

2015

Life in Hampton Roads: The Sixth Annual Life in Hampton Roads Survey


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Social Science Research Center, Old Dominion University

Life in Hampton Roads Report

The Sixth Annual Life in Hampton Roads Survey

Report Compiled by Steve Parker, Jane Close, Dr. Randy Gainey, and
Dr. Tancy Vandecar-Burdin



2015

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Executive Summary

The Social Science Research Center (SSRC) at Old Dominion University recently completed data collection for the sixth annual Life in Hampton Roads telephone survey. The purpose of the survey was to gain insight into residents' perceptions of the quality of life in Hampton Roads. The survey also attempted to determine the attitudes and perceptions of citizens regarding topics of local interest such as transportation and traffic, local and state government, crime, education, and other issues. The SSRC completed interviews with 883 Hampton Roads residents via landline and cell phones.

In general, the survey shows that residents believe that life is getting better in Hampton Roads. The majority of those interviewed (72.9%) reported that the overall quality of life in Hampton Roads was excellent or good while 25.8 percent found it to be fair or poor.

- Recreational opportunities remain a key plus for the regional quality of life, while crime and transportation are key challenges.
- Perceptions of the regional economy are on the upswing along with the quality of life indicator. More than half (55%) of respondents rated the economic conditions in Hampton Roads as either excellent or good, while 42.8 percent rated economic conditions as fair or poor. This portion rating the regional economy as excellent or good was the highest in six years of LIHR surveys, exceeding by more than ten percent the previous high set in 2014.

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

- Most Hampton Roads residents indicated that their general health was good (50.2%) to excellent (31.5%). While this includes a large portion of residents and is almost identical to last year's portion, it is the lowest percentage of good to excellent ratings recorded since the Life in Hampton Roads survey began in 2010.

- Hampton Roads residents are continuing to avoid visiting businesses that require them to drive through traffic congestion. This year had the second highest percentage of respondents who have avoided visiting a business in a neighboring city due to concerns about traffic congestion compared to the data from previous years (46.2 % in 2015, 48.3% in 2014 compared to 44.5% in 2013, 40.3% in 2012, and 43.5% in 2011).
- Additionally, 37.4 percent of respondents said they avoided visiting a business in a neighboring city due to tolls on bridges or tunnels in the past month. Of those respondents that avoid tolls, 50.9 percent have changed their daily commute to avoid tolls.
- Almost thirty percent (29.6%) residents who now use an alternate route due to tolls indicated that their alternate route took less than 10 minutes more, 47.6 percent indicated their alternate route took 10 minutes to 20 minutes more, 10.6 percent took more than 20 to 30 minutes more, and 5.4 percent reported that their alternate route took more than 30 minutes.
- Sea level rise and flooding are perceived to be significant risks by Hampton Roads residents, but action to address those risks currently lags risk perception. A majority of respondents see sea level rise as a threat to the Hampton Roads region as a whole, but a much smaller percentage reported experiencing recurrent flooding in their neighborhood or having flood insurance.
- Perceptions of the local public school systems remains consistent from previous years. However, those that have school-aged children attending a public school are more likely to rate the local public school system as excellent (26.7%) or good (42.8%), compared to those that do not have school-aged children (16.6% and 35.9%, respectively).
- Police satisfaction remains relatively high in Hampton Roads with 80.7 percent saying they are either very satisfied or somewhat satisfied with the local police. However, there is a significant difference in police satisfaction between the seven cities with Suffolk (88.6%) and Chesapeake (87.4%) being the highest and Norfolk (73.4%) and Portsmouth (69.6%) being the lowest.

Survey Methodology and Sample Demographics

Survey Methodology

The Social Science Research Center (SSRC) at Old Dominion University recently completed data collection for the sixth annual Life in Hampton Roads telephone survey. The purpose of the survey was to gain insight into residents' perceptions of the quality of life in Hampton Roads. The survey also attempted to determine the attitudes and perceptions of citizens regarding topics of local interest such as transportation and traffic, local and state government, crime, education, and other issues. Funding for the 2015 survey was provided by the Social Science Research Center. The SSRC would like to thank the College of Arts and Letters and the ODU Office of Research for their continued support of survey 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 previous Life in Hampton Roads surveys conducted from 2010 through 2014. The 2010 survey consisted of 106 questions, the 2011 survey consisted of 76 questions, in 2012, 77 questions were asked of respondents, in 2013, 60 questions were asked, in 2014, 66 questions were asked, and in 2015, 71 questions were asked. Topics included quality of life, transportation, local government and political issues, environmental issues, health and education, housing, health and well-being, neighborhood issues and crime, and basic demographic information.

A total of 883 interviews were completed with Hampton Roads residents in 2015. In 2014, 853 interviews were obtained, in 2013, 812 interviews were completed, in 2012, a total of 762 interviews were completed, in 2011, a total of 730 completed interviews were obtained; and 681 completed surveys were obtained in the 2010 effort. It is important to note, however; that in all years there was a tendency for samples to over represent women, whites, and older individuals. In addition, starting in 2011 a dual-frame random-digit-dial design was used to contact both land line and cell telephones. In order to better represent the overall Hampton Roads population, a weight variable was computed separately for each

year, and the data files were weighted to correct for discrepancies in age, race, gender, and telephone usage between the survey sample and the population of each Hampton Roads city. The 2012 through 2015 samples were also weighted on city of residence in addition to demographic variables in order to maintain the representativeness of the sample with regard to population distribution in Hampton Roads' cities. All data analyses were conducted using SPSS statistical software.

With the exception of the demographic data analysis, all results reported 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 from 2012 through 2015 contain respondents who were reached both via landline and via cell phone. Cell-only respondents are included in the samples reported here for 2012 through 2015.

The table below shows the margin of error for response items that received a specific percentage of overall responses in the weighted and un-weighted samples. The overall maximum margin of error for the un-weighted sample is 3.3 percent, and the maximum margin of error for the weighted sample is 3.9 percent. The margin of error is slightly larger for the weighted sample because this sample puts more weight on respondents from groups that were underrepresented (e.g. respondents with only a cell phone). Because these groups responded less frequently to the survey, putting more weight on those who did respond increases overall uncertainty, even as it controls for the effects of response bias and sample design.

The table below can be used to calculate the approximate margin of error for specific responses in the survey. For example, 46.2 percent of respondents in the weighted sample said yes to the question “Within the past month did you avoid visiting a business in a neighboring city due to traffic congestion?” The margin of error listed for 50 percent in the weighted sample is 3.9 percent. Thus, we estimate that if the SSRC had contacted every adult living in Hampton Roads, we would have found that somewhere between 50.1 percent and 42.3 percent avoided visiting a business in another city due to traffic congestion in the 95 percent confidence interval.

Margin of Error Guide		
Percentage giving specific response	Un-weighted Sample Margin of Error (95 percent confidence level)	Weighted Sample Margin of Error (95 percent confidence level)
95%	1.4%	1.7%
90	2.0	2.3
85	2.4	2.8
80	2.6	3.1
75	2.9	3.4
70	3.0	3.6
60	3.2	3.8
50	3.3	3.9
40	3.2	3.8
30	3.0	3.6
25	2.9	3.4
20	2.6	3.1
15	2.4	2.8
10	2.0	2.3
5	1.4	1.7

Sample Demographic Coverage

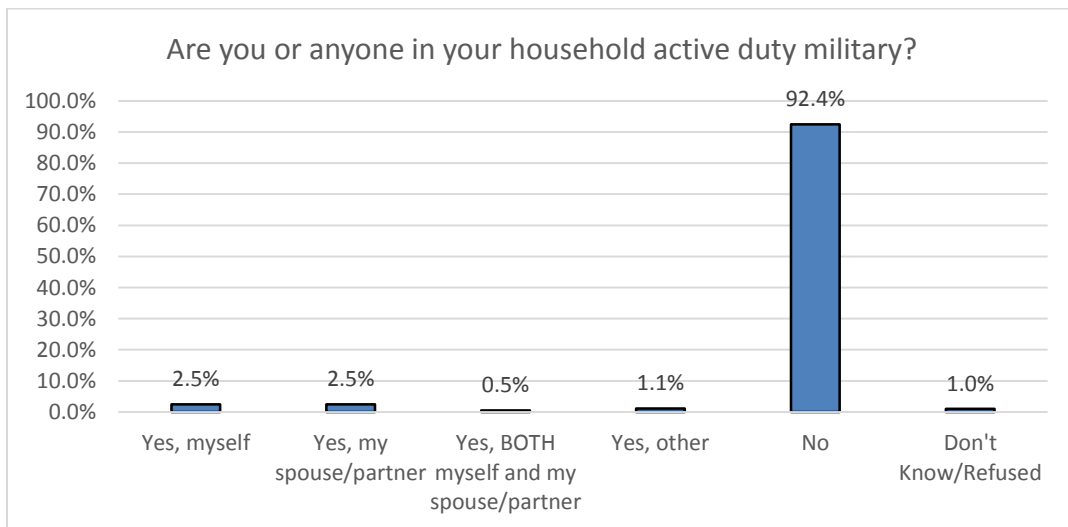
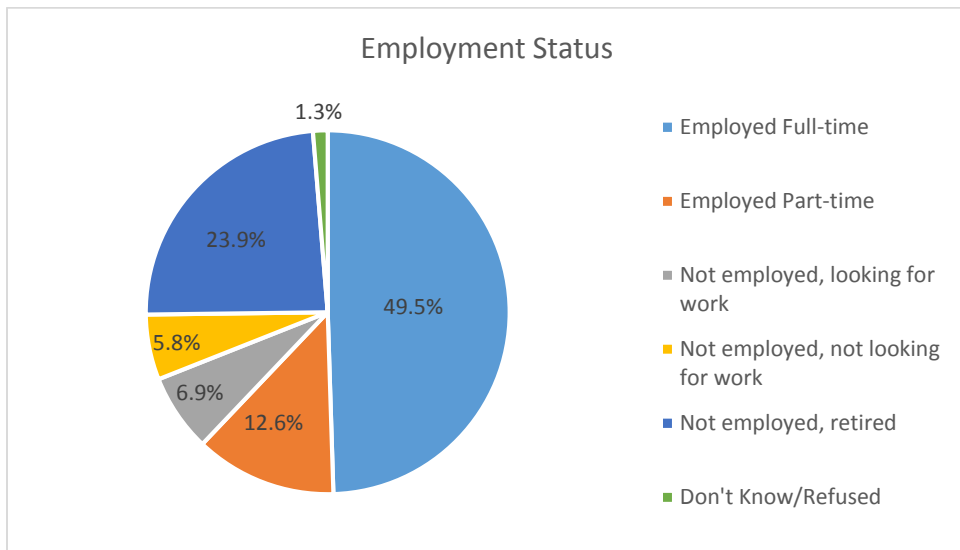
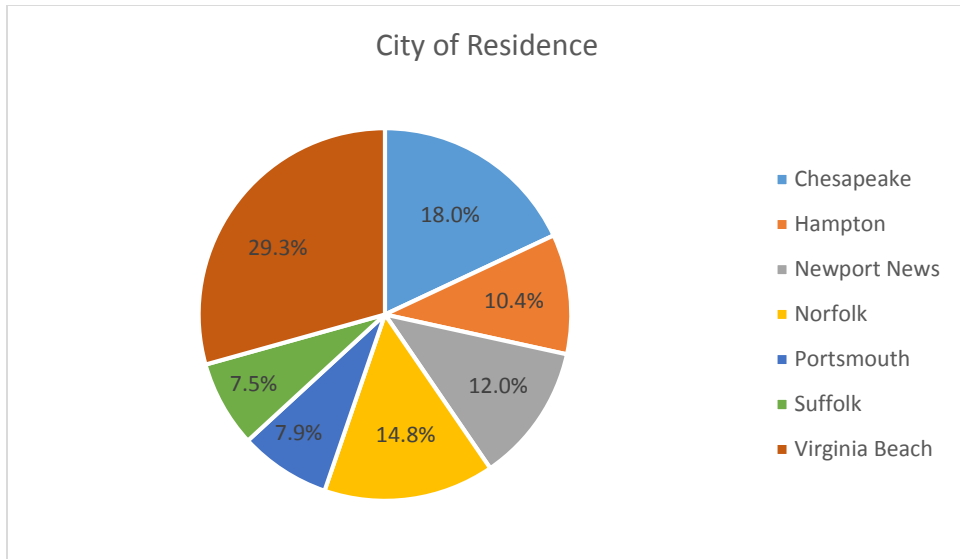
Unlike nearly all other data presented in 2015 LIHR survey reports, demographic data described here is presented unweighted in order to give curious readers a sense of the demographic coverage

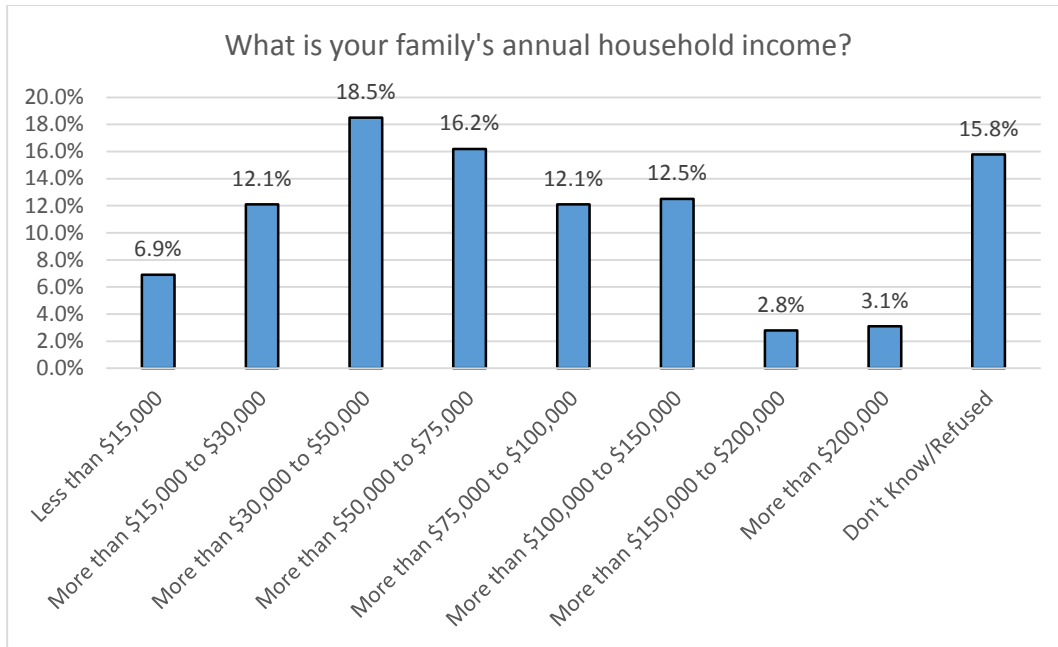
achieved by the survey. Of the 883 citizens interviewed, 53.6 percent were white, 30.5 percent Black or African-American, 11.4 percent considered themselves to be another race/ethnicity; including 0.7 percent American Indian or Alaskan Native, 2.2 percent Asian, and 0.6 percent Native Hawaiian or Pacific Islander, and 4.8 percent indicated they were multiracial. In a separate question, 4.6 percent of respondents indicated that they were of Hispanic/Latino origin. Just under half of the respondents received a high school diploma or GED, completed trade or professional school, or attended some college (47.7%). An additional 35.6 percent of respondents completed an undergraduate or graduate degree. More than half of respondents were married (51.1%) and 17 percent were divorced, separated, or widowed. Roughly one-quarter of those surveyed were single and not living with a partner (24.7%) while a small portion of single people reported living with a partner (5%).

Race or Ethnicity	Percentage
White	53.6%
Black or African-American	30.5%
American Indian or Alaskan Native	0.7%
Asian	2.2%
Native Hawaiian or Pacific Islander	0.6%
Multiracial	4.8%
Other	3.7%
Don't Know/Refused	4.1%
Gender	Percentage
Male	39.4%
Female	59.6%
Highest level of school completed	Percentage
Some grade school	0.3%
Some high school	3.4%
High school diploma/GED	20.4%
Completed trade/professional school	3.1%
Some college	24.2%

Associate's degree	10.5%
Bachelor's degree	21.0%
Graduate degree	14.6%
Other	0.7%
Don't Know/Refused	1.8%
Age	Age in years
Average age (years)	48.8
Marital Status	Percentage
Single, not living with partner	24.7%
Single, living with partner	5.0%
Married	51.1%
Divorced/separated	9.5%
Widowed	7.5%
Don't Know/Refused	2.3%

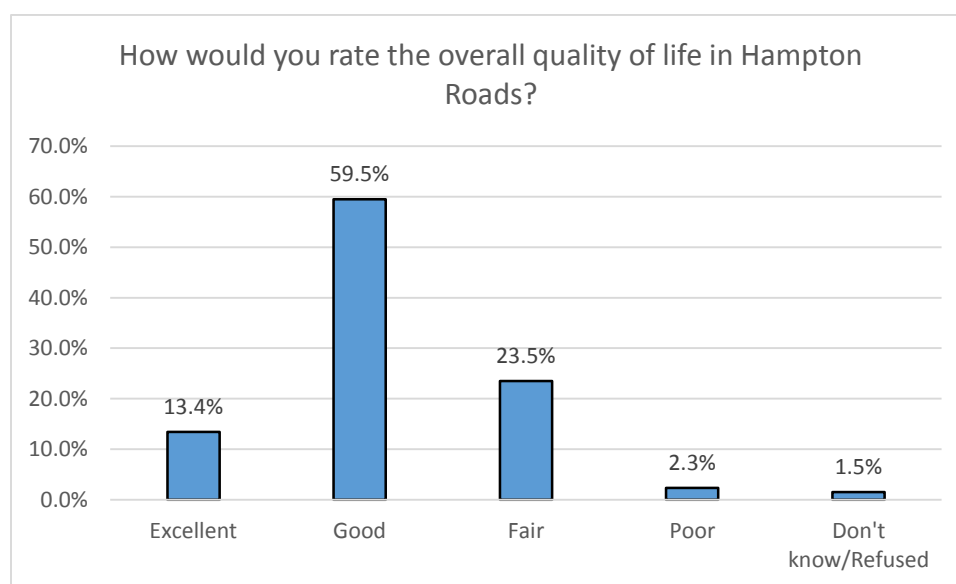
The majority of respondents lived in Virginia Beach (29.3%), Chesapeake (18%), and Norfolk (14.8%). The majority of survey participants were employed (62.1%), 12.6 percent worked part-time while 49.5% reported that they worked full-time. Of the remaining respondents, 23.9 percent were retired, 6.9 percent were unemployed but looking for work, and 5.8 percent were not employed and not looking for work. The majority of respondents reported that neither themselves, nor anyone in their household was active duty military (92.4%). Only 5.5 percent of respondents were active duty military and/or had a spouse/partner that was in the military. Just under twenty percent (19%) of participants in the survey reported their family household income for last year as \$30,000 or less, 34.7 percent reported earning more than \$30,000 but less than \$75,000, while 30.5 percent 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 mostly or cellphone only (33% and 20.3%, respectively). Another 35.7 percent of respondents indicated that their household used landline and cellphones equally, while only 3.7 percent indicated that their household was landline only.





Overall Quality of Life

Life continues to get better in Hampton Roads. The 2015 Life in Hampton Roads (LIHR) survey continues to show an improving regional quality of life. The majority of those interviewed (72.9%) reported that the overall quality of life in Hampton Roads was excellent or good while 25.8 percent found it to be fair or poor. The portion of respondents rating regional quality of life as good or excellent is higher than last year's portion (71.2%) which was the highest since 2011. Recreational opportunities remain a key plus for the regional quality of life, while crime and transportation are key challenges.



