked in the 2013 Life in Hampton Roads survey but were not referred to in the text of the report.



Cross-Year Comparison of the Life in Hampton Roads Survey Results: 2010-2013

The Social Science Research Center (SSRC) at Old Dominion University recently completed data collection for the fourth 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, and other issues. Funding for the 2013 survey was provided by the ODU Office of Research. Questions were generated through email invitations to faculty throughout the University community. Questions of interest were submitted, and the overall pool of questions was narrowed down by SSRC staff and the Associate Dean of Research for the College of Arts and Letters. New questions were included along with several questions from the first, second, and third Life in Hampton Roads surveys conducted in 2010, 2011 and 2012, respectively. The 2010 survey consisted of 106 questions, the 2011 survey consisted of 76 questions, in 2012, 77 questions were asked of respondents, and in 2013 60 questions were asked; topics included media and news consumption, arts, culture, and travel, quality of life, transportation, local government and political issues, environmental issues, health and education, housing, health and well-being, neighborhood issues and crime, military life, and basic demographic information. In addition to basic demographic questions, a total of 14 questions are comparable across the four years of data. This report examines the data for all four years and compares the percentage of responses for various questions across the 2010, 2011, 2012, and 2013 samples¹.

A total of 812 interviews were completed in 2013. In 2012, a total of 762 interviews were completed with Hampton Roads residents, in 2011, a total of 730 completed interviews were obtained; 681 completed surveys were obtained in the 2010 effort. It is important to note, however; that all three samples overrepresented women, whites, and older individuals. A weight variable was computed

¹ All changes reported here reflect only absolute change in percentage of respondents reporting a given response. Statistical significance of these changes was not assessed for this report.

separately for each year, and the data files were weighted to correct for discrepancies in age, race, and gender between the survey sample and the general Hampton Roads population. The 2011, 2012, and 2013 samples were also weighted based on estimates of the population based on telephone usage (landline versus cellphone). The 2012 and 2013 samples were 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. For information on margin of error and weighting, please see Appendix A. Frequencies were generated for both the weighted and unweighted samples for 2010 data, 2011 data, 2012 data, and the 2013 data using PASW statistical software.

All results used in this report come from the weighted samples, in order to present results which are more representative of the Hampton Roads population. It is important to note that since cell phone numbers were not included in the 2010 sample, the data reported here for 2011 reflects only those respondents who indicated that they had a working phone in their home that was not a cell phone. All cell-only respondents were removed from the 2011 data used in this report before weights were applied. The removal of cell phone-only respondents from the 2011 sample was done only in order to compare data between 2010 and 2011. Removing respondents who are reachable only via cell phone has the effect of underrepresenting minority respondents, males, and younger respondents. The samples collected in 2012 and 2013 contain respondents who were reached both via landline and via cell phone. Cell-only respondents are included in the sample reported here for 2012 and 2013.

Limitations of Comparisons

The comparisons made in this report reflect absolute percentage change across years for responses to a given question. Statistical significance was not assessed for the comparisons presented here. Further, the fact that cell phone respondents are absent from the 2010 sample, partially included in the 2011 sample, and fully included in the 2012 and 2013 samples complicates comparisons with respect to the demographic makeup of cell phone samples.

Demographics

Data for the 2013 sample indicated the highest percentage of Norfolk residents for all four years (17.6%), whereas Norfolk residents accounted for 16.3% of the sample in 2012, 14.9% in 2011, and 11.5% in 2010. There were slightly fewer white respondents represented in the 2013 sample (55.9%) than in 2012 (56.3%), and 2011 (63.2%), though more than in 2010 (53.0%). A larger percentage of respondents reported their race as Black or African-American in 2013 (34.6%) than in 2012 (30.0%), or 2011 (30.3). The percentage of those who reported their race as Other in 2013 (1.5%) was half that of 2012 (3.0%), but was slightly higher than 2011 (1.2%), and somewhat lower than 2010 (2.3%). The 2013 sample was 49.0% male, and 50.8% female. The 2012 sample was 45.9% male and 54.1% female, whereas the 2011 sample was 44.4% male and 55.6% female, compared with 48.0% male and 52.0% female in 2010. The average age of respondents was somewhat higher in 2013 (44.8 years) than the average age in 2012 (43.0 years).

Hampton Roads City	2010	2011	2012	2013
Chesapeake	17.7%	17.7%	16.2%	15.7%
Hampton	9.3%	9.5%	10.1%	9.9%
Newport News	14.7%	11.3%	12.3%	13.1%
Norfolk	11.5%	14.9%	16.3%	17.6%
Portsmouth	10.2%	8.9%	9.4%	6.6%
Suffolk	6.2%	8.3%	5.6%	6.0%
Virginia Beach	30.4%	29.3%	30.1%	31.0%
Race of Respondent	2010	2011	2012	2013
White	53.0%	63.2%	56.3%	55.9%
Black or African-American	35.2%	30.3%	30.0%	34.6%
Hispanic or Latino	3.9%	1.0%	2.9%	1.6%
American Indian or Alaskan Native	0.5%	0.6%	0.5%	0.3%
Asian	0.9%	0.9%	1.4%	0.5%
Native Hawaiian or Pacific Islander	0.2%	0.2%	1.1%	0.7%
Multiracial	3.3%	1.9%	3.9%	4.6%
Other	2.3%	1.2%	3.0%	1.5%
Refused	0.7%	0.7%	0.9%	0.4%
Gender	2010	2011	2012	2013
Male	48.0%	44.4%	45.9%	49.0%
Female	52.0%	55.6%	54.1%	50.8%

Average Age	2010	2011	2012	2013
Average age (years)	43.4	49.9	43.0	44.8
Education Level	2010	2011	2012	2013
Some grade school	0.7%	0.4%	0.1%	0.5%
Some high school	2.2%	4.2%	2.7%	1.2%
High school diploma/GED	18.5%	17.8%	20.4%	18.8%
Completed trade/professional school	5.4%	5.3%	3.4%	3.9%
Some college	28.2%	22.3%	23.7%	21.7%
Associate's degree	11.3%	12.1%	11.0%	15.2%
Bachelor's degree	18.7%	20.6%	21.8%	26.5%
Graduate degree	12.7%	14.8%	15.9%	11.7%
Other	2.0%	2.3%	0.8%	0.5%
Refused	0.3%	0.3%	0.2%	0.0%

Almost 2% more respondents reported that they had less than a high school diploma in 2011 (4.6%) than in 2010 (2.9%) and in 2012 (2.8%). In 2013, only 1.7% of respondents reported having less than a high school diploma. Five percent fewer reported some college or an Associate's degree in 2011 (34.4%), compared to 2010 (39.5%) and 2012 (34.7%), although this increased 2% in 2013 (36.9%). There was a 5% increase in the percentage of respondents who reported having Bachelor's degrees between 2012 (21.8%) and 2013 (26.5%). The number of respondents reporting Bachelor's degrees has increased across all four years (18.7% in 2010, compared to 20.6% in 2011, 21.8% in 2012, and 26.5% in 2013), although those who reported having a Graduate degree (12.7% in 2010 compared to 14.8% in 2011, and 15.9% in 2012) decreased by 4.2% in 2013 (11.7%). It is important to reiterate that the underrepresentation of young respondents, minority respondents, and males is an effect of the removal of cell phone-only respondents from the 2011 data for purposes of comparison to 2010. The demographics, however, are similar to the 2010 data and reflect the comparable methodology across the four surveys.

Fewer respondents reported their marital status as married in subsequent years as compared to 2010 (56.2% in 2010 compared to 54.9% in 2011, 49.0% in 2012, and 48.3% in 2013). The percentage of respondents who said that they were, single, not living with a partner was highest in 2012, but fell slightly in 2013 (23.8% in 2010 compared to 20.7% in 2011, 27.7% in 2012, and 27.0% in 2013). There was a

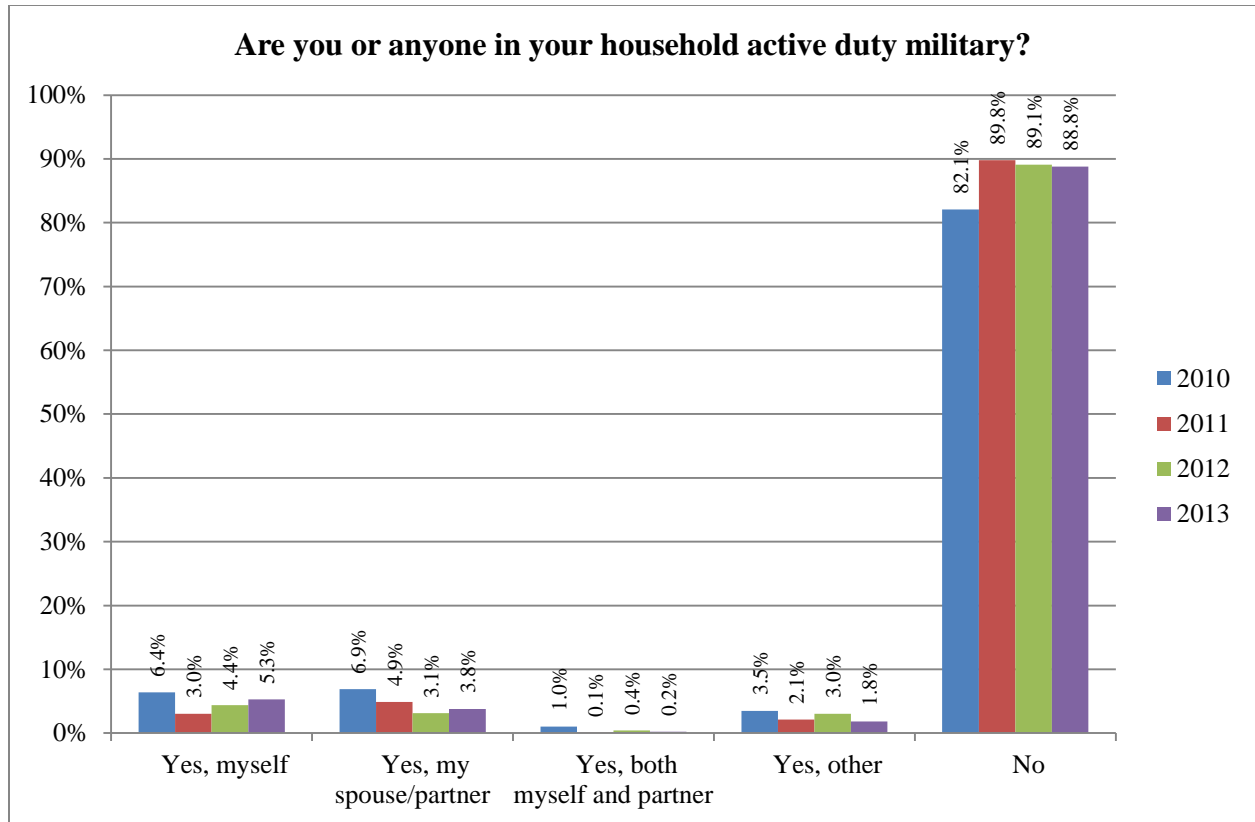
decrease in the percentage of respondents whose status was divorced (9.0% in 2010 compared to 10.8% in 2011, 11.2% in 2012, and 9.3% in 2013), and those who indicated that they were cohabiting with a partner increased (5.4% in 2010 compared to 6.0% in 2011, 6.5% in 2012, and 8.1% in 2013). In 2010, 17.8% of respondents indicated that someone in their household was active duty military, 10.1% did so in 2011, compared to 10.9% in 2012 and 11.1% in 2013 .

Slightly more respondents were employed in 2013 (67.3%) than in all previous years, and there was very little change in the percentage of those who indicated that they were not employed between 2011 and 2012 (21.6% in 2010, compared to 17.4% in 2011 and 17.5% in 2012), although in 2013 fewer respondents indicated that they were unemployed (13.6%). There was a ten percent increase in of respondents who indicated that they were retired between 2010 and 2011 (12.8% compared to 23.2%)², and then a decrease of 7.9% between 2011 and 2012 in the percentage of retired respondents (15.3% in 2012). Between 2012 and 2013, the percentage of retired respondents increased 3.3% to 18.6%. Income levels of respondents changed somewhat between 2011 and 2012. The percentage of respondents indicating that their total family household income was less than \$30,000 made up 21.2% of the sample in 2011 and 17.5% in 2010, and only accounted for 14.3% of the 2012 sample; this percentage increased to 19.2% in 2013. The percentage of respondents who indicated that their incomes were in the \$30,000 to \$50,000 was highest in 2013 (22.0%), and in 2010 (18.1%) compared to 2011 (14.5%) and 2012 (14.3%). Further, the percentage of respondents who indicated that their incomes were above \$100,000 increased from 2010 (15.6%), 2011 (20.8%) and 2102 (23.2%), but fell to 16.5% in 2013. Income categories were revised in 2013 to the following categories: 'Less than \$15,000' (5.7%), 'More than \$15,000 to \$30,000' (13.5%), 'More than \$30,000 to \$50,000' (22.0%), 'More than \$50,000 to \$75,000' (22.8%), 'More than \$75,000 to \$100,000' (11.0%), 'More than \$100,000 to \$150,000' (11.4%), 'More than \$150,000 to \$200,000' (3.3%), 'More than \$200,000'(1.8%).

² The employment question was worded differently in 2011 and 2012. Percentages reflected here represent the total percentage of people who indicated that they were employed, unemployed, and retired in 2011 and 2012.

Marital Status	2010	2011	2012	2013
Single, not living with partner	23.8%	20.7%	27.7%	27.0%
Single, living with partner	5.4%	6.0%	6.5%	8.1%
Married	56.2%	54.9%	49.0%	48.3%
Divorced/separated	9.0%	10.8%	11.2%	9.3%
Widowed	5.3%	7.3%	5.4%	6.7%
Refused	0.4%	0.3%	0.1%	0.7%
Employment Status	2010	2011	2012	2013
Employed[1]	65.6%	59.3%	67.0%	67.3%
Full-time		46.7%	53.3%	53.6%
Part-time		12.6%	13.7%	13.7%
Not employed	21.6%	17.4%	17.5%	13.6%
Looking for work		10.4%	8.3%	9.1%
Not looking for work		7.0%	9.2%	4.5%
Retired	12.8%	23.2%	15.3%	18.6%
Refused	0.1%	0.2%	0.2%	0.5%
What was your family household income last year?	2010	2011	2012	2013³
Less than \$10,000 to \$30,000	17.5%	21.2%	14.3%	19.2%
More than \$30,000 to \$50,000	18.1%	14.5%	14.3%	22.0%
More than \$50,000 to \$100,000	32.9%	32.2%	40.4%	33.8%
More than \$100,000	15.6%	20.8%	23.2%	16.5%
Don't know	7.4%	4.6%	4.1%	2.9%
Refused	8.5%	6.9%	3.9%	5.6%

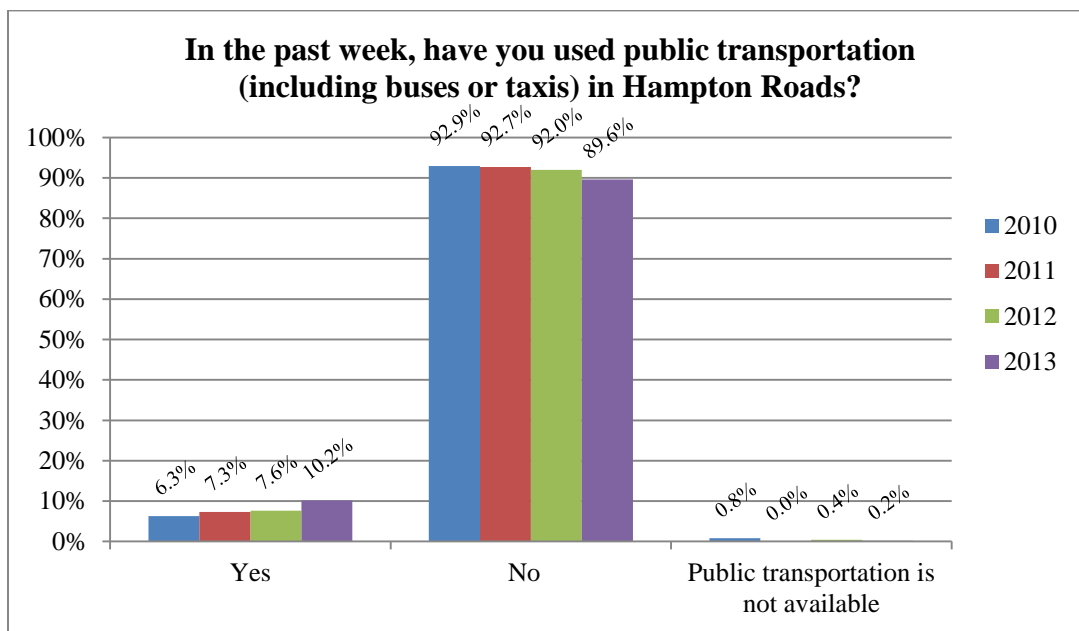
³ Income categories were changed in the 2013 survey. Categories in this table have been merged to ensure comparability over time.



