

2019

Life in Hampton Roads Report: The Tenth Annual Life in Hampton Roads Survey

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10th
Annual
Report

LIFE IN HAMPTON ROADS

*The Social Science
Research Center at ODU*



**OLD DOMINION
UNIVERSITY**

Report Compiled by Steve Parker, Dr. Randy Gainey,
Dr. Tancy Vandecar-Burdin, Wendi Wilson-John,
Shania Williams & James Valliere

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Executive Summary

The Social Science Research Center (SSRC) at Old Dominion University recently completed data collection for the tenth annual Life in Hampton Roads (LIHR) telephone survey. The purpose of the survey was to gain insight into residents' perceptions of the quality of life in Hampton Roads. As in previous years, the project also investigated attitudes and perceptions of citizens regarding topics of local interest such as transportation and traffic, perceptions of police, health, community, education, work, experiences with flooding, and other issues. These are presented independently or as trending with previous years when appropriate. This year, the SSRC also partnered with the city of Chesapeake who provided additional questions for the survey. The SSRC completed interviews with 882 Hampton Roads residents via landline and cell phones.

The results of the survey continue to reflect a relatively good quality of life in the region with the majority of those interviewed (68.2%) reporting that the overall quality of life in Hampton Roads was excellent or good. Overall, respondents reported very high ratings for quality of life in their neighborhood. The majority of respondents (82.4%) rated the quality of life in their neighborhood as either excellent or good.

- More than two-thirds of respondents reported that they plan to still live in Hampton Roads in five years (68.2%) while 10.5 percent did not know if they would still live in Hampton Roads in five years.
- For those respondents who are employed, the majority (90.4%) said they were either very satisfied (56.1%) or somewhat satisfied (34.3%) with their job.
- Perceptions of employment opportunities were somewhat less optimistic - 33.8 percent rated employment opportunities in their city as fair and another 12.1 percent rated them as poor.
- The majority of residents either strongly agreed (33.5%) or agreed (49.3%) that people in their neighborhood are willing to help their neighbors (82.8%). While the degree of trust for

neighbors was lower, the majority of respondents still either strongly agreed (26.2%) or agreed (47.0%) that people in their neighborhood could be trusted (73.2%).

- More than half (58.4%) of respondents either disapproved (26.7%) or strongly disapproved (31.7%) of the job that Donald Trump is doing as president.
- Fear of crime in Hampton Roads appears relatively low with the majority of respondents (71.7%) reported either being not afraid at all (42.3%) or not much afraid (29.4%) of being robbed or mugged on the street. Additionally, 75.6 percent of respondents reported being either not at all afraid (46.5%) or not much afraid (29.1%) of being physically assaulted.
- Just over 47 percent of Hampton Roads residents indicated that they avoided visiting a business in a neighboring city due to tolls on the bridges or tunnels. This is consistent with previous years of survey results.
- Respondents were asked to rate overall race relations in Hampton Roads. About half of respondents rated race relations in Hampton Roads as fair (49.4%) and another 10.9 percent rated race relations as poor. Race was by far the most prevalent form of discrimination respondents reported that people may face with 23.1 percent saying a great deal and 47.4 percent reporting people in their city being somewhat discriminated based on race.
- Regarding how Hampton Roads residents would rate economic conditions in the region today, there is a relatively even split this year when combining “excellent/good” (49.9%) and “fair/poor” (48.4%).
- Consistent with the past five years, 30.1 percent of respondents said that they do have flood insurance. For those who said they did not have flood insurance, the most common response (57.6%) was that they were not required to purchase flood insurance or are not in a flood zone. Another 21.4 percent reported they do not think their property is at risk from flooding. More than 12 percent said flood insurance is too expensive (12.5%).

Survey Methodology and Sample Demographics

Survey Methodology

The Social Science Research Center (SSRC) at Old Dominion University recently completed data collection for the tenth annual Life in Hampton Roads (LIHR) 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, perceptions of police, health, community, education, and other issues. Funding for the 2019 survey was provided by the Social Science Research Center. In addition, the city of Chesapeake contributed funds to expand the sample size of Chesapeake (the oversample was corrected for by weighting in this report) and to include additional questions in the survey. The SSRC would like to thank the College of Arts and Letters and the ODU Office of Research for their continued support of this survey. Questions were generated through email invitations to faculty throughout the University community. Questions of interest were submitted, and the overall pool of questions was narrowed down by SSRC staff and the Associate Dean of Research and Graduate Studies for the College of Arts and Letters. New questions were included along with several questions from previous Life in Hampton Roads surveys.

A total of 822 interviews were completed with Hampton Roads residents in 2019. It is important to note that in all years there was a tendency for samples to over-represent women, whites, and older individuals. In addition, a dual-frame random-digit-dial design was used to contact respondents via both land line and cell telephones. In order to better represent the overall Hampton Roads population, a weight variable was computed, and the data files were weighted to correct for discrepancies in age, race, gender, and telephone usage between the survey sample and the population of each Hampton Roads city. Data were also weighted on city of residence and demographic variables in order to maintain the representativeness of the sample with regard to population distribution in Hampton Roads. With the exception of the demographic data, all results reported come from the weighted samples, in order to present results which are more representative of the Hampton Roads area as a whole. Since 2012 through

the current study the samples contain respondents who were reached both via landline and via cell phone. All data analyses were conducted using SPSS statistical software with graphics developed in Excel and ArcGIS.

Sample Demographic Coverage

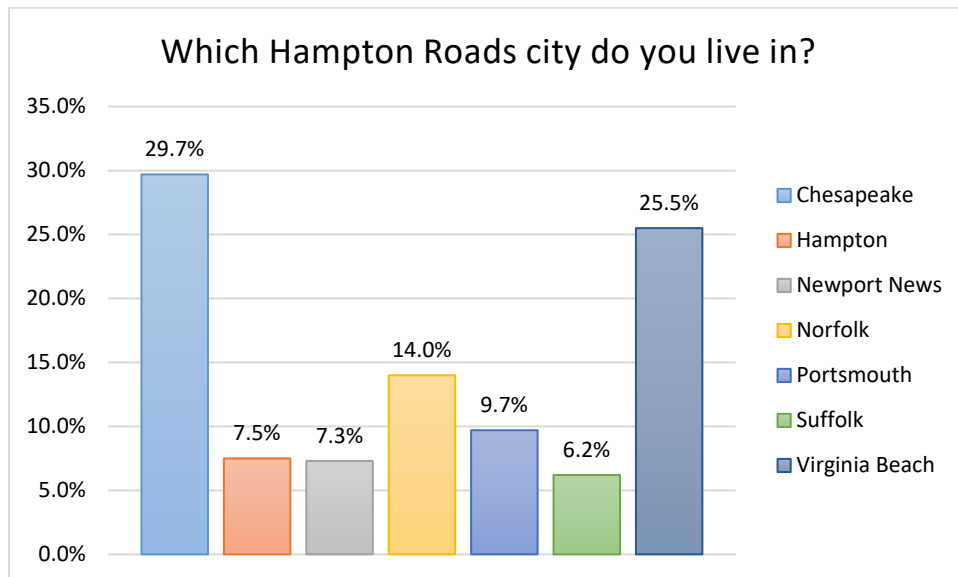
Unlike nearly all other data presented in the 2019 LIHR survey report, demographic data described here is presented unweighted in order to give curious readers a sense of the demographic coverage achieved by the survey. Of the 822 citizens interviewed, 50.7 percent were white, 33.9 percent Black or African-American, 12.3 percent considered themselves to be another race/ethnicity; including 0.7 percent American Indian or Alaskan Native, 0.4 percent Native Hawaiian or Pacific Islander, 1.3 percent Asian, and 5.6 percent indicated they were multiracial. In a separate question, 6.1 percent of respondents indicated that they were of Hispanic/Latino origin. More than 40 percent (43.4%) of the respondents received a high school diploma or GED, completed trade or professional school, or attended some college. An additional 39.1 percent of respondents completed an undergraduate or graduate degree. Half of respondents were married (50.0%) and 22.1 percent were divorced, separated, or widowed. Slightly more than one out of five of those surveyed were single and not living with a partner (21.3%) while a small portion of single people reported living with a partner (5.0%). The average payment for rent or mortgage was just over one thousand dollars a month (\$1,014 ranging from 0 to \$7,800). Breaking that out by owners and renters and excluding those who were not paying rent or mortgage we find that the average renter was paying \$1,010 and the average owner \$1,520 a month.

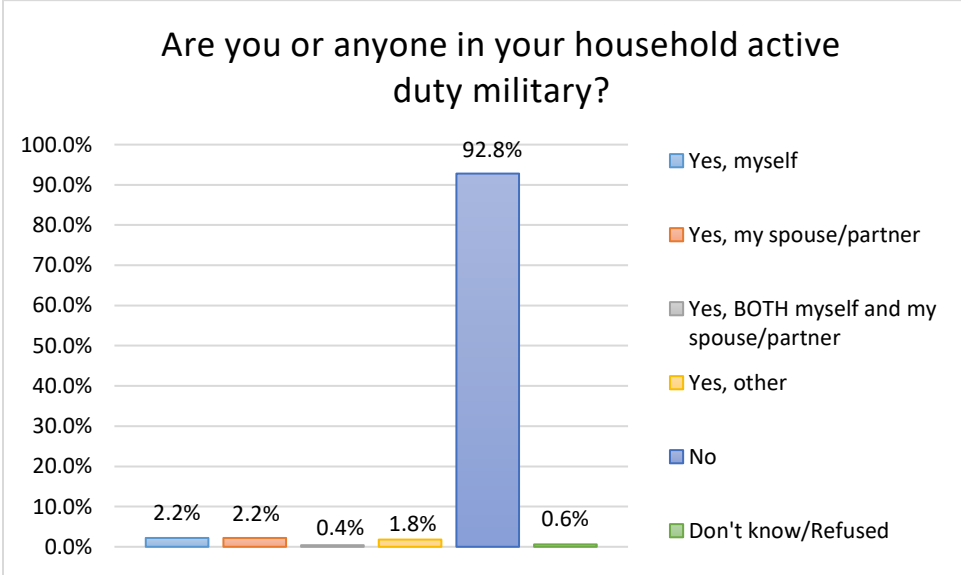
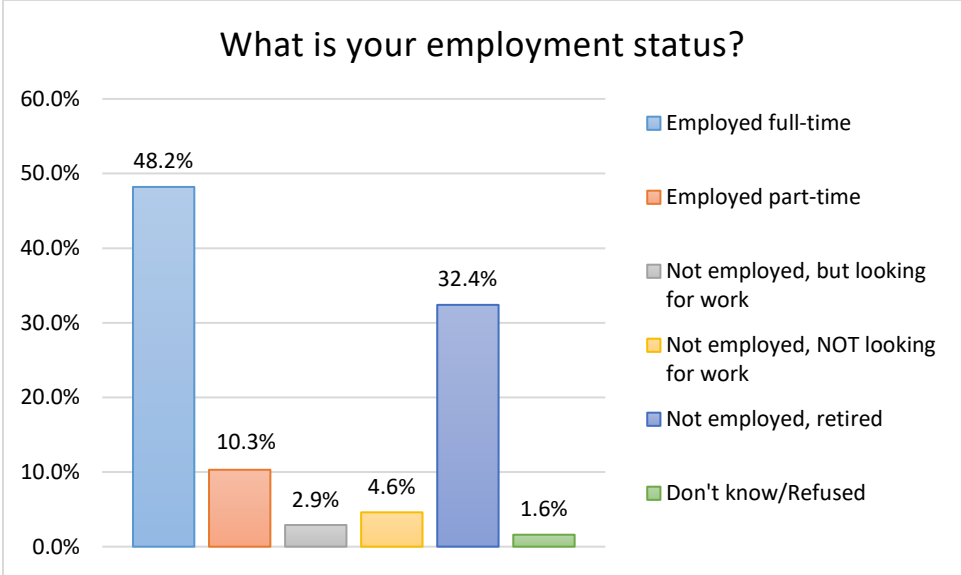
Race or Ethnicity	Percentage
White	50.7%
Black or African-American	33.9%
American Indian or Alaskan Native	0.7%
Asian	1.3%
Native Hawaiian or Pacific Islander	0.4%

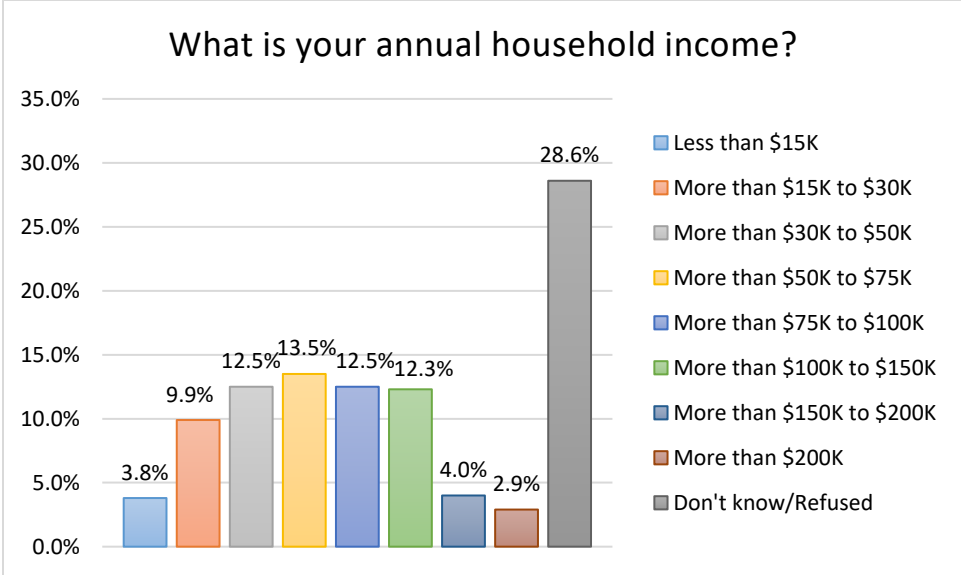
Race or Ethnicity	Percentage
Multiracial	5.6%
Other	4.3%
Don't Know/Refused	3.1%
Gender	Percentage
Male	45.1%
Female	54.5%
Highest level of school completed	Percentage
Some grade school	0.5%
Some high school	3.5%
High school diploma/GED	19.8%
Completed trade/professional school	2.4%
Some college	21.2%
Associate's degree	11.3%
Bachelor's degree	21.5%
Graduate degree	17.6%
Other	1.2%
Don't Know/Refused	0.8%
Age	Age in years
Average age (years)	52.0
Marital Status	Percentage
Single, not living with partner	21.3%
Single, living with partner	5.0%
Married	50.0%
Divorced/separated	12.2%
Widowed	9.9%
Don't Know/Refused	1.7%
Monthly rent/mortgage	
Average (Dollars)	\$1,014/month

Consistent with population estimates from the census, the majority of respondents lived in three of the seven major cities, Virginia Beach (25.5%), Norfolk (14.0%) and Chesapeake (29.7%). The majority of survey participants were employed (58.5%), 10.3 percent worked part-time while 48.2 percent reported that they worked full-time. Of the remaining respondents, 32.4 percent were retired, 2.9 percent were unemployed but looking for work, and 4.6 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 (92.8%). Only 4.4 percent of respondents were active duty military and/or had a spouse/partner that was in the military. A small percentage (13.7%) of participants reported their family household income for last year as \$30,000 or less, 26.0 percent reported earning more than \$30,000 to \$75,000, while 31.7 percent earned more than \$75,000. Respondents were also asked to identify their type of household phone usage. More than sixty percent of respondents indicated that their household was cellphone only or cellphone mostly (35.4% and 26.9%, respectively). Another 30.8 percent of respondents indicated that their household used landline and cellphones equally, while only 1.8 percent indicated that their household was landline only.