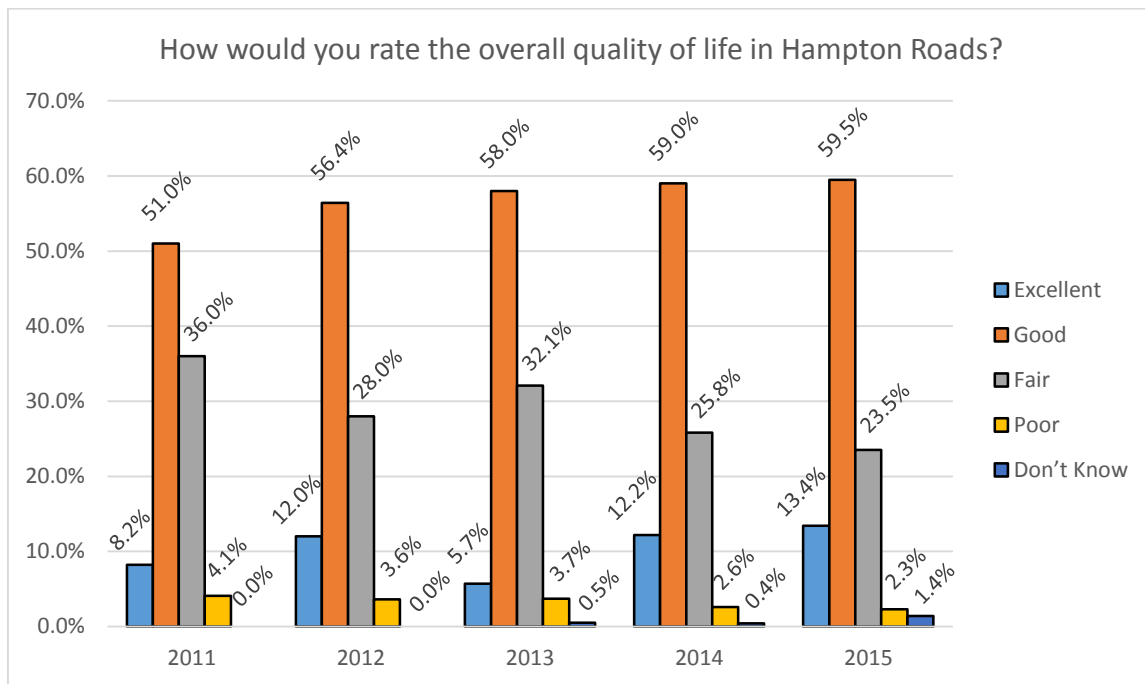
The survey's demographic and weighting appendix provides details about survey respondents and coverage. The total sample size for 2015 was 883 respondents drawn from the seven cities at the core of Hampton Roads – Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, Suffolk, and Virginia Beach. Responses were weighted to match city-level population, race, gender, cell-phone-usage, and age estimates.

Quality of Life in Hampton Roads

Over the last several years, reported quality of life in Hampton Roads has shown a modest upward trend. In 2011, only 59 percent of respondents rated the quality of life in Hampton Roads as excellent or good. These numbers rose in 2012 and 2013 into the mid 60's (68.4% and 63.7%,

respectively). By 2014 and 2015 the numbers were in the 70's (71.2% and 72.9%, respectively).

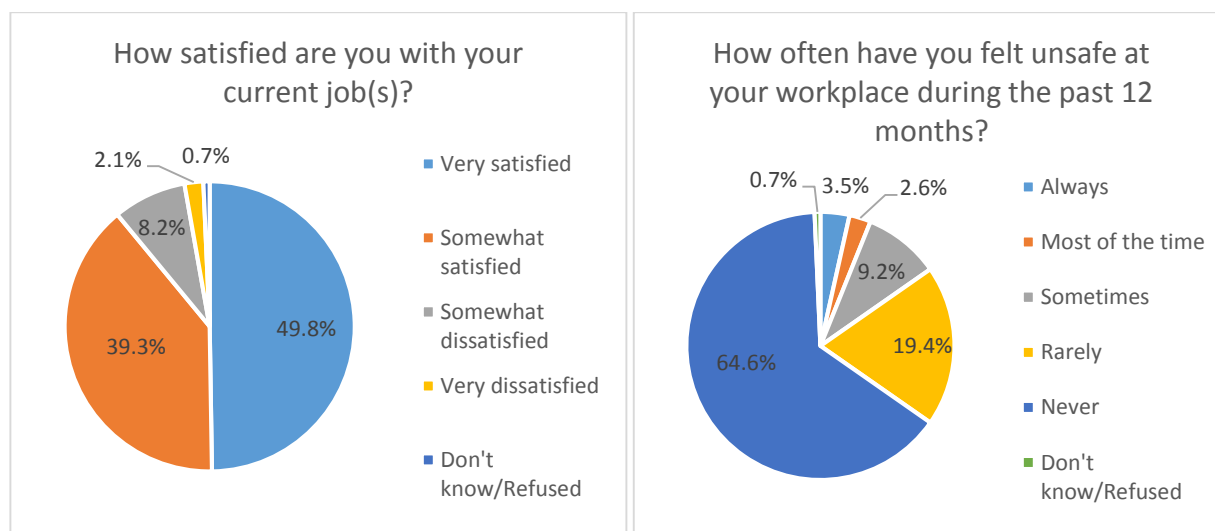
Focusing on the other end of the spectrum, ratings of the quality of life as poor has been consistently low (always less than 5%) and decreasing from 4.1 percent in 2011 to 2.3 percent in 2015, basically a linear decline.



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 (72.9%) who rated the quality of life as good or excellent mentioned several common themes. The most common was access to excellent recreational resources, such as beaches, museums, restaurants, shopping, and parks. Although a few respondents complained about too few such opportunities near them, this was the most commonly given answer to why Hampton Roads was rated favorably. Several other factors were also frequent positives for the region. The availability of quality schools and health care facilities was often cited. The economic climate in Hampton Roads was also seen as a plus by a number of respondents, with job or economic opportunities mentioned regularly. The weather and climate also ranked well, with almost all of those who mentioned the weather considering it a positive aspect for the region.

Crime was the most commonly cited reason for giving a fair or poor rating for quality of life in Hampton Roads, with several respondents pointing towards shootings that have eroded their sense of safety. Transportation issues, such as poor road quality, bridges, traffic congestion, public transit limitations, and tolls, were the second most often cited negative. Respondents also indicated that economic issues, such as a higher cost of living, inequality, homelessness, and poverty were a negative.

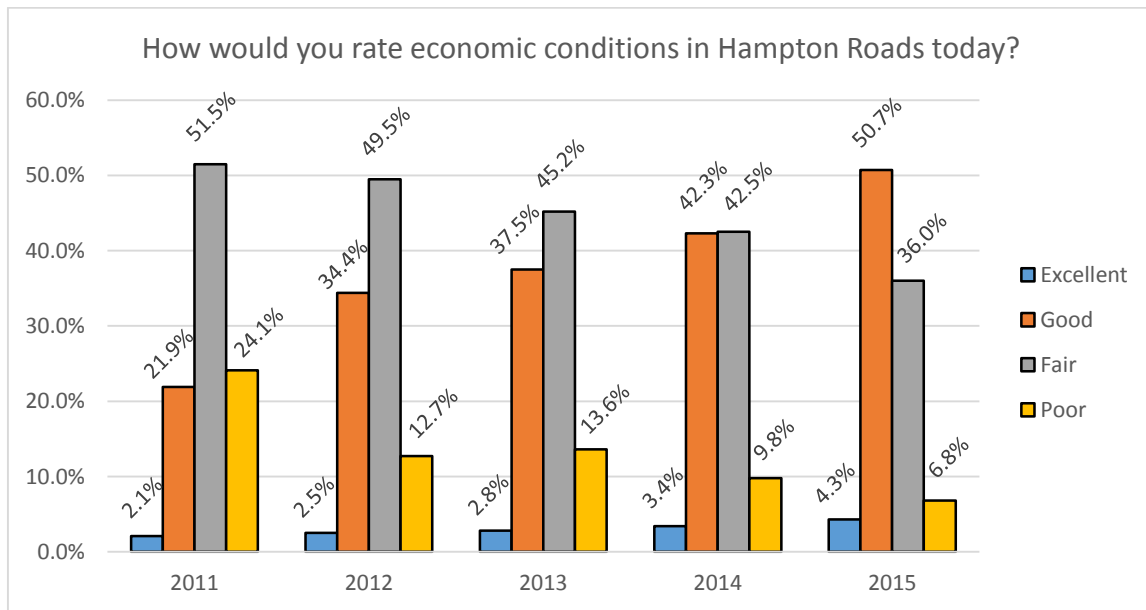
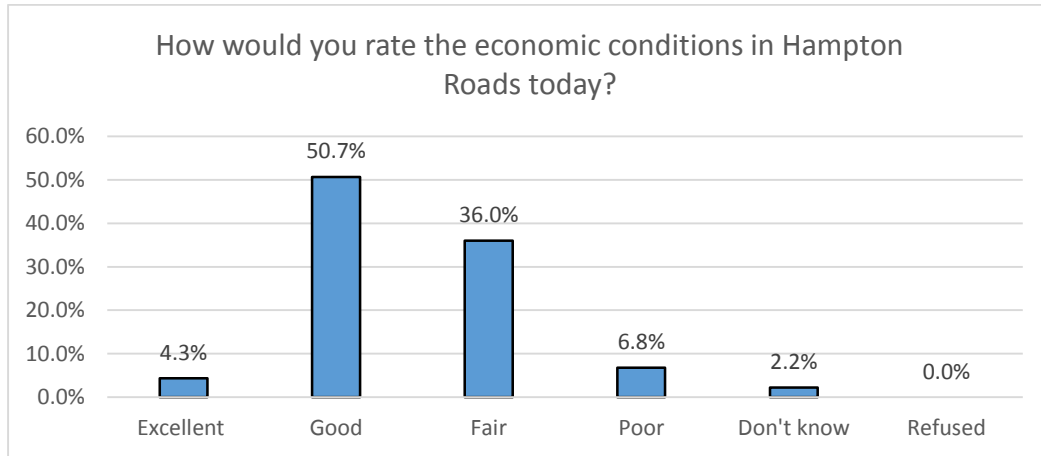
In 2015, respondents were asked questions about job satisfaction and how safe they feel within their workplace. The majority of Hampton Roads residents who work reported being satisfied with their current job with 49.8 percent being very satisfied and another 39.3 percent being somewhat satisfied. Conversely, only 10.3 percent reported being either somewhat dissatisfied or very dissatisfied (8.2% and 2.1%, respectively). Additionally, 64.6 percent reported never feeling unsafe at their workplace in the past 12 months and 19.4 percent reported rarely feeling unsafe at their workplace in the past 12 months. It is worth noting that 6.1 percent reported either feeling unsafe at their workplace in the past 12 months most of the time (2.6%) or always (3.5%).



Economic Conditions in Hampton Roads

Perceptions of the regional economy are improving along with quality of life. Consistent with the mixed role played by the economy in respondents' evaluation of regional quality of life, ratings of the

regional economy remained modest in the 2015 LIHR survey, though they were better than in any previous year of the survey. Over half (55%) of respondents rated the economic conditions in Hampton Roads as either excellent or good, while 42.8 percent rated economic conditions as fair or poor. Nonetheless, the portion rating the regional economy as excellent or good was the highest in six years of LIHR surveys, exceeding by almost ten percent the previous high set in 2014.



Home Ownership in Hampton Roads

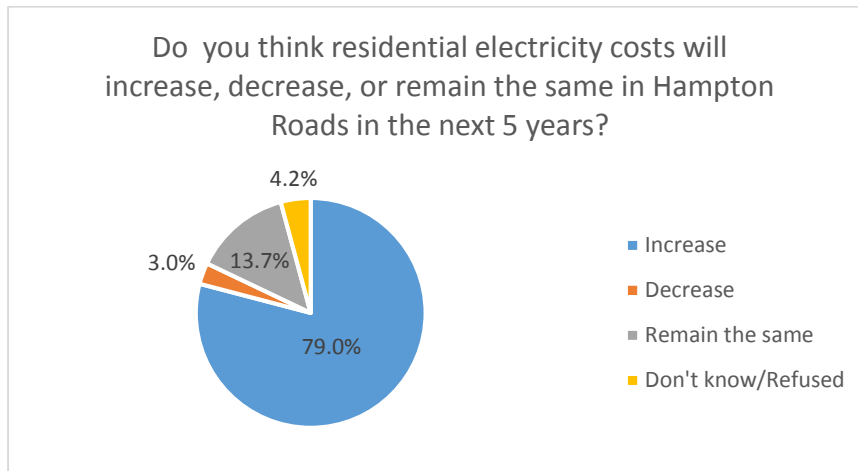
Respondents were asked whether or not they own or are in the process of buying their home, rent, or have some other arrangement. Similar to past years, the majority of residents reported that they own or

are in the process of buying their home (65.5%). Another 30.6 percent indicated that they rent, while only 3.1 percent reported having another arrangement.

Home Ownership	2011	2012*	2013	2014	2015
Own or in the process of buying	62.5%	N/A	71.4%	65.6%	65.5%
Rent	33%	N/A	25.5%	31.9%	30.6%
Other arrangement	4.4%	N/A	3%	2%	3.1%
Don't know/Refused	0.1%	N/A	0.1%	0.6%	0.9%

*This question was not asked in the 2012 survey.

Respondents were asked whether they thought residential electricity costs will increase, decrease, or remain the same in Hampton Roads in the next five years. The majority of respondents (79.0%) reported that they believe residential electricity costs will increase in Hampton Roads in the next five years. Only 3.0 percent thought residential electricity costs would decrease in Hampton Roads in the next five years and 13.7 percent thought they will remain the same.

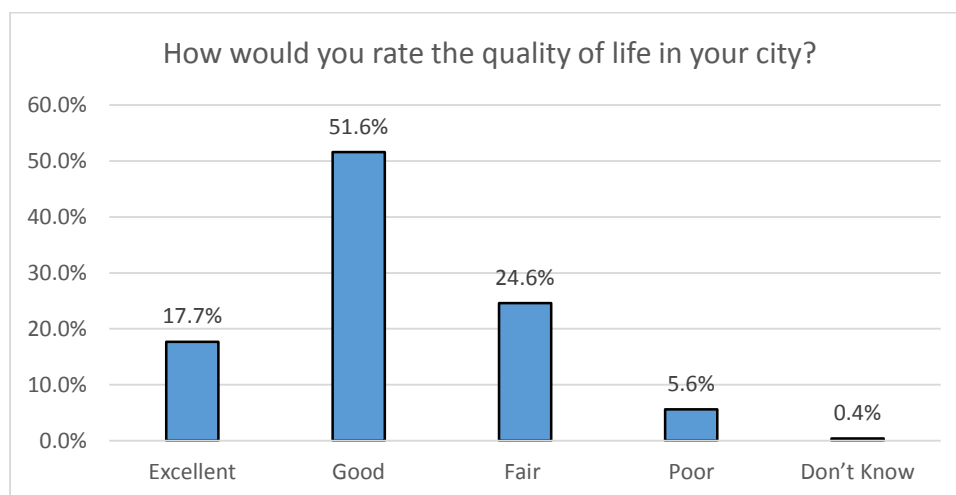


Neighborhood and City Quality of Life Ratings

The 2015 Life in Hampton Roads survey examined sub-regional measures of neighborhood and city quality of life and governance, and also examined relevant measures at the city level. Although such analyses have significant value, they should also be understood in the context of the much greater uncertainty associated with inferences from sub-population analyses. The maximum margin of error, including design effects from weighting, for the entire sample of LIHR is 3.9 percent (95% confidence level). Thus, only quite large differences between subsample groups are statistically significant.

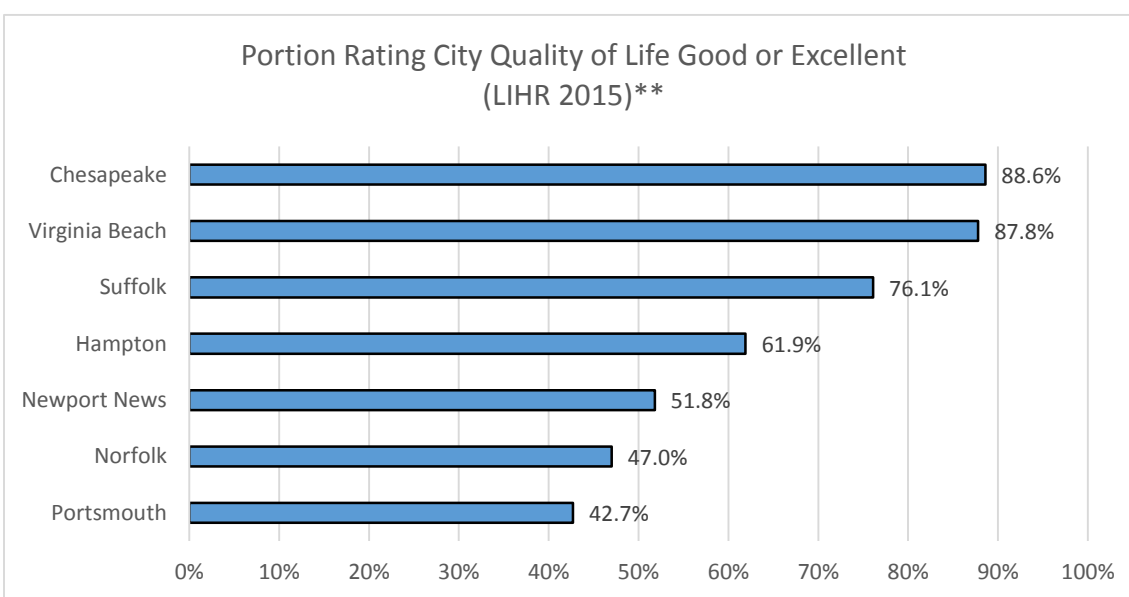
City Quality of Life

Respondents were asked to rate the quality of life for their city of residence. Almost 70% of respondents reported the quality of life in their city as excellent or good (17.7% and 51.6%, respectively). This is a slight increase from 2014 when 68.2 percent rated their city's quality of life as good or excellent (16.4% and 51.8%, respectively). Another 30.2% rated the quality of life in their city as fair (24.6%) or poor (5.6%).



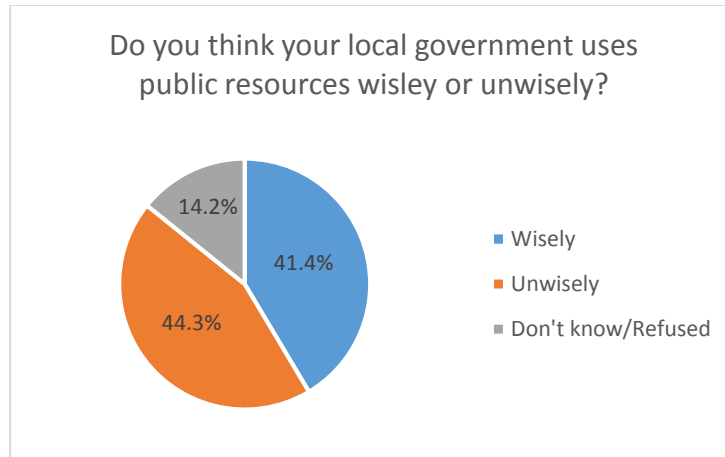
Perceptions of city quality of life varied significantly across the Hampton Roads region ($p < .05$). At the top end, 88.6 percent of respondents from Chesapeake rated the quality of life in their city as good or excellent, as did 87.8 percent of respondents from Virginia Beach. Suffolk was slightly lower, with 76.1 percent rating city quality of life good or excellent. Hampton and Newport News ranked somewhat

lower, at 61.9 percent and 51.8 percent respectively. Finally, Norfolk and Portsmouth ranked substantially lower at 47 percent and 42.7 percent, respectively. Residents in some cities appear to have substantially higher perceptions of quality of life than others. Although the rankings within the top group (Chesapeake, Virginia Beach, and Suffolk) and the bottom group (Hampton, Newport News, Norfolk, and Portsmouth) cannot be known with statistical confidence, we can be confident at more than the 95 percent confidence level that the top group and bottom group are different, and the observed rankings are broadly consistent with patterns we have seen in previous survey years.