Public Transportation in Hampton Roads

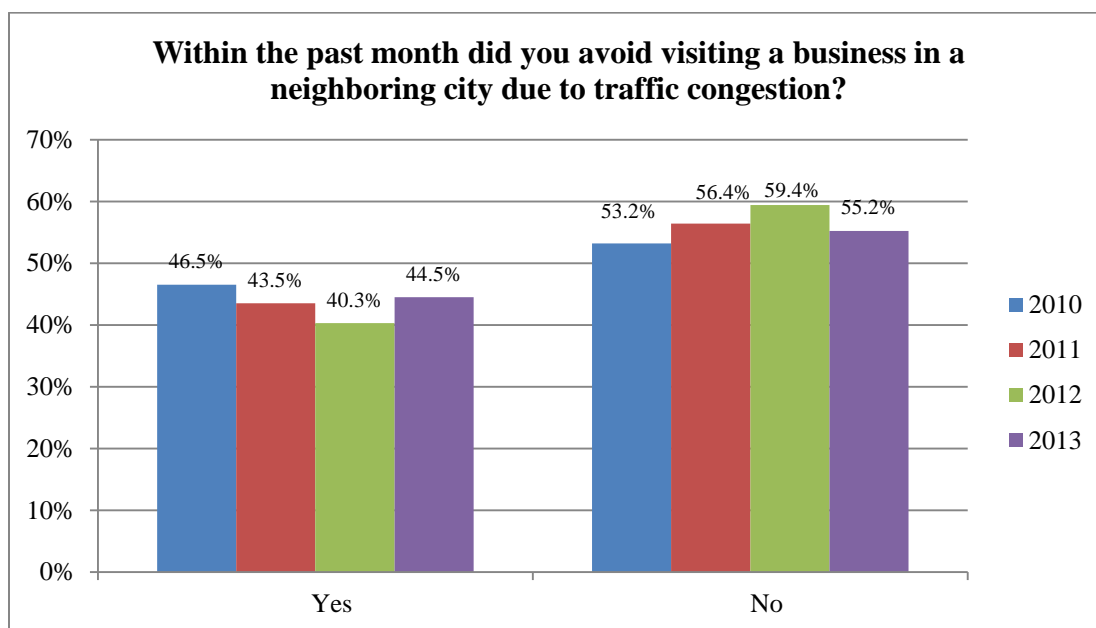
There was a 2.6% increase in the percentage of respondents who said that they had used public transportation (including buses or taxis) in Hampton Roads in the past week between 2012 and 2013 (10.2% in 2013, compared to 7.6% in 2012). Previous years show a relatively steady increase in those reporting use of public transportation (6.3% in 2010 to 7.3% in 2011, and 7.6% in 2012, 10.2% in 2013). When asked where they would like to see the light rail extended, more respondents in 2011 said Virginia Beach (69.0% compared to 62.9% in 2010). In the 2012 and 2013 surveys, the Virginia Beach option was broken into Virginia Beach Town Center and Virginia Beach Oceanfront, and there were declines in these numbers between 2012 and 2013. Only 54.5% indicated they wanted light rail expanded to the Oceanfront in 2013, compared with 58.0% in 2012; those who indicated Town Center declined from 75.3% in 2012 to 35.9% in 2013. Overall, 2012 saw the most desire among respondents for expansion of the light rail system. This may be due to the fact that the light rail had been operating for a year and many

residents had either seen the trains or had the opportunity to ride. The Naval base (37.5% in 2013, 55.7% in 2012, 39.1% in 2011, and 35.8% in 2010) was the most popular choice for light rail expansion in 2013, after the Virginia Beach options. There was a marked increase in the percentage of respondents who stated that they do not want the light rail extended in the first two years of the survey; from 6.3% in 2010 to 11.0% in 2011, although this percentage was unchanged in 2012 (11.0%), and decreased slightly in 2013 (10.5%). The average commute for respondents in 2013 had increased by approximately one minute to 24.8 minutes, in 2012 it was 23.9 minutes, but in 2011 the average commute was 27 minutes, which was a slight increase over the 2010 average of 25.1 minutes. A higher percentage of respondents said that they avoided visiting a business in a neighboring city due to concerns about traffic in 2013 compared to the two previous years (44.5% in 2013 compared to 40.3% in 2012, 43.5% in 2011 and 46.5% in 2010).



Where would you like to see the light rail extended?	2010	2011	2012	2013
Virginia Beach	62.9%	69.0%	--	--
Va Beach Oceanfront	--	--	58.0%	54.5%
Va Beach Town Center	--	--	75.3%	35.9%
Chesapeake	40.4%	36.1%	48.9%	27.0%
Portsmouth	31.6%	32.7%	43.9%	21.5%
Hampton	37.2%	37.8%	47.2%	27.9%
Newport News	37.6%	39.0%	46.0%	24.3%
Suffolk	27.8%	29.9%	35.5%	19.4%
Naval base	35.8%	39.1%	55.7%	37.5%
Norfolk International Airport	46.9%	43.2%	55.2%	34.0%
Other	12.0%	3.1%	12.2%	10.2%
Don't want light rail extended	6.3%	11.0%	11.0%	10.5%
Don't know	1.3%	1.5%	3.8%	4.2%
Refused	0.9%	1.0%	0.2%	0.0%

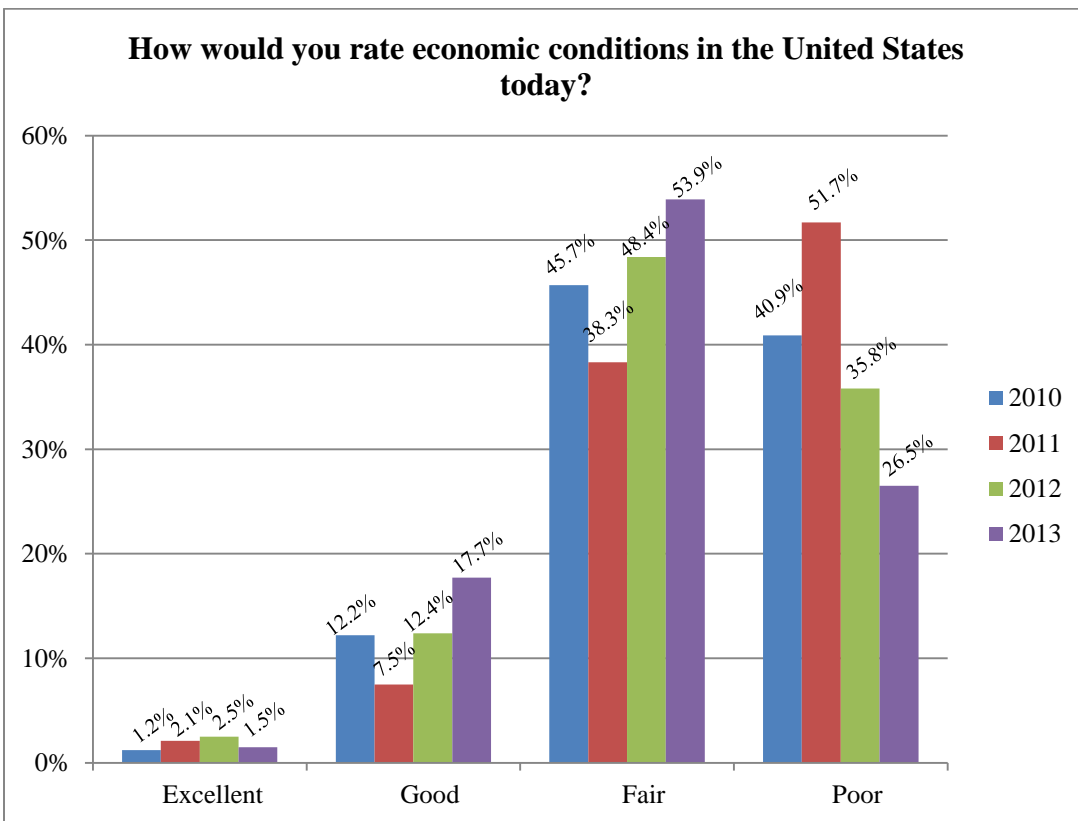
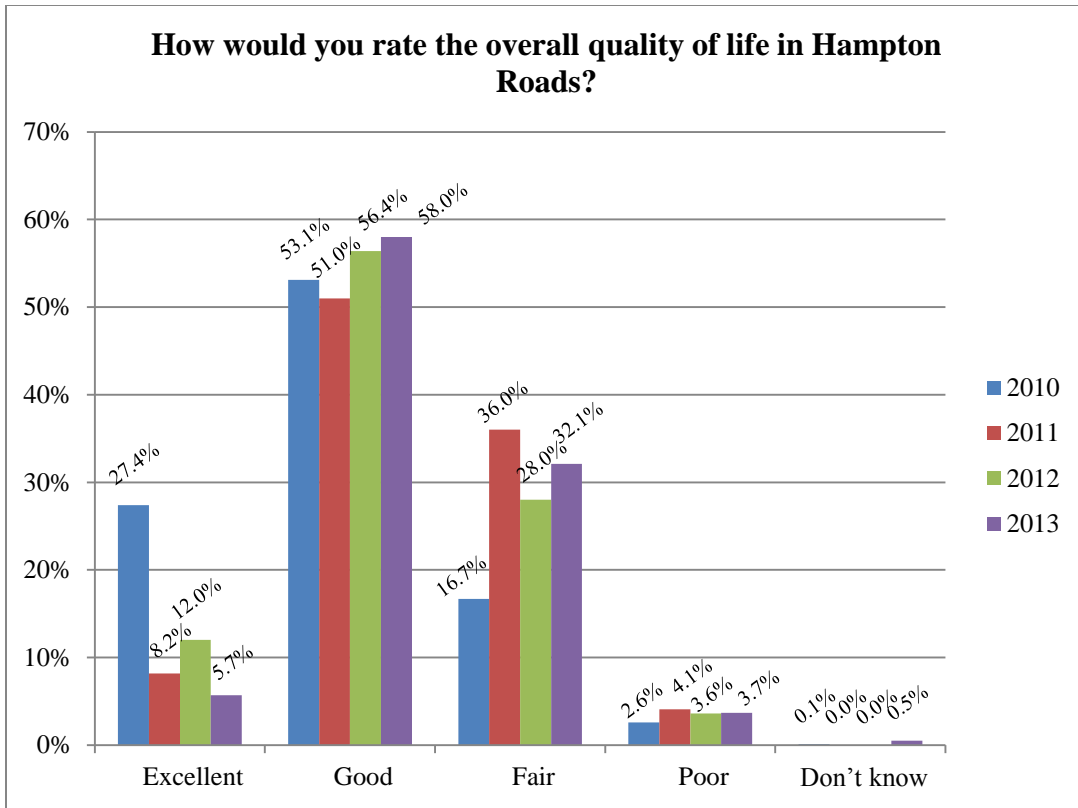
Commute	2010	2011	2012	2013
Average one-way commute, in minutes, to work or school.	25.1	27.0	23.9	24.8

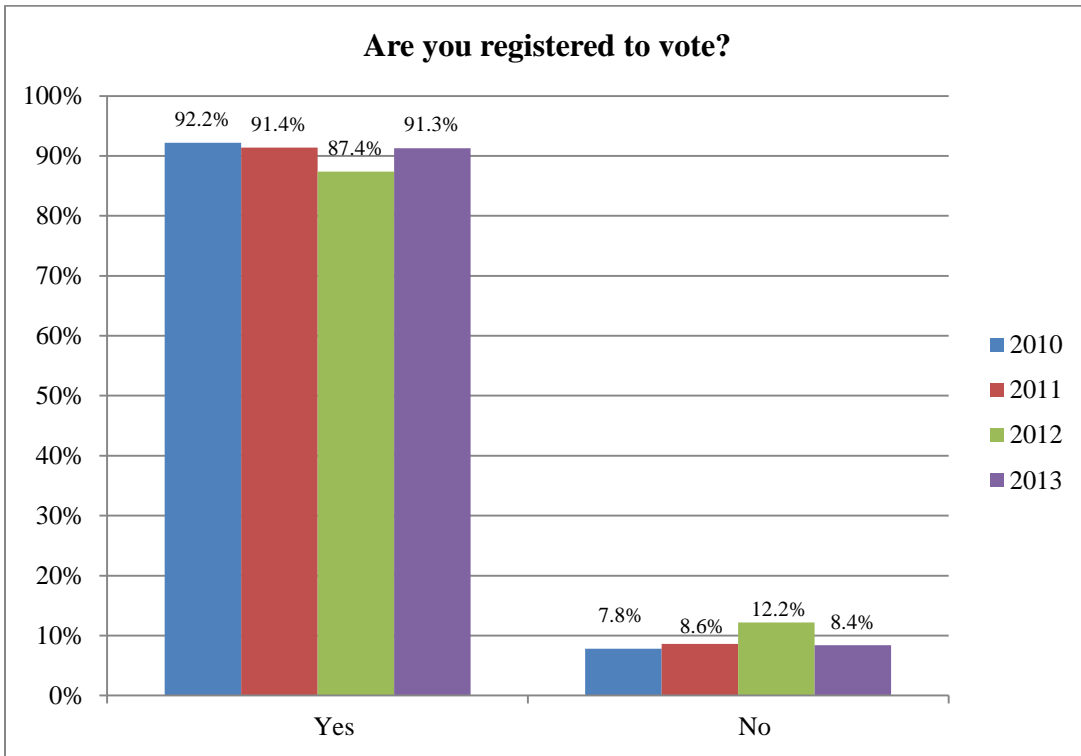
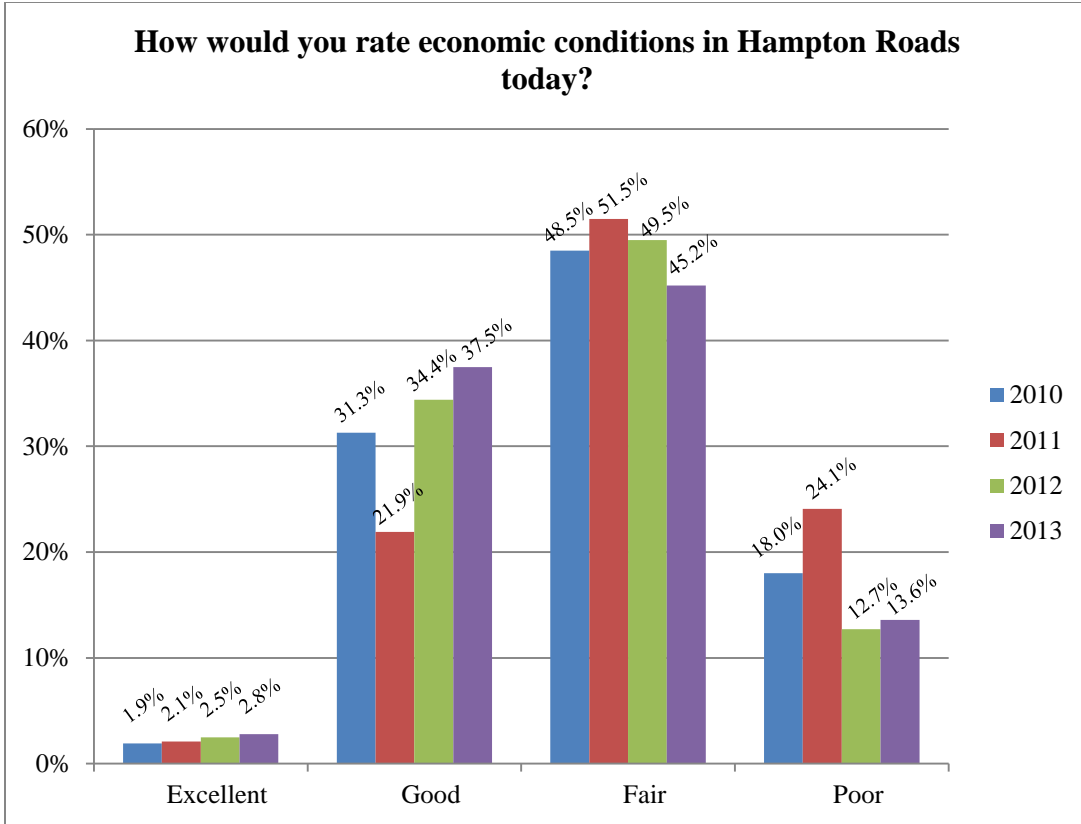


Quality of Life and Economic Conditions in Hampton Roads

Respondents' perceptions of the overall quality of life in Hampton Roads changed a great deal across the four years in which the survey was conducted. In 2010, 80.5% of respondents rated the overall quality of life in Hampton Roads as excellent or good, while in 2011, only 59.2% did so. In 2012 there was an increase in the percentage rating life as good or excellent to 68.4%, but this fell to 63.7% in 2013. Respondents were asked in 2013 and 2012 to provide a reason as to why they rated the quality of life in Hampton Roads as they did. The results show the different perspectives of life in the region by different respondents, and are remarkably similar across surveys. Those respondents who responded good or excellent often cited the variety of things to do in the area such as cultural and recreational events, with many citing the ocean and area parks. Other common responses were that the quality of life in Hampton Roads is better compared to other areas of the country; that there are adequate employment and job opportunities, particularly when the military presence and tourism in the area is taken into account; and that the area is relatively safe. Those who rated the quality of life as fair or poor often cited unemployment or lack of jobs, issues with crime or the police, lack of regional planning, and traffic congestion.