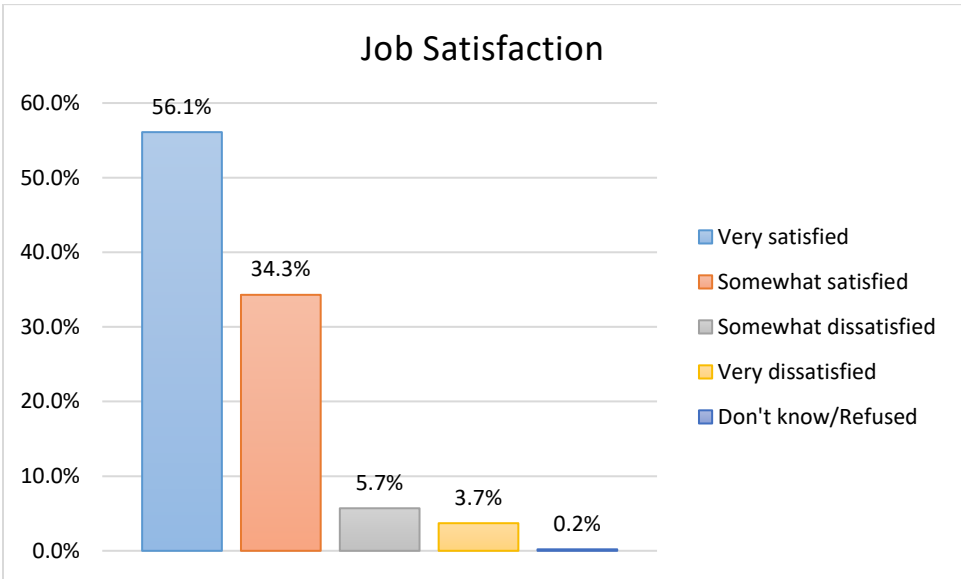
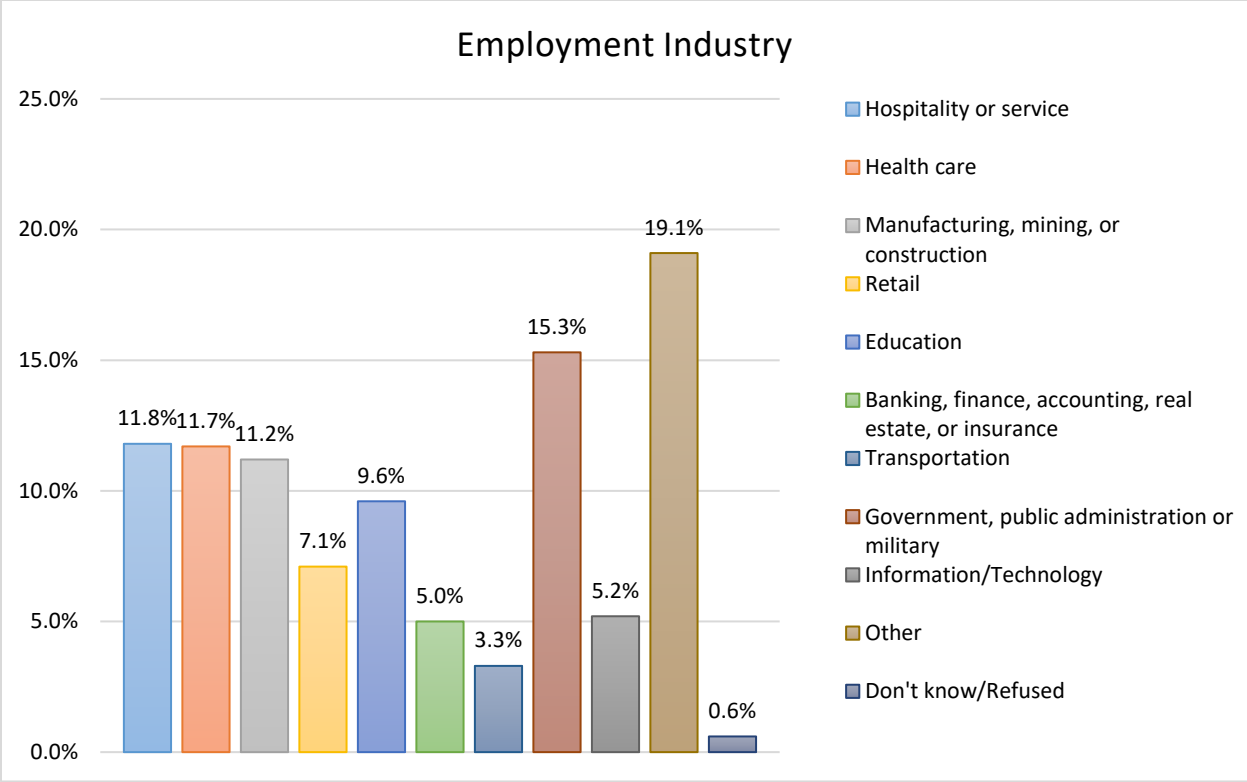


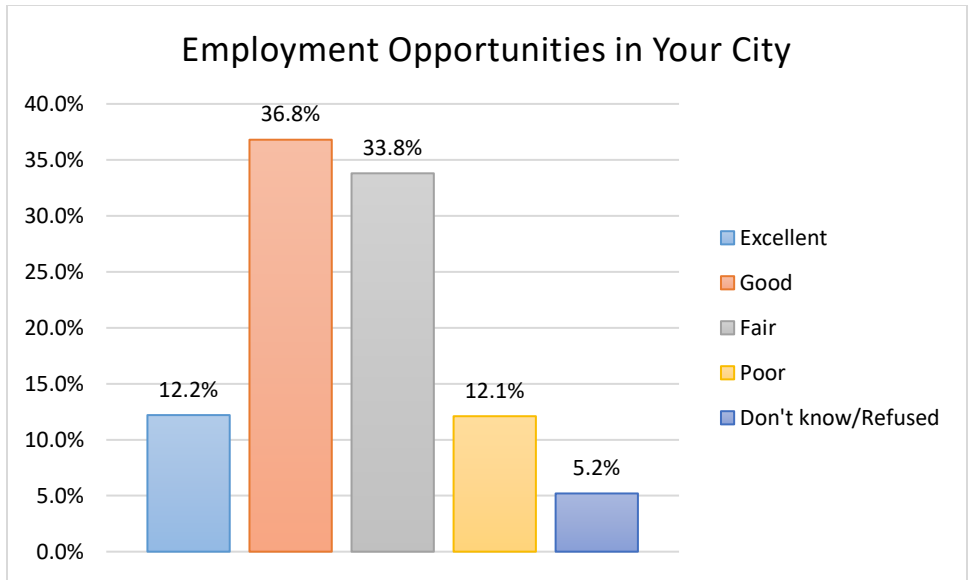


Perceptions of Employment

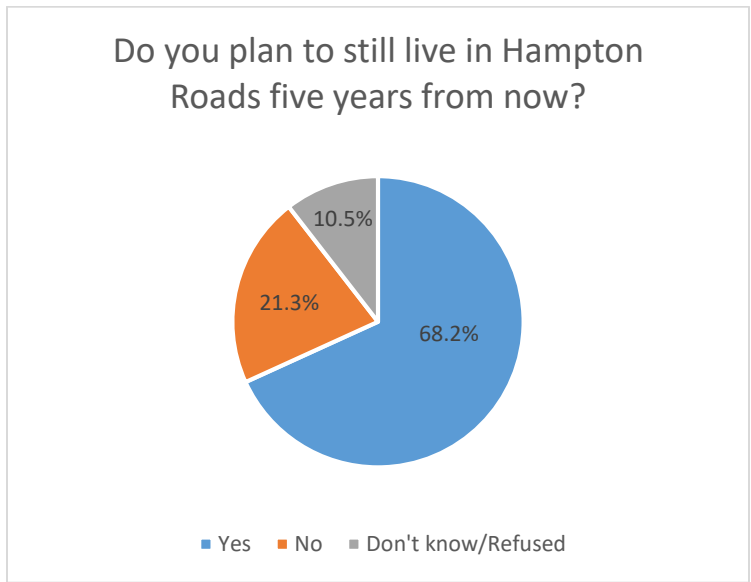
The remainder of the data in this report will be presented weighted for age, race, gender, household telephone status, and city of residence. The respondents who reported being employed full-time or part-time were asked in what employment industry they work. The most common responses were government, public administration, or military (15.3%), followed by hospitality or service (11.8%), health care (11.7%), and manufacturing, mining, or construction (11.2%). Another 19.1 percent identified some other employment industry. Respondents were also asked how satisfied they are with their current job. The majority of respondents (90.4%) said they were either very satisfied (56.1%) or somewhat satisfied (34.3%) with their job.

Additionally, when asked about level of work burnout on a scale of 0-10 with “0” meaning “not feeling burned out at all” and “10” meaning “feeling completely burned out” the average response was 4.8. The most common response was “0” (20.6%) showing that at least 1 in 5 residents in Hampton Roads are feeling no level of work burnout. Although reported work burnout was low, perceptions of employment opportunities within the respondent’s city was more mixed. Only 12.2 percent reported that employment opportunities in their city were excellent and 36.8 percent reported employment opportunities in their city as good. Conversely, 33.8 percent rated employment opportunities in their city as fair and another 12.1 percent rated them as poor.



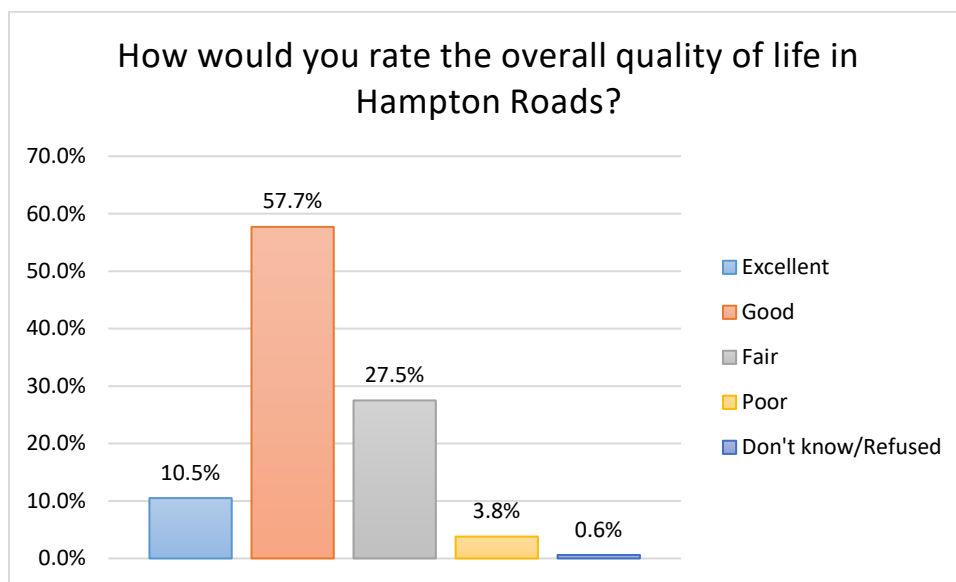


The majority of respondents reported that they plan to still live in Hampton Roads in five years (68.2%) and 10.5 percent did not know if they would still live in Hampton Roads in five years.



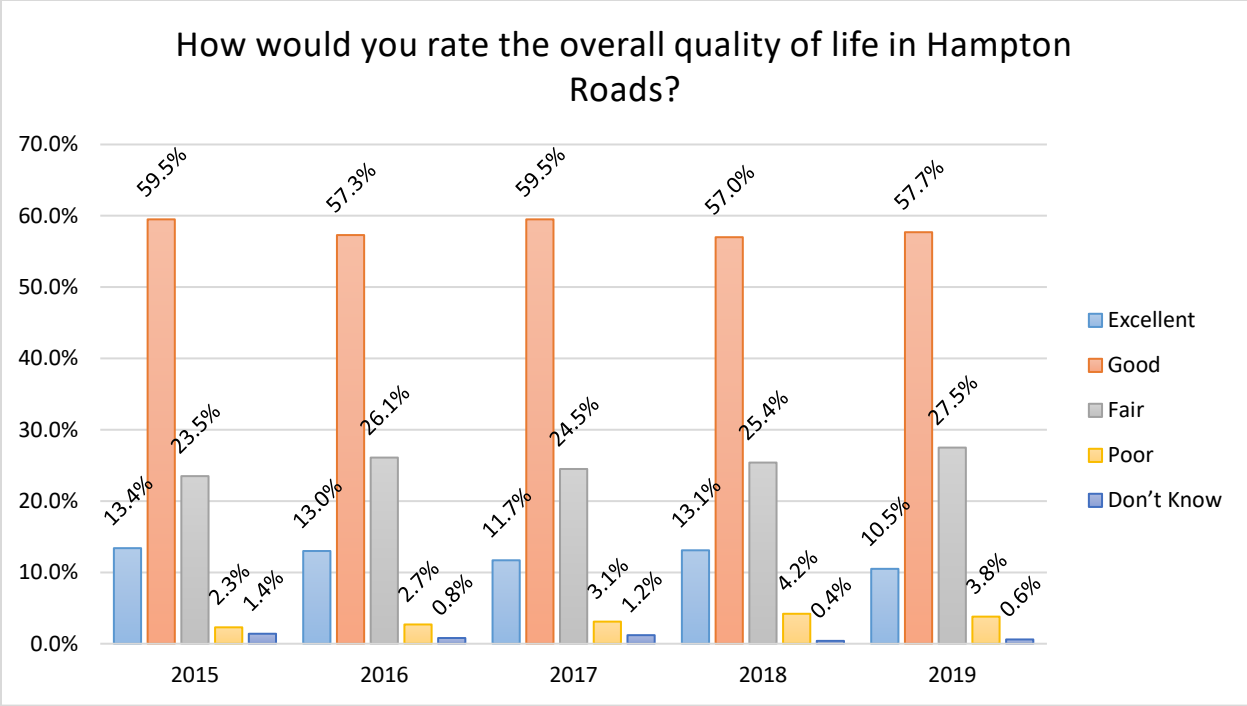
Overall Quality of Life

The overall quality of life in Hampton Roads has remained steady. The 2019 Life in Hampton Roads (LIHR) survey continues to show a generally good regional quality of life, though there has been a very slow decline over the past couple of years. The majority of those interviewed (68.2%) reported that the overall quality of life in Hampton Roads is excellent or good, while 31.3 percent found it to be fair or poor. The portion of respondents rating regional quality of life as good or excellent is slightly lower than last year's portion (70.1%).



Quality of Life in Hampton Roads

Over the last several years, quality of life has remained relatively consistent in Hampton Roads. In 2015, 72.9 percent of respondents rated the quality of life in Hampton Roads as excellent or good. In 2019, there was a slight decrease in the percentage of respondents who rated quality of life in Hampton Roads as excellent or good (68.2%). Focusing on the other end of the spectrum, ratings of the quality of life as poor has been consistently low (always less than 5%) and saw a slight decrease from 4.2 percent in 2018 to 3.8 percent in 2019.

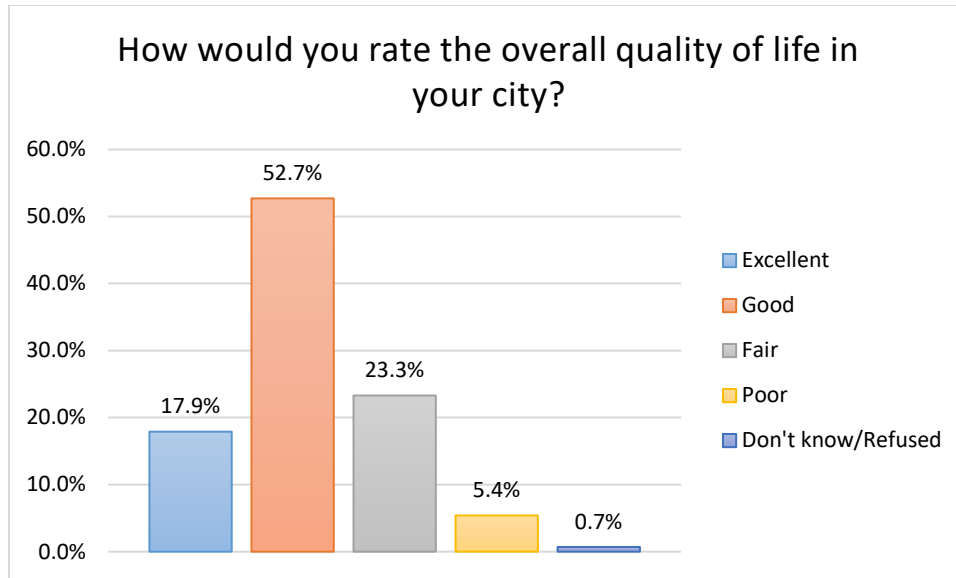


Neighborhood and City Quality of Life Ratings

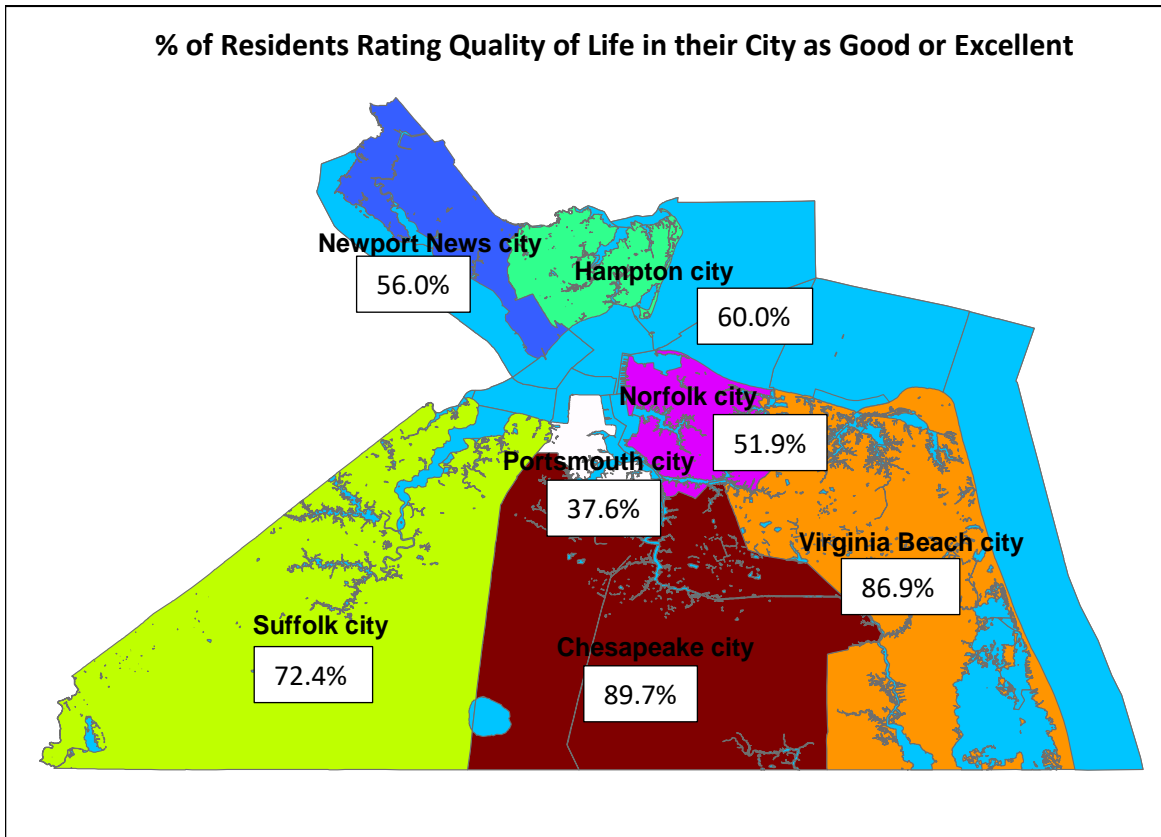
The 2019 Life in Hampton Roads survey examined sub-regional measures of neighborhood and city quality of life and also examined relevant measures at the city level. Although such analyses have value, they should also be understood in the context of the much greater uncertainty associated with inferences from sub-population analyses. The maximum margin of error, including design effects from weighting, for the entire sample of LIHR is 4.1 percent (95% confidence level). Thus, only quite large differences between subsample groups are statistically significant and the margin of error for individual cities will be much larger.