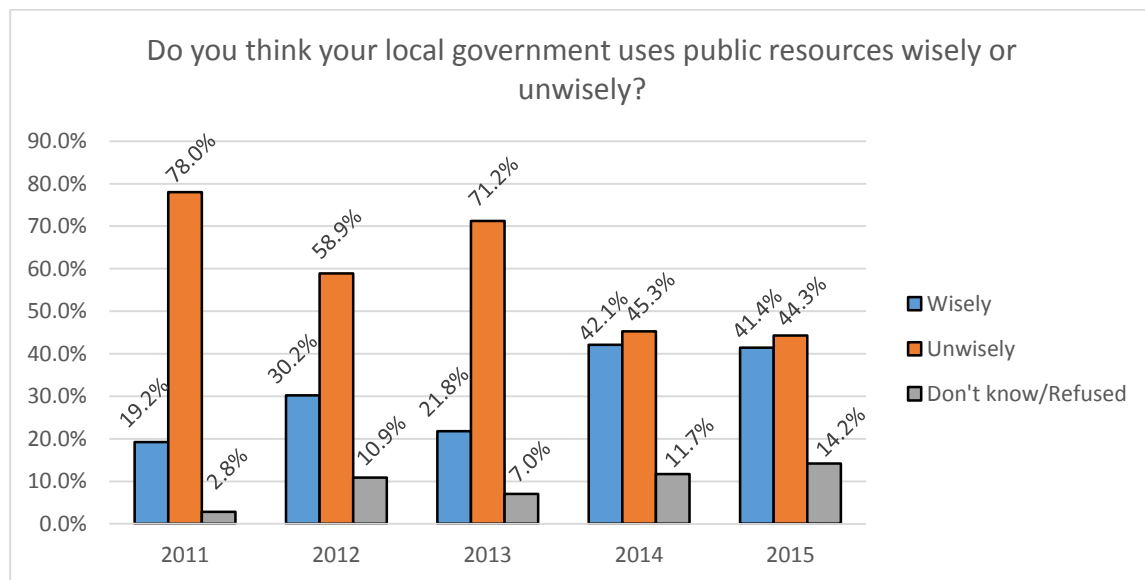


**p<.05 statistically significant, 2-tailed test

The LIHR survey also included a measure of local government resource use perceptions: “do you think your local government uses public resources wisely or unwisely”. Overall, 41.4 percent of respondents indicated that they believed their local government uses resources wisely, while 44.3 percent indicated that their local government uses resources unwisely, with 14 percent selecting “don’t know” and .2 percent refusing to answer.

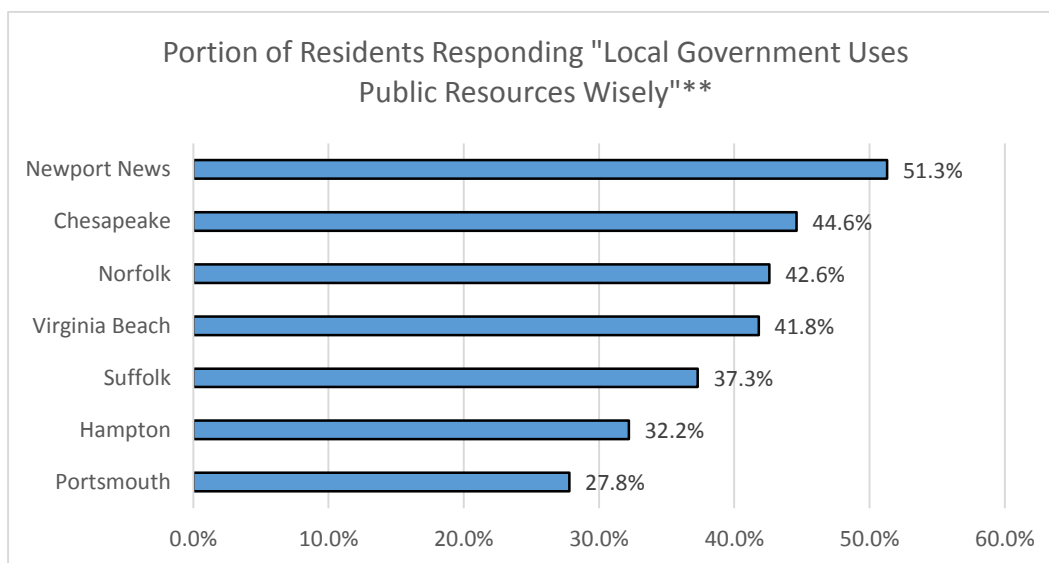


Comparing the data to previous years, a similar percentage of respondents reported that their local government uses resources wisely in 2015 (41.4%) to 2014 (42.1). These percentages were basically 20 percent higher than the 2013 percentage of people reporting that their local government uses public resources wisely (21.8%). Although this appears to be good news for local governments, it may also reflect a shift in question wording.¹



¹ The response choices changed in 2014 to “wisely” and “unwisely.” The question was first introduced in 2011 and in past years the response choices were “wisely” and “fair amount of waste.” This could help explain the dramatic difference in percentages reported.

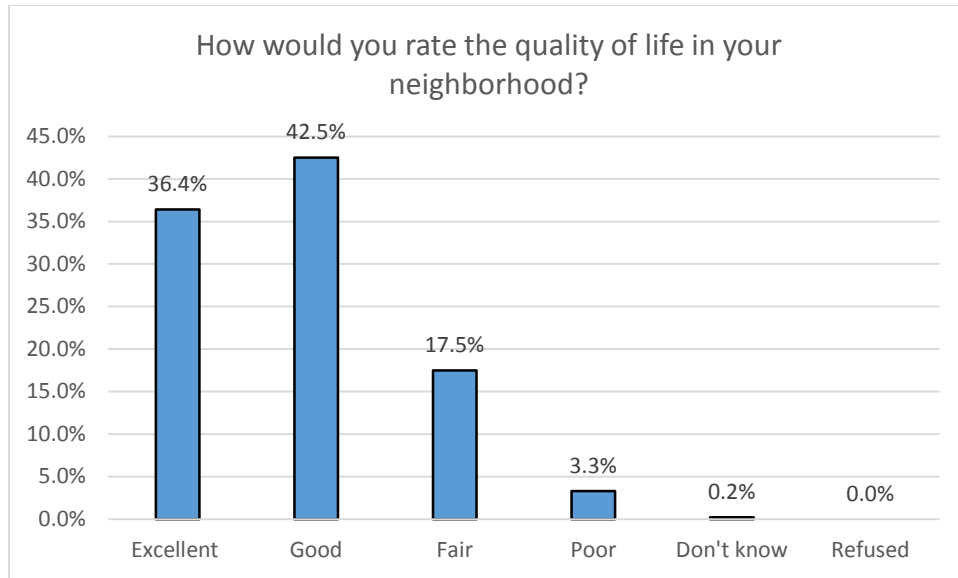
As with the city quality of life question there is significant variation ($p < .05$) across cities in the degree to which respondents believe their local government uses resources wisely. Among respondents who expressed an opinion (i.e. wisely or unwisely), the portion who perceive wise use of resources was highest for Newport News (51.3%), Chesapeake (44.6%), and Norfolk (42.6%). Virginia Beach and Suffolk were in the middle range (41.8% and 37.3%, respectively), while Hampton and Portsmouth had the lowest public perceptions of local government resource use (32.2% and 27.8%, respectively). Interestingly, Newport News and Norfolk reported lower rates of quality of life in Hampton Roads, but reported higher percentages for local government using public resources wisely. Clearly some cities in Hampton Roads have a more favorable reputation for wise use of public resources than others.



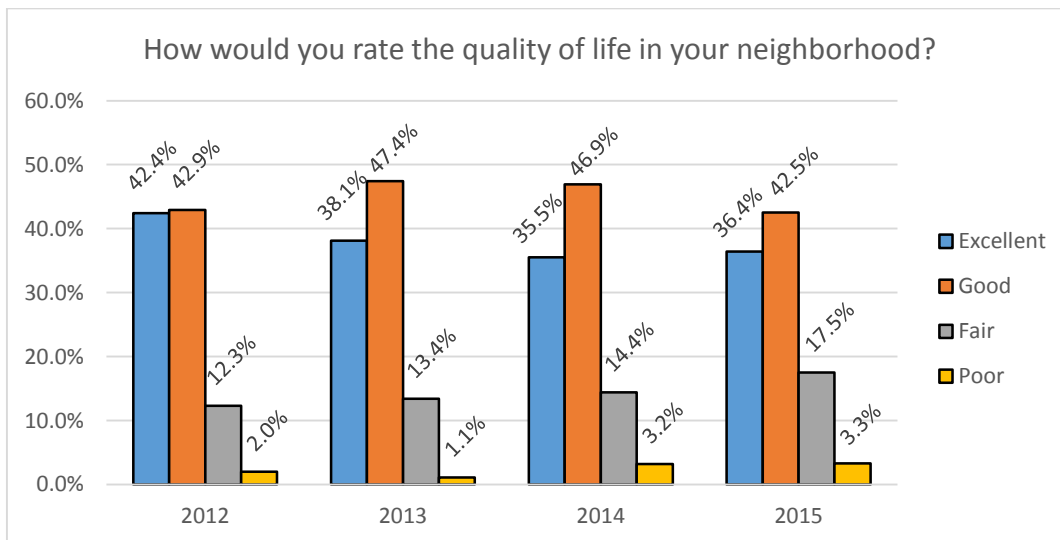
*** $p < .05$ statistically significant, 2-tailed test

Neighborhood Quality of Life

Overall, respondents reported very high ratings for quality of life in their neighborhood. The majority of respondents (78.9%) rated the quality of life in their neighborhood as either excellent or good. In contrast, only 20.8 percent of respondents rated the quality of life in their neighborhood as fair or poor. Overall, quality of life was rated the highest (excellent and good) for respondent's neighborhood (78.9%), followed by Hampton Roads as a whole (72.9%), and finally city of residence (69.3%).



Across years a strong majority of respondents rated the quality of life in their neighborhoods as good or excellent, however, there has been a general decline from 2012 (85.2%) to 2015 (78.9%). In particular, respondents who rated quality of life in their Hampton Roads neighborhood as excellent has been on the decline for the past several years. In 2012, 42.4 percent rated the quality of life in their neighborhood as excellent, but that number decreased to 38.1 percent in 2013, and 35.5 percent in 2014. That percentage did slightly increase in 2015 (36.4%), however, this year marked the highest percentage of respondents' ratings of fair (17.5%) and poor (3.3%) in the past four years.

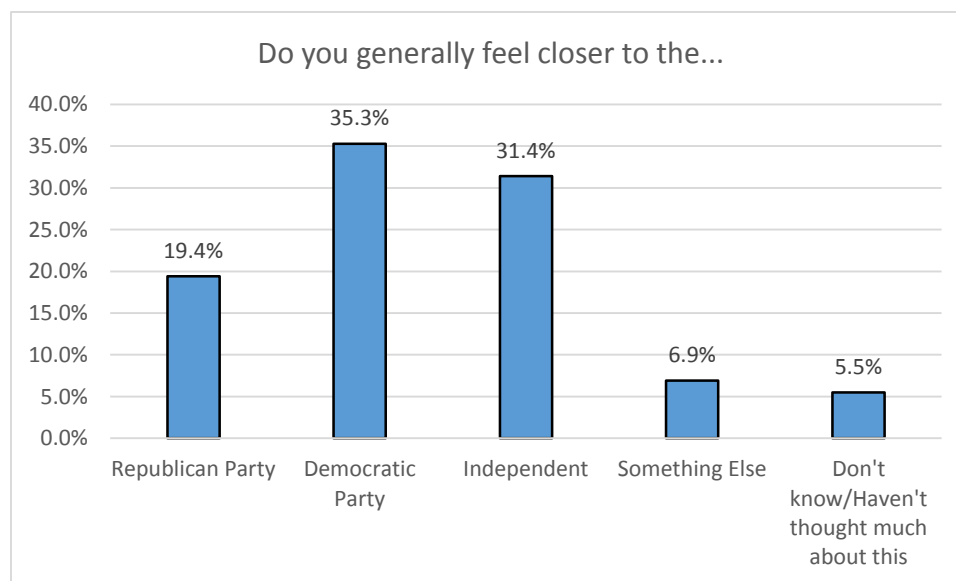


Politics

Local politics are of central importance for the prosperity and success of the region. Respondents were asked a variety of questions about several topics ranging from political questions including party affiliation, political attitudes and voter registration. The 883 participants gave a wide variety of answers to these questions and while much of the data reflects response patterns seen in years past, there are some results that have changed pointedly when compared to past years.

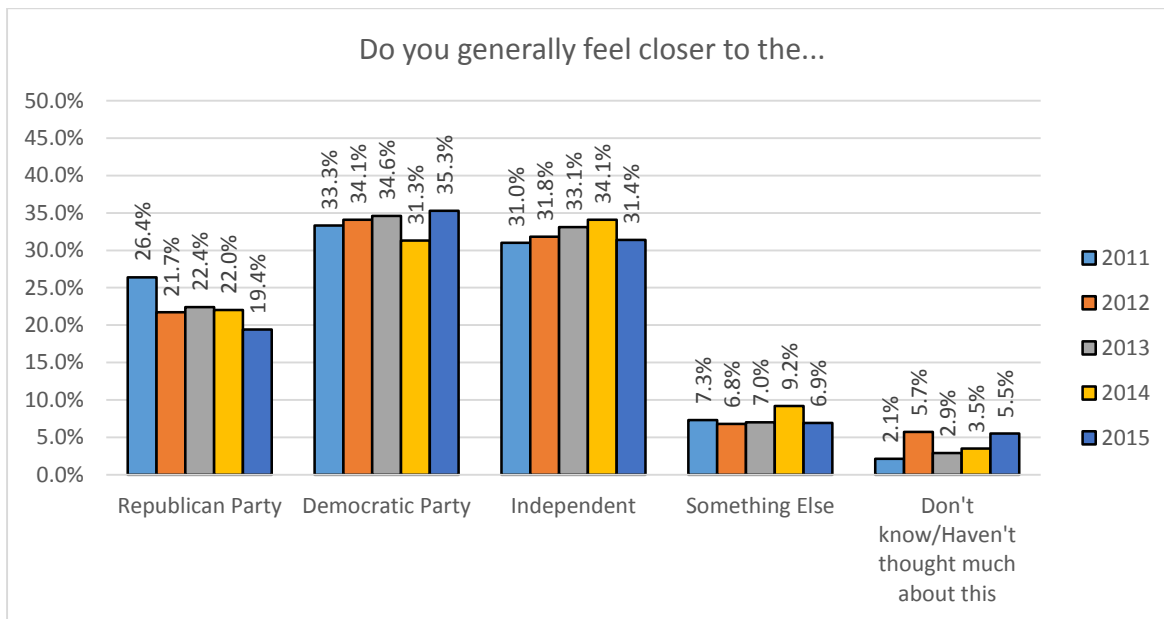
Political Affiliation and Attitudes

Respondents were asked what political party they generally feel closer to. A larger proportion of respondents reported feeling closer to the Democratic Party (35.3%) or being Independent (31.4%). Only 19.4 percent reported feeling closer to the Republican Party and another 6.9 percent reported feeling closer to something else.

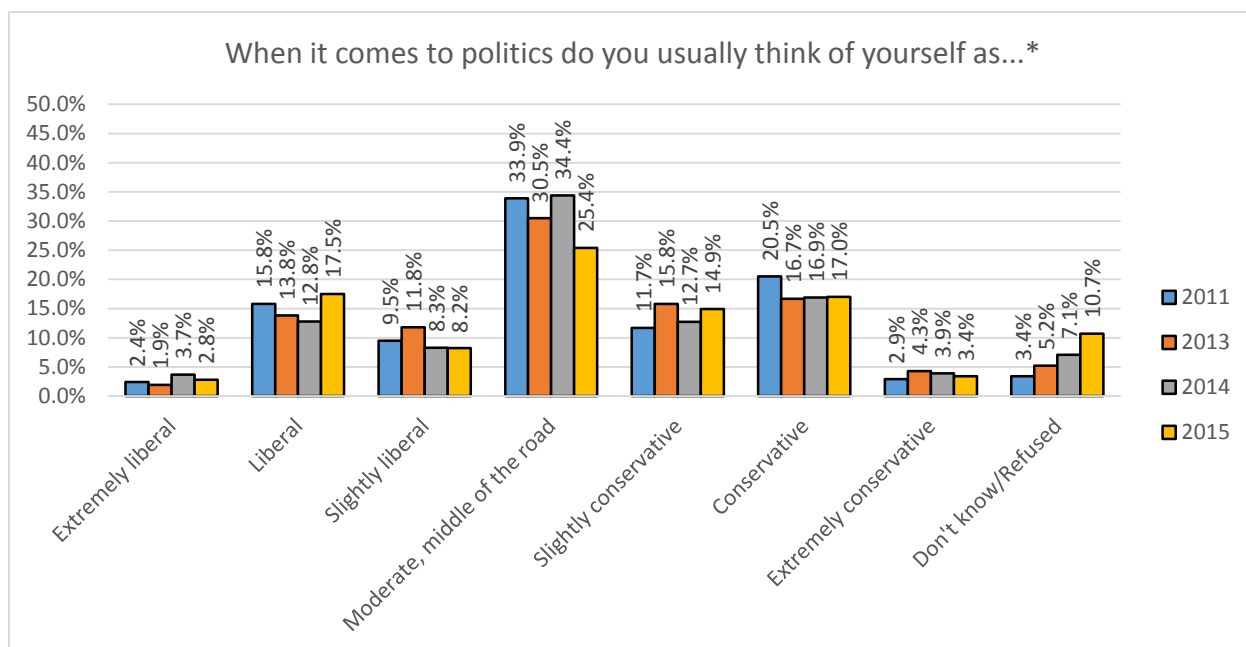
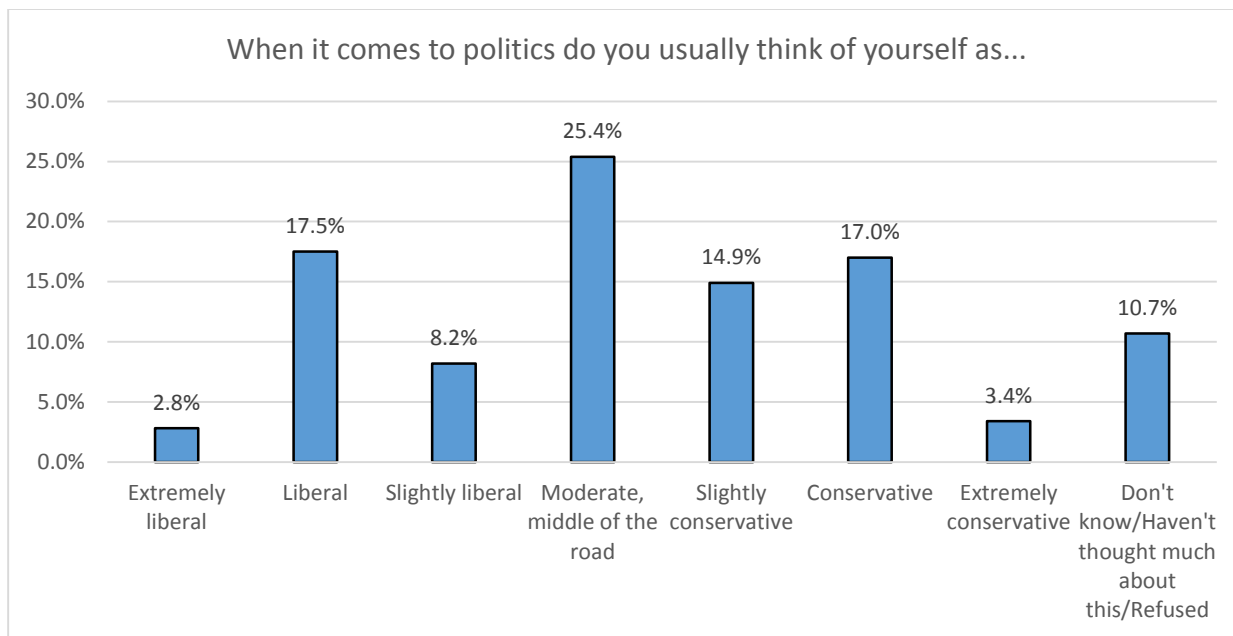


This year marked an important drop in the percentage of Hampton Roads residents identifying as Independent since 2011 following slight increases in 2011 and 2014. In 2011, 31 percent reported feeling closer to the Independents, 31.8 percent in 2012, 33.1 percent in 2013, 34.1 percent in 2014, and 31.4 percent in 2015. The Democratic Party saw a small increase in percentage in 2015; up to 35.3 percent from 31.3 percent in 2014. The Republican Party saw an almost 5 percent decline between 2011 and

2012 (26.4% and 21.7%, respectively), then stayed consistent with 22.4 percent in 2013 and 22 percent in 2014. This year the Republican Party reported its lowest percentage reported in any of the previous years of the Life in Hampton Roads Survey (19.4%).