When asked to rate economic conditions in Hampton Roads, respondents to the 2013 survey were most optimistic compared to previous years; 58.8% rated conditions as fair or poor. In 2012, 62.2% said fair or poor compared with 75.6% in 2011 and 66.5% in 2010. This optimism about economic conditions was also evident in ratings of the economic conditions of the United States as a whole: 80.4% responded fair or poor in 2013, compared with 84.2% in 2012, 90.0% in 2011, and 86.6% in 2010. The percentage of respondents who said that they were registered to vote was relatively unchanged from 2010 to 2011; 91.4% in 2011 compared with 92.2% in 2010, however in 2012 only 87.4% said they were registered. There was an increase in registered voters in 2013, with 91.3% of respondents responding that they were registered to vote in 2013.

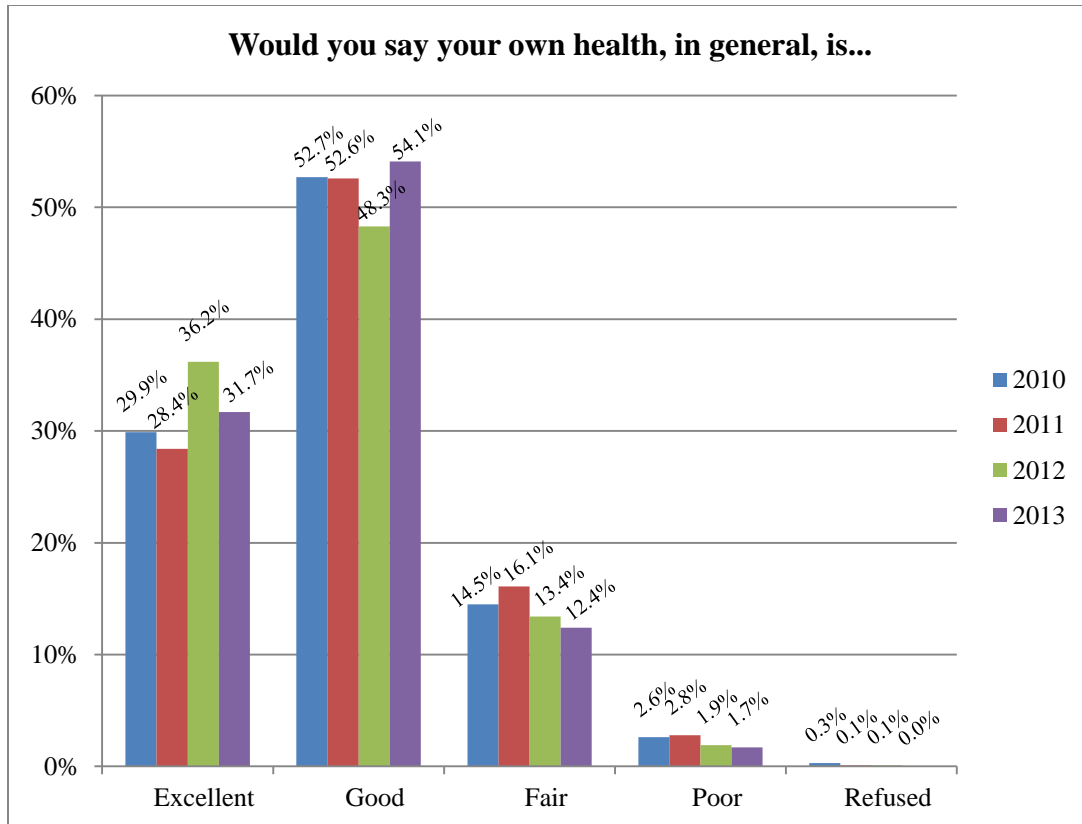




Respondents reported living in their current residences for longer periods on average in 2013. Eleven percent of respondents reported less than one year of residence in 2013, compared with 10.8% of respondents reporting less than one year of residence in 2012 compared to 6.9% in 2011 and 10.6% in 2010. The average number of years in their residence for those who reported living in their current residence for more than one year was 13.1 years in 2013, 11.0 years in 2012, 13.6 years in 2011, and 11.6 years in 2010.

How long have you lived in your current apartment or house?	2010	2011	2012	2013
Less than one year	10.6%	6.9%	10.8%	11.0%
Average years (more than one year)	11.6 years	13.6 years	11.0 years	13.1 years
Don't know	0.1%	0.0%	0.1%	0.0%
Refused	0.2%	0.0%	0.0%	0.0%

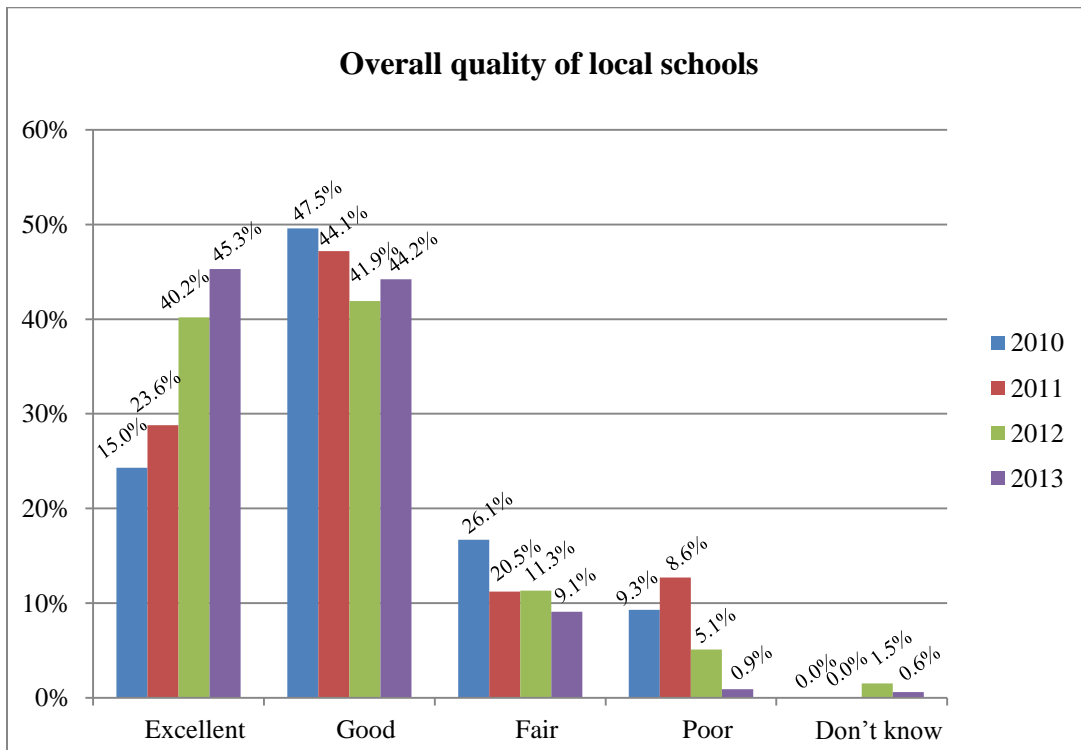
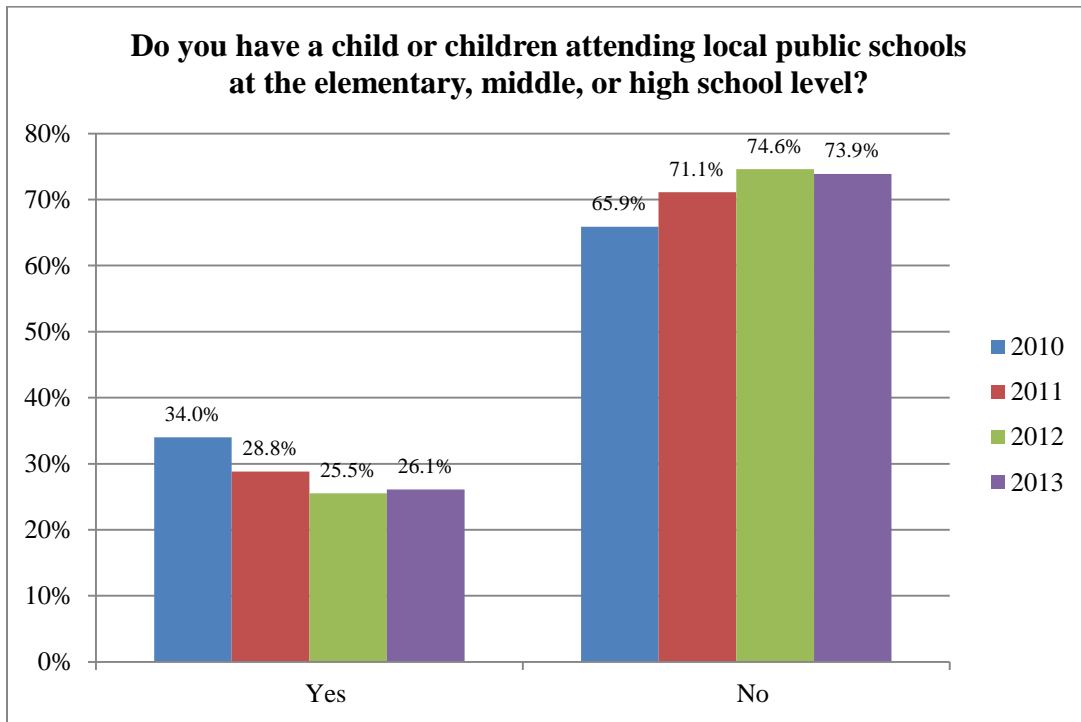
The majority of respondents in both 2010 (82.6%) and 2011 (81.0%) reported their general health as excellent or good, and there was an increase in that percentage to 84.5% in 2012, and a further increase to 85.8% in 2013.



Education

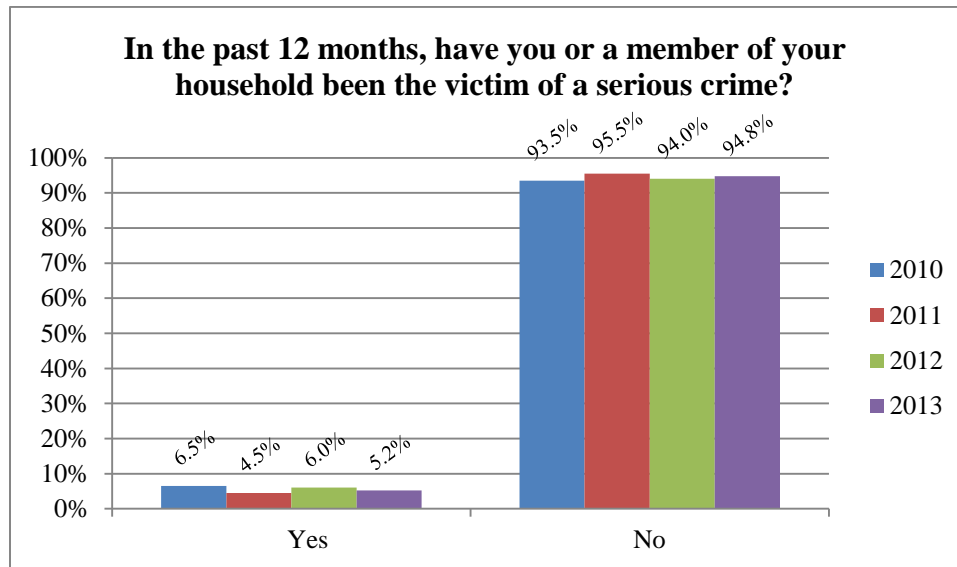
Twenty-six percent of respondents had a child or children attending public school in Hampton Roads in 2013 (26.1%), slightly higher than in 2012 (25.5%), as compared to 28.8% in 2011, and 34.0% in 2010. Respondents were asked to rate the overall quality of the local public school systems whether or not they had children attending in 2010 and 2011. However, the data presented here for those two years are only for those respondents who indicated that they did have children attending public schools to maintain comparability with the 2012 data. The overall ratings were favorable for both 2010 and 2011. Those rating the public school system as excellent or good accounted for 67.7% of the sample in 2011 and 62.5% in 2010. In 2012 and 2013, those respondents with children attending either public or private schools in Hampton Roads were asked to rate the quality of the schools their children attend. Of those parents who had children in public or private schools in 2013, 89.5% rated schools in Hampton Roads as

excellent or good, and 10.0% rated them as fair or poor. This is an increase in favorable ratings over 2012, when 82.1% rated schools in Hampton Roads as excellent or good, and 16.4% said fair or poor.



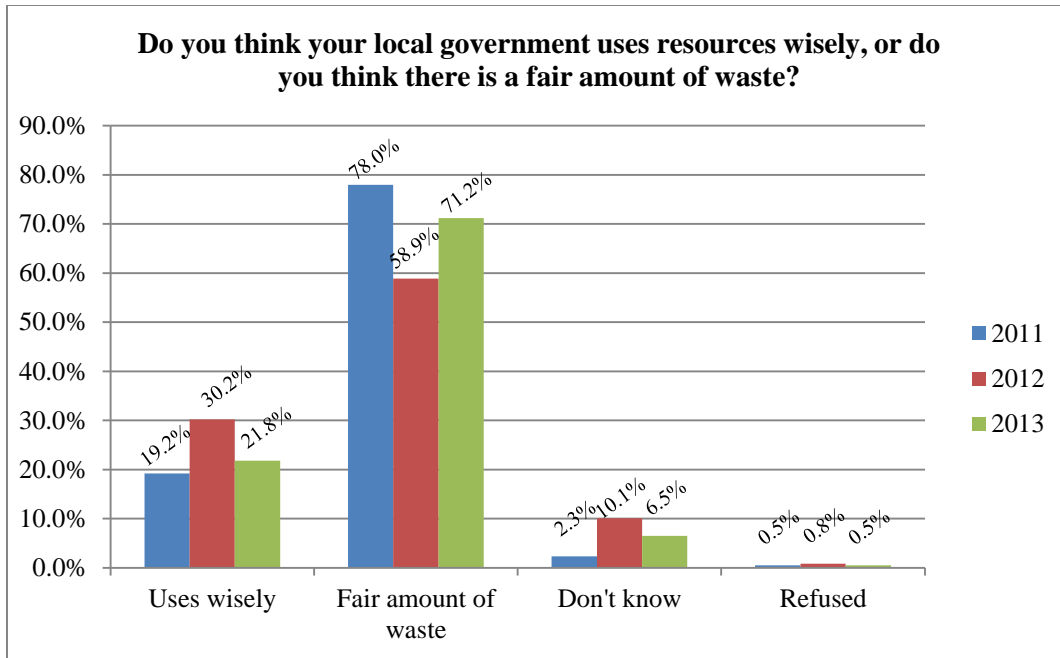
Crime

Those Hampton Roads residents who responded to the survey overwhelmingly reported that they and those in their households have not been the victim of a serious crime in the past 12 months in all four years; 2013 (94.8%), 2012 (94.0%), 2011 (95.5%), and 2010 (93.5%).