City Quality of Life

Respondents were asked to rate the quality of life for their city of residence. Seventy-one percent of respondents reported the quality of life in their city as excellent or good (17.9% and 52.7%, respectively). Another 28.7% rated the quality of life in their city as either fair (23.3%) or poor (5.4%).



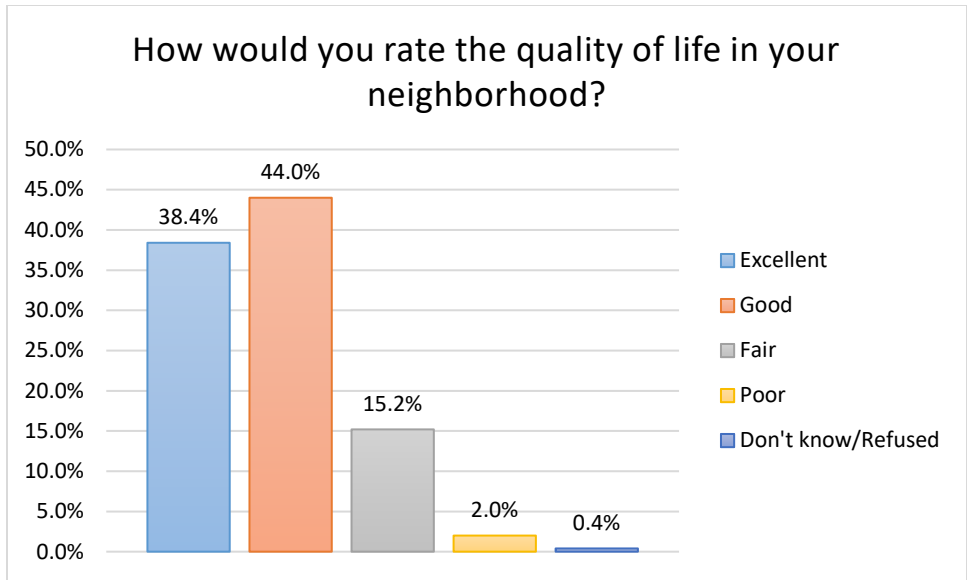
Perceptions of city quality of life varied significantly across the Hampton Roads region. At the higher end, 89.7 percent of respondents from Chesapeake rated the quality of life in their city as good or excellent, as did 86.9 percent of respondents from Virginia Beach. Suffolk was slightly lower, with 72.4 percent rating city quality of life as good or excellent. Hampton and Newport News ranked somewhat lower, at 60.0 percent and 56.0 percent respectively. Finally, Norfolk and Portsmouth ranked substantially lower at 51.9 percent and 37.6 percent, respectively. Norfolk and Portsmouth both saw large decreases in respondents rating the quality of life in their city as excellent or good from last year's survey. Norfolk decreased from 63.9 percent to 51.9 percent and Portsmouth decreased from 46.7 percent to 37.6 percent (drops of 14% and 9%, 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 (Norfolk and Portsmouth) cannot be known with statistical confidence, we can be confident that the top group and bottom group are different, and the observed rankings are broadly consistent with patterns we have seen in previous survey years.



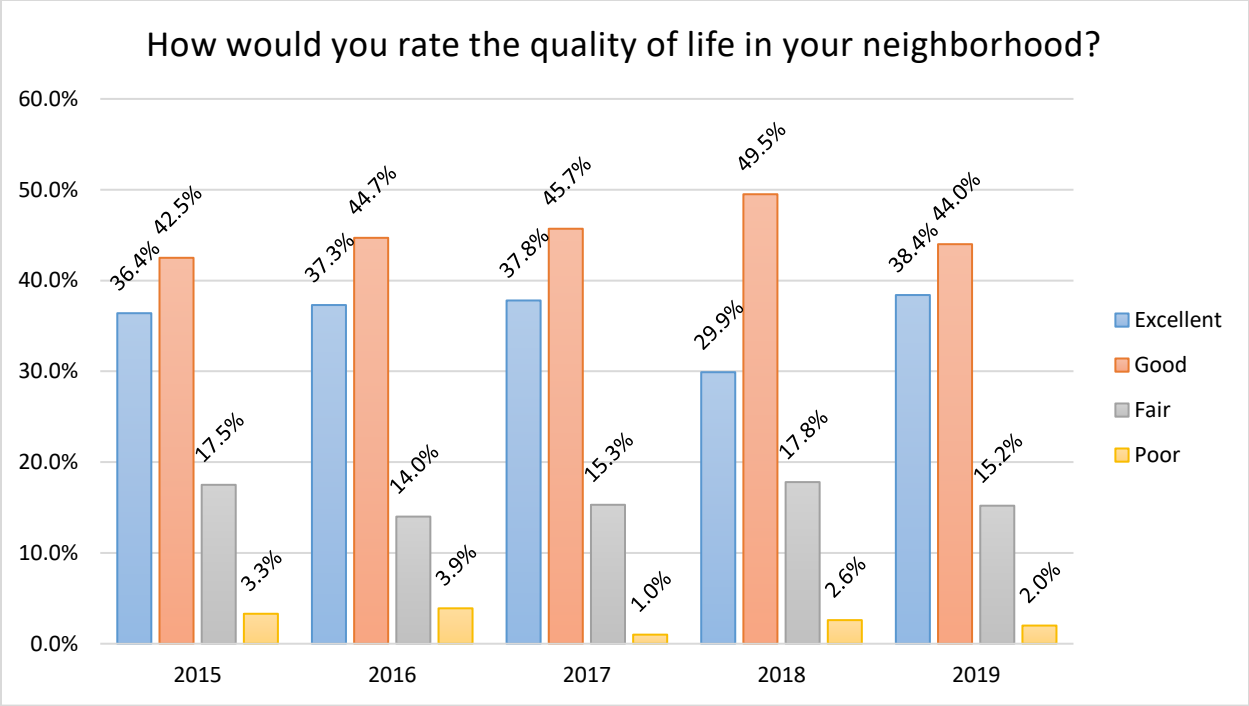
*Sample sizes from some cities are small and thus increases the margin of error.

Neighborhood Quality of Life

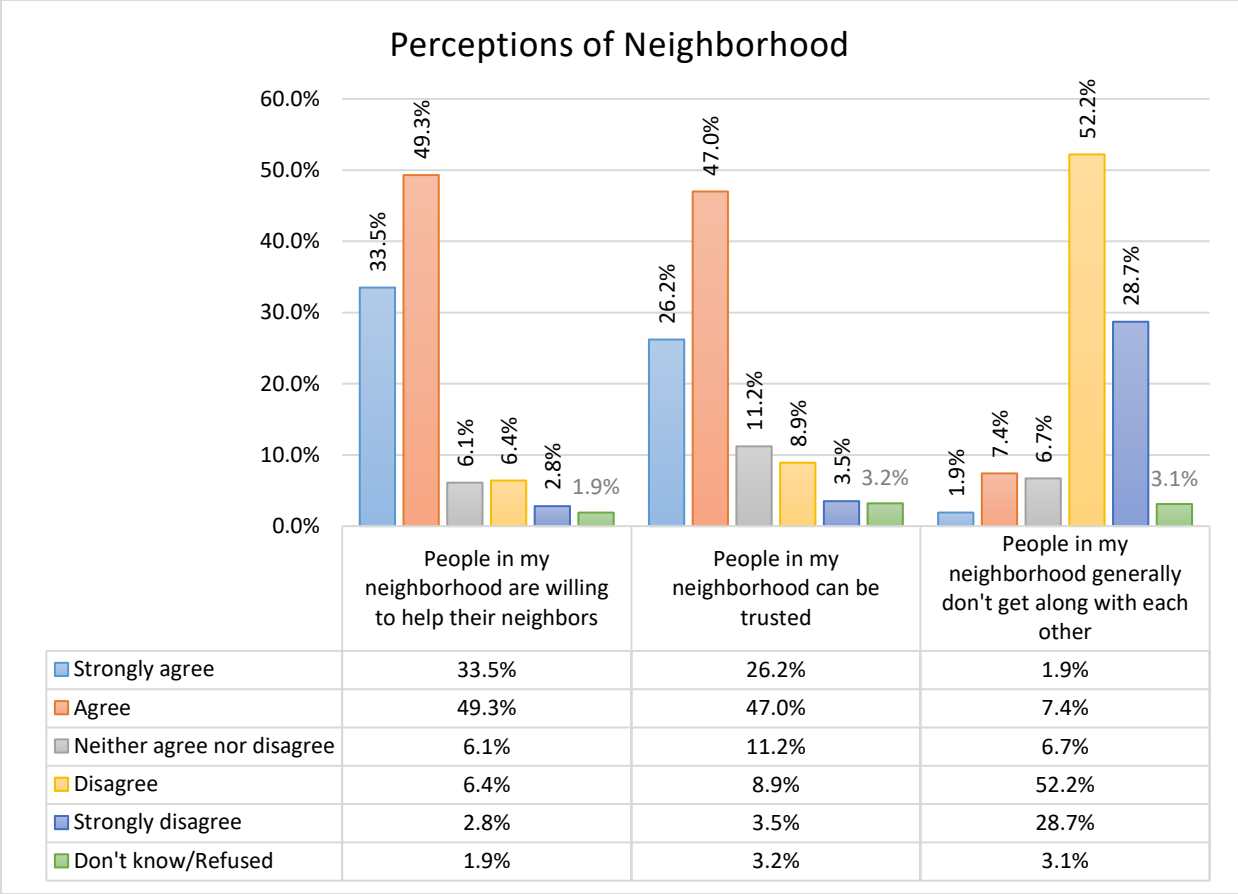
Overall, respondents reported very high ratings for quality of life in their neighborhood. The majority of respondents (82.4%) rated the quality of life in their neighborhood as either excellent or good. In contrast, only 17.2 percent of respondents rated the quality of life in their neighborhood as fair or poor. Overall, quality of life was rated the highest (excellent and good) for respondent's neighborhood (82.4%), followed by city of residence (70.6%), and finally Hampton Roads as a whole (68.2%).



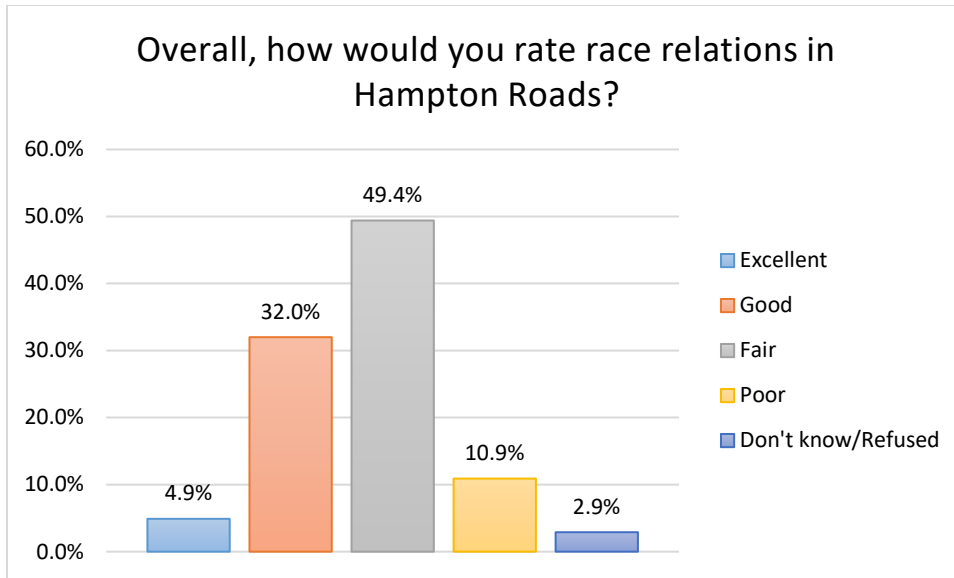
Across years, a strong majority of respondents rated the quality of life as positive in their neighborhoods. While the total percentage of respondents who rated the quality of life in their neighborhoods as good or excellent remained similar to previous years, there was a considerable increase in respondents who rated the quality of life in their neighborhoods as excellent (38.4%) compared to last year (29.9%). Additionally, 2019 saw a slight decrease in the percentage of respondents rating the quality of life in their neighborhood as poor (2.0%) compared to 2.6 percent in 2018.



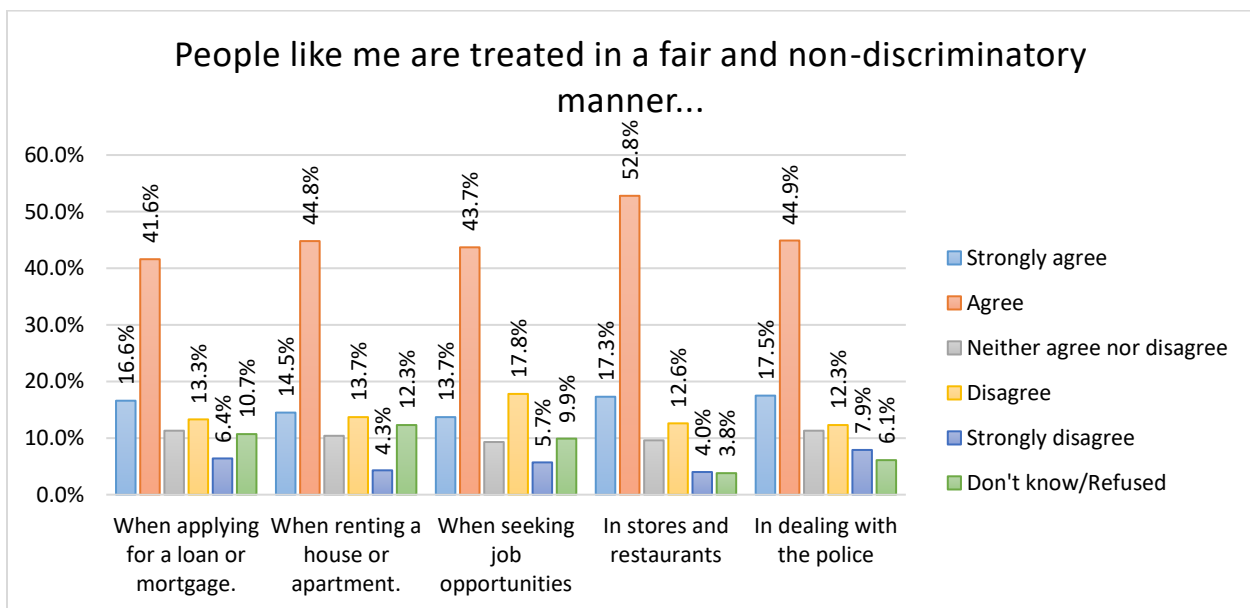
Respondents were also asked a series of questions about different aspects of their neighborhood. The majority of residents either strongly agreed (33.5%) or agreed (49.3%) that people in their neighborhood are willing to help their neighbors (82.8%). While the degree of trust for neighbors was lower, the majority of respondents still either strongly agreed (26.2%) or agreed (47.0%) that people in their neighborhood could be trusted (73.2%). Residents also reported that people in their neighborhood get along with one another as 52.2 percent disagreed and 28.7 percent strongly disagreed with the statement, “people in my neighborhood don’t get along with each other.”



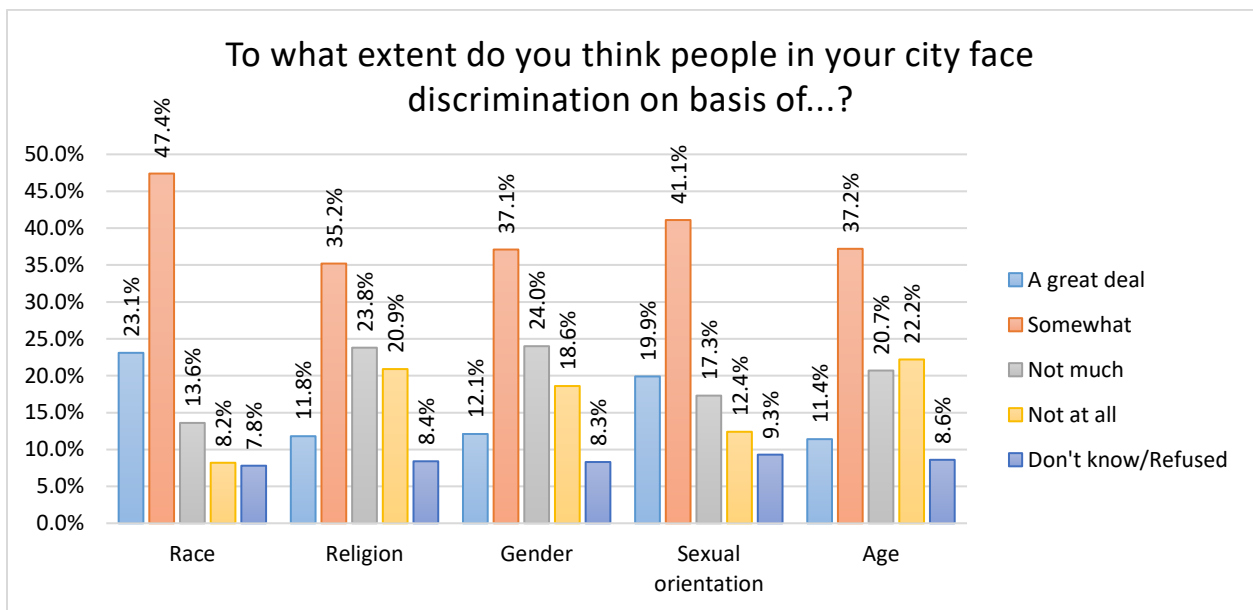
Respondents were asked to rate overall race relations in Hampton Roads. Half of respondents rated race relations in Hampton Roads as fair (49.4%) and another 10.9 percent rated race relations as poor. On the other hand, only 4.9 percent rated race relations in Hampton Roads as excellent with another 32.0 percent rating race relations as good.