Next, respondents were asked to identify whether they usually think of themselves as extremely liberal, liberal, slightly liberal, moderate, slightly conservative, conservative, or extremely conservative. Not surprisingly, moderate was the most commonly given response (25.4%), although this percentage is almost 10% lower than it was in 2014 (34.4%). Those respondents who reported being conservative were broken down as "conservative" (17%), "slightly conservative" (14.9%), and "extremely conservative" (3.4%). Those who reported being liberal were broken down as "liberal" (17.5%), "slightly liberal" (8.2%), and "extremely liberal" (2.8%). However, despite the fact that more respondents identified with the Democratic Party (35.3%) than the Republican Party (19.4%), there were more respondents who reported being conservative (35.3%) than liberal (28.5%). In part this reflects the presence of non-white conservatives who often do not affiliate with the Republican Party. For instance, 24.9 percent of African American or Black respondents identify as conservative, but only 2.6 percent African American respondents self-identify as Republicans.

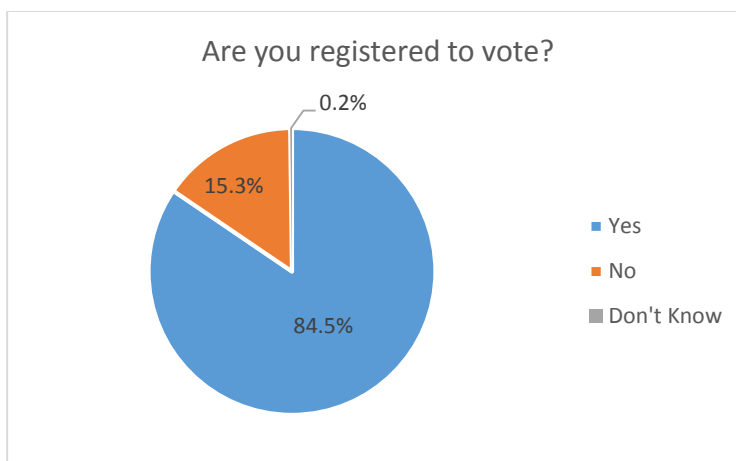


*This question was not asked to respondents during the 2012 LIHR Survey.

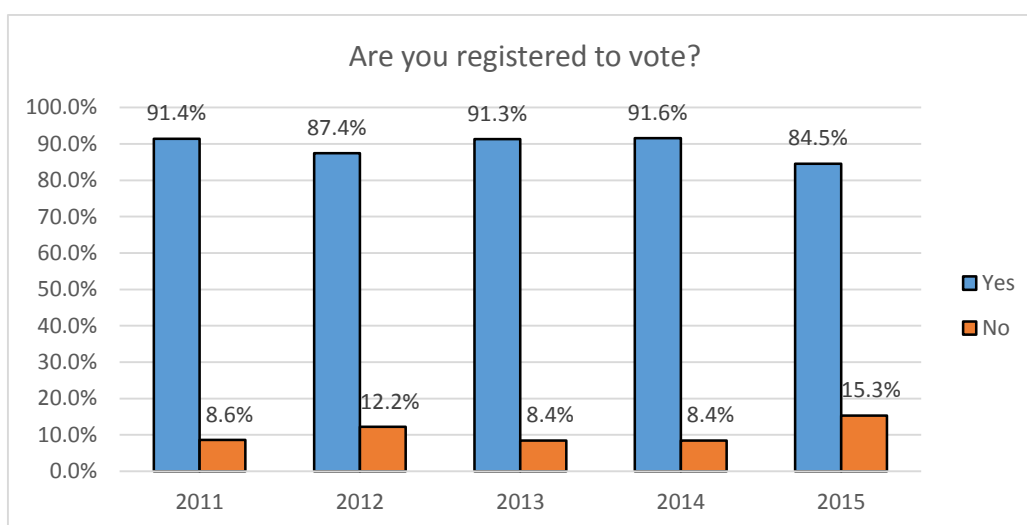
Voter Registration

Finally, respondents were asked whether or not they were registered to vote. The vast majority of respondents said that they were registered to vote (84.5%). Conversely, only 15.3 percent of respondents were not registered to vote at the time of the survey. Even though the majority of respondents said they

were registered to vote, this percentage is the lowest reported in the past five years, including 2014, which showed 91.6 percent of respondents saying they were registered to vote.



Since 2011, at least 90 percent of respondents have reported being registered to vote, except in 2012 when only 87.4 percent reported being registered to vote and this year when only 84.5 percent reported being registered to vote.

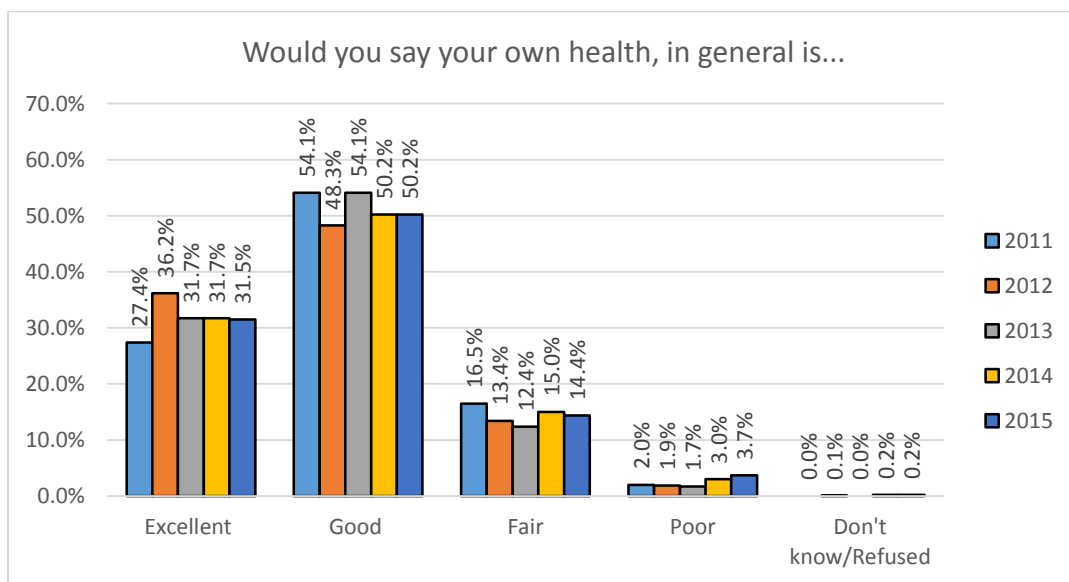


Health and Education

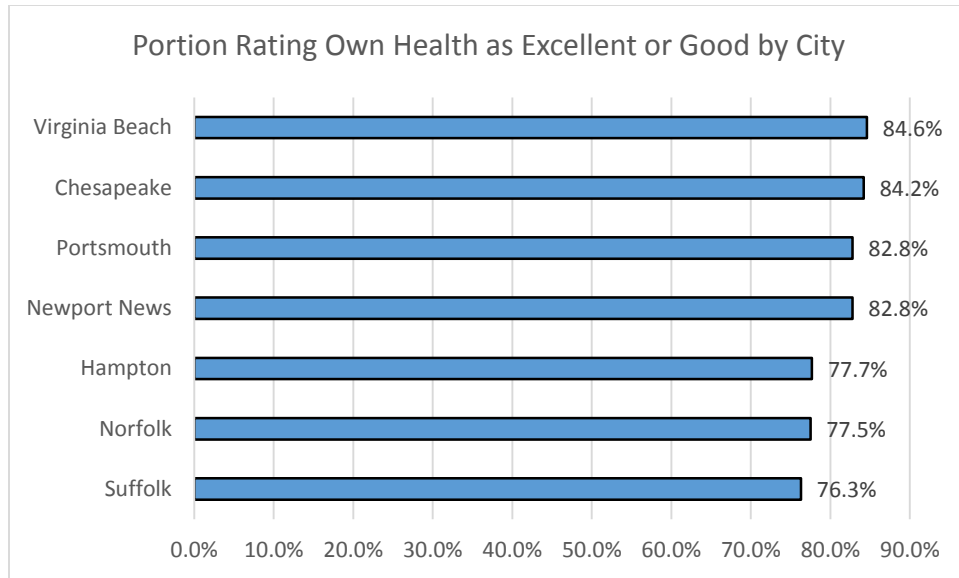
Hampton Roads is made up of seven independent cities full of people whose health and education are vital to ensuring that the community thrives. The 2015 Life in Hampton Roads survey asked 883 residents of the Hampton Roads area about their general health, tick exposure, dental care, exercise, immunizations, and opinions about local public school systems.

General Health, Dental Care, and Exercise

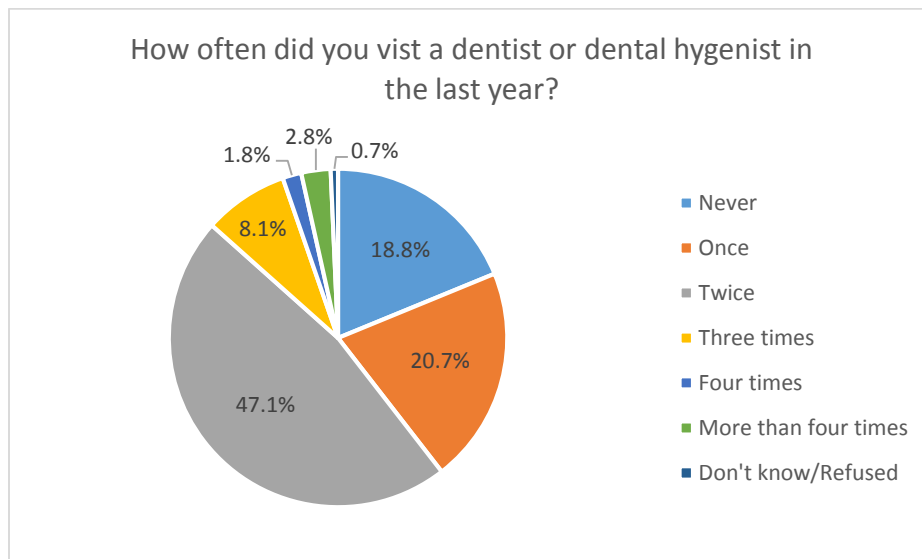
Survey respondents were asked to rate their own health. A majority of residents (81.7%) considered their health to be good or excellent (50.2% and 31.5%, respectively). This is almost identical to the percentage reported in 2014 (81.9%). Less than one in five Hampton Roads residents rated their health as fair or poor (14.4% and 3.7%, respectively).



When looking at respondents' perception of personal health by city, Virginia Beach (84.6%), Chesapeake (84.2%), Portsmouth (82.8%), and Newport News (82.8%) rated the highest with very similar percentages of excellent and good responses. While still reporting high percentages of excellent and good, Hampton (77.7%), Norfolk (77.5%) and Suffolk (76.3%) reported slightly lower percentages than the other four cities.

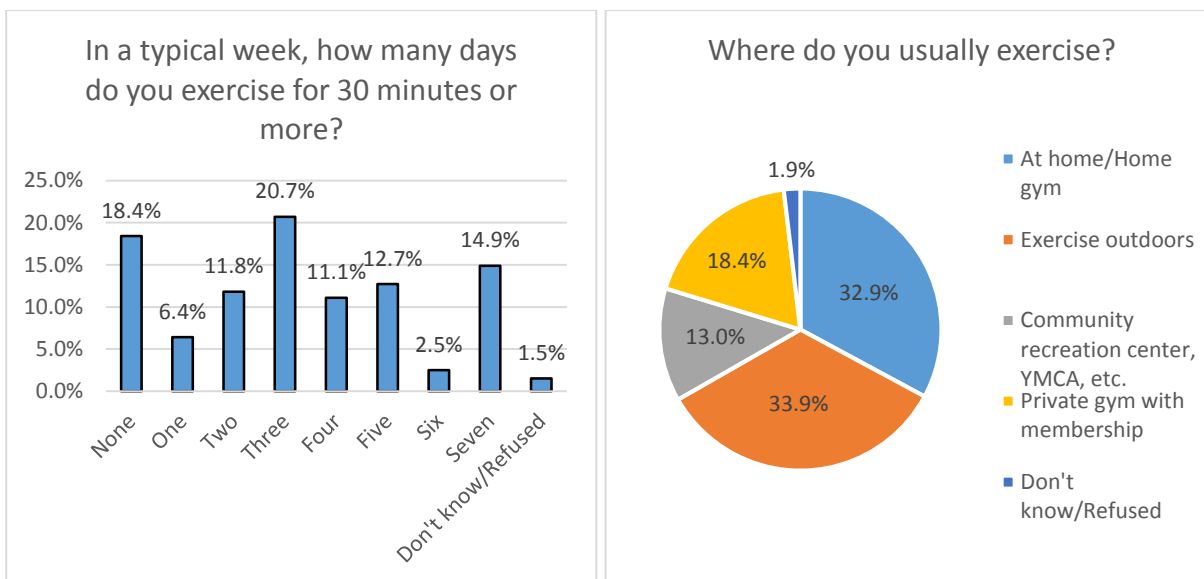


Respondents were asked how often they visited a dentist or dental hygienist in the last year. Almost half of respondents said they had been to a dentist or dental hygienist twice in the last year (47.1%). Another 20.7% said they had been once in the last year and 18.8% said they had not been to a dentist or dental hygienist in the last year.

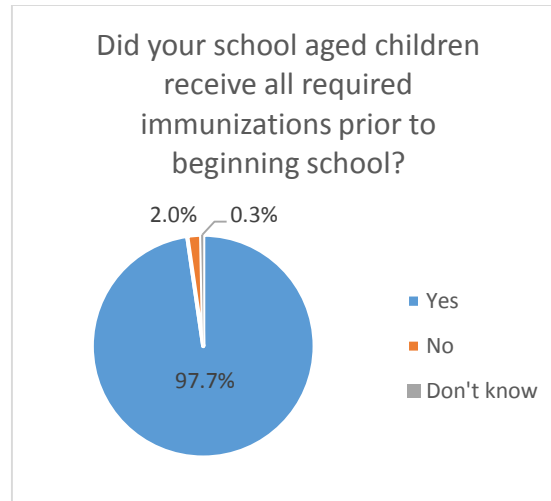


Respondents were also asked how many days they typically exercise for 30 minutes or more in a typical week and where they usually exercise. More than one-fifth of respondents said they exercise three days a week for more than 30 minutes (20.7%). Another 14.9 percent said they exercise seven days a

week for more than 30 minutes and 18.4 percent said they do not work out for 30 minutes a day or more in a typical week. About two-thirds of respondents reported that they usually either exercise outdoors (33.9%) or at home or in a home gym (32.9%).

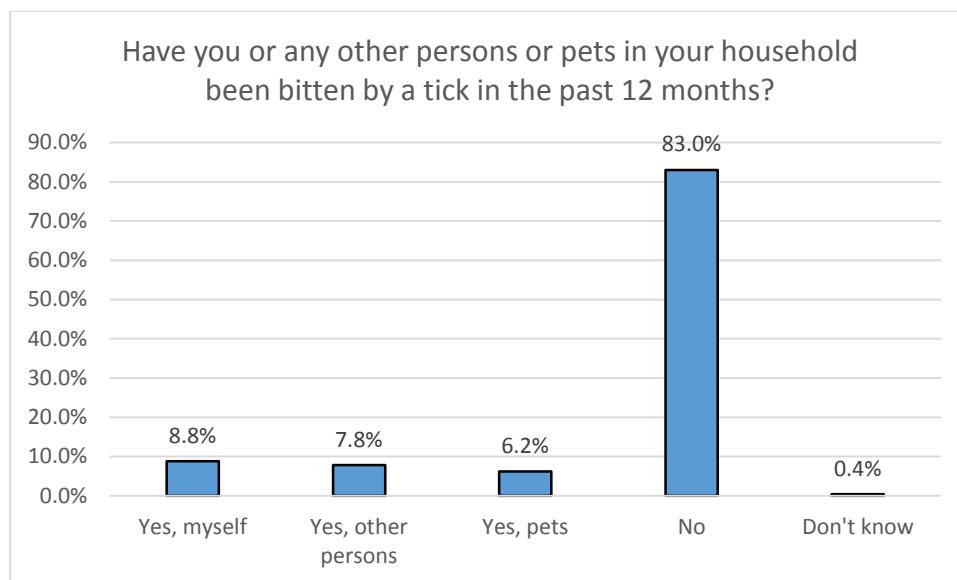


Parents of school aged children were also asked if their children had received all required immunizations prior to beginning school. The vast majority of respondents said their children did receive all required immunizations prior to beginning school (97.7%). Of those who said their children did not receive all required immunizations prior to beginning school, parents shared concern about potential side effects or not “believing” in some of the immunizations.



Tick Exposure

One of the faculty members at Old Dominion University submitted survey questions to gauge how Hampton Roads residents have been affected by ticks. Respondents were asked if any people or pets in their household had been bitten by a tick in the past 12 months. Most of the respondents (83%) had reported that no one in their household had been bitten by a tick in the past 12 months. Only 8.8 percent of respondents reported being bitten by a tick in the past 12 months and 7.8 percent of respondents said they knew of other people in the household who had been bitten. Additionally, 6.2 percent of residents said they had pets that were bitten by ticks in the past 12 months. Less than one percent of respondents reported being diagnosed with a tick-borne disease within the past 12 months (.9%).



*Percentages do not add up to 100 because respondents could provide more than one response.