2011-2013 Comparison of Government Use of Resources

The table below shows responses from 2011 through 2013 regarding trust in government. A greater percentage of respondents in 2012 felt that local government uses public resources wisely than those in 2011 (30.2% compared to 19.3% in 2011). The percentage of respondents who felt that local government uses resources wisely fell in 2013 to 21.8%.



Cross-Year Comparison of Life in Hampton Roads Survey Results: 2012-2013

The Social Science Research Center (SSRC) at Old Dominion University recently completed data collection for the fourth 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, and other issues. Funding for the 2013 survey was provided by the ODU Office of Research. Questions were generated through email invitations to faculty throughout the University community. Questions of interest were submitted, and the overall pool of questions was narrowed down by SSRC staff and the Associate Dean of Research for the College of Arts and Letters. New questions were included along with several questions from the first, second, and third Life in Hampton Roads surveys conducted in 2010, 2011 and 2012, respectively. The 2010 survey consisted of 106 questions, the 2011 survey consisted of 76 questions, in 2012, 77 questions were asked of respondents, and in 2013 60 questions were asked; topics included media and news consumption, arts, culture, and travel, quality of life, transportation, local government and political issues, environmental issues, health and education, housing, health and well-being, neighborhood issues and crime, military life, and basic demographic information. In addition to basic demographic questions, a total of 14 questions are comparable across the three years of data. This report examines the data for all three years and compares the percentage of responses for various questions across the 2010, 2011, 2012, and 2013 samples⁴.

A total of 812 interviews were completed in 2013, and in 2012, a total of 762 interviews were completed with Hampton Roads residents. It is important to note, however; that both samples overrepresented women, whites, and older individuals. A weight variable was computed separately for each year, and the data files were weighted to correct for discrepancies in age, race, and gender between

⁴ All changes reported here reflect only absolute change in percentage of respondents reporting a given response. Statistical significance of these changes was not assessed for this report.

the survey sample and the general Hampton Roads population. The 2012 and 2013 samples were also weighted based on estimates of the population based on telephone usage (landline versus cellphone). The 2012 and 2013 samples were 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. For information on margin of error and weighting, please see Appendix A. Frequencies were generated for both the weighted and unweighted samples for 2012 data, and the 2013 data using PASW statistical software version 20.

All results used in this report come from the weighted samples, in order to present results which are more representative of the Hampton Roads population. The samples collected in 2012 and 2013 contain respondents who were reached both via landline and via cell phone. Cell-only respondents are included in the sample reported here for 2012 and 2013.

Limitations of Comparisons

The comparisons made in this report reflect absolute percentage change across years for responses to a given question. Statistical significance was not assessed for the comparisons presented here.

Demographics

Data for the 2013 sample indicated a higher percentage of Norfolk residents over 2012 (17.6% in 2013, 16.3% in 2012). There were a slightly higher percentage of white respondents in 2012 (56.3%) than in 2013 (55.9%); however, a larger percentage of respondents reported their race as Black or African-American in 2013 (34.6%) than in 2012 (30.0%). The percentage of those reporting their race as other decreased from three percent in 2012 to one point five percent in 2013. The 2013 sample was 49.0% male and 50.8% female, whereas the 2012 sample was 45.9% male and 54.1% female. The average age of respondents was somewhat higher in 2013 (44.8 years) than in 2012 (43.0 years).

The percentage of respondents who indicated that they had less than a high school diploma fell from 2.8% in 2012 to 1.7% in 2013, and there was a 5% increase in those who reported having bachelor's

degrees between 2012 (21.8%) and 2013 (26.5%). Fewer respondents reported having a Graduate degree in 2013 (11.7%) than in 2012 (15.9%).

A larger percentage of respondents reported their marital status as single, living with partner in 2013 (8.1%) than in 2012 (6.5%). Slightly fewer respondents reported being married in 2013 (48.3%) than in 2012 (49.0%) and there were fewer respondents reporting that they were divorced in 2013 (9.3%) than in 2012 (11.2%). More respondents reported being widowed in 2013 (6.7%) than in 2012 (5.4%).

Hampton Roads City	2012	2013
Chesapeake	16.2%	15.7%
Hampton	10.1%	9.9%
Newport News	12.3%	13.1%
Norfolk	16.3%	17.6%
Portsmouth	9.4%	6.6%
Suffolk	5.6%	6.0%
Virginia Beach	30.1%	31.0%
Race of Respondent	2012	2013
White	56.3%	55.9%
Black or African-American	30.0%	34.6%
Hispanic or Latino	2.9%	1.6%
American Indian or Alaskan Native	0.5%	0.3%
Asian	1.4%	0.5%
Native Hawaiian or Pacific Islander	1.1%	0.7%
Multiracial	3.9%	4.6%
Other	3.0%	1.5%
Refused	0.9%	0.4%
Gender	2012	2013
Male	45.9%	49.0%
Female	54.1%	50.8%
Average Age	2012	2013
Average age (years)	43.0	44.8
Education Level	2012	2013
Some grade school	0.1%	0.5%
Some high school	2.7%	1.2%
High school diploma/GED	20.4%	18.8%
Completed trade/professional school	3.4%	3.9%
Some college	23.7%	21.7%
Associate's degree	11.0%	15.2%
Bachelor's degree	21.8%	26.5%
Graduate degree	15.9%	11.7%
Other	0.8%	0.5%
Refused	0.2%	0.0%

Respondents' employment situations did not change much over the past year, as almost the same percentage of respondents indicated that they were employed full time (53.6% in 2013, compared to 53.3% in 2012). The percentage of respondents reporting that they were part-time employees did not change from 2012 to 2013 (13.7% both years), although the percentage of respondents indicating that they were not employed, but looking for work increased to 9.1% in 2013 from 8.3% in 2012. Those respondents who were unemployed and no longer looking for work made up a smaller percentage of the sample in 2013 (4.5%) than in 2012 (9.2%) and those who reported being retired increased from 15.3% in 2012 to 18.6% in 2013.

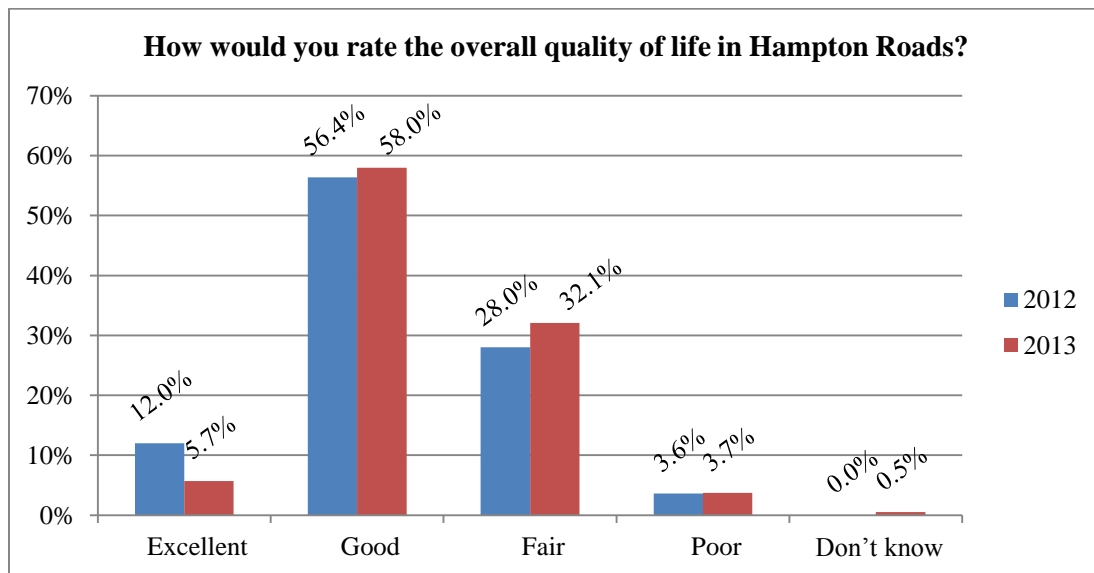
Marital Status	2012	2013
Single, not living with partner	27.7%	27.0%
Single, living with partner	6.5%	8.1%
Married	49.0%	48.3%
Divorced/separated	11.2%	9.3%
Widowed	5.4%	6.7%
Refused	0.1%	0.7%
Employment Status	2012	2013
Employed full-time	53.3%	53.6%
Employed part-time	13.7%	13.7%
Not employed, looking for work	8.3%	9.1%
Not employed, not looking for work	9.2%	4.5%
Not employed, retired	15.3%	18.6%
Refused	0.2%	0.5%
What was your family household income last year?	2012	2013
Less than \$10,000 to \$30,000	14.3%	19.2%
More than \$30,000 to \$50,000	14.3%	22.0%
More than \$50,000 to \$100,000	40.4%	33.8%
More than \$100,000	23.2%	16.5%
Don't know	4.1%	2.9%
Refused	3.9%	5.6%

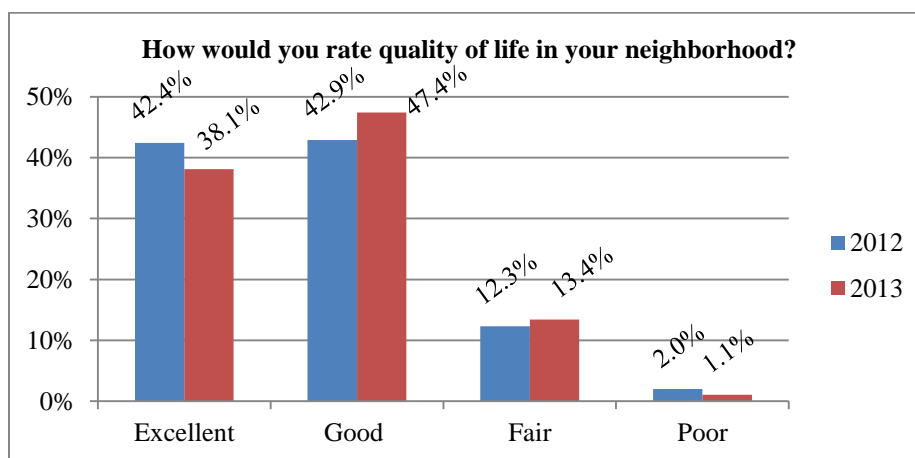
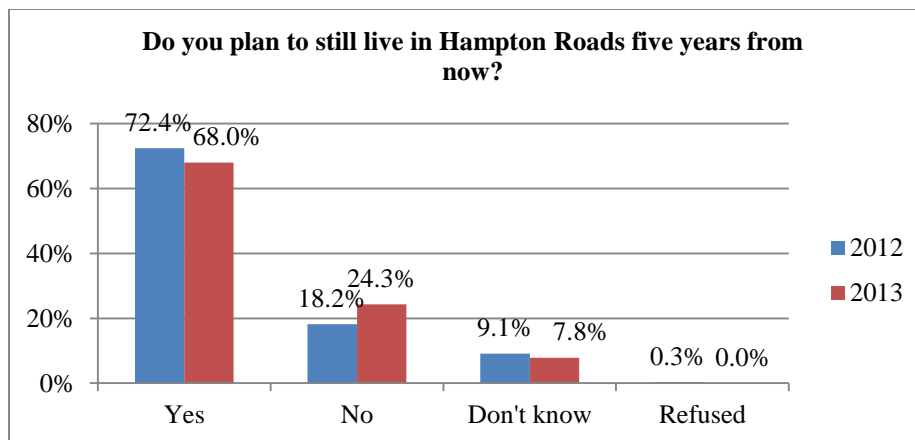
Household income categories were changed in the 2013 survey, so the percentages presented for 2012 represent collapsed categories for that year so that they can be compared to data from 2013. There was an increase in those reporting household incomes of less than \$30,000 from 14.3% in 2012 to 19.2%

in 2013, as well as in those reporting incomes between \$30,000 and \$50,000 (14.3% in 2012 compared to 22.0% in 2013). Those reporting incomes between \$50,000 and \$100,000 decreased slightly from 40.4% in 2012 to 33.8% in 2013. Respondents reporting incomes of over \$100,000 also decreased, from 23.2% in 2012 to 16.5% in 2013.

Quality of Life

Respondents rated the overall quality of life in Hampton Roads more highly in 2012 than in 2013; 68.4% rated life in the region as excellent or good in 2012, while only 63.7% did so in 2013. When asked if they still plan to live in Hampton Roads five years from now, 72.4% said yes in 2012, but only 68.0% did so in 2013. Respondents were similarly satisfied with the quality of life in their neighborhoods between 2012 and 2013; 85.3% rated the quality of life in their neighborhood as excellent or good in 2012, and 85.5% did so in 2013.



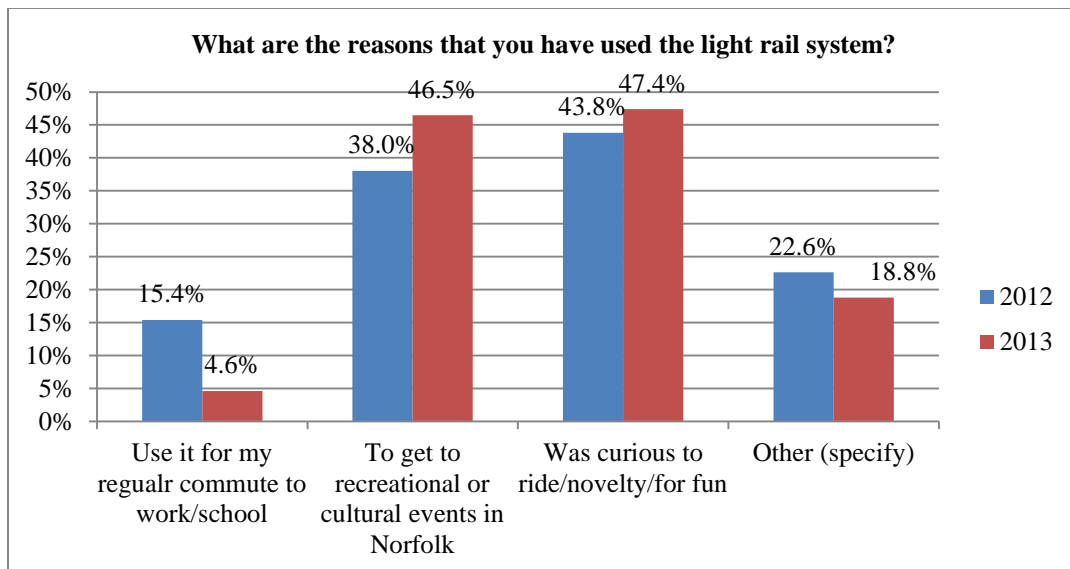
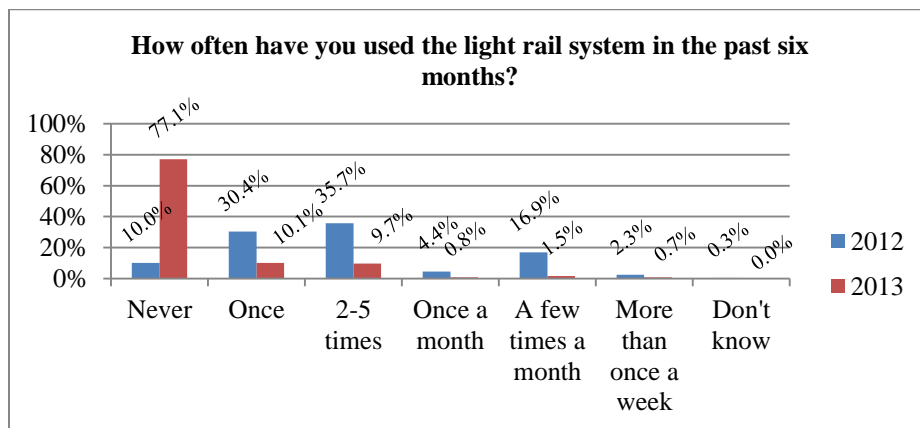
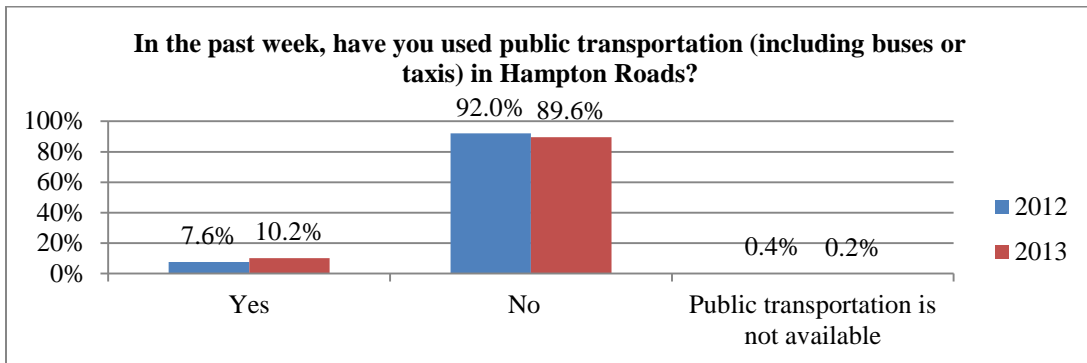


Transportation

Respondents' reported use of public transportation in the past week increased 2.6% from 2012 (7.6%) to 2013 (10.2%), although more than three-quarters of respondents never used the light rail system in the past six months in 2013 (77.1%) compared to only 10.0% who had never ridden the light rail in 2012. Almost half of respondents in both years reported using the light rail system to get to recreational or cultural events in Norfolk (38.0% in 2012 and 46.5% in 2013), or simply out of curiosity about the relatively new light rail system (43.8% in 2012, and 47.4% in 2013).