Respondents were asked to agree or disagree with a variety of statements about how they are treated in various situations while working and living in Hampton Roads. More than half agreed or strongly agreed that “people like me” are treated in a fair, non-discriminatory manner when applying for a loan or mortgage (58.2%), renting a house or apartment (59.3%), and when seeking job opportunities (57.4%). A higher percentage of respondents reported that “people like me” are treated fairly in stores and restaurants (70.1%) and when dealing with the police (62.4%).



Additionally, respondents were asked to identify to what extent people face discrimination in their city on the basis of various characteristics. Race was the most frequently mentioned form of discrimination respondents reported people face with 23.1 percent saying a great deal and 47.4 percent reporting people in their city being somewhat discriminated based on race. Sexual orientation also showed a high percentage of reported discrimination with 61.0 percent reporting either a great deal or somewhat. Almost half felt that people at least somewhat face discrimination based on gender (49.2%) and age (48.6%).



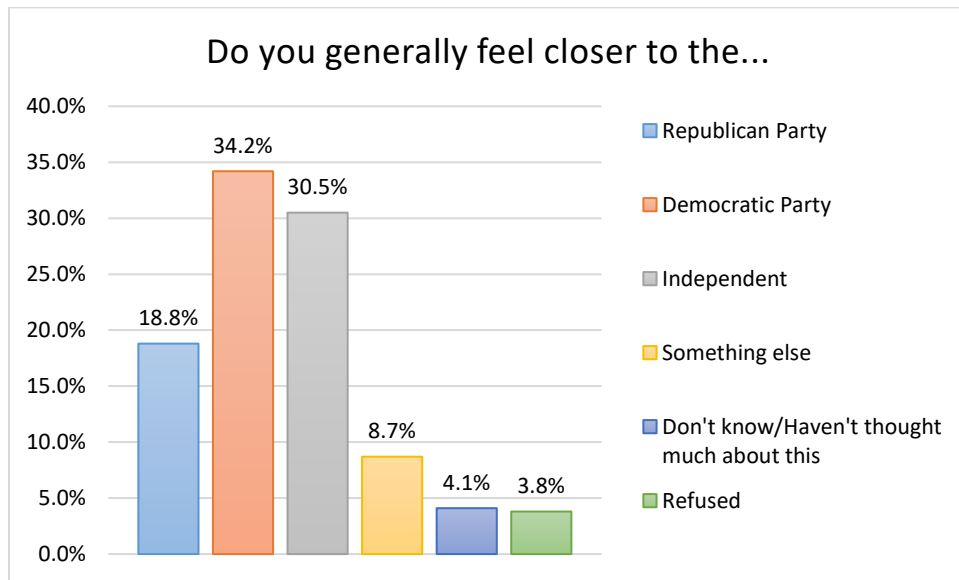
In summary, the overall quality of life in Hampton Roads remains relatively consistent with past years. Almost 70 percent rated the overall quality of life in Hampton Roads as excellent or good (68.2%). Although there were some differences between cities in the reported quality of life, respondents reported a higher quality of life in their neighborhoods compared to their city or the region as a whole. While perceptions of neighbors and neighborhoods were generally positive, race relations were rated less favorably and more than half of respondents felt the people in their city face discrimination at least “somewhat” based on race and sexual orientation.

Politics, Social Issues, and Perception of the Police

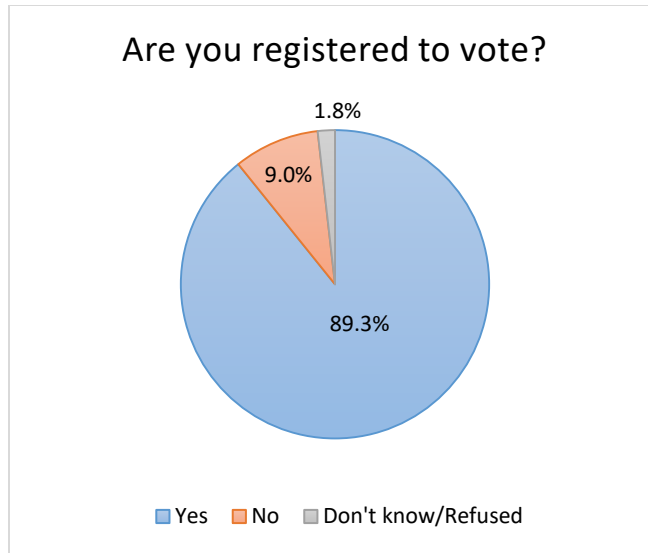
The political climate is one factor in understanding attitudes on a variety of social and political issues. Respondents were asked an array of questions including party affiliation, political attitudes and voter registration. The 822 participants gave a wide variety of answers to these questions, but much of the data reflects response patterns seen in years past.

Political Affiliations and Attitudes

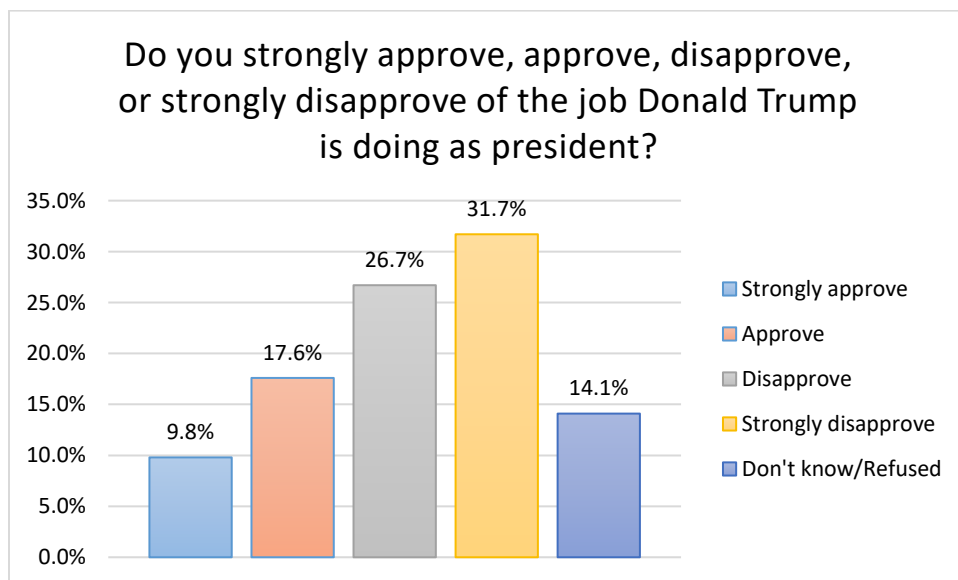
Respondents were asked what political party they generally feel closer to. A larger proportion of respondents reported feeling closer to the Democratic Party (34.2%) or being Independent (30.5%) than the Republican party (18.8%). Less than 10 percent reported feeling closer to something else (8.7%)



Respondents were asked whether or not they were registered to vote and the vast majority said that they were (89.3%), while only 9.0 percent reported that they were not registered to vote at the time of the survey.

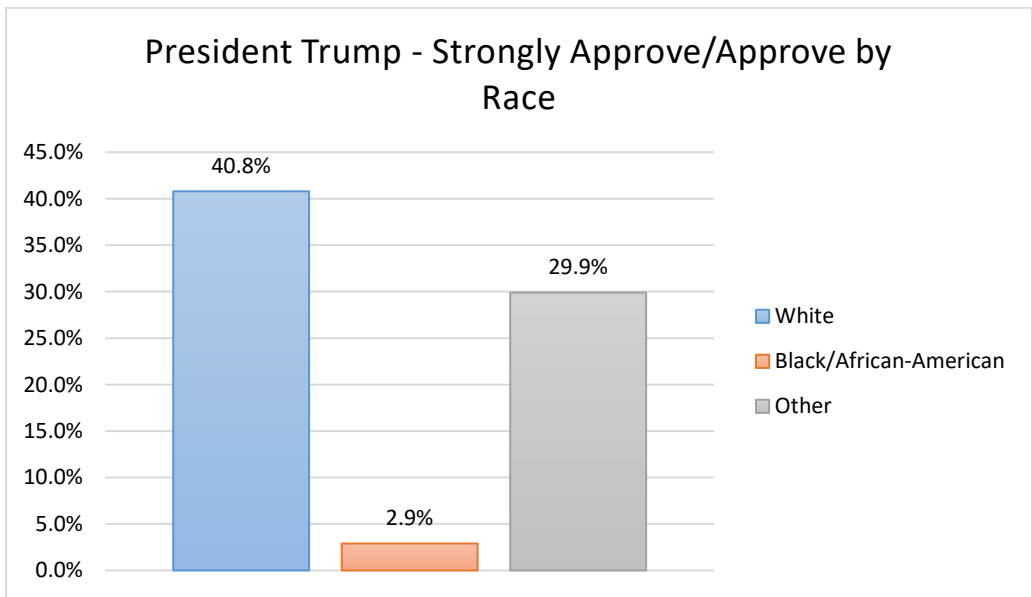
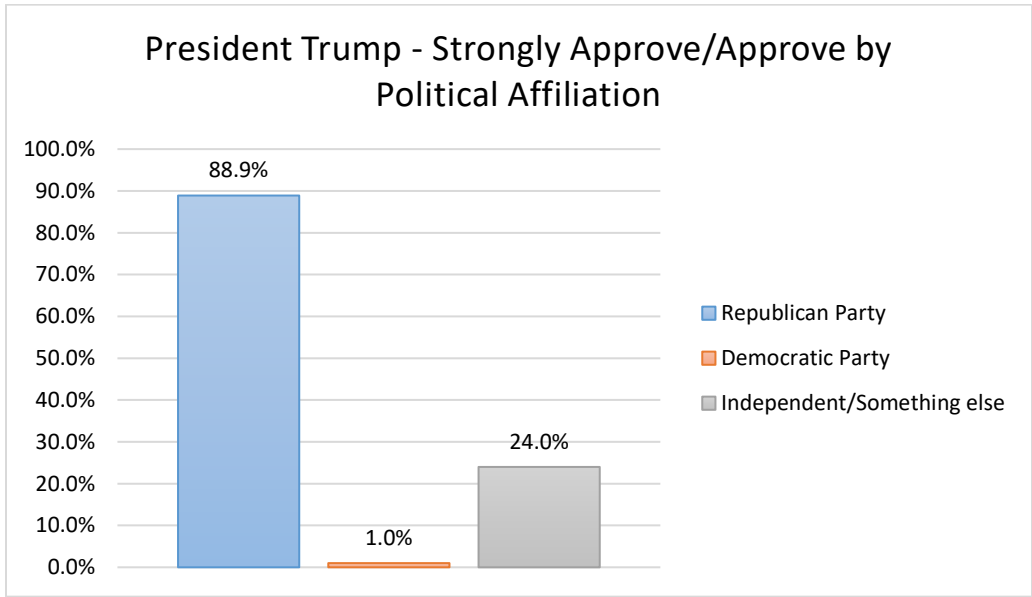


President Donald Trump had been in office for over two and a half years when the 2019 Life in Hampton Roads survey began and respondents were asked how strongly they approve or disapprove of the job he was doing as president. More than half (58.4%) of respondents either disapproved (26.7%) or strongly disapproved (31.7%) of the job that he is doing as president. Only 9.8 percent of Hampton Roads residents strongly approved of the job that he is doing as president, while 17.6 percent approved.

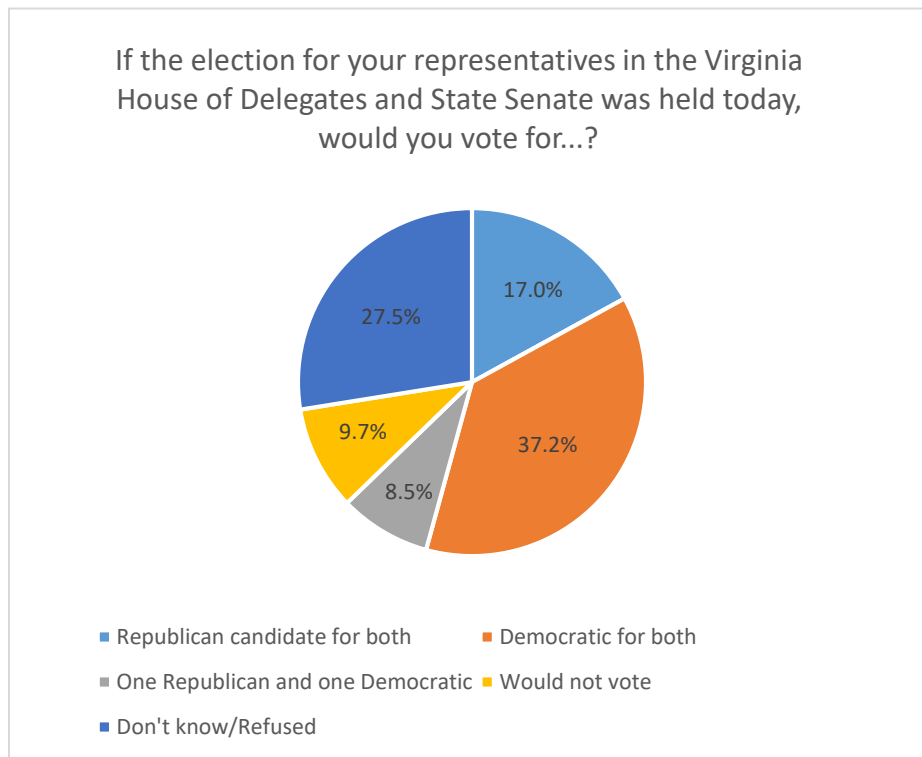


President Donald Trump’s approval rating varied significantly across race and political affiliation.

The majority of Republicans strongly approved or approved of the job Donald Trump is doing as president (88.9%) compared to only one percent of Democrats. Additionally, 40.8 percent of white respondents approved or strongly approved of the job Donald Trump is doing as president compared to only 2.9 percent of black/African-American respondents.