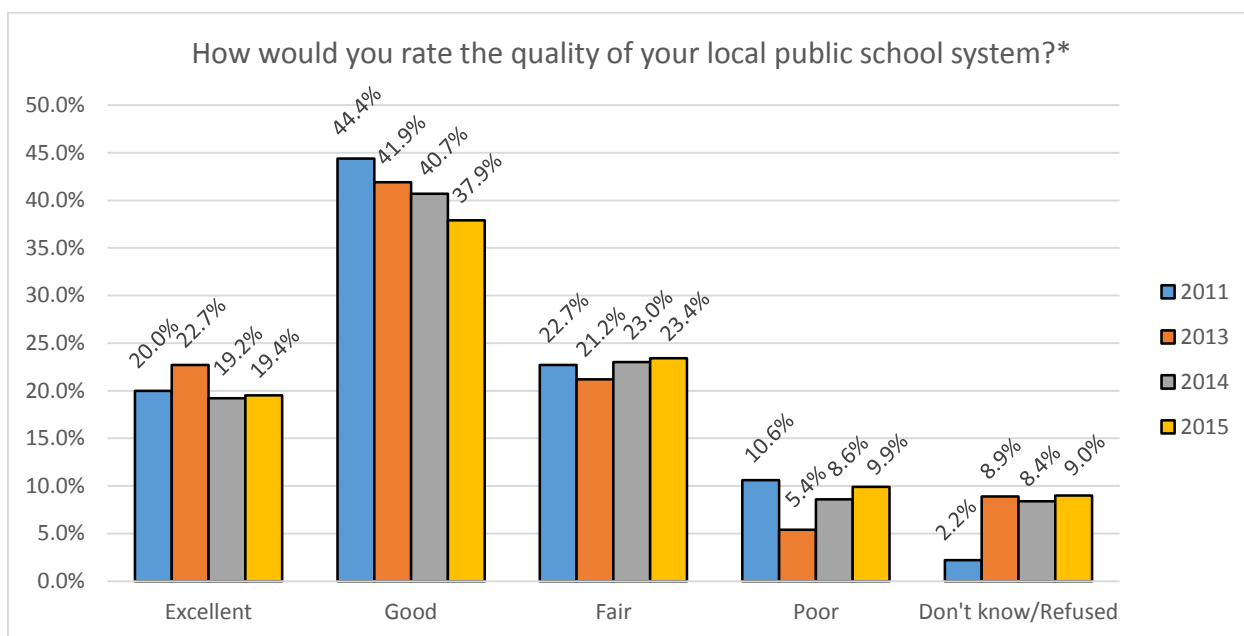
Data from the Life in Hampton Roads survey also provided estimates of tick exposure by city. There is a significant difference ($p < .05$) in tick exposure across the Hampton Roads region. People and pets residing in the Portsmouth (6.5%) households were the least affected by ticks followed by Norfolk (8.5%) and then Hampton (14.6%). Virginia Beach (16.4%) and Newport News (20.9%) households encountered ticks to a fairly substantial degree, while Chesapeake (23.4%) and Suffolk (28.0%) faced the highest rates of tick encounters. In the past 12 months, Suffolk respondents (18.0%) and pets (12.0%) were most likely to be bit or bitten by a tick.

Tick Exposure by City**	Chesapeake	Hampton	Newport News	Norfolk	Portsmouth	Suffolk	Virginia Beach
Yes, myself	7.8%	8.5%	17.4%	3.0%	1.6%	18.0%	9.2%
Yes, other persons	11.7%	7.3%	9.6%	2.4%	1.6%	20.0%	7.5%
Yes, pets	11.7%	9.8%	6.1%	3.7%	4.8%	12.0%	3.6%
Don't know	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.3%
No	76.5%	85.3%	79.1%	89.6%	93.5%	72.0%	83.3%
Total percentage with tick encounter	23.4%	14.6%	20.9%	8.5%	6.5%	28.0%	16.4%

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

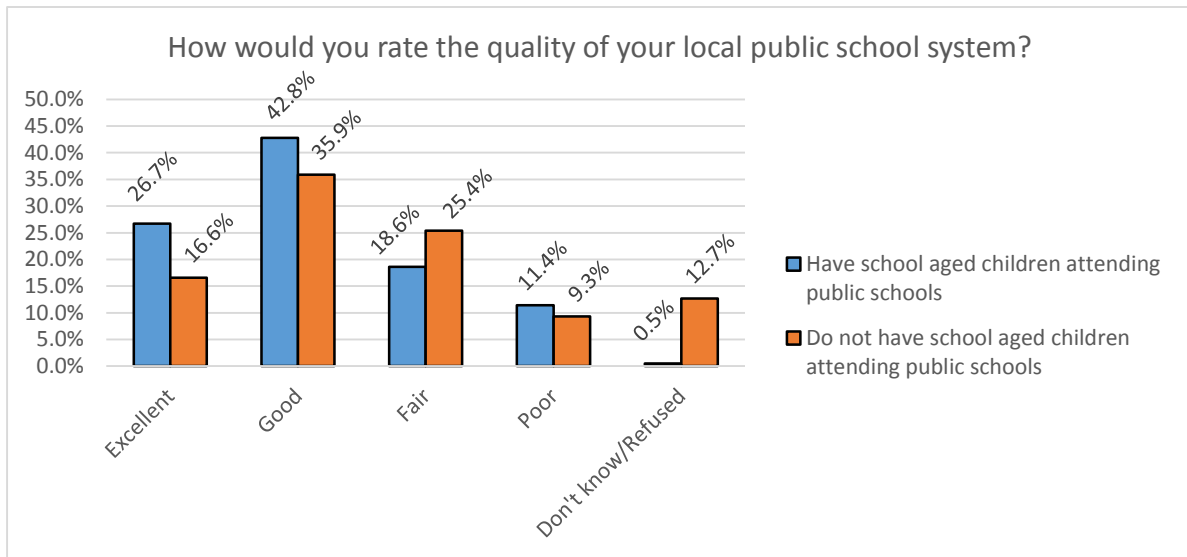
Perception of Local School Systems

Another goal of the 2015 Life in Hampton Roads survey was to measure the perception of the quality of the local public schools. For 2015, 57.3 percent of those surveyed rated the quality of the public school system as good (37.9%) or excellent (19.4%). Compared to 2014 results, there is a slight decrease from 59.9 percent of those surveyed who rated the quality of the local public school system as good (40.7%) or excellent (19.2%). Additionally, 2015 also had the smallest percentage of good (37.9%) ratings when compared to the data from previous years, which suggests residents surveyed this year have less favorable perceptions about the quality of Hampton Roads' public schools.

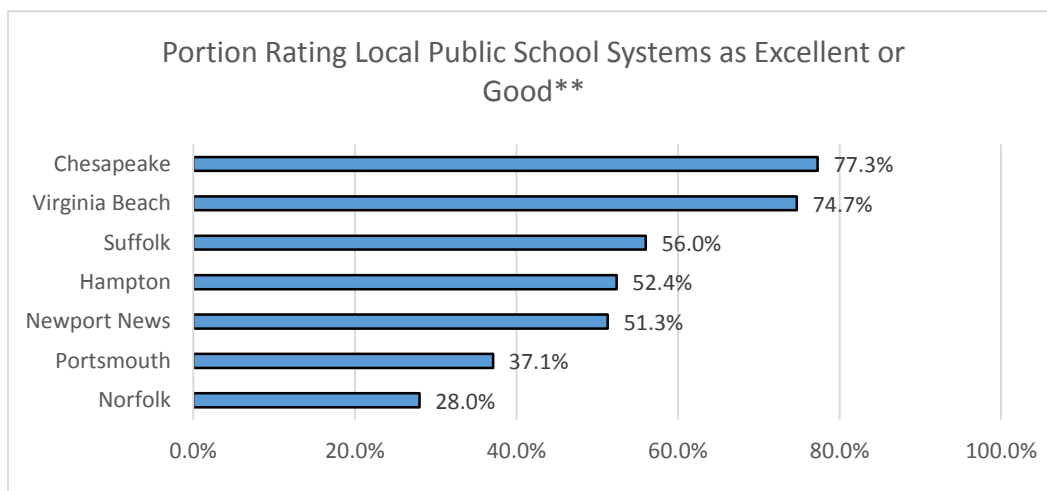


*2012 data is omitted because it only asked this question to respondents with students in public and/or private school. All other years asked this question to all respondents.

Perceptions of the local public school system varied between those respondents who had school aged children attending public schools and those who did not have school aged children attending public schools. Those who did not have school aged children attending public schools held less favorable opinions of the local public school system. Of those who did not have school aged children attending public schools, 52.5 percent rated the local public school system as good (35.9%) or excellent (16.6%). These percentages are considerably lower than those who do have school aged children attending public schools, of which 69.5 percent rated the local public school system as good (42.8%) or excellent (26.7%).



Analyzing the quality of local public schools by city shows significant difference ($p < .05$) between individual cities and the quality of their local public school system. Chesapeake and Virginia Beach had the highest percentage of respondents rating the local public school system as excellent or good (77.3% and 74.7%, respectively). After those two cities there was a large decrease in the percentage of respondents rating the local public school system as excellent or good. Suffolk (56.0%), Hampton (52.4%), and Newport News (51.3%) were in the middle for ranking local public school systems as excellent or good and Portsmouth (37.1%) and Norfolk (28.0%) rated local public school systems the lowest.



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

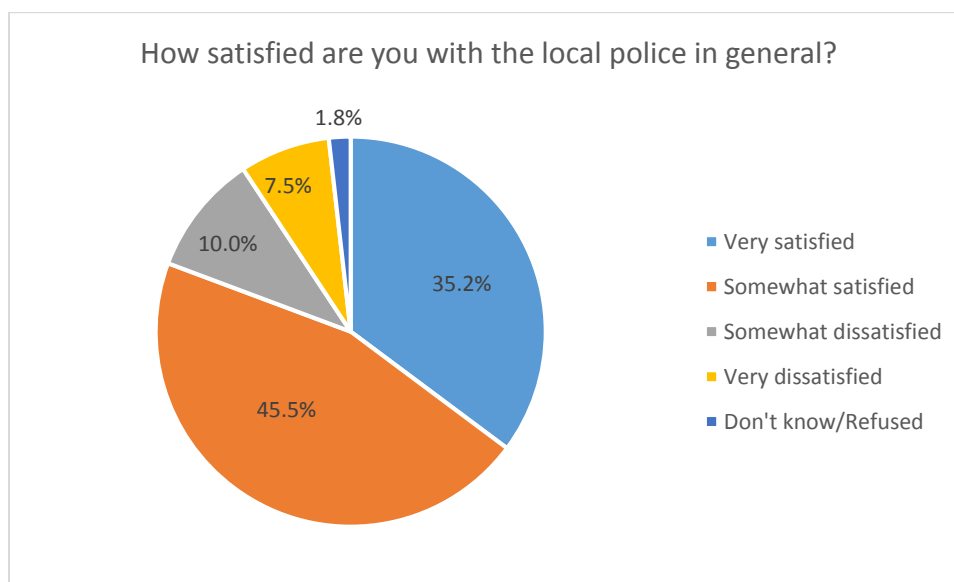
The 2015 Life in Hampton Roads survey describes a region with a high percentage of people with good to excellent general health. When looking at individual cities it appears that Suffolk (28.0%) and Chesapeake (23.4%) residents have been exposed to ticks more often than residents elsewhere in Hampton Roads. On the other end of the spectrum, the more heavily urbanized Norfolk (8.5%) and Portsmouth (6.5%) residents were the least affected by ticks. Analysis related to local public schools shows a slight decrease in perceived quality by residents. In fact, the data recorded for 2015 was the lowest since 2011. Out of all of Hampton Roads, Chesapeake (77.3%), Virginia Beach (74.7%), and Suffolk (56.0%) residents reported being the most satisfied with the quality of their local public schools.

Crime and Police

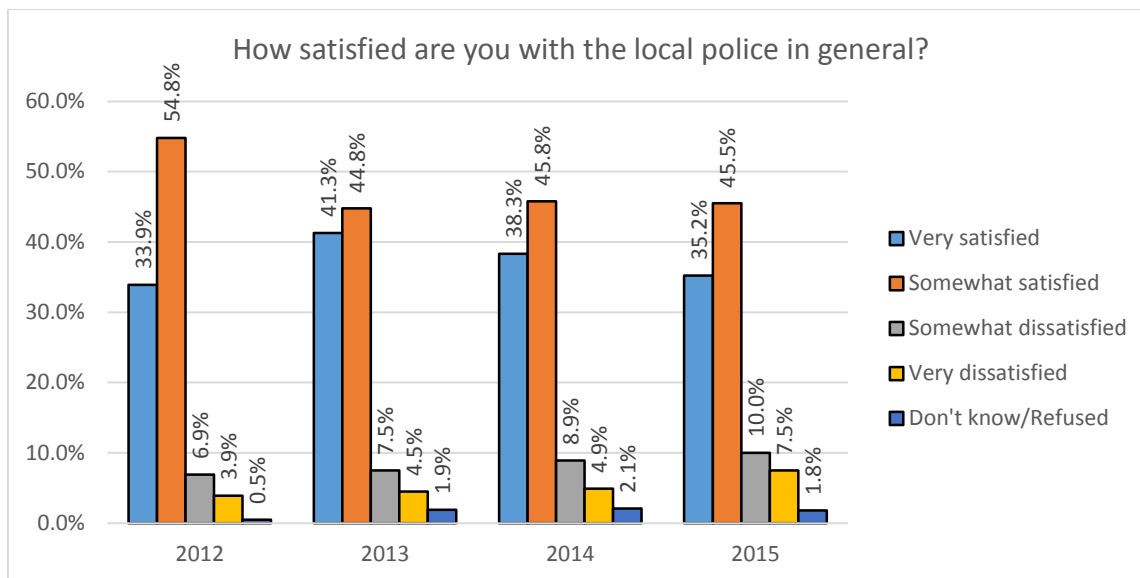
Control of crime and public safety are an important precondition for a high quality of life, and a significant concern among survey respondents. The 883 respondents were asked about various topics concerning local police and crime.

Satisfaction/Trust of Local Police and Perception of Crime

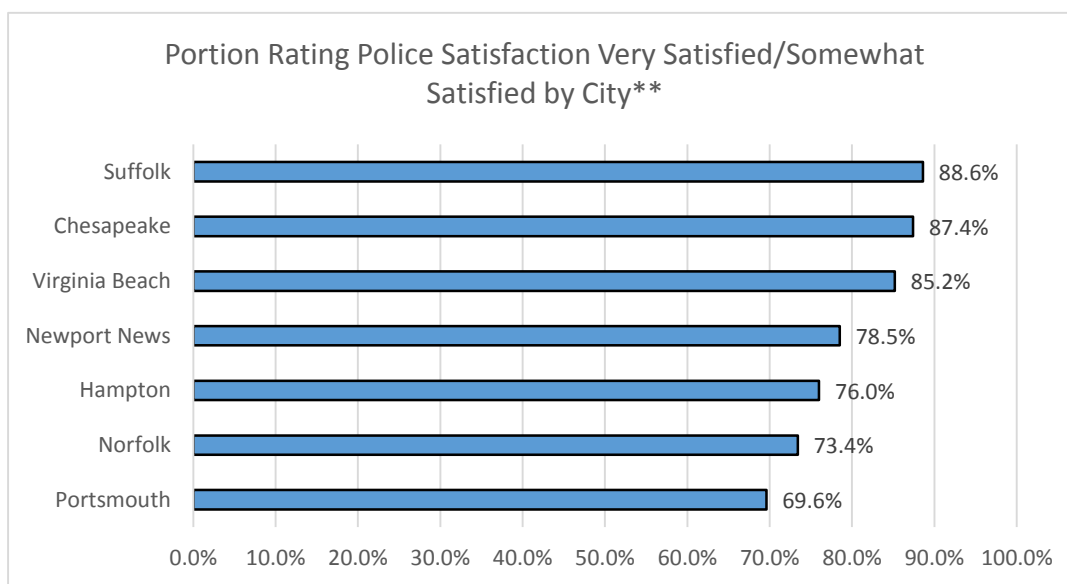
Respondents were asked how satisfied they were with the local police in general. The majority of respondents reported being somewhat satisfied (45.5%) and very satisfied (35.2%). Only 10 percent reported being somewhat dissatisfied and 7.5 percent reported being very dissatisfied with the local police. Additionally, 1.8 percent either did not know or refused to answer.



While overall satisfaction with the police remains high, it appears to be diminishing somewhat. In the four years the LIHR survey has asked about satisfaction with the local police, the portion reporting that they are very or somewhat dissatisfied was at its highest in 2015. The portion of respondents somewhat or very satisfied with local police has declined from 88.7 percent in 2012 to 86.1 percent in 2013, 84.1 percent in 2014, and now 80.7 percent in 2015.



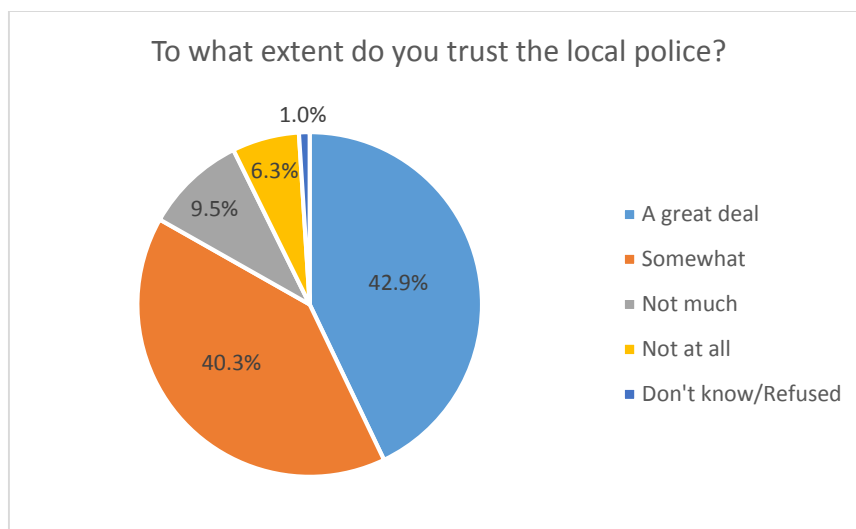
When examining respondent satisfaction with the local police by city, it is apparent that some cities are more satisfied than others. In fact, there is a significant difference in satisfaction with the local police across the seven cities of Hampton Roads ($p < .05$). For example, 88.6 percent of Suffolk residents and 87.4 percent of Chesapeake residents reported being very satisfied or somewhat satisfied with their local police compared to 73.4 percent of Norfolk residents and 69.6 percent of Portsmouth residents.



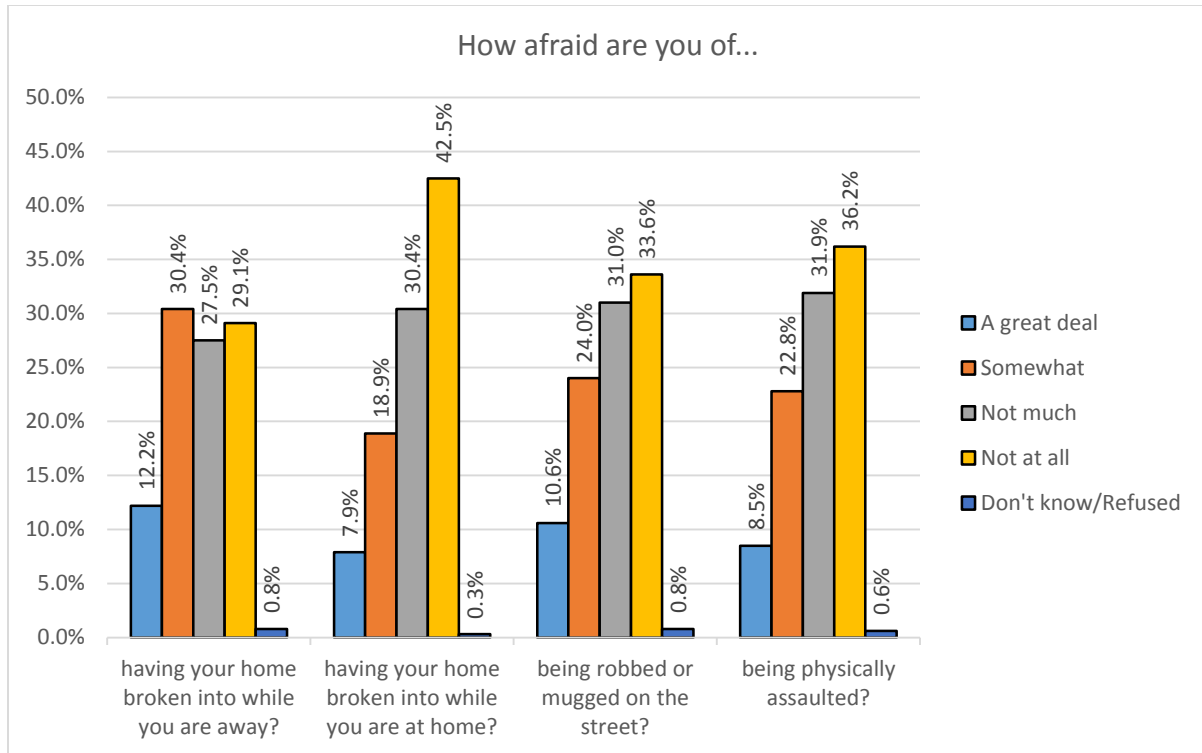
** $p < .05$ statistically significant, 2-tailed test

Respondents were also asked how much they trust the local police. The majority of respondents (83.2%) indicated they either trust the police a great deal (42.9%) or trust the police somewhat (40.3%).