When asked where they would like to see the light rail extended, slightly fewer respondents indicated that they did not want to see the light rail extended in 2013 (10.5%) than in 2012 (11.0%). The three most selected extension destinations in 2012 were Virginia Beach Town Center (58.0%), the

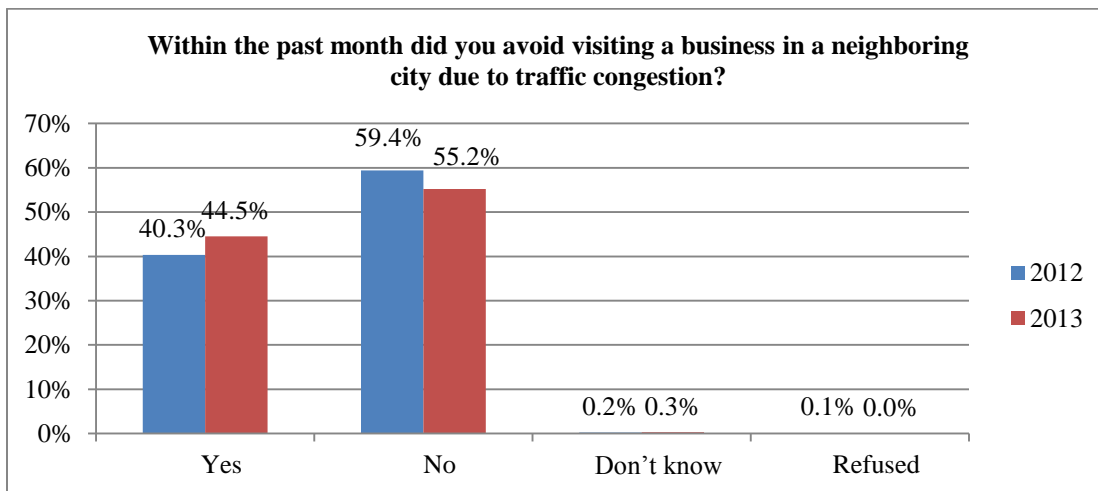
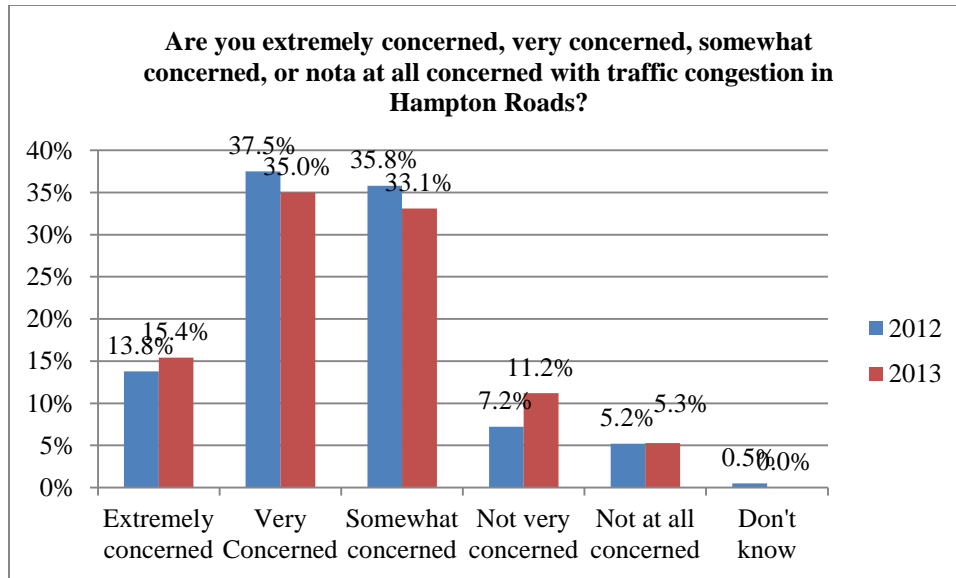
Virginia Beach Oceanfront (75.3%), and the Norfolk Naval Base (55.7%). In 2013, these three destinations were also the most selected, although respondents indicated these in slightly lower percentages: Virginia Beach Town Center (35.9%), the Virginia Beach Oceanfront (54.5%), Norfolk Naval Base (37.5%).



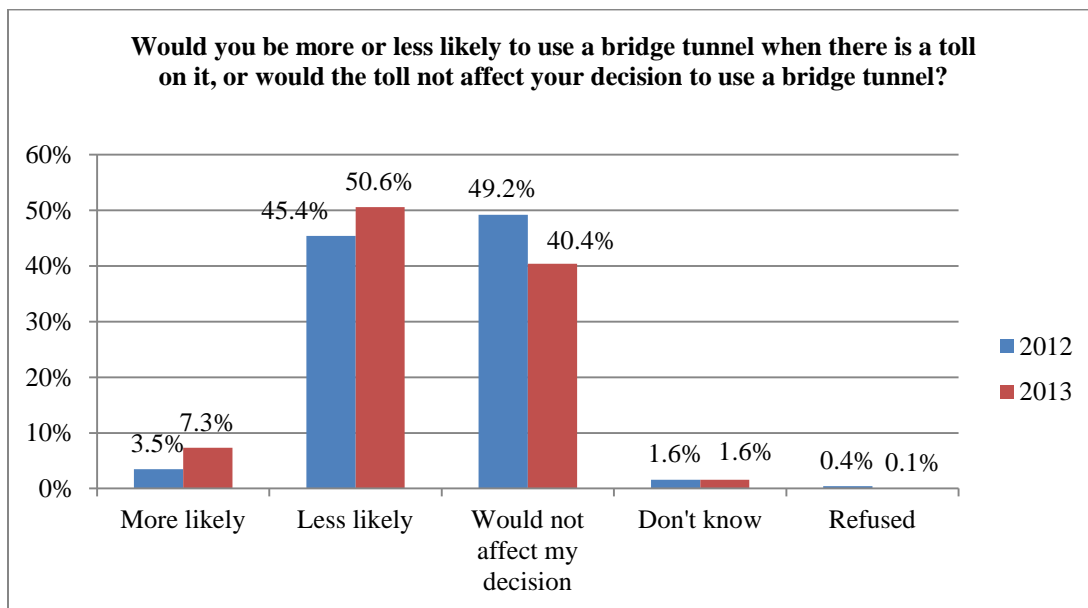
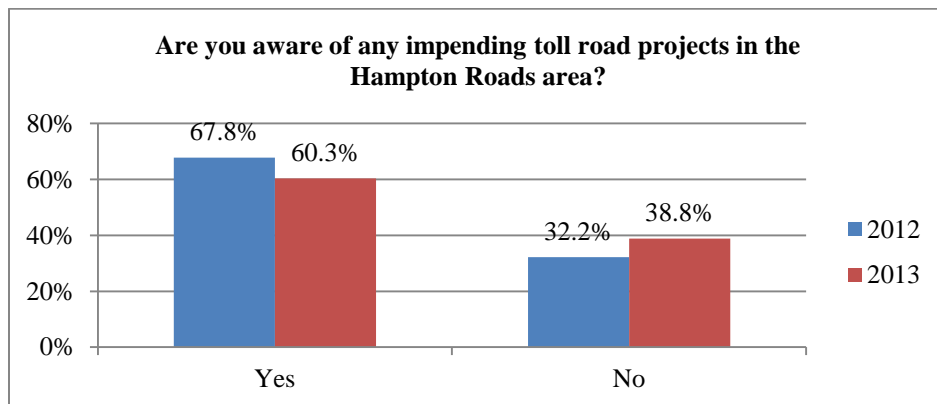
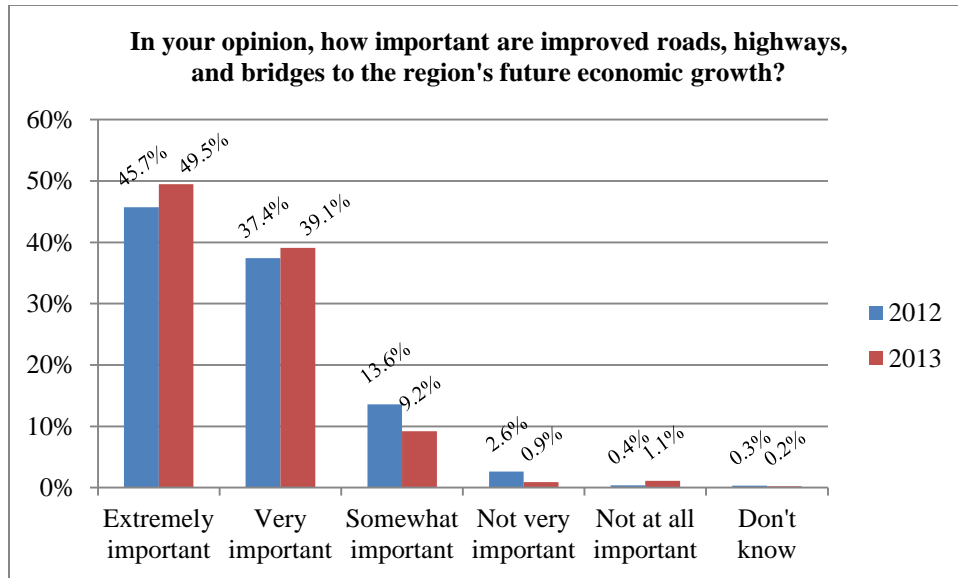
Where would you like to see the light rail extended?	2012	2013
Virginia Beach	--	--
Virginia Beach Town Center	58.0%	35.9%
Virginia Beach Oceanfront	75.3%	54.5%
Chesapeake	48.9%	27.0%
Portsmouth	43.9%	21.5%
Hampton	47.2%	27.9%
Newport News	46.0%	24.3%
Suffolk	35.5%	19.4%
Naval base	55.7%	37.5%
Norfolk International Airport	55.2%	34.0%
Other	12.2%	10.2%
Don't want light rail extended	11.0%	10.5%
Don't know	3.8%	4.2%
Refused	0.2%	0.0%

Respondents reported a slightly higher average commute time in 2013 (24.8 minutes) than in 2012 (23.9 minutes), although approximately four percent fewer respondents (4.1%) reported that they were not very or not at all concerned with traffic congestion in Hampton Roads (12.4% in 2012, compared with 16.5% in 2013). A larger percentage of respondents reported that they had avoided visiting a business in a neighboring city due to traffic congestion in 2013 (44.5%) than in 2012 (40.3%).

Commute	2012	2013
Average one-way commute, in minutes, to work or school.	23.9	24.8