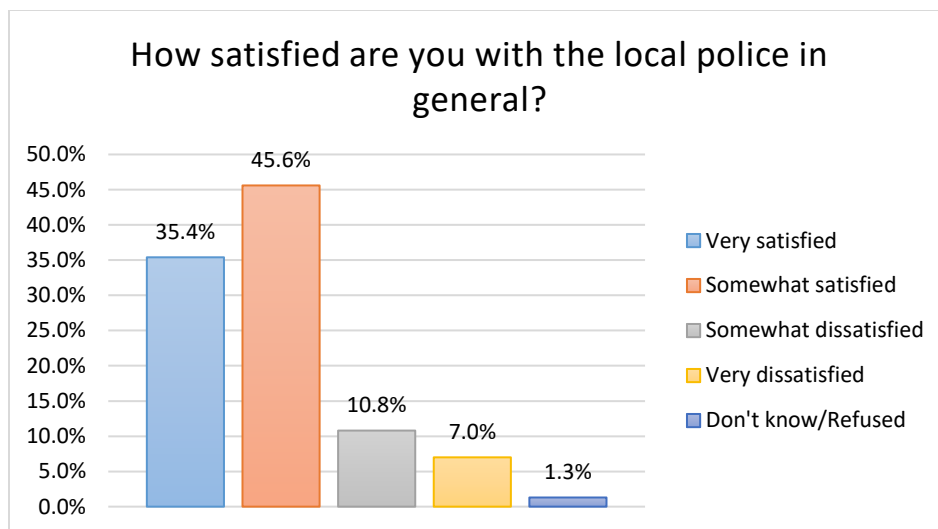


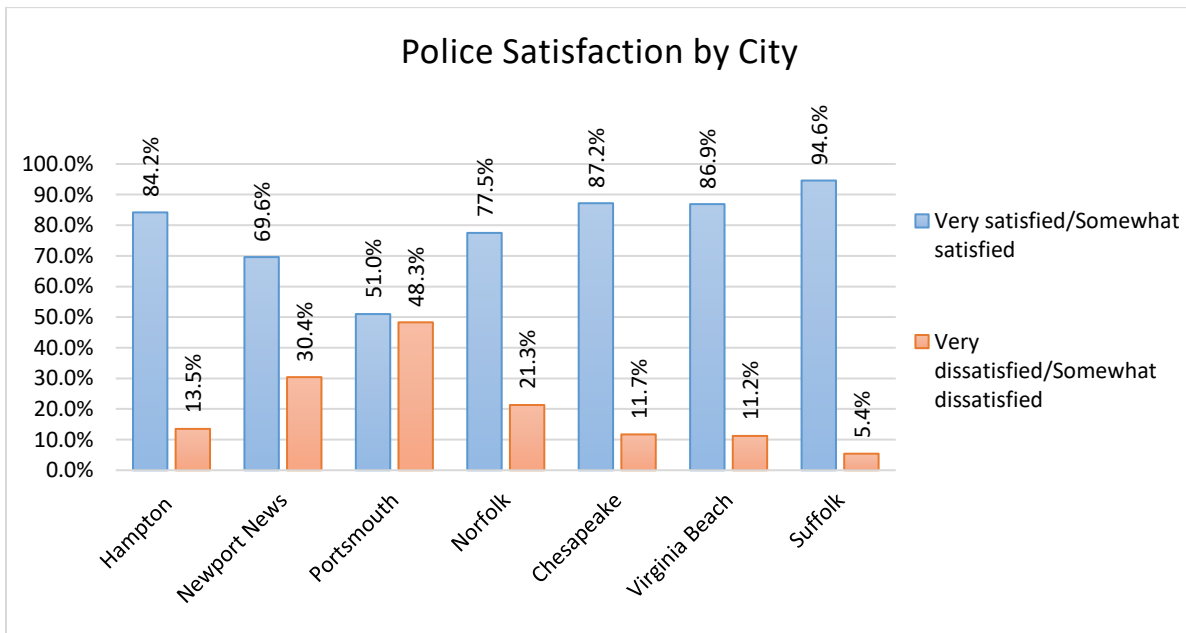
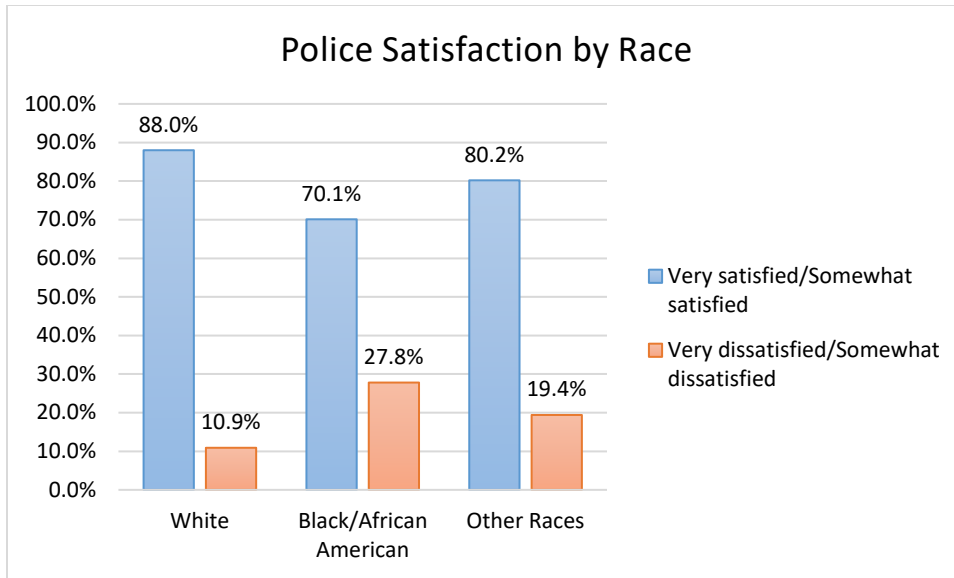
Respondents were asked about the upcoming election for representatives in the Virginia House of Delegates and State Senate. They were asked to identify if they would vote Republican for both, Democratic for both, one Republican and one Democrat, or if they would choose not to vote. The most common response was voting for the Democratic candidate for both positions (37.2%) followed by voting for the Republican candidate for both positions (17.0%). Another 8.5 percent said they would split their vote and choose one Republican candidate and one Democratic candidate and 9.7 percent they would not vote.



Perceptions of Local Police

Respondents were asked how satisfied they were with the local police in general. The majority of respondents reported being somewhat satisfied (45.6%) and very satisfied (35.4%). A small minority, (10.8%) reported being somewhat dissatisfied and only a few (7%) reported being very dissatisfied with the local police. There were significant differences between satisfaction with the local police when looking at race and city of residence. African American respondents were more likely to report being very dissatisfied or somewhat dissatisfied (27.8%) than white respondents (10.9%). When examining police satisfaction across cities, Suffolk reported the highest percentage of residents being very satisfied or somewhat satisfied (94.6%) and Portsmouth reported the lowest percentage of residents being very satisfied or somewhat satisfied (51.0%).

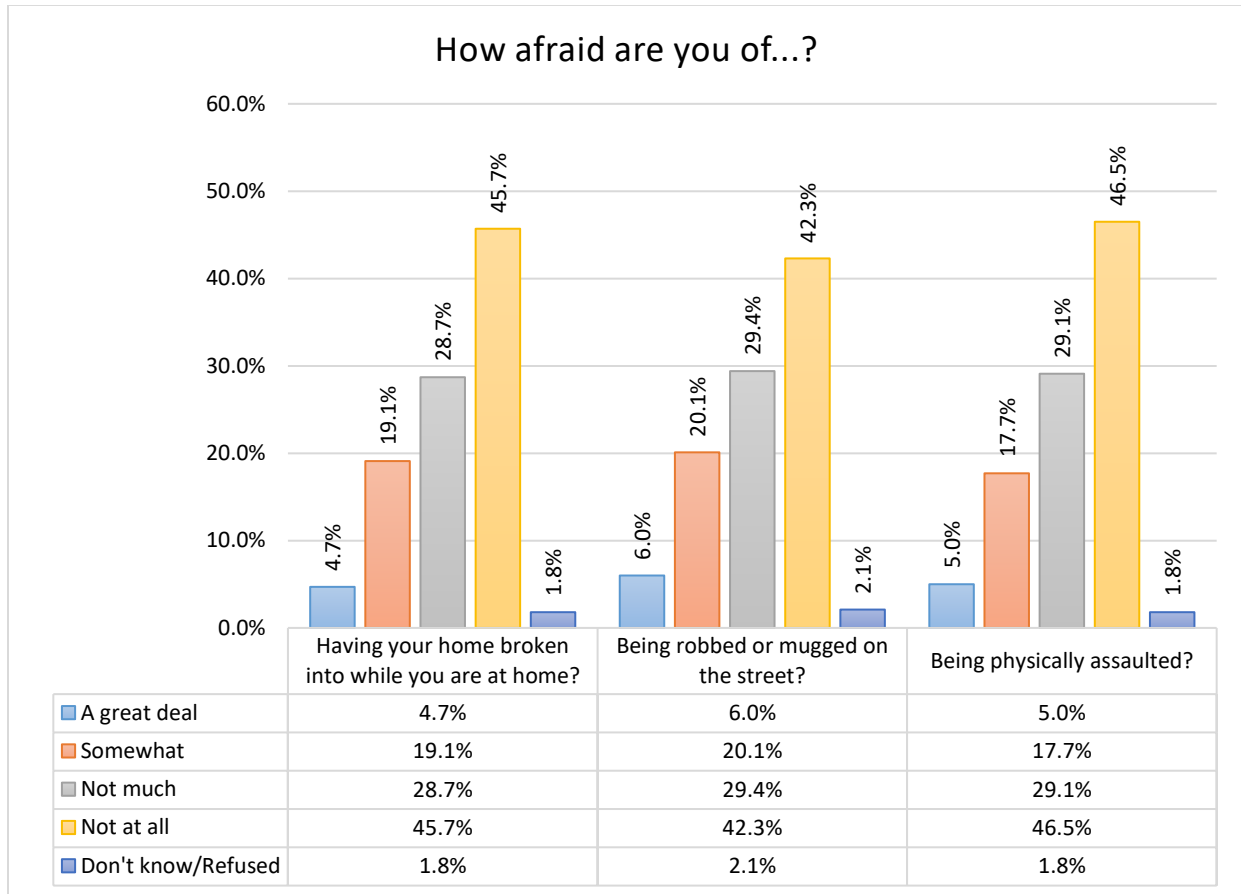




*Sample sizes from some cities are small and thus increases the margin of error.

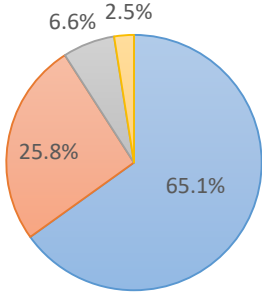
Respondents were asked to answer how afraid they are of certain crimes in Hampton Roads. Only 23.8 percent of respondents reported being either somewhat afraid (19.1%) or afraid a great deal (4.7%) of having their home broken into while they are home. The majority of respondents (71.7%) reported either being not afraid at all (42.3%) or not much afraid (29.4%) of being robbed or mugged on

the street. Additionally, 75.6 percent of respondents reported being either not at all afraid (46.5%) or not much afraid (29.1%) of being physically assaulted.



When asked whether marijuana should be made legal or not, just under two-thirds of respondents said that marijuana should be made legal (65.1%). Conversely, only 1 in 4 respondents reported that marijuana should remain illegal (25.8%).

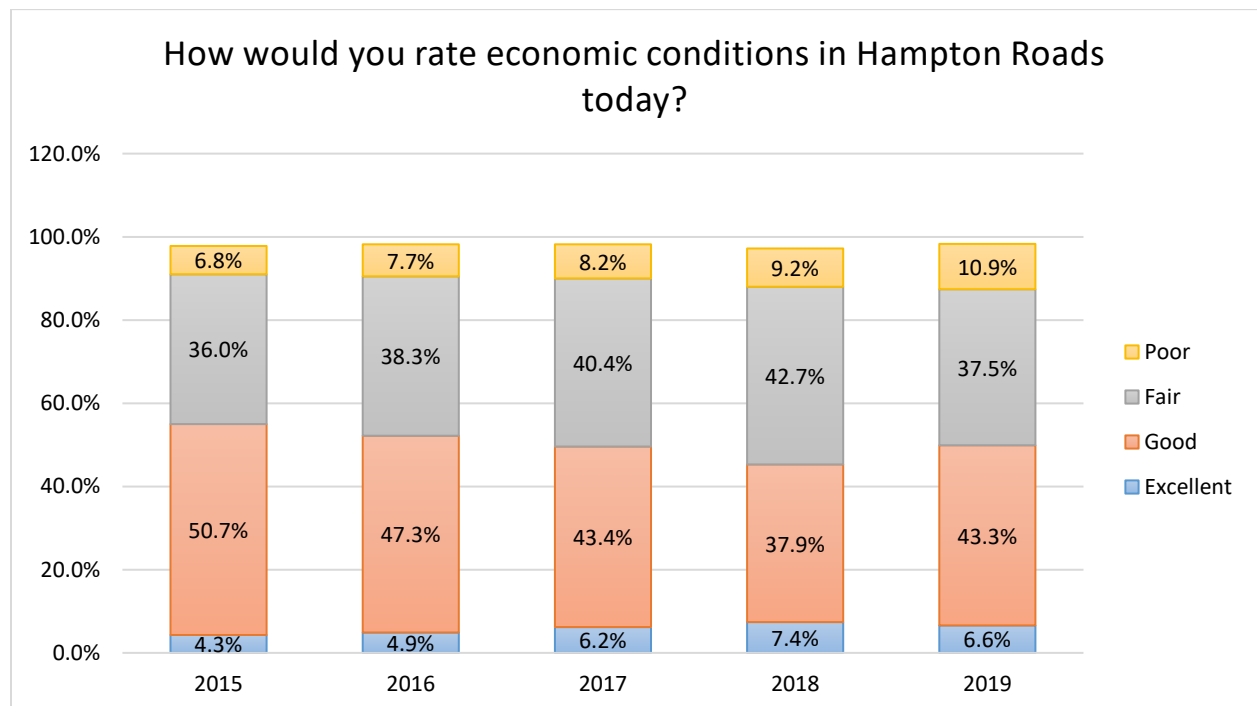
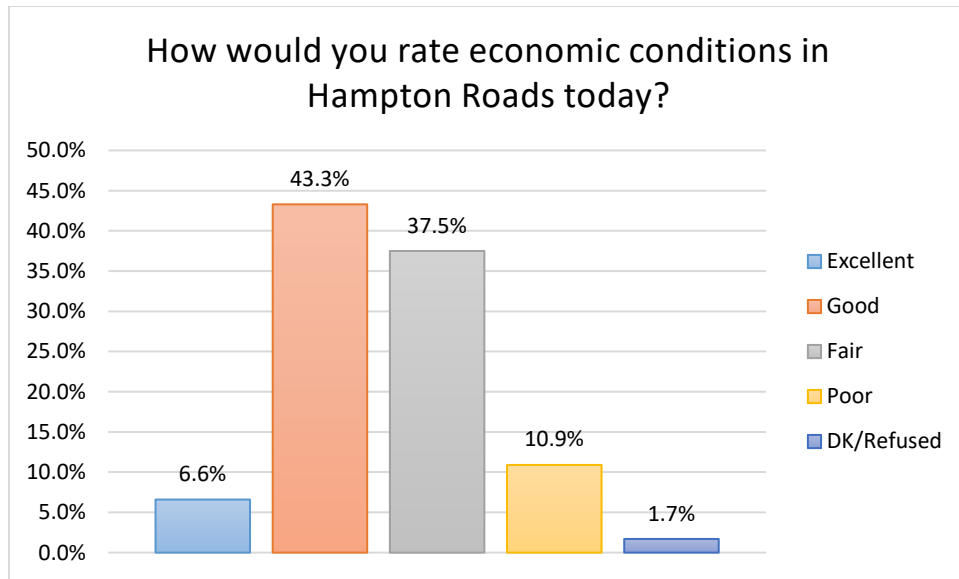
Do you think the use of marijuana should be made legal or not?



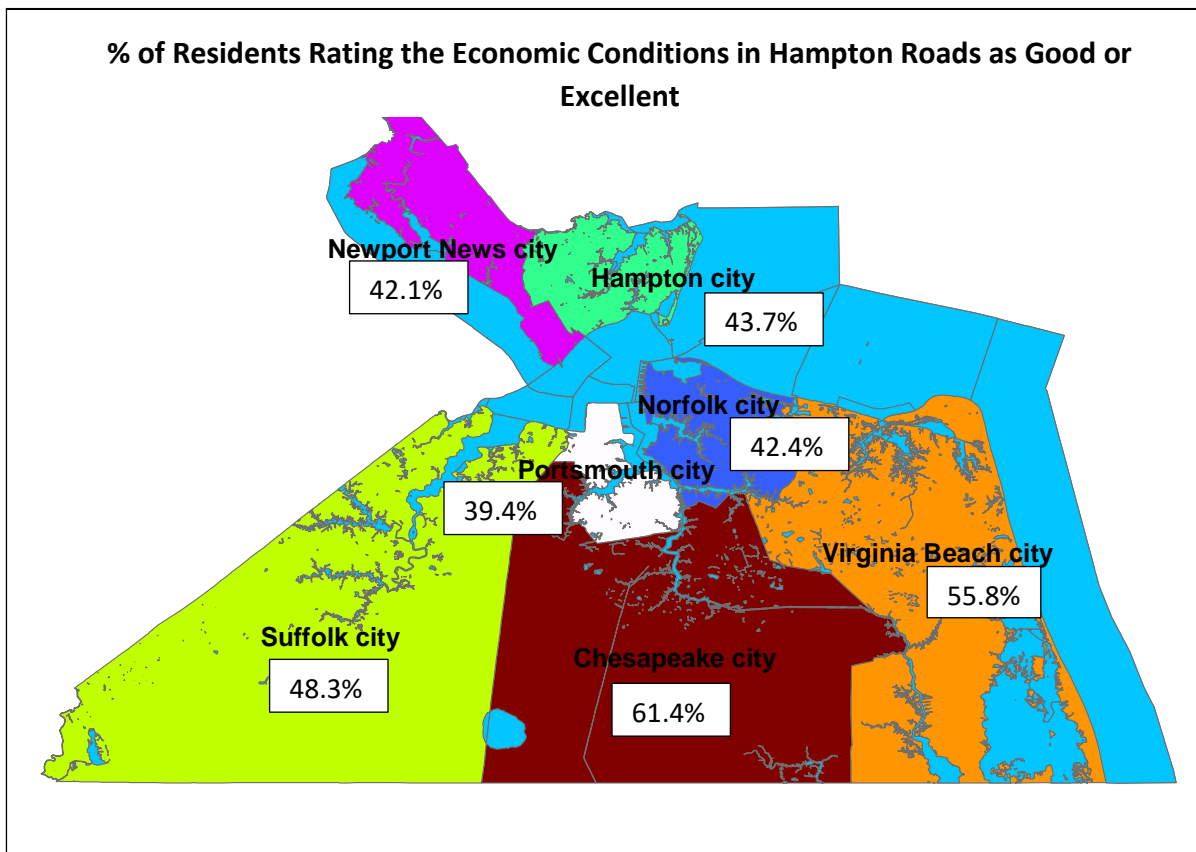
■ Yes, be made legal ■ No, remain illegal
■ Don't know ■ Don't know/Refused

Economic Conditions

Survey respondents were asked to rate the economic conditions in Hampton Roads today. The percentage of respondents who feel the economy is doing ‘excellent’ remains fairly steady at 6.6 percent (7.4% in 2018). On the other hand, the percent rating the economy as poor since 2015 has been on the rise, increasing from 6.8% to 10.9%. There is a relatively even split this year when combining responses for “excellent/good” (49.9%) and “fair/poor” (48.4%).