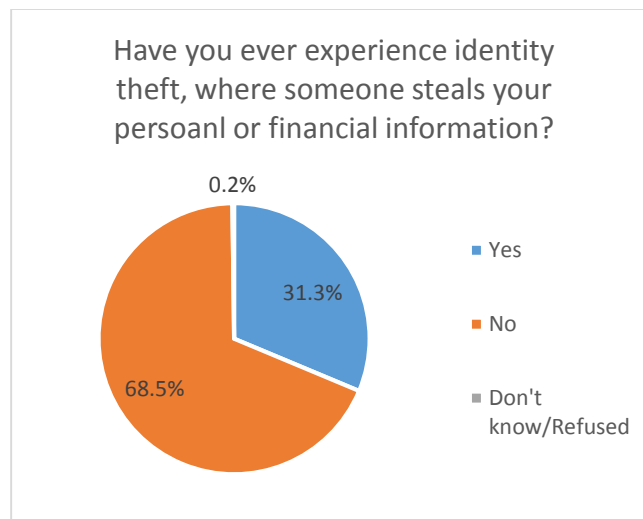
Only 6.3 percent reported not trusting the police at all and another 9.5 percent reported not trusting the police much.



In 2015, respondents were asked to answer how afraid they are of crime related situations happening to them in Hampton Roads. Respondents reported being either somewhat afraid (30.4%) or afraid a great deal (12.2%) of having their home broken into while they are away (42.6%). Respondents were less afraid of having their home broken into while they are home (26.8%). The majority of respondents (64.6%) reported either being not afraid at all (33.6%) or not much afraid (31%) of being robbed or mugged on the street. Only 10.6 percent reported being afraid a great deal of being robbed or mugged on the street and 24.0 percent reported being somewhat afraid of being robbed or mugged on the street. Additionally, 68.1 percent of respondents reported being either not at all afraid (36.2%) or not much afraid (31.9%) of being physically assaulted.



Hampton Roads residents were also asked whether or not they have experienced identity theft, where someone stole their personal or financial information. Almost one-third of respondents said they had experienced identity theft (31.3%).

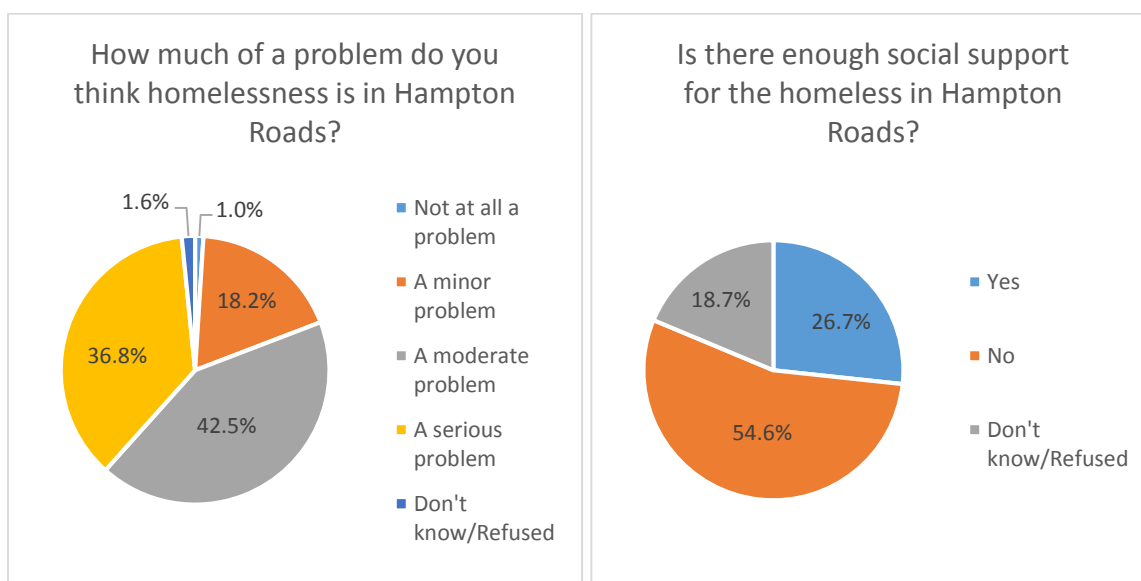


Overall, satisfaction with the local police is high among Hampton Roads residents, but somewhat diminished. The overall percentage for satisfaction with the local police has decreased every year since 2012. Trust of local police was also high among Hampton Roads residents. While most Hampton Roads

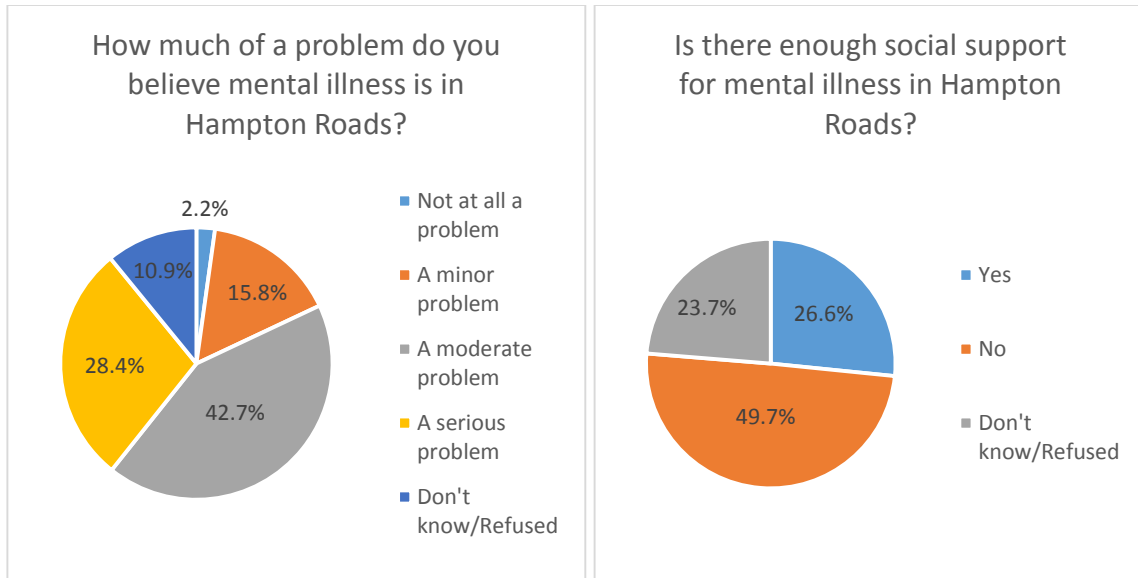
residents were not afraid of having their home broken into, there was slightly more fear of having their home broken into while they are away.

Homelessness and Mental Illness

Respondents were asked how much of a problem they think homelessness and mental health are in Hampton Roads as well as whether or not there is enough social support for the homeless or those with mental illness. The majority of respondents (79.3%) said they thought that homelessness in Hampton Roads was either a moderate problem (42.5%) or a serious problem (36.8%). Another 18.2 percent thought that homelessness in Hampton Roads is a minor problem. Additionally, over half of respondents said that there was not enough social support for the homeless in Hampton Roads (54.6%). Only 26.7 percent said there was enough social support for the homeless in Hampton Roads.



The majority of respondents (71.1%) also think that mental illness in Hampton Roads is either a moderate problem (42.7%) or a serious problem (28.4%). Another 15.8 percent reported that mental illness is a minor problem in Hampton Roads and only 2.2 percent reported that mental illness is not at all a problem in Hampton Roads. Just under half of respondents said they do not think there is enough social support for mental illness in Hampton Roads (49.7%). Only 26.6 percent said there was enough social support for mental illness in Hampton Roads and 23.7 percent either said they did not know or refused to answer.



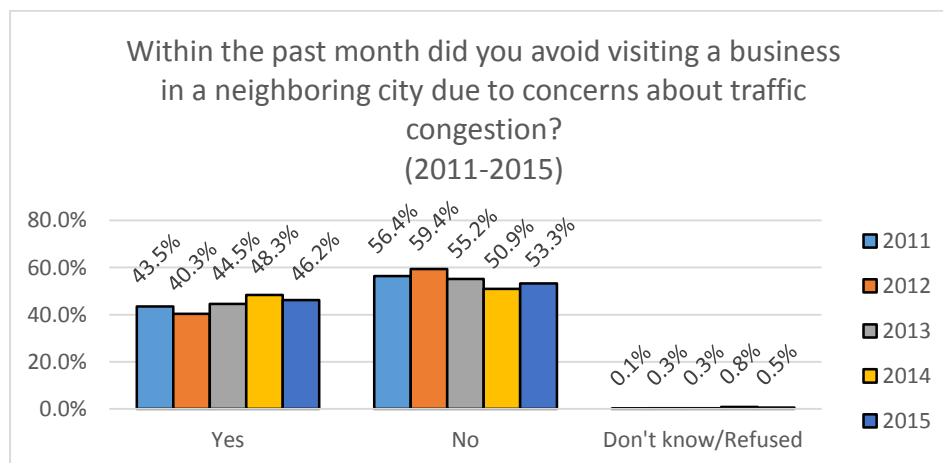
The majority of respondents perceive that homelessness and mental illness are a problem to some degree in Hampton Roads. Roughly half of respondents feel that there is not enough social support for the homeless or the mentally ill in Hampton Roads.

Transportation

Every day, people traverse the eleven bridges and five tunnels in the Hampton Roads area, commuting for work, family, and other activities. The 2015 Life in Hampton Roads survey asked 883 residents of the Hampton Roads area about their driving habits, opinions on bridge and tunnel tolls, and views on alternative transportation.

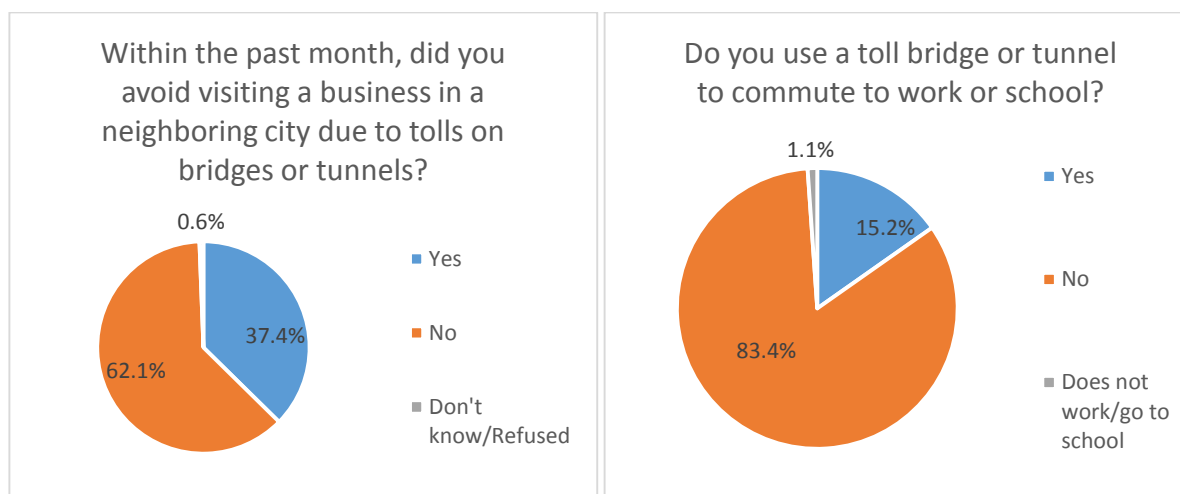
Survey questions dealing with general issues of transportation in the Hampton Roads area found that the average one-way commute to work or school is 20 minutes, which is slightly lower than the 2014 and 2013 averages of 24.4 and 24.8 minutes, respectively. The highest reported average was in 2011 (27 minutes) and the lowest was reported this year (20 minutes). Additionally, in the past month, 46.2 percent of residents avoided visiting a business in a neighboring city due to concerns about traffic congestion. Although this percentage is down 2.1 percent from last year (48.3%), it is still higher than all other years (44.5% in 2013, 40.3% in 2012, and 43.5% in 2011). Despite the percentage being slightly lower than last year, Hampton Roads residents are avoiding visiting businesses that require them to drive through traffic congestion at fairly high rates.

Commute	2011	2012	2013	2014	2015
Average one-way commute, in minutes, to work or school.	27.0	23.9	24.8	24.4	20.0

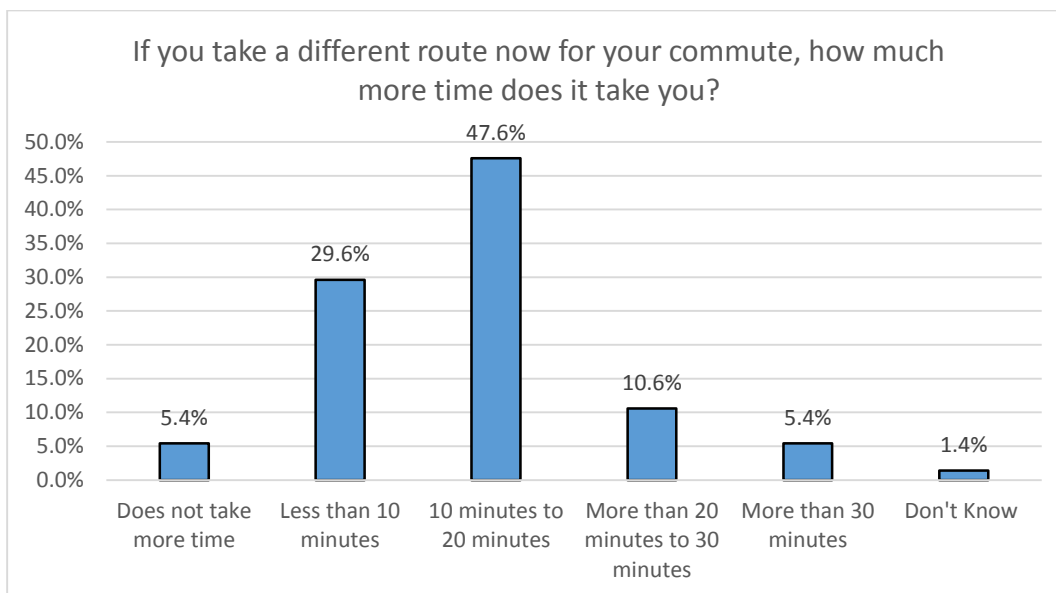
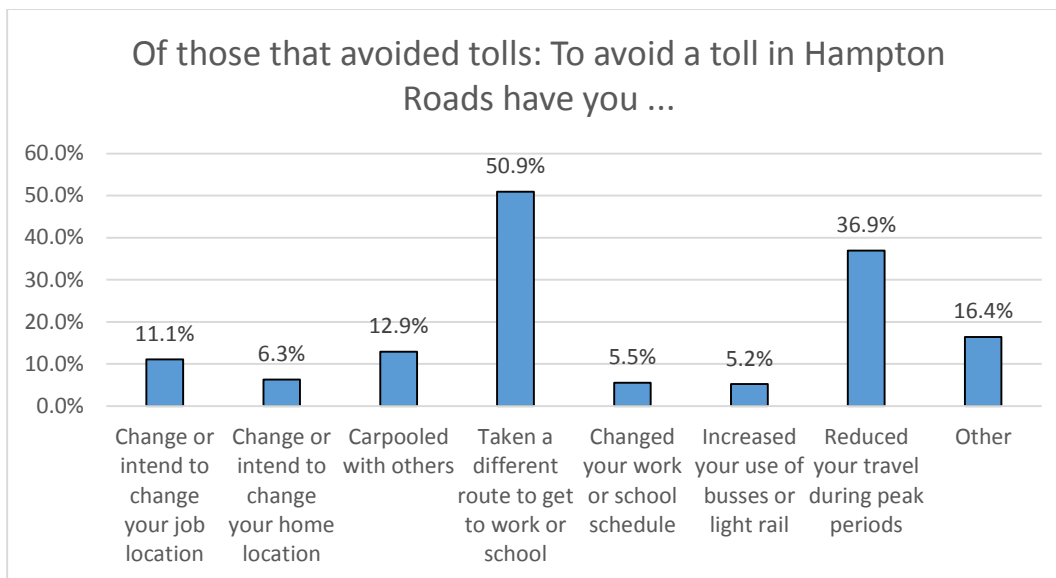


Bridge and Tunnel Tolls

The 2015 Life in Hampton Roads survey asked several questions to help gauge opinions about the recently implemented tolls. When asked, 37.4 percent of respondents said they avoided visiting a business in a neighboring city due to tolls on bridges or tunnels in the past month. Only 15.2 percent said they use a toll bridge or tunnel to commute to work or school.