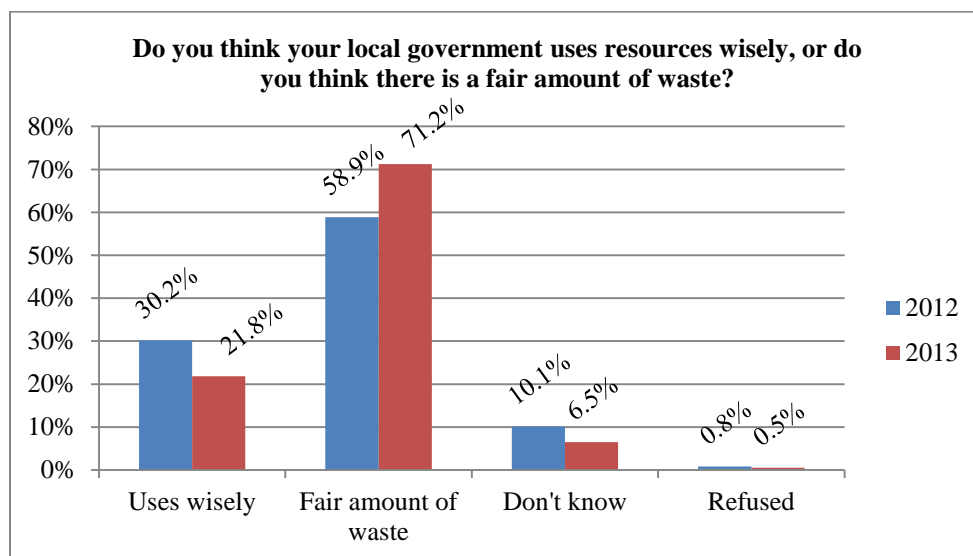


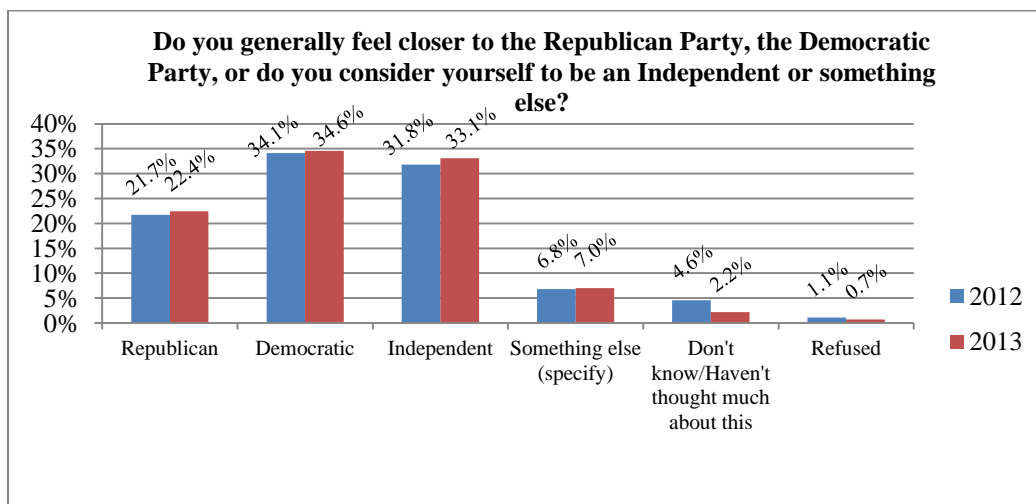
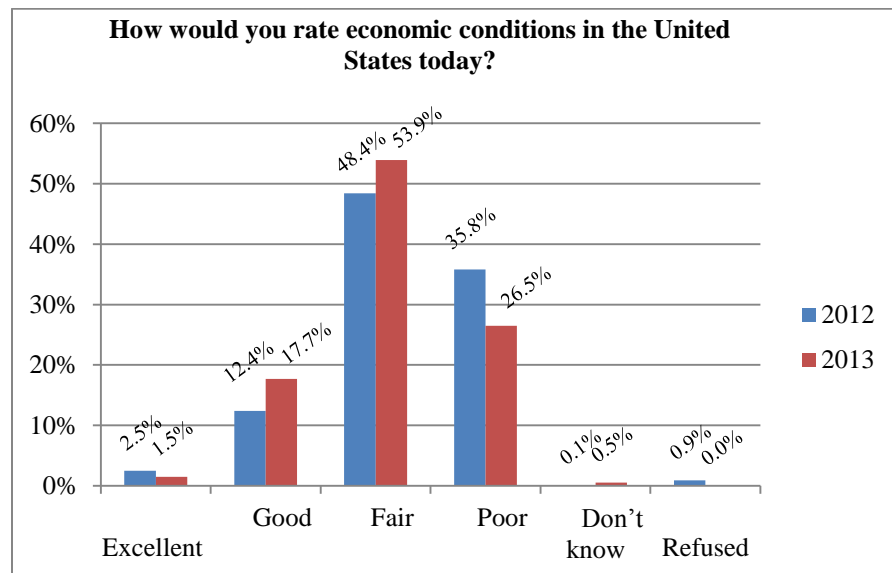
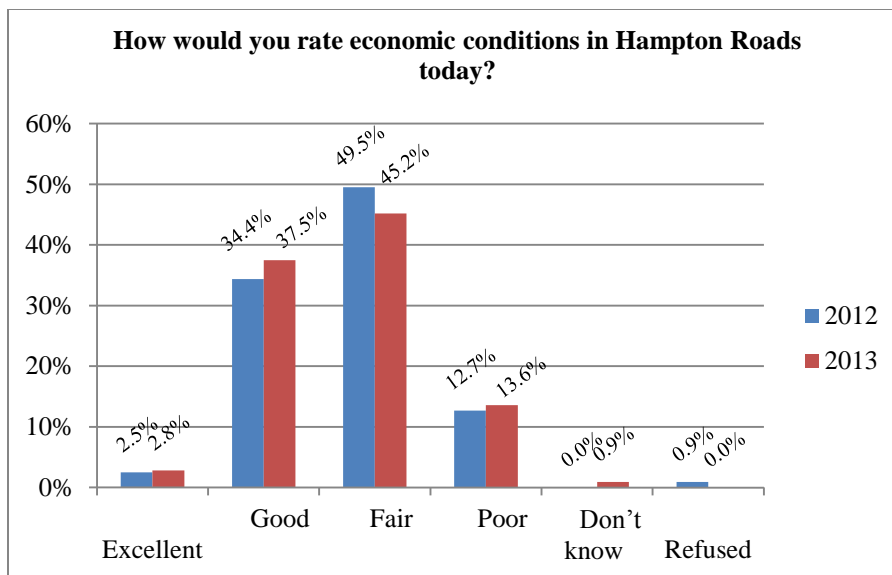
When asked how important improved roads, highways, and bridges are to the region's future economic growth, there was a five percent increase in the percentage of respondents who said extremely important or very important from 2012 (83.1%) to 2013 (88.6%). A slightly smaller majority stated that they were aware of impending toll road projects in Hampton Roads in 2013 (60.3%) than in 2012 (67.8%). In 2013, half of the respondents (50.6%) indicated that they would be less likely to use a bridge tunnel when there was a toll on it (45.4% in 2012), and 40.4% stated that tolls would not affect their decision in 2013 compared to 49.2% in 2012.



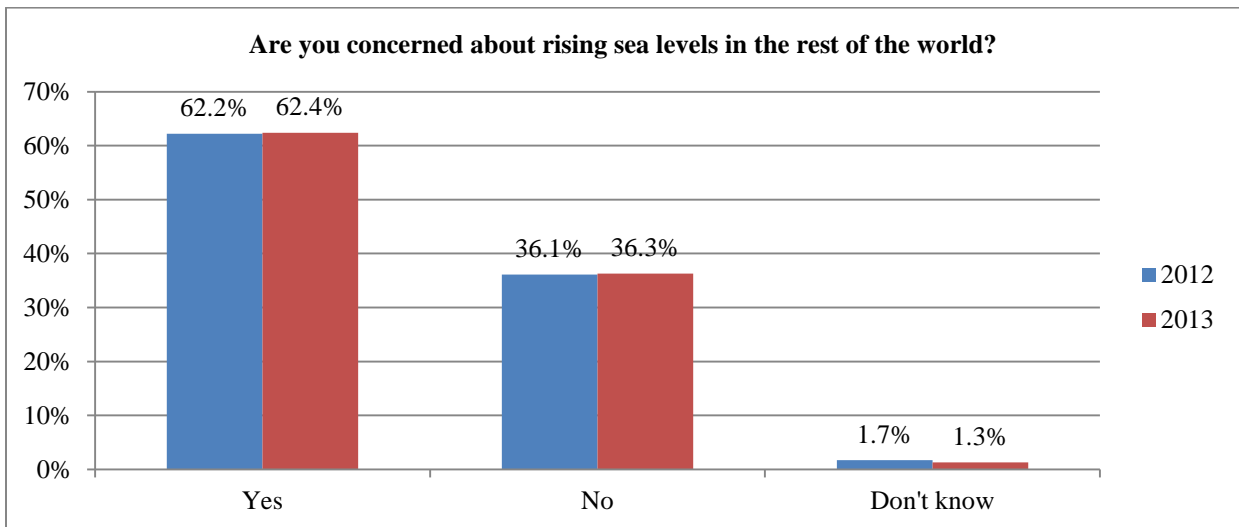
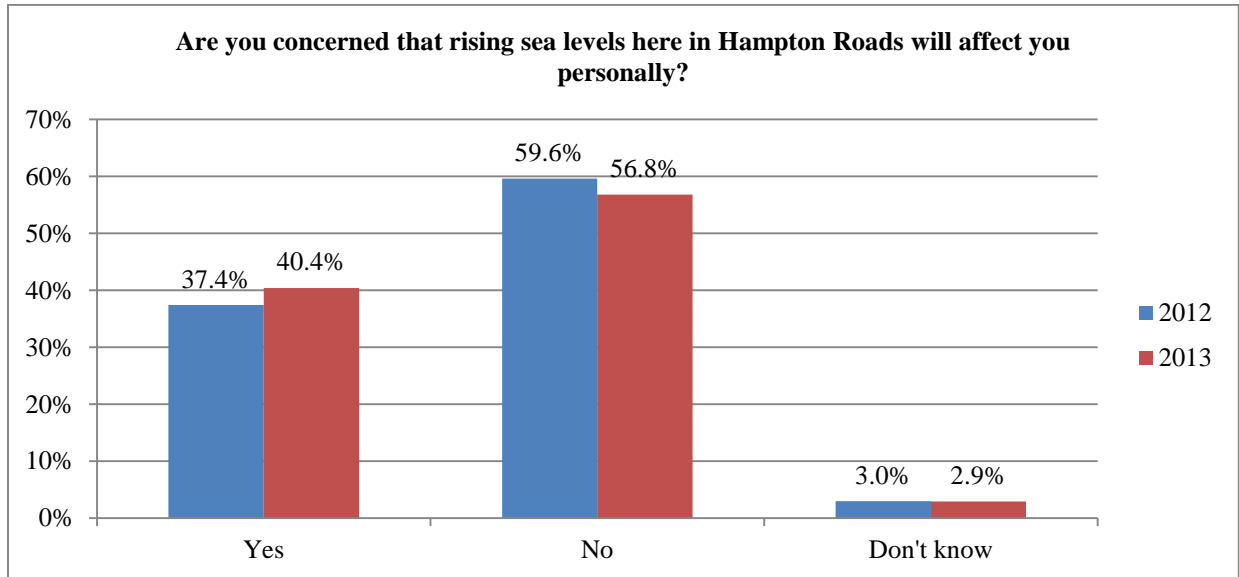
Local Government/Political and Environmental Issues

More respondents reported that they were registered to vote in 2013 (91.3%) than in 2012 (87.4%), although trust in local government had fallen somewhat. Respondents in 2013, when asked if they think their local government uses resources wisely or if there is a fair amount of waste said that they thought there was a fair amount of waste more often than in 2012 (71.2% in 2013, compared to 58.9% in 2012). When ratings of economic conditions in Hampton Roads are compared, 2013 was the more optimistic year: over 60% of respondents in 2012 rated economic conditions as fair or poor, (62.2%) while only 58.8% of respondents gave this rating in 2013. This optimism about economic conditions was also evident in ratings of the economic conditions of the United States as a whole: 80.4% responded 'fair' or 'poor' in 2013, compared with 84.2% in 2012.



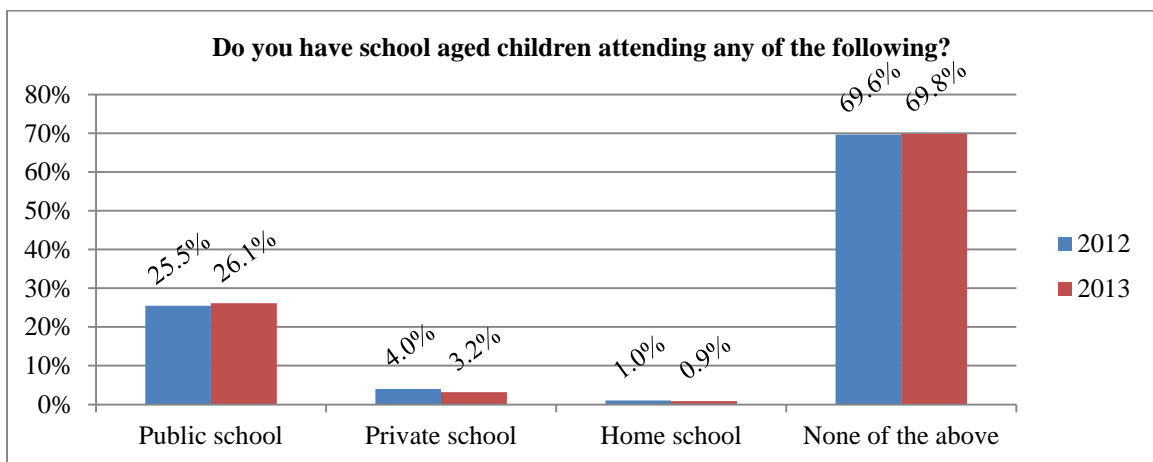


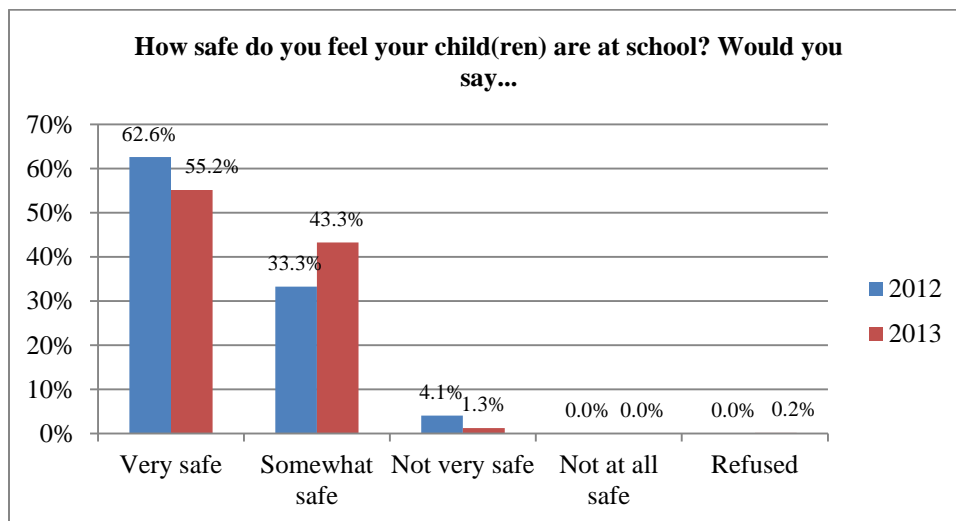
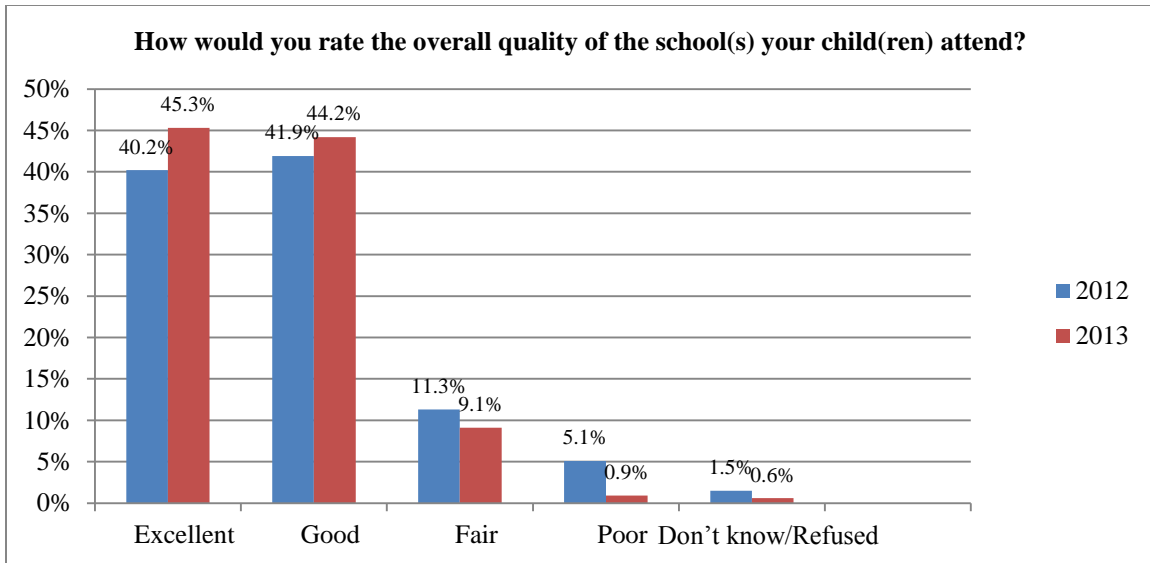
More respondents reported concern that rising sea levels in Hampton Roads will affect residents personally between 2012 (37.4%) and 2013 (40.4%); however, concern about global effects of rising sea levels has not changed from 2012 (62.2%) to 2013 (62.4%).



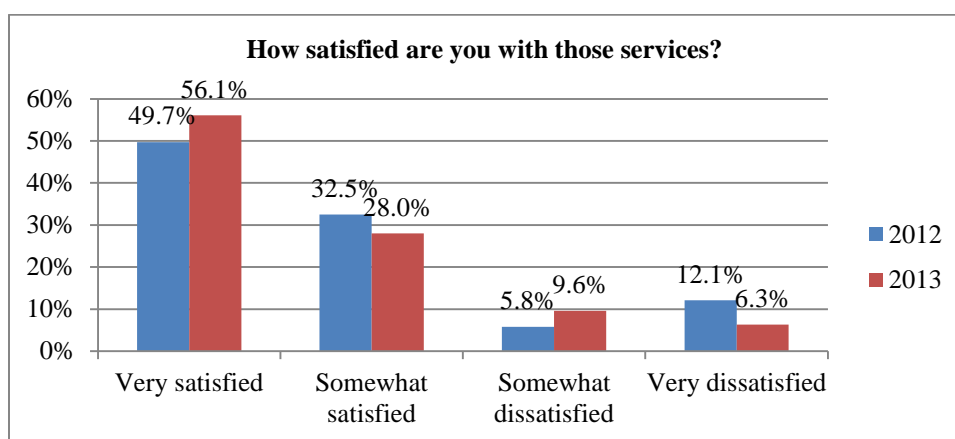
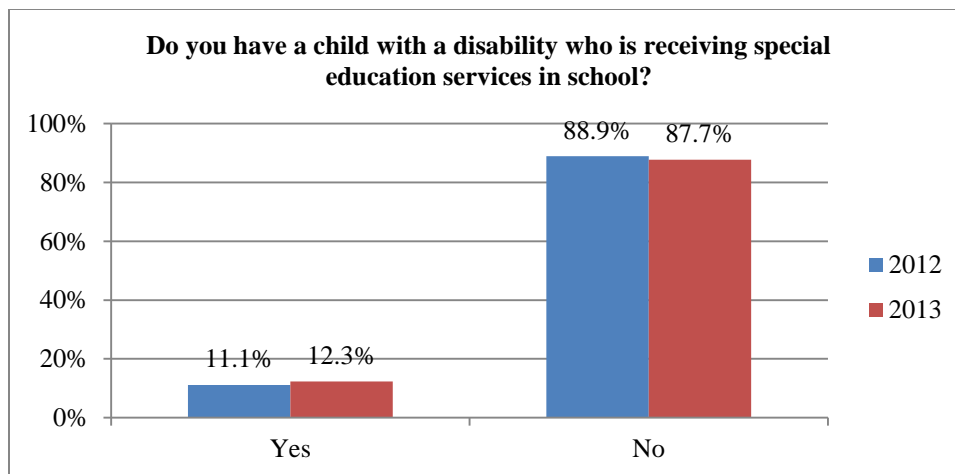
Education

Slightly more respondents reported that their children attend private school in 2012 (4.0%) than in 2013 (3.2%), and just over one-quarter of respondents in 2012 (25.5%) and 2013 (26.1%) indicated that their children attend public school. Seventy percent of respondents in 2012 (69.6%) and in 2013 (69.8%) reported ‘none of the above’ when asked if they had school aged children attending public, private, or home school. Respondents rated the overall quality of the schools their children attend as excellent or good in higher numbers in 2013 (89.5%) than in 2012 (82.1%). The safety of the schools respondents’ children attend was also rated more highly in 2013 than in 2012, with 98.5% of respondents in 2013 stating that their children are very safe or somewhat safe at school, compared to 95.9% in 2012.