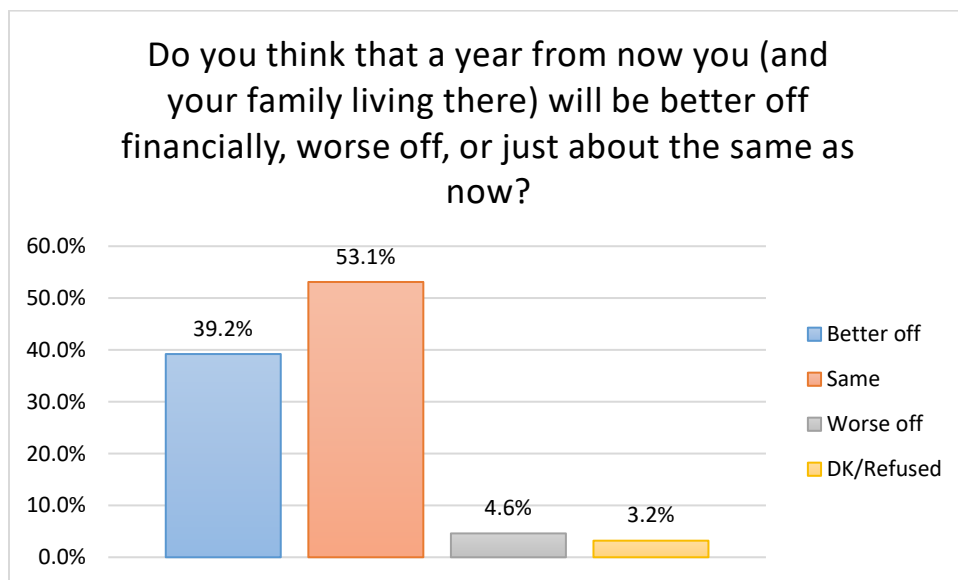
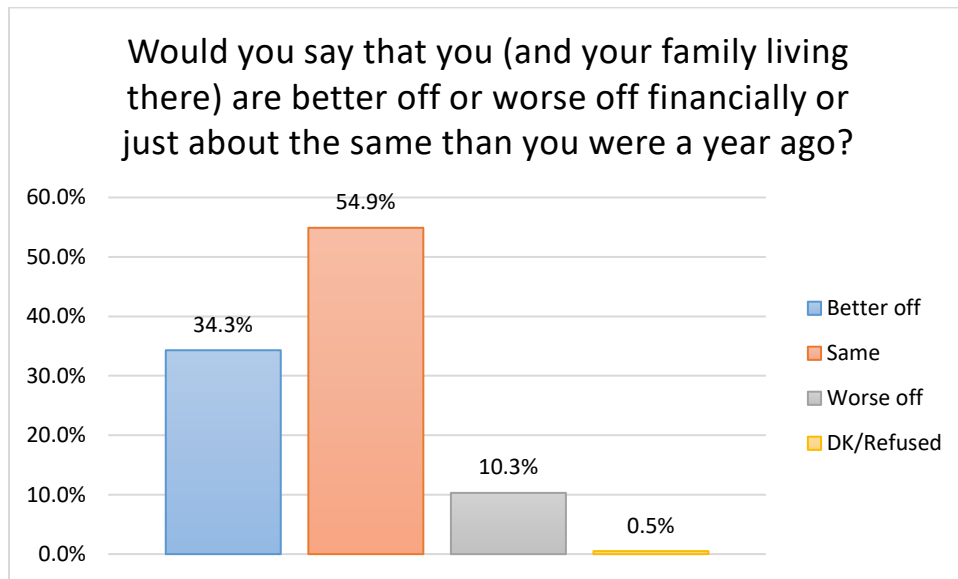
Perceptions of economic conditions varied significantly across cities in Hampton Roads. At the highest end, 61.4 percent of Chesapeake and 55.8 percent of Virginia Beach residents rated economic conditions in Hampton Roads as excellent or good. Just under half of Suffolk residents (48.3%) and 43.7 percent of Hampton residents rated economic conditions as excellent or good. Norfolk (42.4%) and Newport News (42.1%) rated economic conditions similarly. Additionally, only 39.4 percent of Portsmouth residents rated economic conditions in Hampton Roads as excellent or good, although this percentage is up considerably from 26.1 percent in 2018.



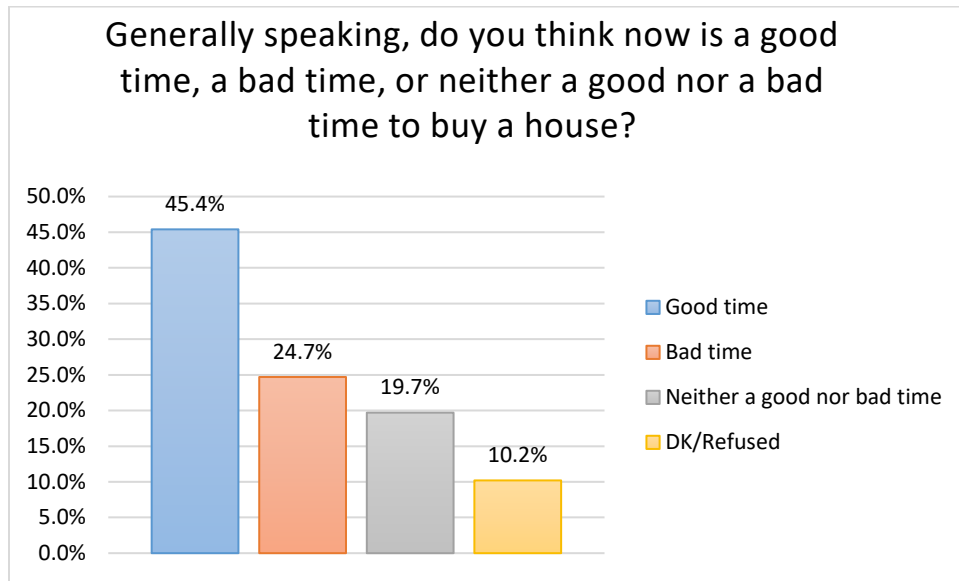
*Sample sizes from some cities are small and thus increases the margin of error.

Respondents were asked if they and their family living with them are better off, worse off, or about the same financially than they were a year ago. More than half (54.9%) said they and their family are doing about the same financially as they were a year ago. Another 34.3 percent said that they and their family are doing better off financially than they were a year ago and only 10.3 percent said they are doing

worse off than a year ago. Respondents were then asked if they thought that they and their family living with them would be doing better off, worse off, or about the same financially a year from now. Similarly, over half (53.1%) believed that they and their family living with them would be doing about the same financially a year from now and 39.2 percent believed that they and their family would be doing better off financially. Only 4.6 percent believed they and their family living with them would be doing worse off financially in a year.



When asked if now is a good time, a bad time, or neither a good nor bad time to buy a house, slightly less than half of respondents (45.4%) said they felt now was a good time to buy a house. Less than one in four (24.7%) felt that now was a bad time to buy a house and 19.7 percent felt that now was neither a good nor a bad time to buy a house.



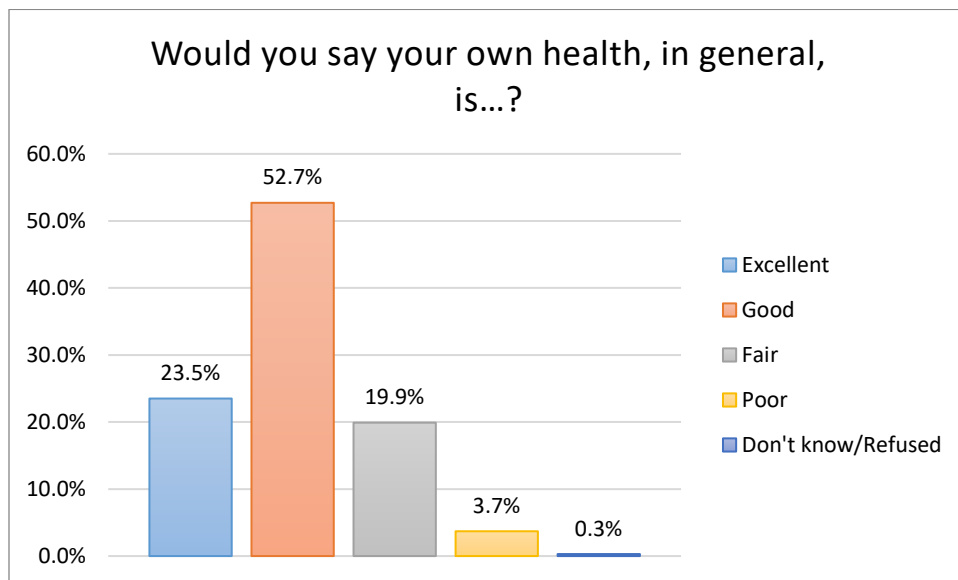
The percent rating economic conditions in Hampton Roads as excellent or good again decreased as it did in 2018. However, about 40 percent of respondents feel that their financial situation will be better off a year from now.

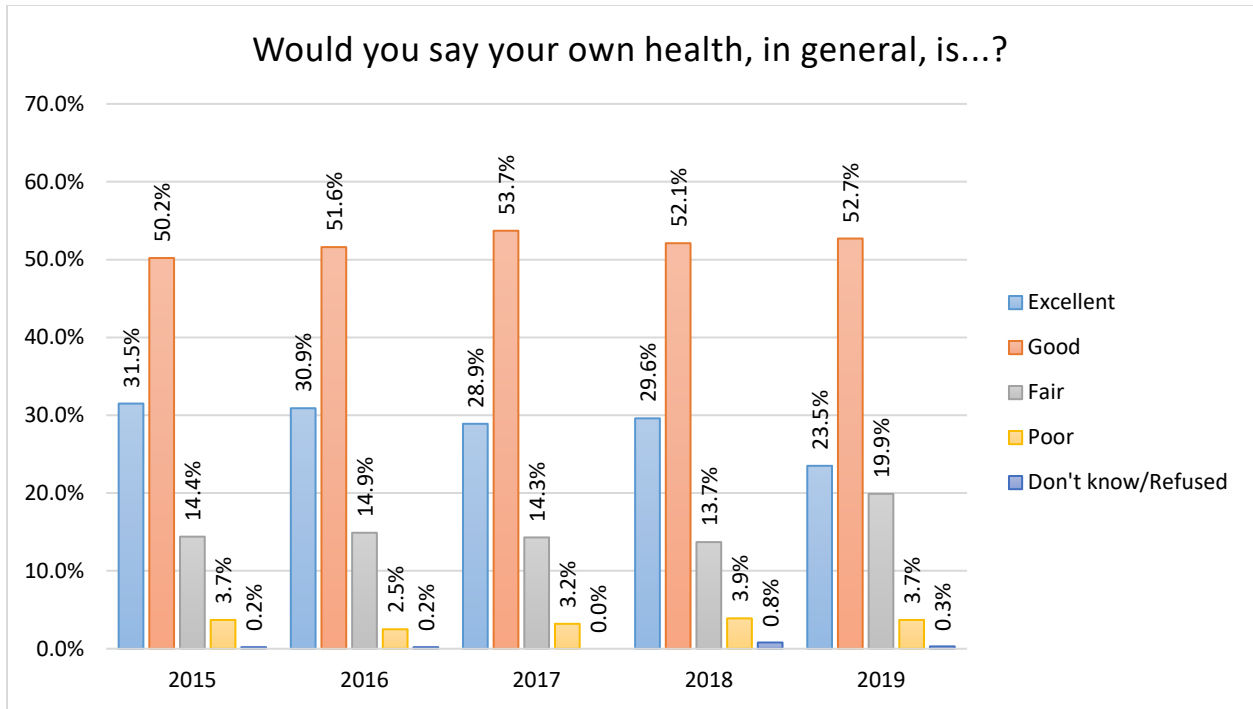
Health Care & Health Related Issues

The health of Hampton Roads residents is vital to ensuring that the community thrives. The 2019 Life in Hampton Roads survey asked residents of the Hampton Roads area about their general health and certain health conditions.

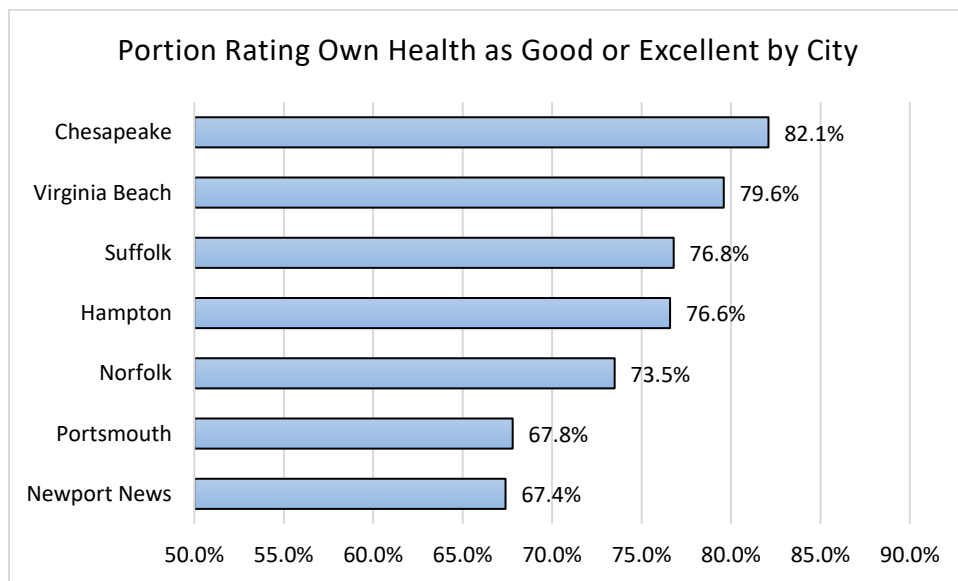
General Health

Less than one in four (23.5%) of Hampton Roads residents rated their own general health as excellent. The majority of the respondents reported themselves to be in good health (52.7%). Just under twenty percent (19.9%) of respondents stated that they are in fair health. Only 3.7 percent of respondents reported having poor health. These percentages are similar to past Life in Hampton Roads survey results.





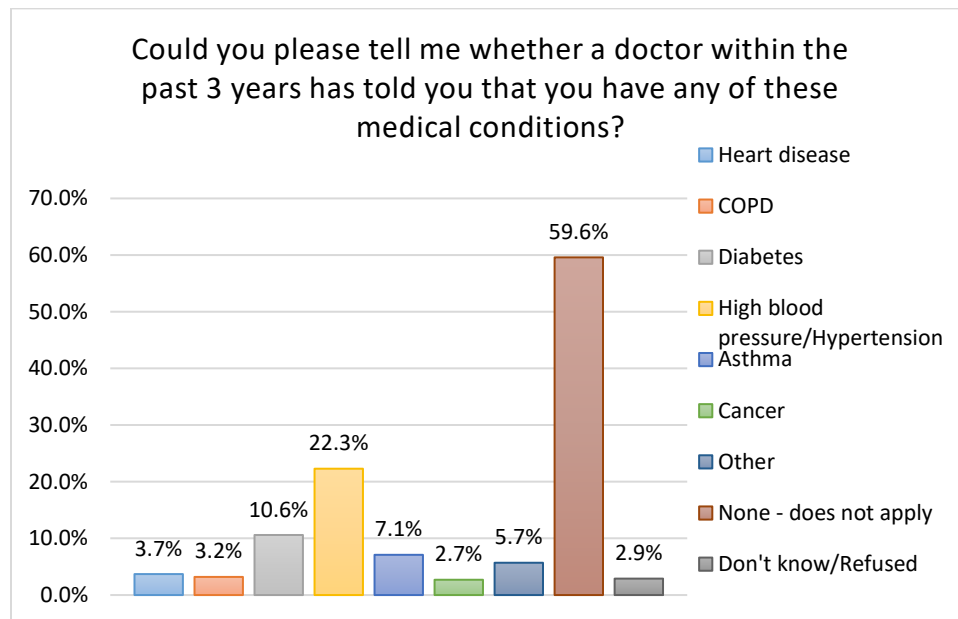
There were significant differences in residents' reported overall health across the cities of Hampton Roads. Chesapeake and Virginia Beach residents reported the highest ratings of overall health with 82.1 percent and 79.6 percent reporting their health good or excellent, respectively. Alternatively, Portsmouth (67.8%) and Newport News (67.4%) had the lowest percentages of residents who rated their overall health excellent or good.



*Sample sizes from some cities are small and thus increases the margin of error.

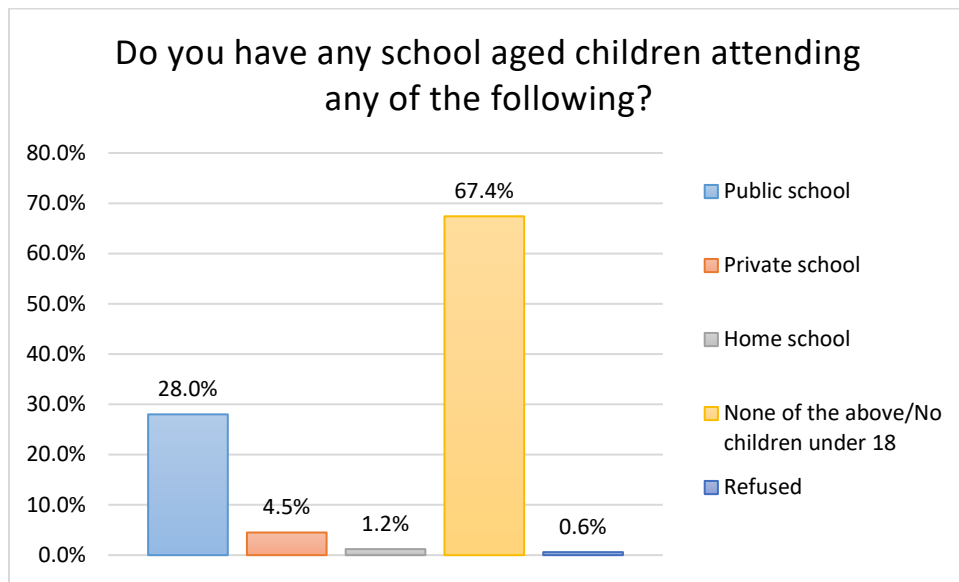
Chronic Conditions

Respondents were asked whether or not a doctor had told them they had certain medical conditions within the past three years. The most commonly reported medical condition was high blood pressure or hypertension (22.3%). After that, there was a substantial drop off in reported conditions with only 10.6 percent of respondents saying they had been told by a doctor in the past three years that they had diabetes and only 5.7 percent being told they had some other medical condition. The majority of respondents (59.6%) reported that a doctor had not told them they had any of the listed medical conditions within the past 3 years.