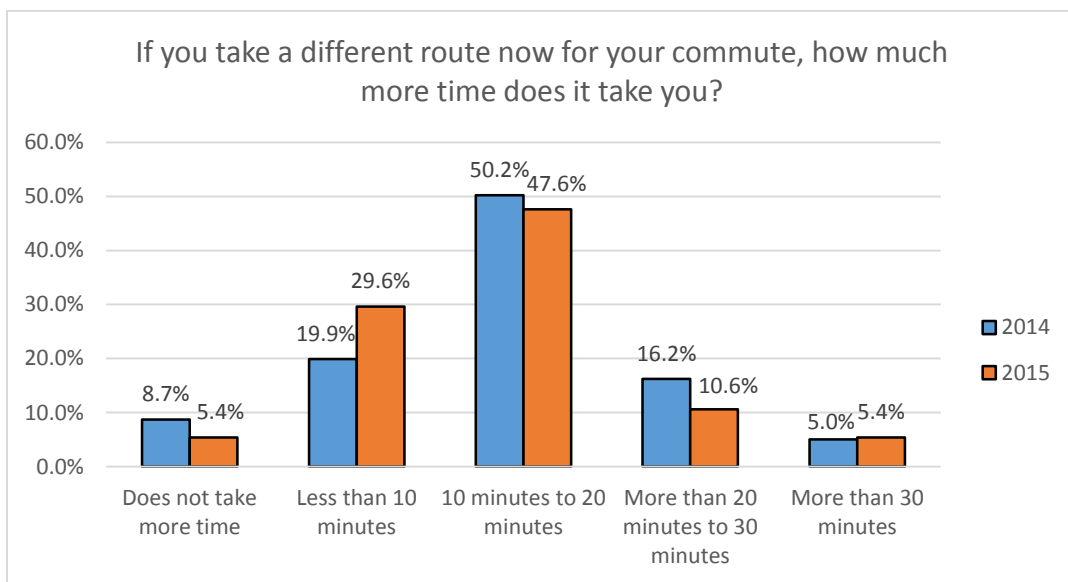
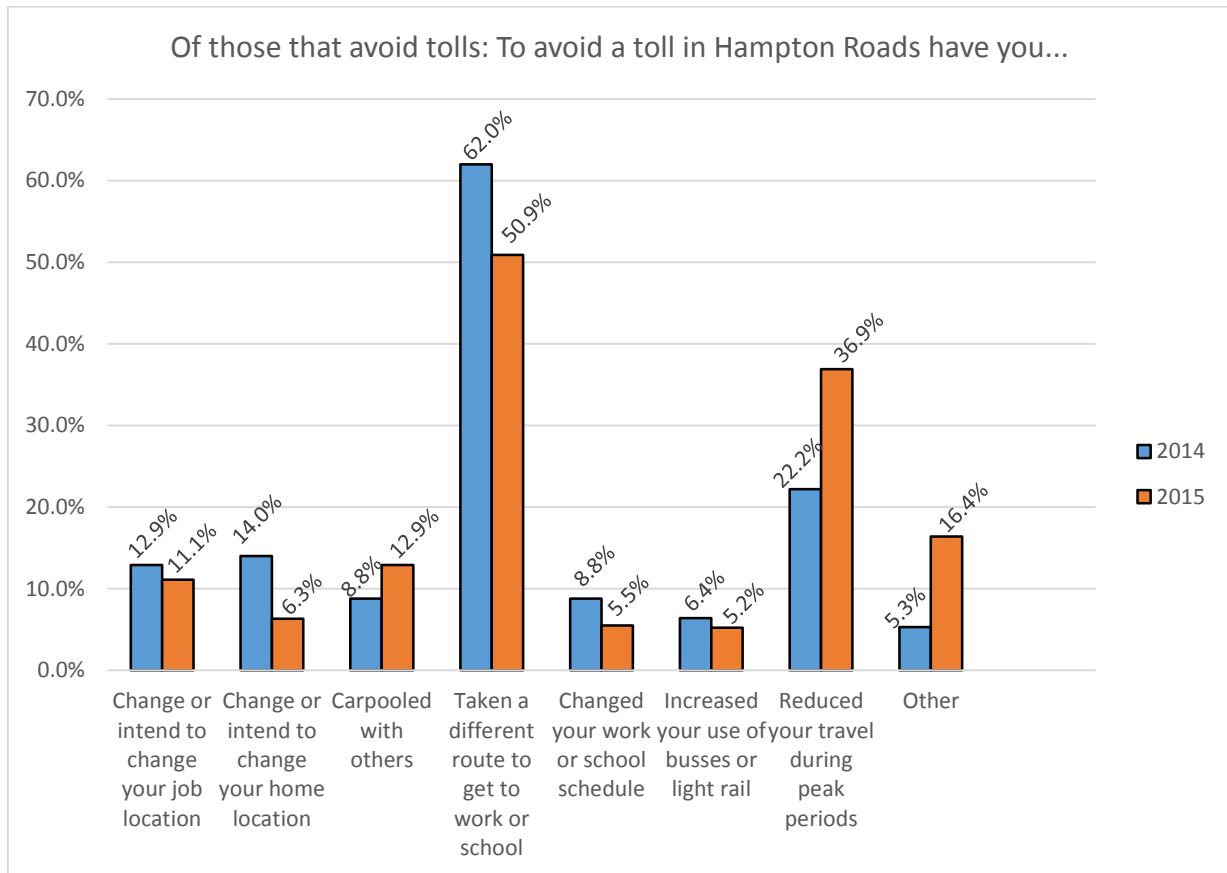


Respondents were also asked about whether they avoid tolls and the different methods used to avoid toll bridges and tunnels. Almost half (48.1%) said that they did not intentionally avoid the tolls. For those respondents who reported that they intentionally avoid tolls, two of the most commonly cited alternatives include taking a different route to work or school (50.9%) and reducing travel during peak hours (36.9%). Those who indicated that they took a different route to get to work or school were asked how much more time their commute took; 5.4 percent indicated their alternate route did not take more time. Under one-third (29.6%) indicated that their alternate route took less than 10 minutes more, 47.6 percent indicated their alternate route took 10 minutes to 20 minutes more, 10.6 percent took more than 20 to 30 minutes more, and 5.4 percent reported that their alternate route took more than 30 minutes.



Almost half (48.1%) of the respondents reported not intentionally avoiding tolls, an 8.6 percent increase since last year (39.5%), indicating that some respondents are adjusting and adapting their commutes and/or travel budgets to encompass the tolls. Of those respondents who avoid tolls, there was an 11.1 percent drop in those who took different routes from 2014 to 2015. Additionally, of those respondents who avoid tolls, there was a 14.7 percent increase in those respondents who reduced their

travel during peak periods from 2014 to 2015. Overall, these results point toward the major effect tolls have had on regional commute and travel patterns.



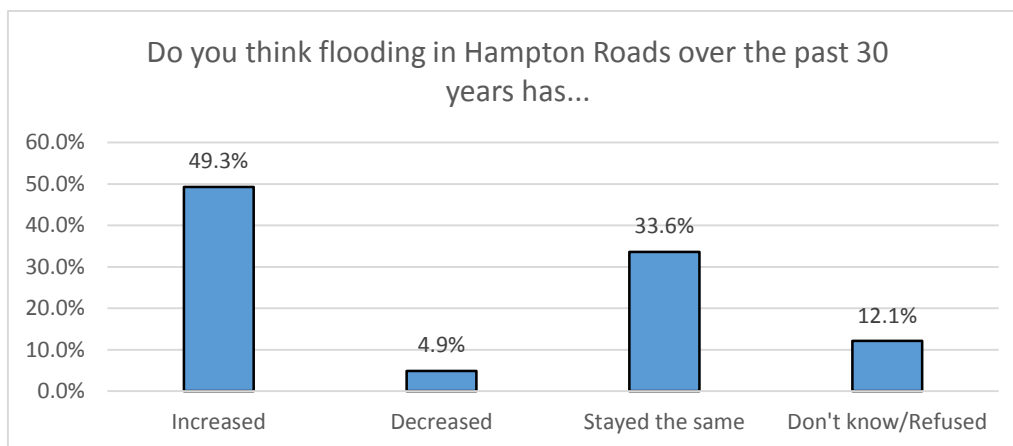
The 2015 LIHR survey reveals a region with ongoing and substantial transportation challenges. The imposition of tolls on regional bridges and tunnels has led to substantial changes in traffic and commute patterns. However, the average one-way commute reported (20 minutes) was the lowest reported average one-way commute time in the last five years.

Sea Level Rise and Flooding

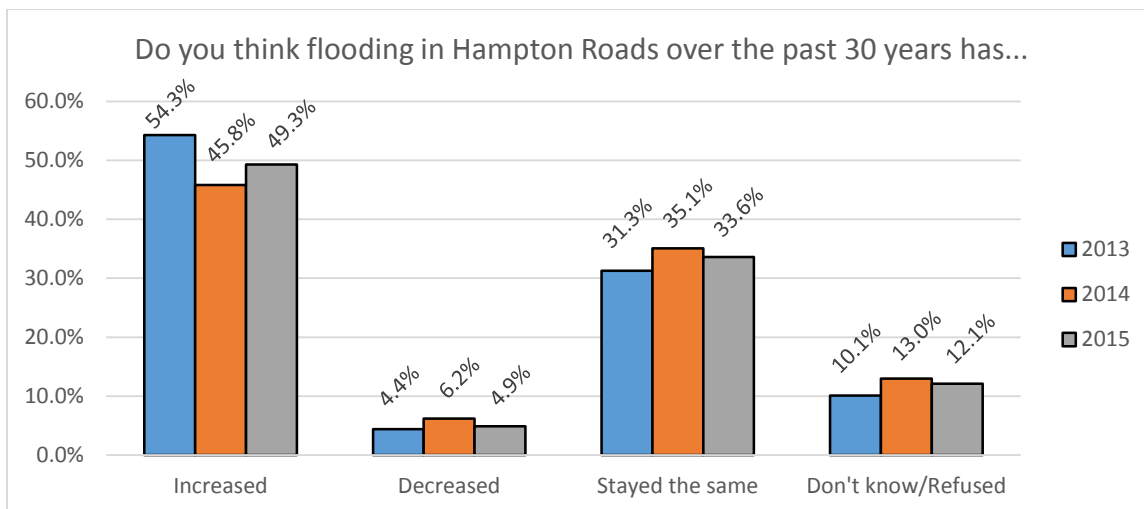
The 2015 Life in Hampton Roads survey contained an extensive battery of questions to determine how people in Hampton Roads felt about several environmental issues, with a major focus on sea level rise and flooding to support the work of faculty affiliated with the ODU Mitigation and Adaptation Research Institute (MARI). The survey asked 883 respondents to give their opinion on a variety of questions ranging from sea level rise to prevalence of recurrent flooding and other flood related topics.

Sea Level Rise, Flooding, and Flood Risks

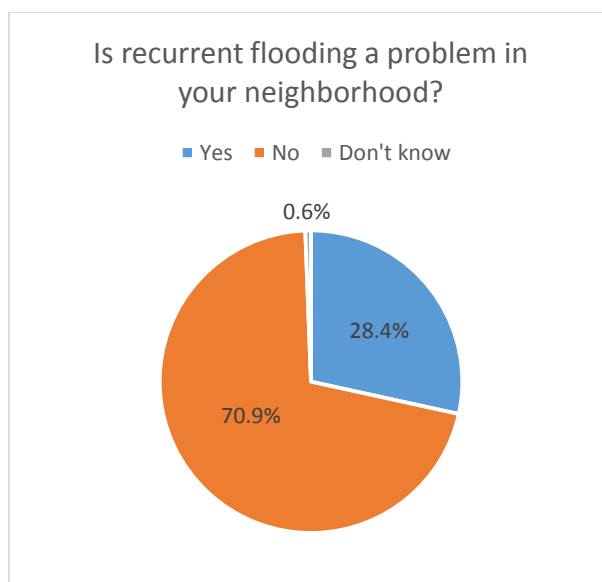
Respondents were asked whether they believe that flooding in Hampton Roads has increased, decreased, or stayed the same in the past 30 years. The overwhelming majority of respondents stated that flooding has either increased (49.3%) or stayed the same (33.6%) in Hampton Roads over the past 30 years. Only 4.9 percent stated that flooding has decreased and 12.1 percent claimed they did not know.



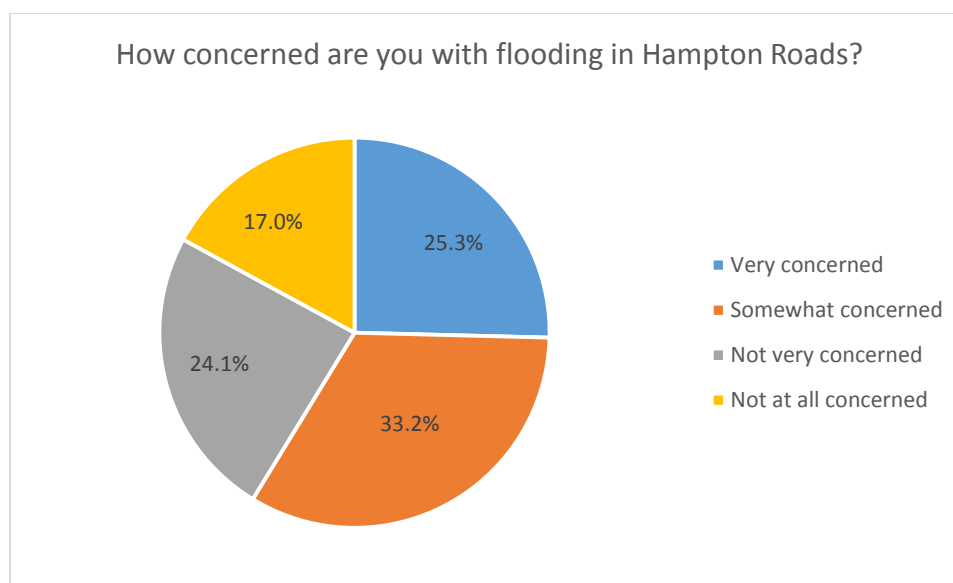
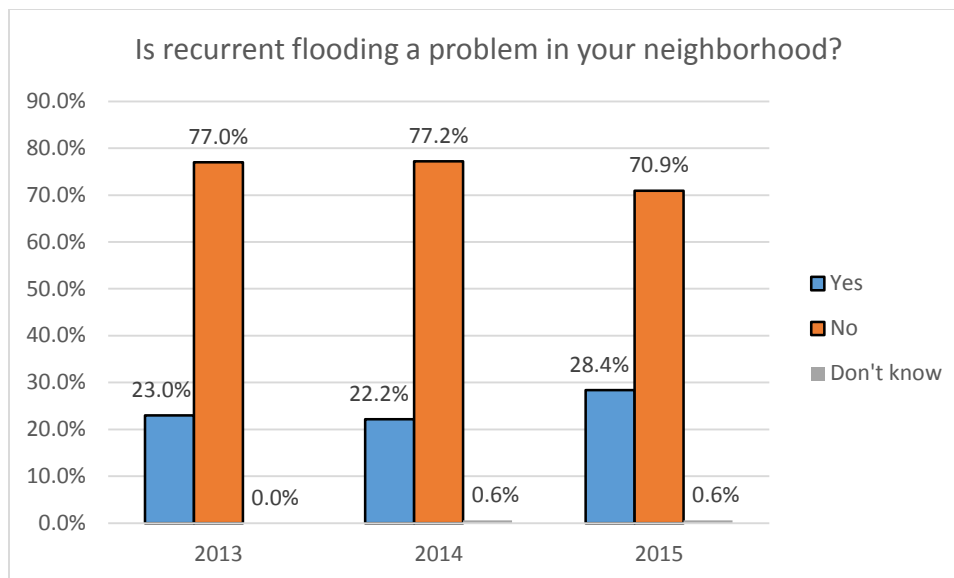
Comparing answers to the question “Do you think flooding in Hampton Roads over the past 30 years has increased, decreased, or stayed the same over time,” there are some considerable differences. In 2013, 54.3 percent of respondents reported that they believe flooding had increased in Hampton Roads over the past 30 years. In 2014, that figure went down to 45.8 percent and in 2015 increased to 49.3 percent. Additionally, a slightly smaller percentage believed flooding has decreased in Hampton Roads over the past 30 years in 2015 (4.9%) compared to 2014 (6.2%). Over the last three years, the percentage of respondents was fairly consistent regarding flooding staying the same in Hampton Roads over the past 30 years (33.6% in 2015, 35.1% in 2014, and 31.2% in 2013).



Respondents were also asked whether or not recurrent flooding is a problem in their neighborhood. While 49.3 percent of respondents indicated that they think flooding has increased over the past 30 years, 70.9 percent reported that recurrent flooding is not a problem in their neighborhood.

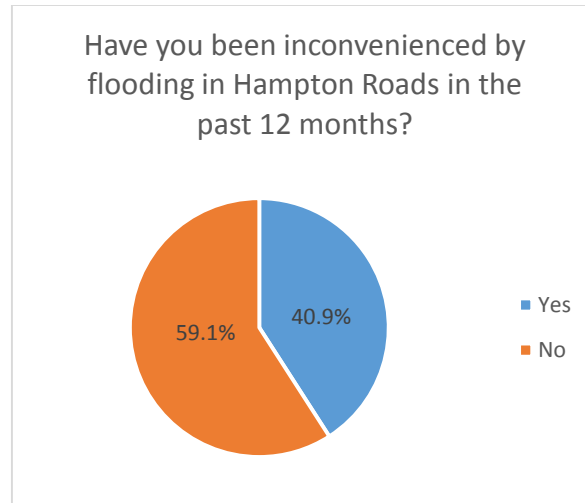


The percentage of Hampton Roads respondents reporting that recurring flooding is a problem in their neighborhood (28.4%) is the highest since 2013.

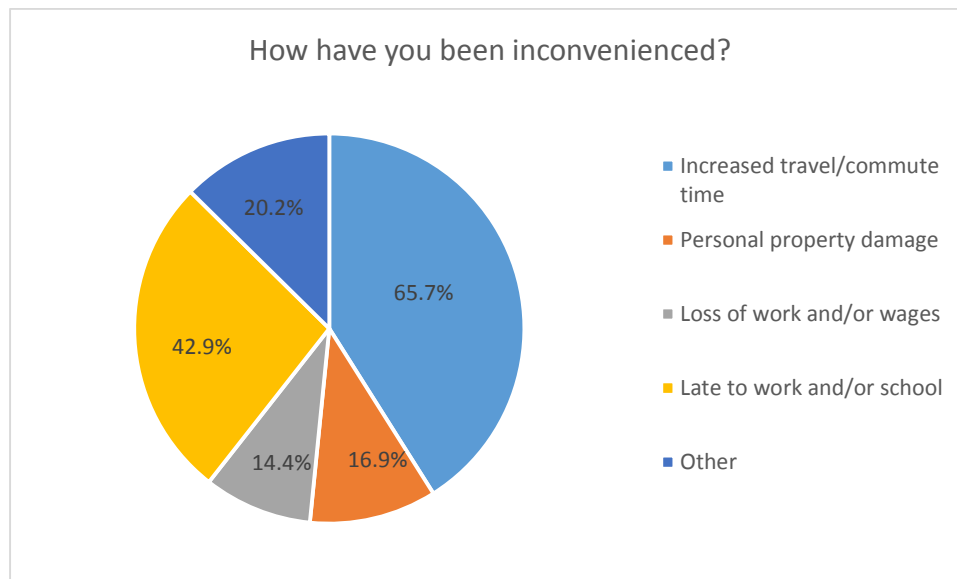


In 2015, respondents were asked “How concerned are you with flooding in Hampton Roads?” Over half of respondents (58.5%) reported that they were either very concerned (25.3%) or somewhat concerned (33.2%) with flooding in Hampton Roads. Conversely, 41.1 percent reported that they were either not at all concerned (17%) or not very concerned (24.1%) with flooding in Hampton Roads.

In addition, respondents were asked if they had been inconvenienced by flooding in the past 12 months. Although more than half of respondents reported not being inconvenienced by flooding (59.1%), another (40.9%) reported they were inconvenienced by flooding in some manner.

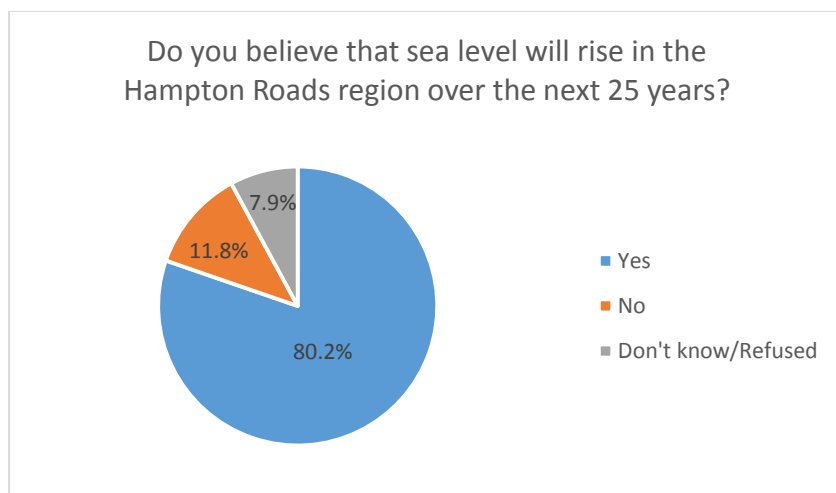


The majority of respondents who reported being inconvenienced reported increased travel/commute time due to flooding in Hampton Roads (65.7%), as well as being inconvenienced by being late to work and/or school (42.9%). To a lesser extent, respondents reported being inconvenienced by flooding through personal property damage (16.9%) and loss of work and/or wages (14.4%). Another 20.2 percent were inconvenienced in some other way by flooding in Hampton Roads.