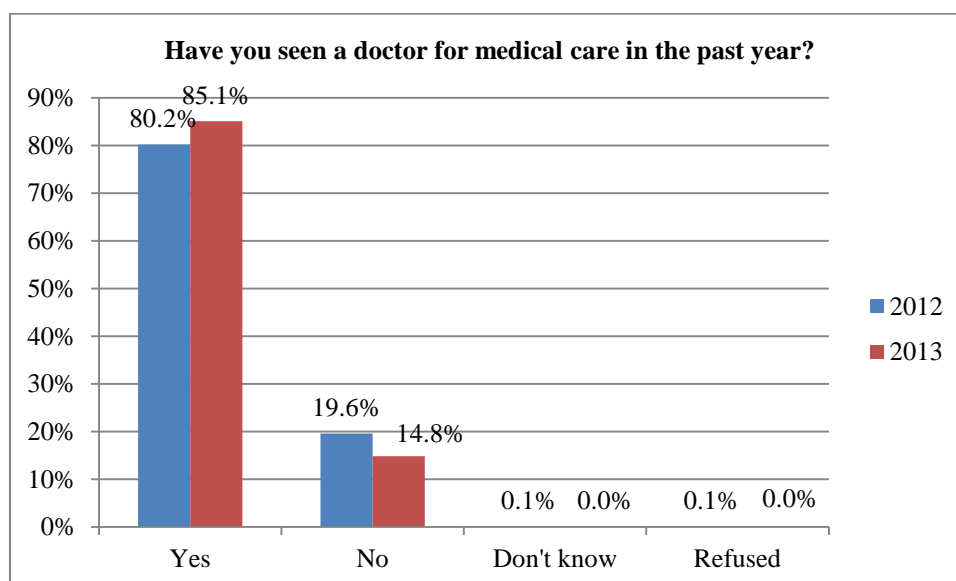
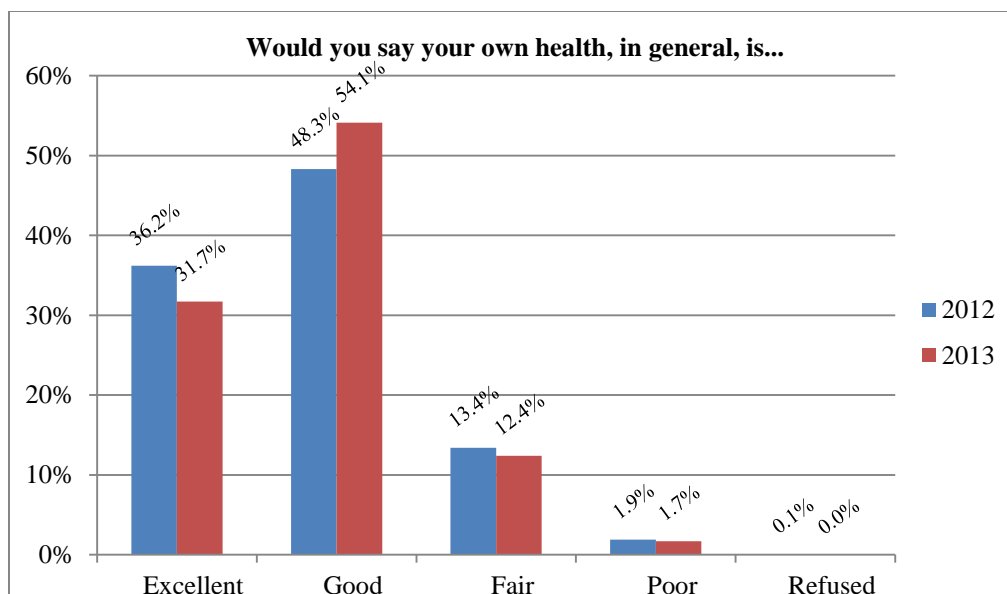


Of those who had a child with a disability who was receiving special education services in school (12.3% in 2013, and 11.1% in 2012), more than three-quarters were very satisfied or somewhat satisfied with those services in 2013 (84.1%) compared to 2012 (82.2%).

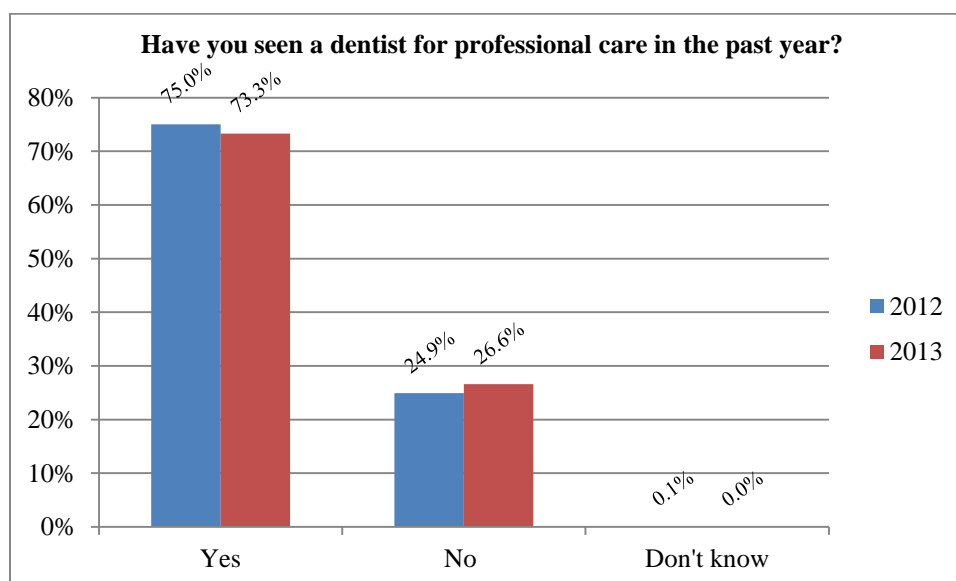


Health

Respondents' ratings of their general health were slightly better in 2013 than in 2012; those responding with excellent or good increased from 2012 (84.5%) to 2013 (85.8%). More respondents reported seeing a doctor in the past year in 2013 (85.1%) than in 2012 (80.2%). Over 70% of those who had seen a doctor in either 2012 or 2013 reported that they had received a yearly checkup (72.4% in 2012, and 77.4% in 2013). Slightly fewer respondents indicated that they had seen a dentist in 2013 (73.3%) than in 2012 (75.0%).



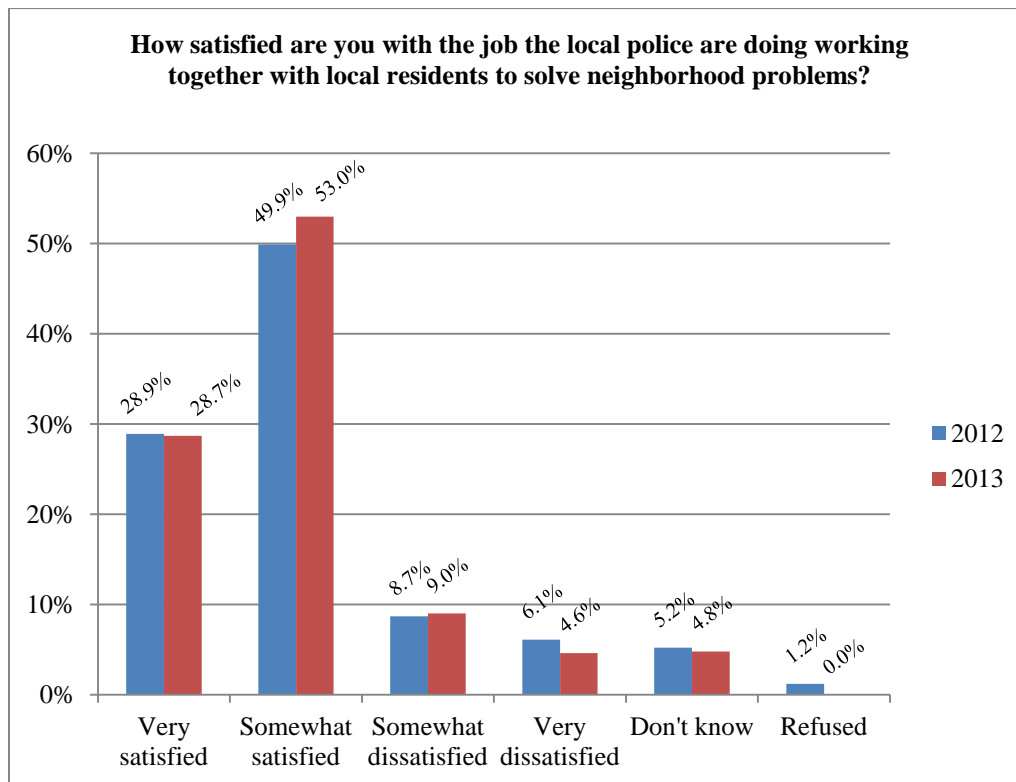
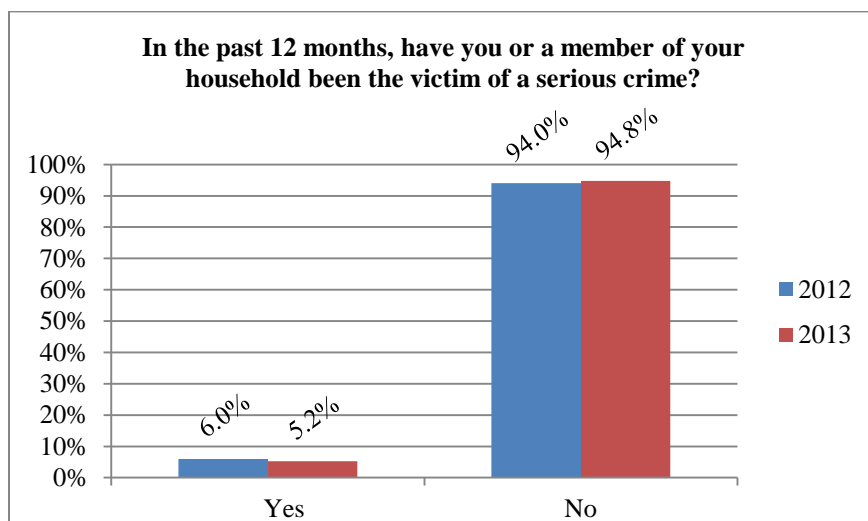
You said that you have seen a doctor in the past year. What treatment or treatments did you receive? Select all that apply.	2012	2013
Annual/regular check-up	72.4%	77.4%
Immunizations	16.0%	16.1%
Family planning/Pregnancy	6.1%	8.4%
General illness (cold, flu, etc.)	21.1%	25.4%
Emergency care/Injury	15.1%	18.1%
Treatment of a chronic condition	25.2%	25.2%
Mental health care	3.1%	6.0%
Other (specify)	14.9%	6.9%
Don't know	0.2%	0.0%
Refused	0.3%	0.0%



Housing/ Crime

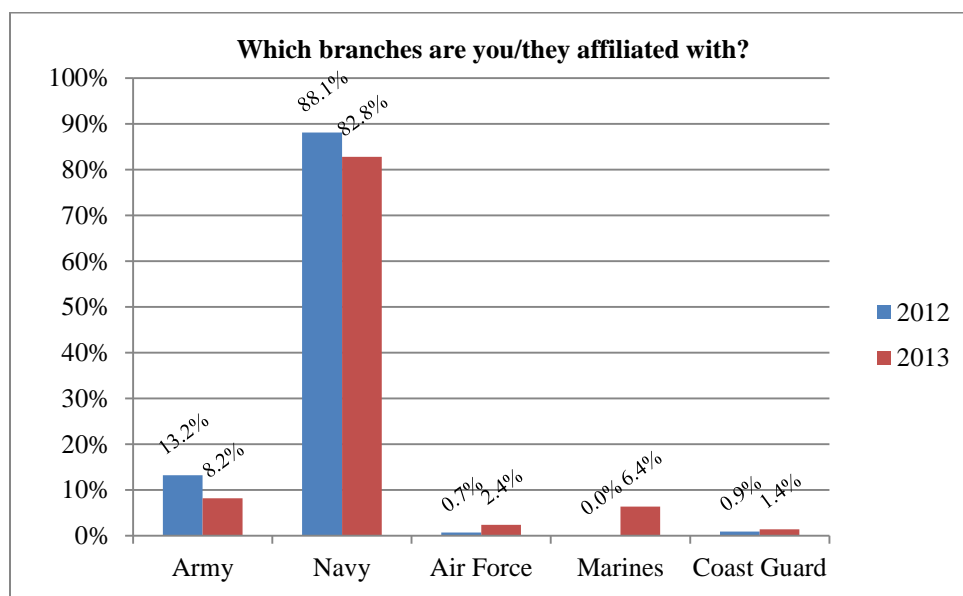
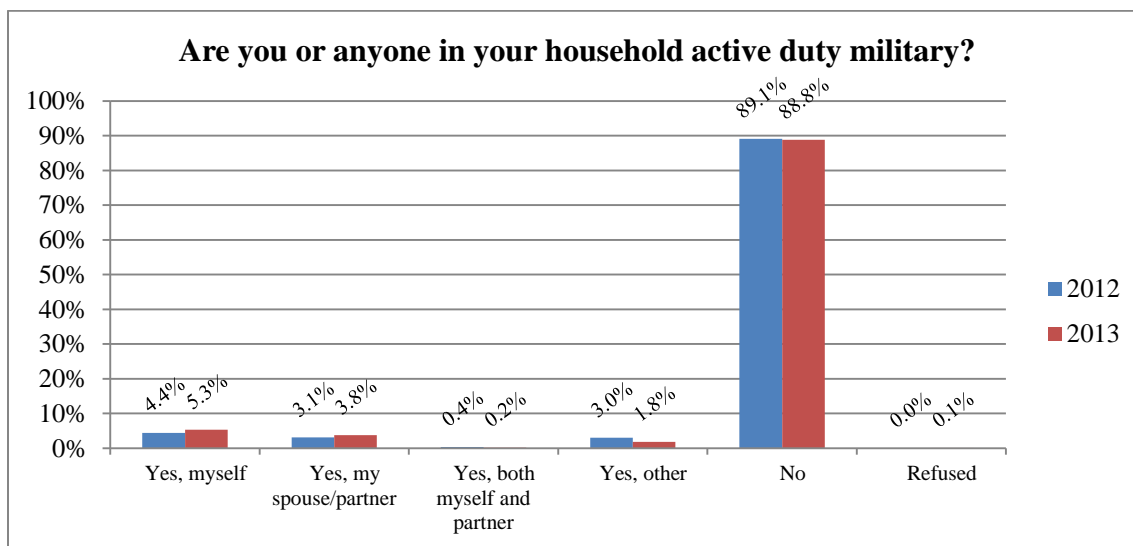
Hampton Roads residents reported living in their current residence slightly longer in 2013, at 13.1 years, than in 2012 (11.0 years), and a slightly higher percentage of respondents reported that they and those in their household had not been the victim of a serious crime in 2013 (94.8%) than in 2012 (94.0%). Satisfaction with the job local police are doing with residents to solve neighborhood problems was improved; in 2013, 81.7% said that they were very satisfied or somewhat satisfied, whereas in 2012, only 78.8% did so.