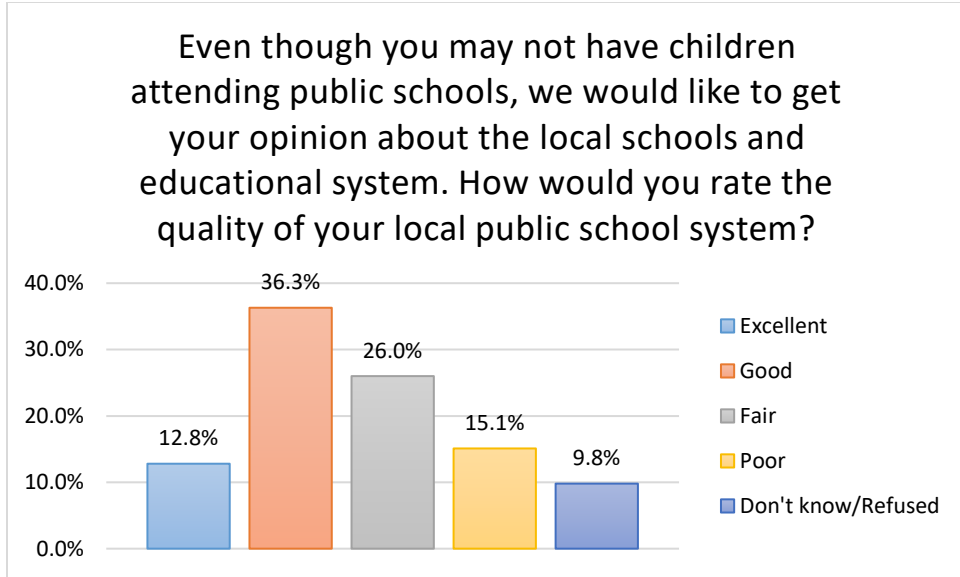


Perceptions of Public School Systems

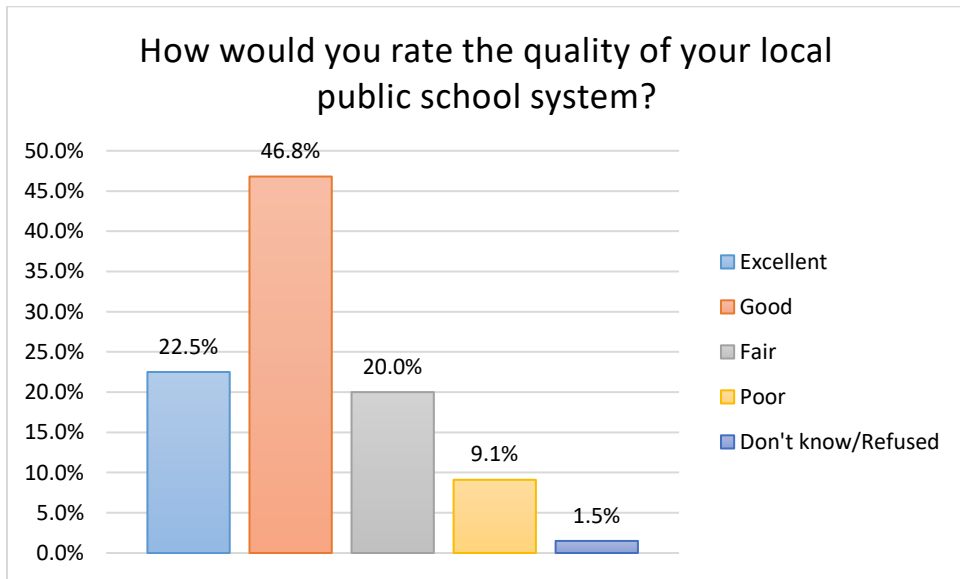
We wanted to inquire if parents were choosing public school, private school, or home schooling for their children. Most (67.4%) of our respondents did not have school-aged children. More than one-quarter of respondents indicated that they have children enrolled in public school (28.0%). Only 4.5 percent of the respondents indicated that they have children who are enrolled in private school. Home school was the least frequent type of school reported at a mere 1.2 percent.



We asked respondents who indicated they did not have school-aged children, “Even though you may not have children attending public schools, how would you rate the quality of your local public-school system?” Just under half (49.1%) of these respondents rated the public-school system as excellent (12.8%) or good (36.3%), while others rated the school system as fair (26.0%) or poor (15.1%). It is worth noting that parents with school children were significantly more likely to rate the public schools in their area as excellent or good than those without school children.

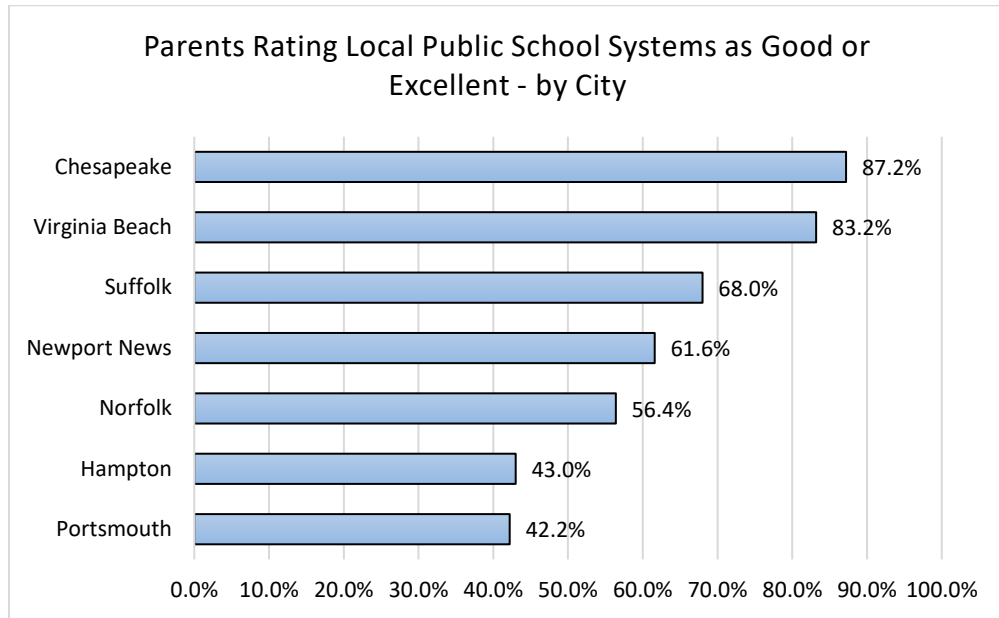


Those respondents who do have school-aged children rated the public schools more favorably than those without children in local schools. While the majority (59.2%) of respondents with school-aged children rated the public school system as excellent (22.5%) or good (46.8%), less than one-third rated the school system as fair (20.0%) or poor (9.1%).



There were significant differences in ratings of the local public school systems from parents who have children attending public schools by city. Chesapeake had the highest percentage of residents rating the local public school systems as excellent or good (87.2%), followed by Virginia Beach (83.2%) and

Suffolk (68.0%). At the other end of the spectrum, Hampton (43.0%) and Portsmouth (42.2%) had the lowest percentage of residents ranking the local public school systems as excellent or good.



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Respondents who had children attending public schools were asked to identify what the local public schools could do better to serve them and their families. While 14.1 percent stated that nothing needs to be done better and 12.1 percent said they did not know, the majority of respondents gave an example(s) of things that the public schools could do better. Frequent comments included communication with the parents; some parents reported feeling uninformed by the school on topics such as homework. Another topic mentioned was classroom size. Parents felt that classroom sizes were too large, and students were not getting enough one-on-one time. Additionally, some respondents claimed that schools need improved resources. Most did not expand on what was meant by “resources,” though funding was mentioned by a few. Lastly, safety was a concern for some parents, and they thought safety standards could be improved.

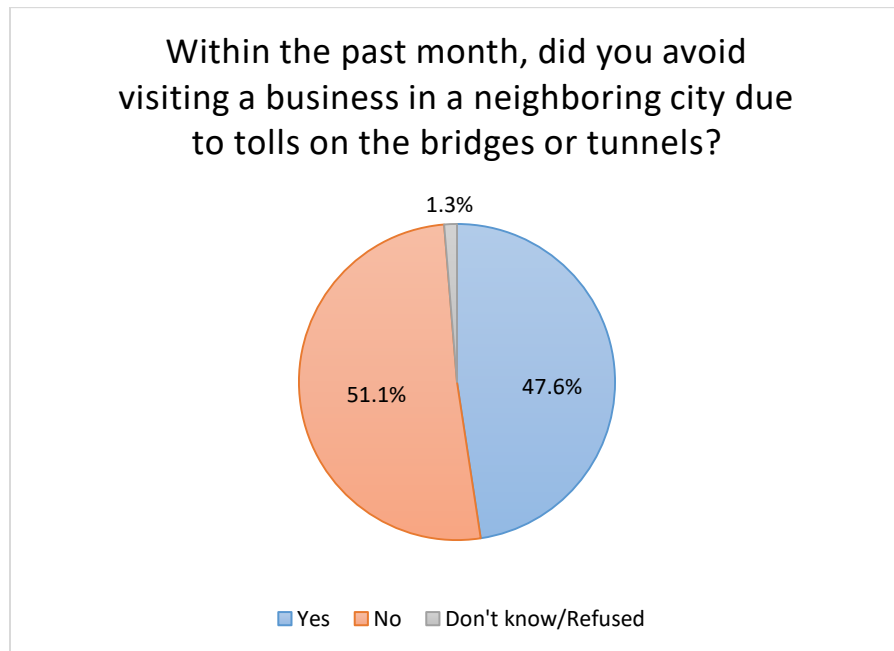
Transportation

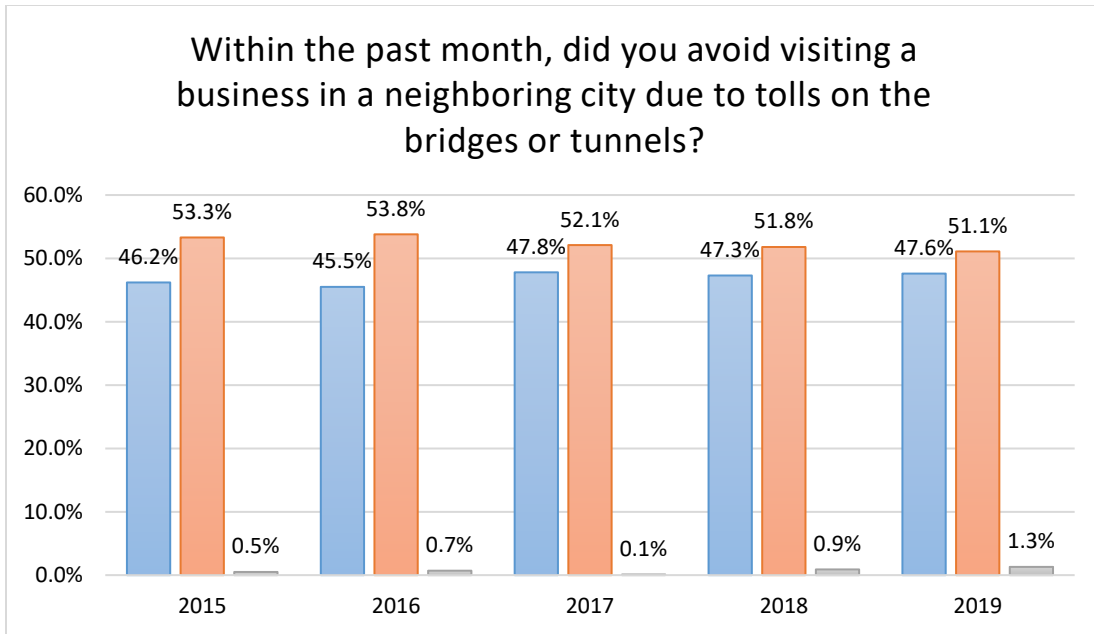
Every day, people traverse the eleven bridges and five tunnels in the Hampton Roads area, commuting for work, family, and other activities. The 2019 Life in Hampton Roads survey asked residents of the Hampton Roads area about their commute times and opinions on bridge and tunnels.

Hampton Roads residents report fairly consistent numbers in average commute times to work or school since 2015, varying between 18 and 24 minutes. In 2015, the average commute times was 20 minutes and then decreased in 2016 to 18.1 minutes. In 2017, the reported commute time to school or work was 19.2 minutes, a slight increase over the previous year and that number increased again slightly in 2018 to an average commute time of 21.5 minutes. This year's average commute time saw a slight decrease back down to 20.0 minutes.

Perception of Tolls

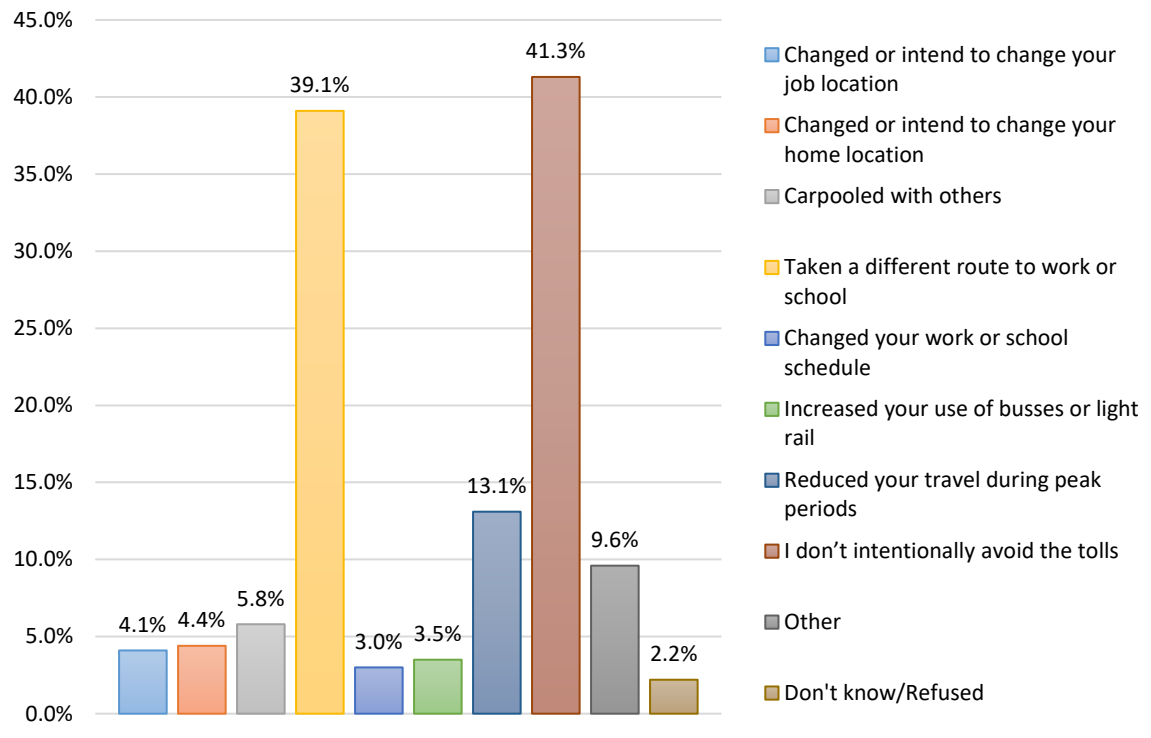
The Life in Hampton Roads survey asked residents within the past month, if they avoided visiting a business in a neighboring city due to tolls on the bridges or tunnels. Nearly half of the respondents (47.6%) said that they did avoid visiting neighboring cities due to tolls, while 51.1 percent did not. These percentages are consistent with previous years' data.





The survey respondents were asked about what actions they have taken, if any, to avoid tolls in Hampton Roads and over forty percent (41.3%) stated that they do not intentionally avoid the tolls. Of those who said they do avoid the tolls, the most common response (39.1%) was that respondents took a different route to school or work. Another 13.1 percent of respondents said they reduced their travel during peak periods.

To avoid a toll in Hampton Roads, have you...?