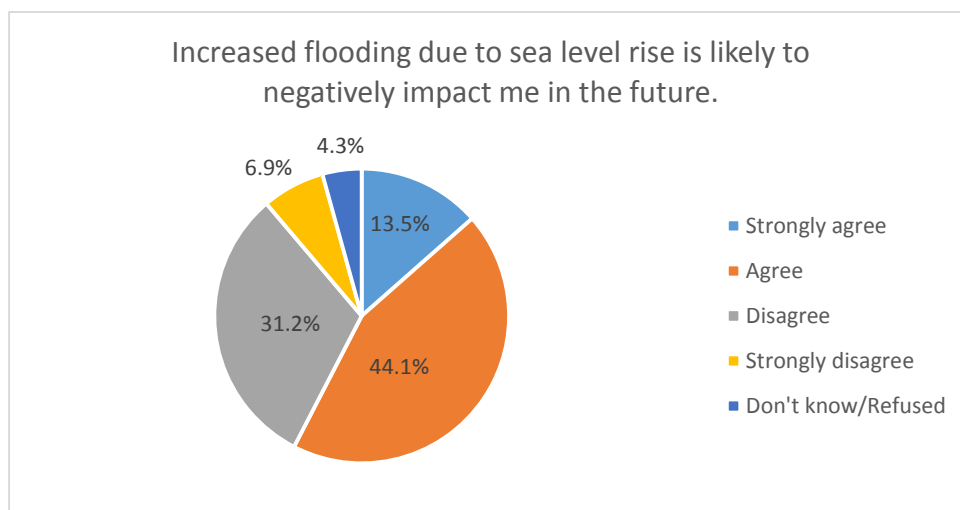


Respondents were also asked if they believe that sea level will rise in the Hampton Roads region over the next 25 years. The majority of respondents (80.2%) reported they believe sea level will rise over the next 25 years, with 11.8 percent reported that they do not believe sea level will rise over the next 25

years, and another 7.9 percent refusing to answer or responding they do not know if sea level will rise over the next 25 years.

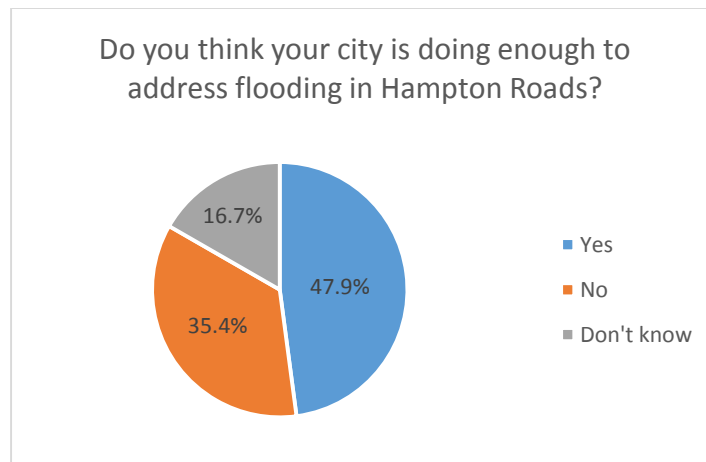


Respondents were also asked if they think increased flooding due to sea level rise is likely to negatively impact them in the future. The majority of respondents (57.6%) strongly agree (13.5%) or agree (44.1%) that increased flooding due to sea level rise is likely to negatively impact them in the future. More than one-third (38.1%) reported that they strongly disagree (6.8%) or disagree (31.2%) that increased flooding due to sea level rise is likely to negatively impact them in the future. Another 4.3 percent either refused to answer or reported they did not know if increased flooding due to sea level rise is likely to negatively impact them in the future.



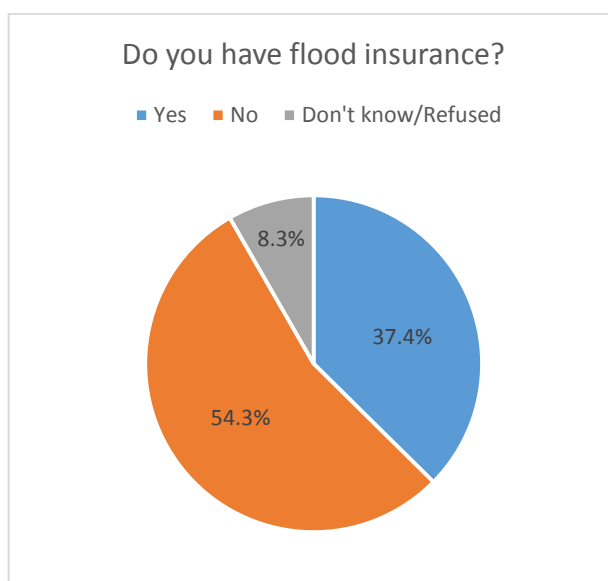
Additionally, respondents were asked to identify how many inches they believe sea levels will rise in the next twenty-five years. The most commonly given answers were five inches (14.1%), six inches (12.3%), and two inches (11%). The average reported inches that Hampton Roads residents believe sea levels will rise in the next twenty-five years was 10.3 inches.

In 2015, respondents were asked whether they thought their city is doing enough to address flooding in Hampton Roads. Almost half of respondents (47.9%) reported their city is doing enough to address flooding in Hampton Roads. Another 35.4 percent reported their city is not doing enough to address flooding in Hampton Roads and 16.7 percent reported they do not know if their city is doing enough to address flooding in Hampton Roads.

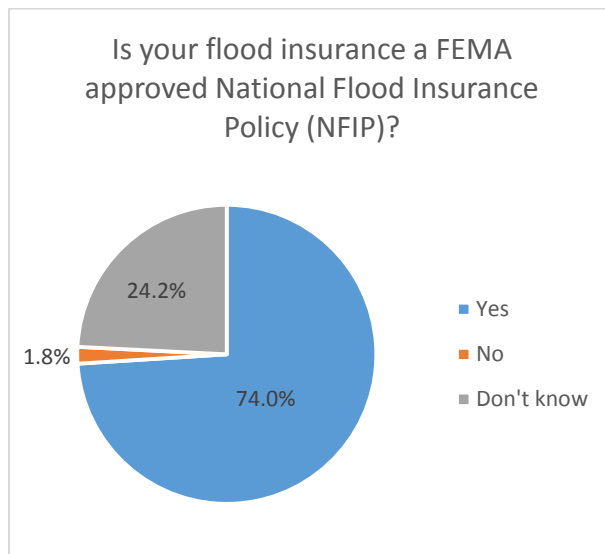
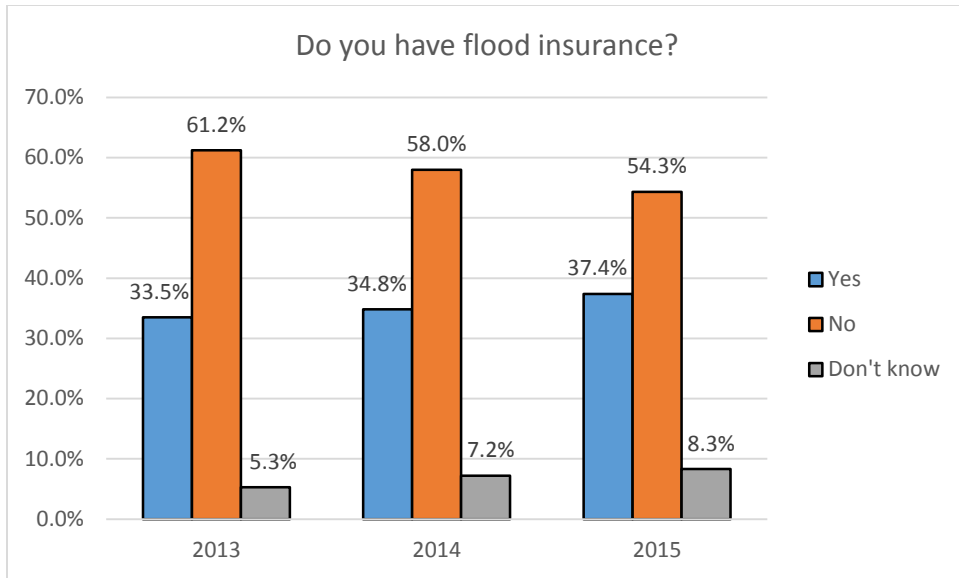


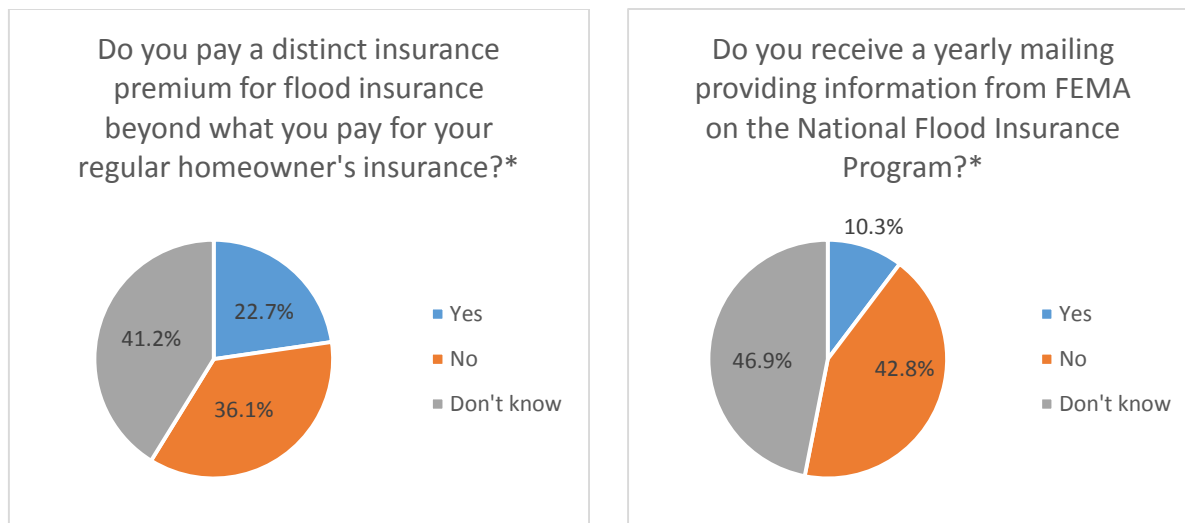
Respondents who reported they own or are in process of buying their home were asked to answer the question, "Do you have flood insurance?" It may not be surprising that with only 28.4 percent reporting that recurrent flooding is a problem in their neighborhood, only 37.4 percent of homeowners reported having flood insurance. The majority of respondents (54.3%) claimed not to have flood insurance and another 8.3 percent did not know if they had flood insurance. Of those that reported having flood insurance, 74 percent indicated that they have a FEMA approved National Flood Insurance Policy (NFIP) and 24.2 percent said they did not know if they have a NFIP. Of those respondents who reported either not having FEMA approved NFIP or not knowing if they had FEMA approved NFIP, 22.7 percent said they pay a distinct insurance premium for flood insurance beyond what they pay for regular

homeowner's insurance, 36.1 percent said they did not pay a distinct insurance premium for flood insurance beyond what they pay for regular homeowner's insurance, and 41.2 percent said they did not know if they pay a distinct insurance premium for flood insurance beyond what they pay for regular homeowner's insurance. Respondents who reported either not having FEMA approved NFIP or not knowing if they had FEMA approved NFIP were also asked if they receive a yearly mailing providing information from FEMA on the National Flood Insurance Program. Only 10.3 percent said they do receive a yearly mailing providing information from FEMA on the National Flood Insurance Program and 46.9 percent said they do not know.



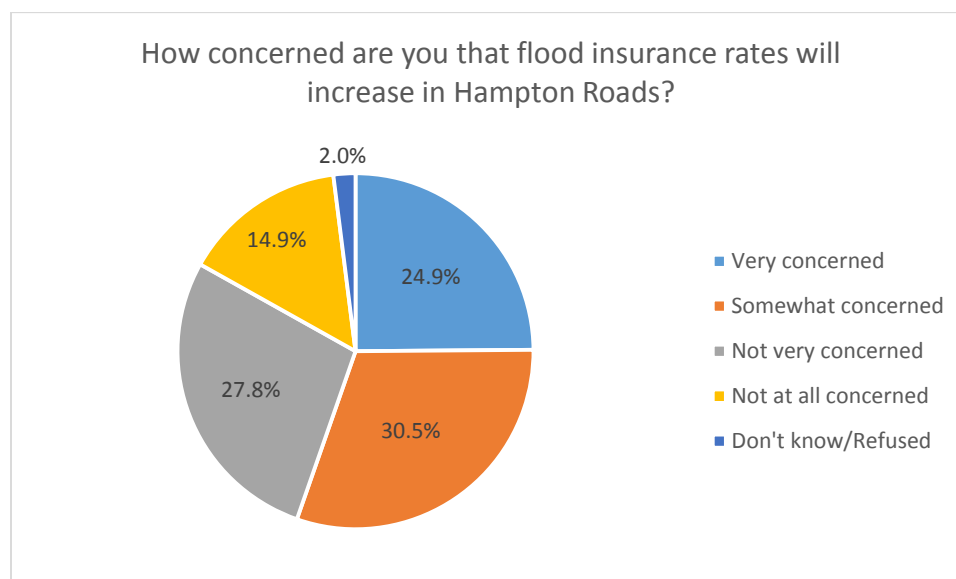
Respondents gave very similar answers last year as they did in 2015 as to whether or not they have flood insurance. In 2014, 34.8 percent of respondents reported having flood insurance compared to 37.4 percent in 2015. Additionally, 58 percent of respondents reported not having flood insurance in 2014, while 54.3 percent reported not having flood insurance in 2015.



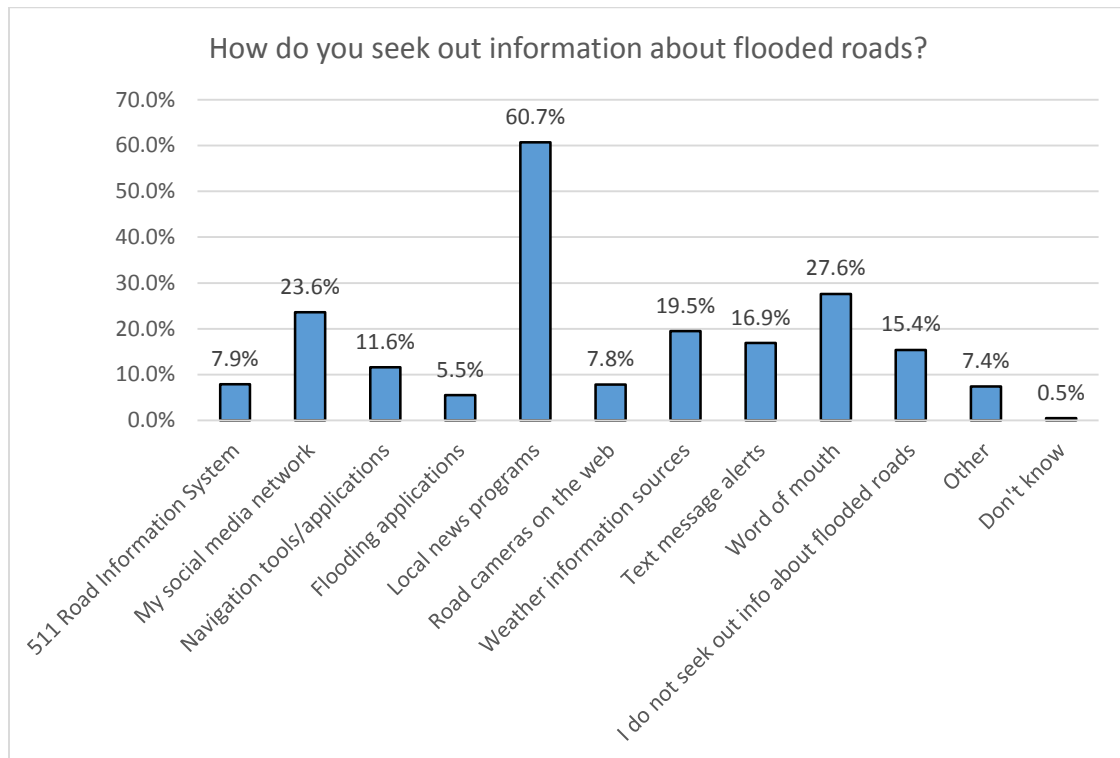


*Only asked of respondents who did not have FEMA approved NFIP or they did not know if they had FEMA approved NFIP

All respondents who own a home or are in the process of buying a home were asked how concerned they are that flood insurance rates will increase in Hampton Roads. Over half of respondents (55.4%) reported being either somewhat concerned (30.5%) or very concerned (24.9%) that flood insurance rates will increase in Hampton Roads. Another 27.8 percent reported not being very concerned and 14.9 percent reported being not at all concerned about flood insurance rates increasing in Hampton Roads.



Respondents were asked how they seek out information about flooded roads and the three most common responses were local news programs (60.7%), word of mouth (27.6%), and their social media network (23.6%). Additional responses given were weather information sources (19.5%), text message alerts (16.9%), and navigation tools/applications (11.6%). Another 15.4 percent of respondents said they do not seek out information about flooded roads.

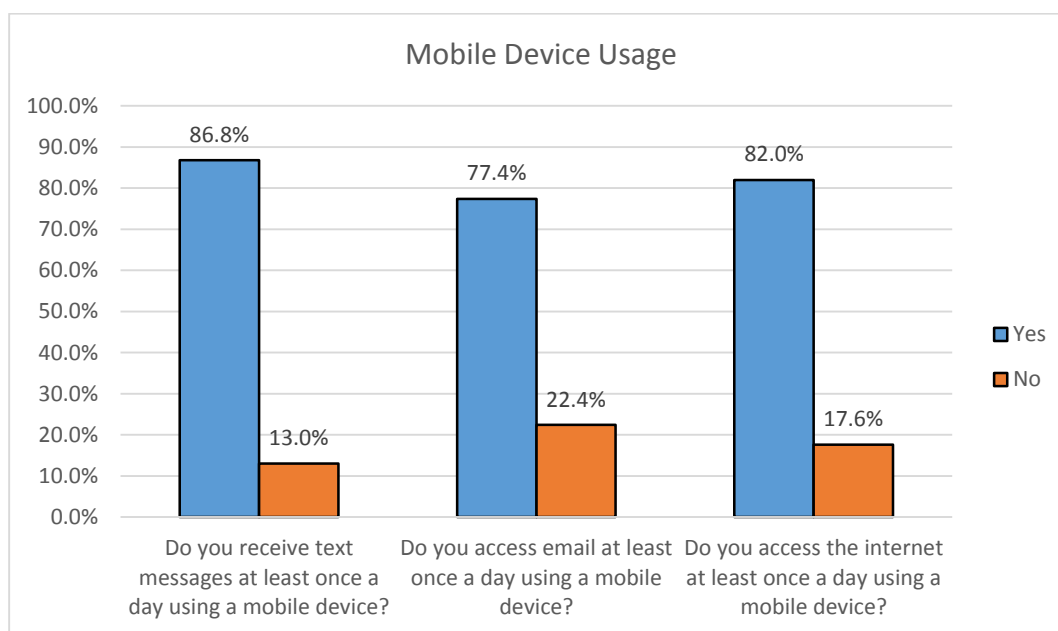


The majority of Hampton Roads residents believe that flooding will increase in Hampton Roads over the next 25 years. More than half of respondents believe that flooding due to sea level rise is likely to impact them in the future and less than half believe their city is doing enough to address flooding in Hampton Roads. However, only about one-third of respondents currently have flood insurance and over half of respondents reported being concerned that flood insurance rates will increase.

Mobile Device/Technology Usage

Respondents were asked a series of questions about their mobile device usage in the 2015 LIHR Survey. Respondents were most likely to receive text messages (86.8%) and access the internet at least once a day using a mobile device (82%). Respondents were slightly less likely to access email at least once a day using a mobile device (77.4%).

Additionally, respondents were asked to report how many hours per week they use the internet, not counting e-mail. They were asked to include time they spend visiting regular web sites and time spent using interactive services like chat rooms, blogs, and social media. The most common length of times reported were ten hours (10.2%), twenty hours (7.7%), and five hours (7%). The average length of time using the internet, not including email, was 18 hours.



All Life in Hampton Roads Data Analyses will be placed on the Social Science Research Center website as they are released (<http://www.odu.edu/al/centers/ssrc>). Follow-up questions about the 2015 Life in Hampton Roads survey should be addressed to:

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