How long have you lived in your current apartment or house?	2012	2013
Less than one year	10.8%	11.0%
Average years (more than one year)	11.0 years	13.1 years
Don't know	0.1%	0.0%



Military Affiliation

The percentage of respondents who indicated that they or someone in their household was active duty military was very similar in 2012 (10.9%) and 2013 (11.1%). Of those who had an active duty household member, 88.1% were Navy in 2012 and 82.8% were Navy in 2013.



Comparison Data Tables 2012-2013

Demographics	2012 Survey Respondents (weighted sample)	2013 Survey Respondents (weighted sample)
Chesapeake	16.2%	15.7%
Hampton	10.1%	9.9%
Newport News	12.3%	13.1%
Norfolk	16.3%	17.6%
Portsmouth	9.4%	6.6%
Suffolk	5.6%	6.0%
Virginia Beach	30.1%	31.0%
White	56.3%	55.9%
Black or African-American	30.0%	34.6%
Hispanic or Latino	2.9%	1.6%
American Indian or Alaskan Native	0.5%	0.3%
Asian	1.4%	0.5%
Native Hawaiian or Pacific Islander	1.1%	0.7%
Multiracial	3.9%	4.6%
Other	3.0%	1.5%
Refused	0.9%	0.4%
Male	45.9%	49.0%
Female	54.1%	50.8%
Some grade school	0.1%	0.5%
Some high school	2.7%	1.2%
High school diploma/GED	20.4%	18.8%
Completed trade/professional school	3.4%	3.9%
Some college	23.7%	21.7%
Associate's degree	11.0%	15.2%
Bachelor's degree	21.8%	26.5%
Graduate degree	15.9%	11.7%
Other	0.8%	0.5%
Refused	0.2%	0.0%
Average age (years)	43.0	44.8
Single, not living with partner	27.7%	27.0%
Single, living with partner	6.5%	8.1%
Married	49.0%	48.3%
Divorced/separated	11.2%	9.3%
Widowed	5.4%	6.7%
Refused	0.1%	0.7%
Employed Full-time	53.3%	53.6%
Employed Part-time	13.7%	13.7%
Not employed, looking for work	8.3%	9.1%
Not employed, not looking for work	9.2%	4.5%
Not employed, retired	15.3%	18.6%
Refused	0.2%	0.5%

Demographics	2012 Survey Respondents (weighted sample)	2013 Survey Respondents (weighted sample)
What was your family household income last year? ⁵		
Less than \$10,000 to \$30,000	14.3%	19.2%
More than \$30,000 to \$50,000	14.3%	22.0%
More than \$50,000 to \$100,000	40.4%	33.8%
More than \$100,000	23.2%	16.5%
Don't know	4.1%	2.9%
Refused	3.9%	5.6%

Quality of Life	2012 Survey Respondents (weighted sample)	2013 Survey Respondents (weighted sample)
How would you rate the overall quality of life in Hampton Roads?		
Excellent	12.0%	5.7%
Good	56.4%	58.0%
Fair	28.0%	32.1%
Poor	3.6%	3.7%
Don't know	0.0%	0.5%
How would you rate quality of life in your neighborhood?		
Excellent	42.4%	38.1%
Good	42.9%	47.4%
Fair	12.3%	13.4%
Poor	2.0%	1.1%
Do you plan to still live in Hampton Roads five years from now?		
Yes	72.4%	68.0%
No	18.2%	24.3%
Don't know	9.1%	7.8%
Refused	0.3%	0.0%

⁵ Income categories were changed in the 2013 survey. Categories in this table have been merged to ensure comparability over time.

Transportation	2012 Survey Respondents (weighted sample)	2013 Survey Respondents (weighted sample)
In the past week, have you used public transportation (including buses or taxis) in Hampton Roads? Yes No Public transportation is not available	7.6% 92.0% 0.4%	10.2% 89.6% 0.2%
How often have you used the light rail system in the past six months? Never Once 2-5 times Once a month A few times a month More than once a week Don't know	10.0% 30.4% 35.7% 4.4% 16.9% 2.3% 0.3%	77.1% 10.1% 9.7% 0.8% 1.5% 0.7% 0.0%
What are the reasons that you have used the light rail system ⁶ ? Use it for my regular commute to work/school To get to recreational or cultural events in Norfolk Was curious to ride/novelty/for fun Other (specify)	15.4% 38.0% 43.8% 22.6%	4.6% 46.5% 47.4% 18.8%

⁶ This question was asked only of the 178 respondents who indicated that they had used the light rail system in the past 6 months.

Transportation	2012 Survey Respondents (weighted sample)	2013 Survey Respondents (weighted sample)
Where would you like to see the light rail extended? ⁷ Virginia Beach Town Center Virginia Beach Oceanfront Chesapeake Portsmouth Hampton Newport News Suffolk Naval base Norfolk International Airport Other Don't want light rail extended Don't know Refused	58.0% 75.3% 48.9% 43.9% 47.2% 46.0% 35.5% 55.7% 55.2% 12.2% 11.0% 3.8% 0.2%	35.9% 54.5% 27.0% 21.5% 27.9% 24.3% 19.4% 37.5% 34.0% 10.2% 10.5% 4.2% 0.0%
How likely do you think it is that light rail is contributing to local economic development? Very likely Somewhat likely Not very likely Not at all likely Don't know Refused	30.0% 40.0% 13.9% 10.1% 5.8% 0.3%	27.0% 45.9% 14.1% 8.1% 4.9% 0.0%
How long is your average one-way commute, in minutes, to work or school?	23.9	24.8
Within the past month did you avoid visiting a business in a neighboring city due to traffic congestion? Yes No Don't know Refused	40.3% 59.4% 0.2% 0.1%	44.5% 55.2% 0.3% 0.0%

⁷ Percentages do not sum to 100 because respondents were allowed to choose more than one response.

Transportation	2012 Survey Respondents (weighted sample)	2013 Survey Respondents (weighted sample)
<p>Are you extremely concerned, very concerned, somewhat concerned, not very concerned, or not at all concerned with traffic congestion in Hampton Roads?</p> <p>Extremely concerned</p> <p>Very concerned</p> <p>Somewhat concerned</p> <p>Not very concerned</p> <p>Not at all concerned</p> <p>Don't know</p>	<p>13.8%</p> <p>37.5%</p> <p>35.8%</p> <p>7.2%</p> <p>5.2%</p> <p>0.5%</p>	<p>15.4%</p> <p>35.0%</p> <p>33.1%</p> <p>11.2%</p> <p>5.3%</p> <p>0.0%</p>
<p>In your opinion, how important are improved roads, highways, and bridges to the region's future economic growth? Would say they are...</p> <p>Extremely important</p> <p>Very important</p> <p>Somewhat important</p> <p>Not very important</p> <p>Not at all important</p> <p>Don't know</p>	<p>45.7%</p> <p>37.4%</p> <p>13.6%</p> <p>2.6%</p> <p>0.4%</p> <p>0.3%</p>	<p>49.5%</p> <p>39.1%</p> <p>9.2%</p> <p>0.9%</p> <p>1.1%</p> <p>0.2%</p>
<p>Are you aware of any impending toll road projects in the Hampton Roads area?</p> <p>Yes</p> <p>No</p>	<p>67.8%</p> <p>32.2%</p>	<p>60.3%</p> <p>38.8%</p>
<p>Would you be more or less likely to use a bridge tunnel when there is a toll on it, or would the toll not affect your decision to use a bridge tunnel?</p> <p>More likely</p> <p>Less likely</p> <p>Would not affect my decision</p> <p>Don't know</p> <p>Refused</p>	<p>3.5%</p> <p>45.4%</p> <p>49.2%</p> <p>1.6%</p> <p>0.4%</p>	<p>7.3%</p> <p>50.6%</p> <p>40.4%</p> <p>1.6%</p> <p>0.1%</p>

Local and State Government/Political Issues	2012 Survey Respondents (weighted sample)	2013 Survey Respondents (weighted sample)
Do you think your local government uses public resources wisely or do you think there is a fair amount of waste? Uses wisely Fair amount of waste Don't know Refused	30.2% 58.9% 10.1% 0.8%	21.8% 71.2% 6.5% 0.5%
Are you registered to vote? Yes No Don't know Refused	87.4% 12.2% 0.4% 0.0%	91.3% 8.4% 0.1% 0.2%
Do you generally feel closer to the Republican Party, the Democratic Party, or do you consider yourself to be an Independent or something else? Republican Democratic Independent Something else (specify) Don't know/haven't thought much about this Refused	21.7% 34.1% 31.8% 6.8% 4.6% 1.1%	22.4% 34.6% 33.1% 7.0% 2.2% 0.7%
How would you rate economic conditions in the United States today? Excellent Good Fair Poor Don't know Refused	2.5% 12.4% 48.4% 35.8% 0.1% 0.9%	1.5% 17.7% 53.9% 26.5% 0.5% 0.0%
How would you rate economic conditions in Hampton Roads today? Excellent Good Fair Poor Don't know Refused	2.5% 34.4% 49.5% 12.7% 0.0% 0.9%	2.8% 37.5% 45.2% 13.6% 0.9% 0.0%

Environment	2012 Survey Respondents (weighted sample)	2013 Survey Respondents (weighted sample)
Are you concerned that rising sea levels here in Hampton Roads will affect you personally?		
Yes	37.4%	40.4%
No	59.6%	56.8%
Don't know	3.0%	2.9%
Are you concerned about rising sea levels in the rest of the world?		
Yes	62.2%	62.4%
No	36.1%	36.3%
Don't know	1.7%	1.3%

Education	2012 Survey Respondents (weighted sample)	2013 Survey Respondents (weighted sample)
Do you have school aged children attending any of the following?		
Public school	25.5%	26.1%
Private school	4.0%	3.2%
Home school	1.0%	0.9%
None of the above	69.6%	69.8%
Refused	0.0%	0.0%
How would you rate the quality of the school(s) your child(ren) attend ⁸ ? Would you say they are...		
Excellent	40.2%	45.3%
Good	41.9%	44.2%
Fair	11.3%	9.1%
Poor	5.1%	0.9%
Don't know/Refused	1.5%	0.6%
How safe do you feel your child(ren) are at school ⁸ ? Would you say...		
Very safe	62.6%	55.2%
Somewhat safe	33.3%	43.3%
Not very safe	4.1%	1.3%
Not at all safe	0.0%	0.0%
Refused	0.0%	0.2%

⁸ This question was asked of only those 238 respondents who indicated that they had children enrolled in either public or private schools.

Education	2012 Survey Respondents (weighted sample)	2013 Survey Respondents (weighted sample)
Do you have a child with a disability who is receiving special education services in school ⁹ ?		
Yes	11.1%	12.3%
No	88.9%	87.7%
How satisfied are you with those services ¹⁰ ?		
Very satisfied	49.7%	56.1%
Somewhat satisfied	32.5%	28.0%
Somewhat dissatisfied	5.8%	9.6%
Very dissatisfied	12.1%	6.3%

Health	2012 Survey Respondents (weighted sample)	2013 Survey Respondents (weighted sample)
Would you say your own health in general is...		
Excellent	36.2%	31.7%
Good	48.3%	54.1%
Fair	13.4%	12.4%
Poor	1.9%	1.7%
Refused	0.1%	0.0%
Have you seen a doctor for medical care in the past year?		
Yes	80.2%	85.1%
No	19.6%	14.8%
Don't know	0.1%	0.0%
Refused	0.1%	0.0%

⁹ This question was asked of only those 238 respondents who indicated that they had children enrolled in public or private schools.

¹⁰ This question was asked of only those 28 respondents who indicated that they have a child with a disability who is receiving special education services in school.

Health	2012 Survey Respondents (weighted sample)	2013 Survey Respondents (weighted sample)
You said that you have seen a doctor in the past year. What treatment or treatments did you receive? You may select all that apply ¹¹ .		
Annual/regular check-up	72.4%	77.4%
Immunizations	16.0%	16.1%
Family planning/pregnancy	6.1%	8.4%
General illness (cold, flu, etc.)	21.1%	25.4%
Emergency care/injury	15.1%	18.1%
Treatment of a chronic condition (allergies, diabetes, high blood pressure, including long-term treatments such as dialysis)	25.2%	25.2%
Mental health care	3.1%	6.0%
Other (specify)	14.9%	6.9%
Don't know	0.2%	0.0%
Refused	0.3%	0.0%
Have you seen a dentist for professional care in the past year?		
Yes	75.0%	73.3%
No	24.9%	26.6%
Don't know	0.1%	0.0%
Refused	0.0%	0.0%

Housing	2012 Survey Respondents (weighted sample)	2013 Survey Respondents (weighted sample)
How long have you lived in your current apartment or house?		
Less than one year	10.8%	11.0%
Average years (more than one year)	11.0 years	13.1 years
Don't know	0.1%	0.0%

¹¹ This question was asked only of those 725 respondents who said that they had seen a doctor for medical care in the past year. Percentages do not sum to 100% because respondents were allowed to choose more than one response.

Neighborhood/Crime	2012 Survey Respondents (unweighted sample)	2013 Survey Respondents (weighted sample)
In the past 12 months, have you or a member of your household been a victim of a serious crime? Yes No	6.0% 94.0%	5.2% 94.8%
How satisfied are you with the job the local police are doing working together with local residents to solve neighborhood problems? Very satisfied Somewhat satisfied Somewhat dissatisfied Very dissatisfied Don't know Refused	28.9% 49.9% 8.7% 6.1% 5.2% 1.2%	28.7% 53.0% 9.0% 4.6% 4.8% 0.0%

Military	2012 Survey Respondents (weighted sample)	2013 Survey Respondents (weighted sample)
Are you or anyone in your household active duty military? Yes, myself Yes, my spouse/partner Yes, both myself and partner Yes, other No Refused	4.4% 3.1% 0.4% 3.0% 89.1% 0.0%	5.3% 3.8% 0.2% 1.8% 88.8% 0.1%
Which branches are you/they affiliated with ¹² ? Check all that apply. Army Navy Air Force Marines Coast Guard	13.2% 88.1% 0.7% 0.0% 0.9%	8.2% 82.8% 2.4% 6.4% 1.4%

¹² This question was asked only of those 81 respondents who indicated that they or another person in their household are active duty military. Percentages do not sum to 100% because respondents were allowed to choose more than one response.

APPENDIX A: Survey Margin of Error

The table below shows the margin of error for response items that received a specific percentage of overall responses in the weighted and un-weighted samples. The maximum margin of error for the un-weighted sample is 3.5 percent, and the maximum margin of error for the weighted sample is 5.3 percent. The margins of error are slightly larger for the weighted sample because this sample puts more weight on respondents from groups that were underrepresented (e.g. respondents with only a cell phone). Because these groups responded less frequently to the survey, putting more weight on those who did respond increases overall uncertainty, even as it controls for the effects of response bias and sample design.

The table can be used to calculate the approximate margin of error for specific responses in the survey. For example, 44.5 percent of respondents in the weighted sample said yes to the question “Within the past month did you avoid visiting a business in a neighboring city due to traffic congestion.” The margin of error listed for 40 percent in the weighted sample is 5.1 percent. Thus, we estimate that if the SSRC had contacted every adult living in Hampton Roads, we would have found that somewhere between 39.4 and 49.6 percent avoided visiting a business in another city due to traffic congestion.

Margin of Error Guide		
Percentage giving specific response	Un-weighted Sample Margin of Error (95 percent confidence level)	Weighted Sample Margin of Error (95 percent confidence level)
95%	1.5%	2.3%
90	2.1	3.1
85	2.5	3.7
80	2.8	4.1
75	3.0	4.5
70	3.2	4.7
60	3.4	5.1
50	3.4	5.2
40	3.4	5.1

Percentage giving specific response	Un-weighted Sample Margin of Error (95 percent confidence level)	Weighted Sample Margin of Error (95 percent confidence level)
30	3.2	4.7
25	3.0	4.5
20	2.8	4.1
15	2.5	3.7
10	2.1	3.1
5	1.5	2.3