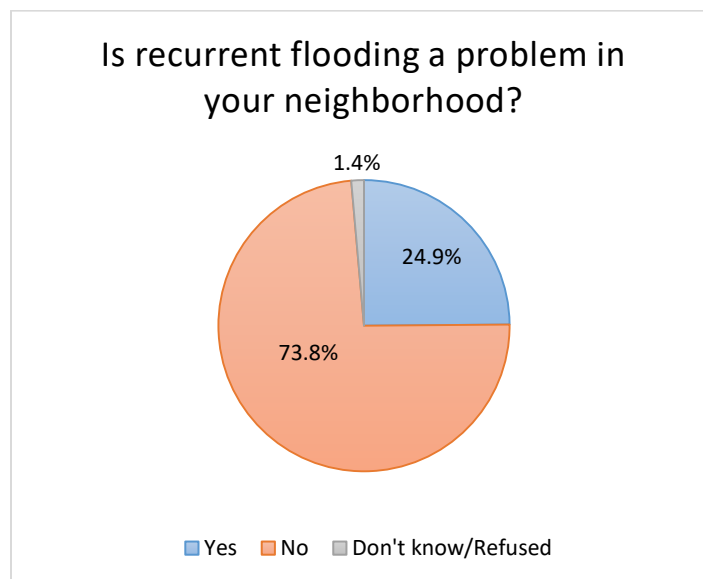
Neighborhood Flooding and Flood Insurance

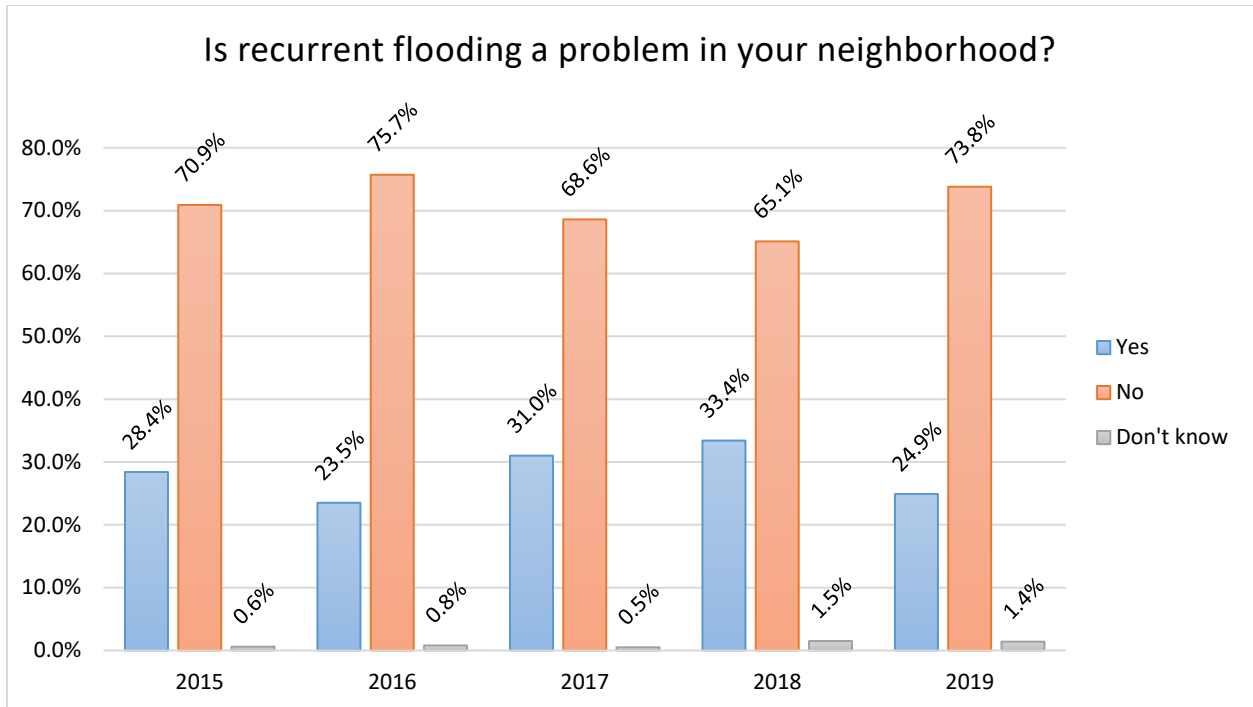
Home Ownership in Hampton Roads

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 (66.8%), marking the second highest percentage in the past five years, only behind last year's percentage of 67.7. Another 28.6 percent indicated that they rent, while only 2.8 percent reported having another arrangement.

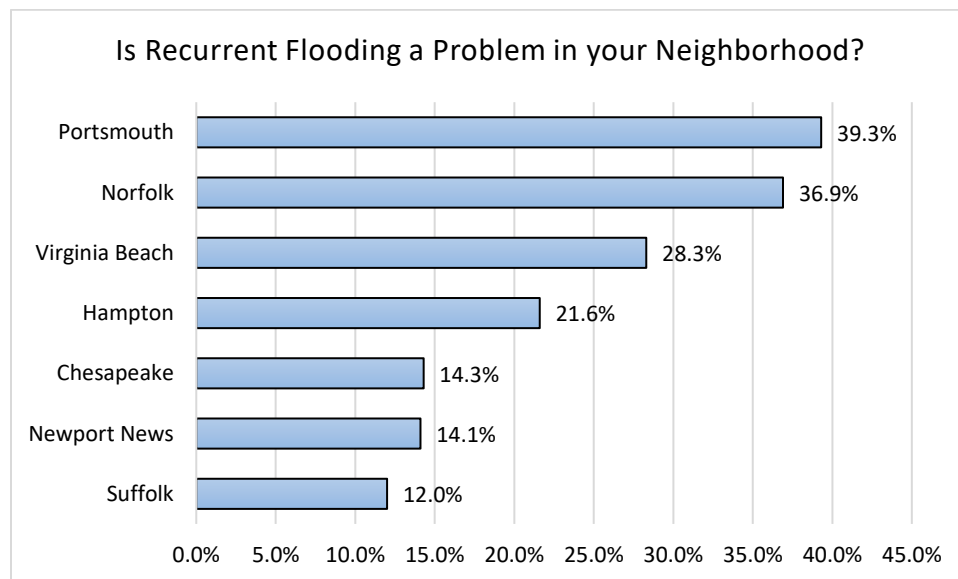
Home Ownership	2015	2016	2017	2018	2019
Own or in the process of buying	65.5%	64.3%	65.1%	67.7%	66.8%
Rent	30.6%	32.7%	30.6%	28.8%	28.6%
Other arrangement	3.1%	2.2%	3.8%	1.8%	2.8%
Don't know/Refused	0.9%	0.7%	0.5%	1.6%	1.9%

Respondents were asked whether or not recurrent flooding is a problem in their neighborhood. Only one in four respondents said that recurrent flooding is a problem in their neighborhood (24.9%). The percentage of Hampton Roads respondents reporting that recurrent flooding is a problem in their neighborhood decreased 8.5 percent from 2018 (33.4%).



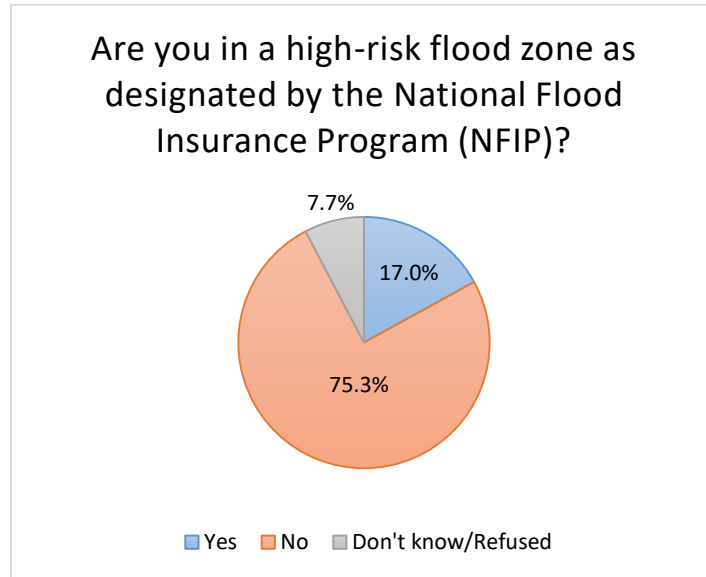


There were significant differences between the cities in regards to the prevalence of recurrent flooding in neighborhoods. At the highest end, 39.3 percent of Portsmouth residents and 36.9 percent of Norfolk residents said that recurrent flooding is a problem in their neighborhood. At the other end of the spectrum, only 14.1 percent of Newport News residents and 12.0 percent of Suffolk residents said that recurrent flooding is a problem in their neighborhood.

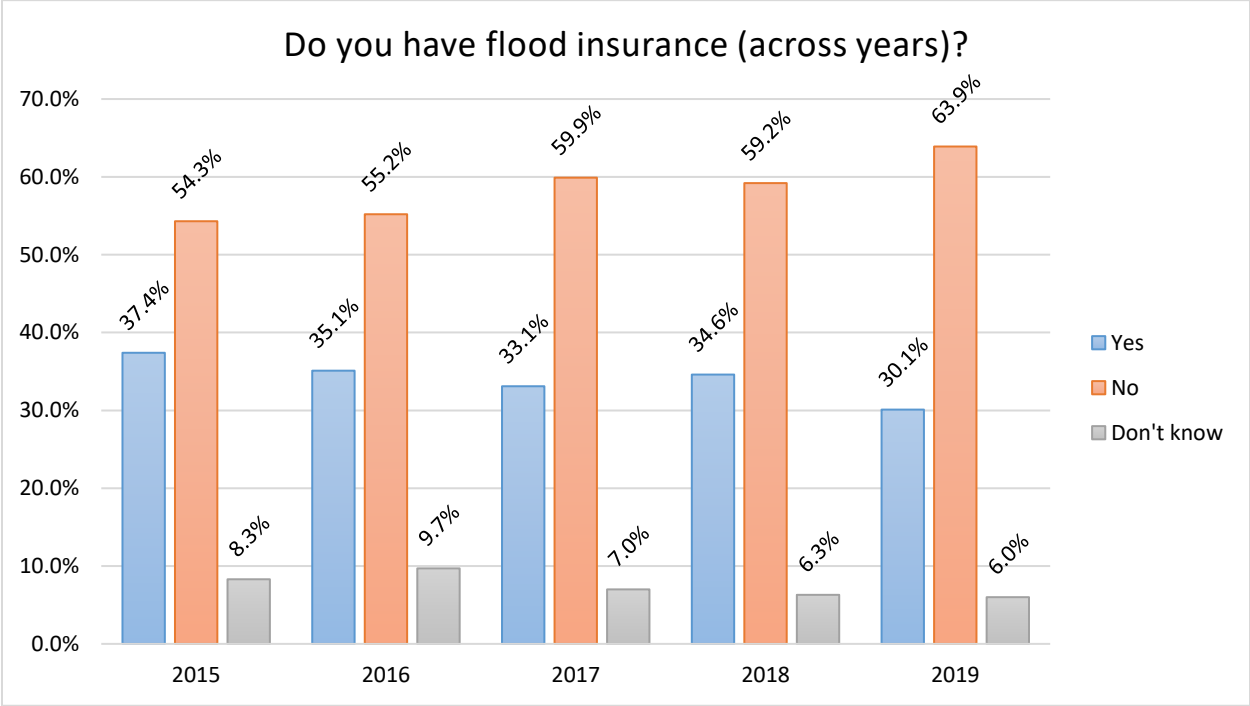
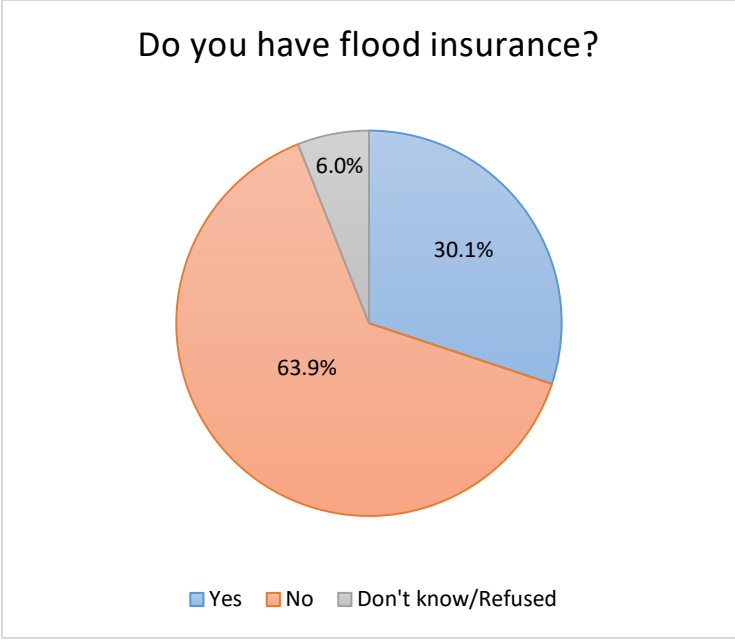


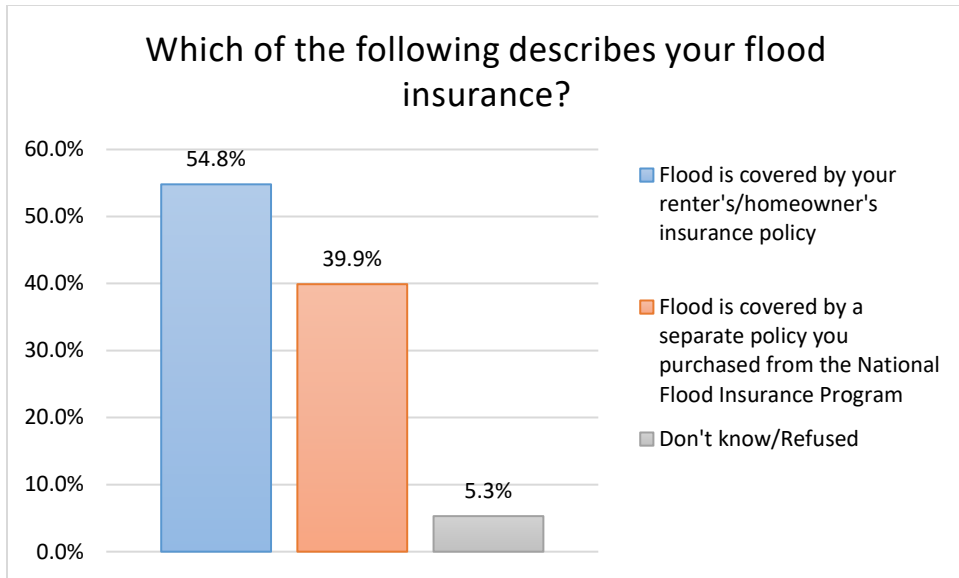
*Sample sizes from some cities are small and thus increases the margin of error.

Only 17.0 percent of respondents said they live in a high-risk flood zone as designated by the National Flood Insurance Program (NFIP). Another 7.7 percent did not know if they are in a high-risk flood zone.

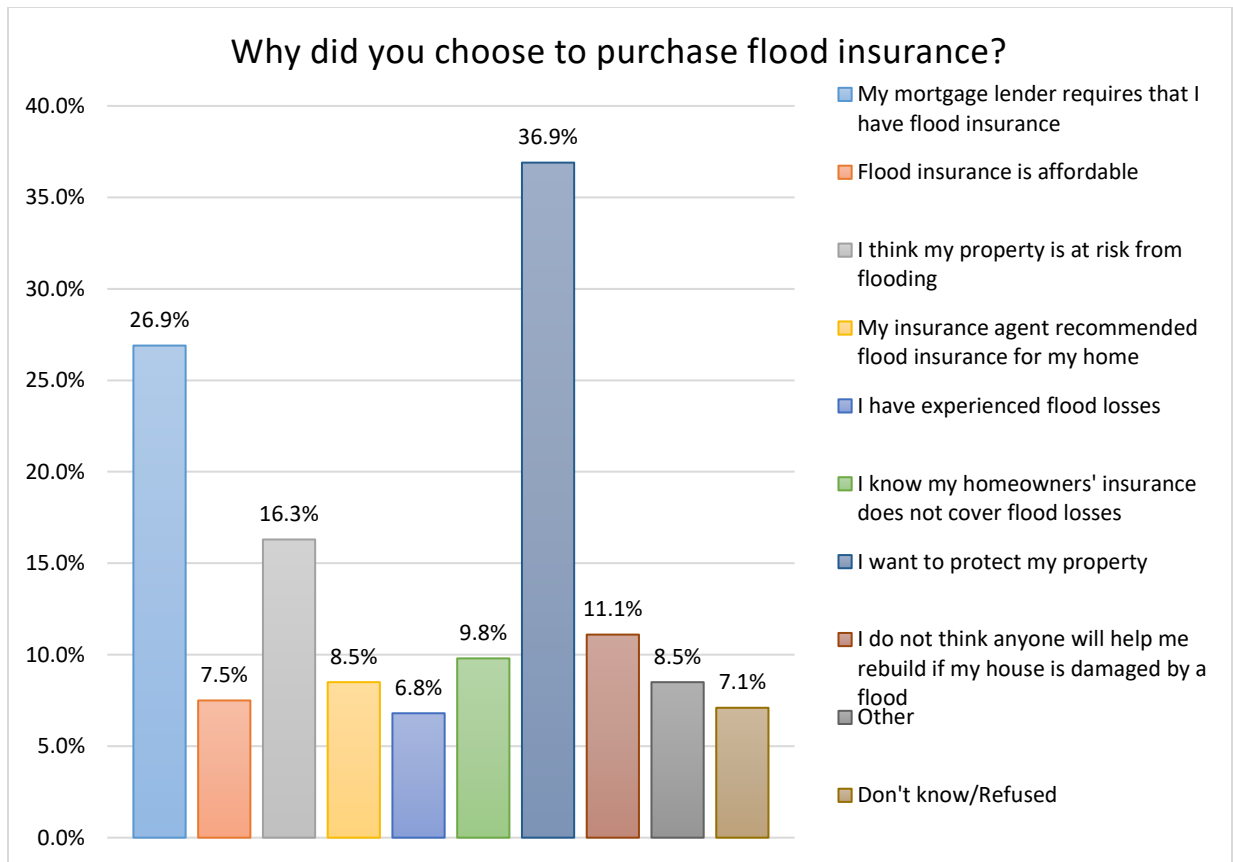


Consistent with the past five years, 30.1 percent of respondents said that they do have flood insurance. Since 2015, this percentage has stayed between 30.1 percent (2017) and 37.4 percent (2015). Of those who do have flood insurance, more than half (54.8%) said their flood insurance is covered by a renter's or homeowner's policy. Another 39.9 percent said their flood insurance is covered by a separate policy they purchased from the National Flood Insurance Program.

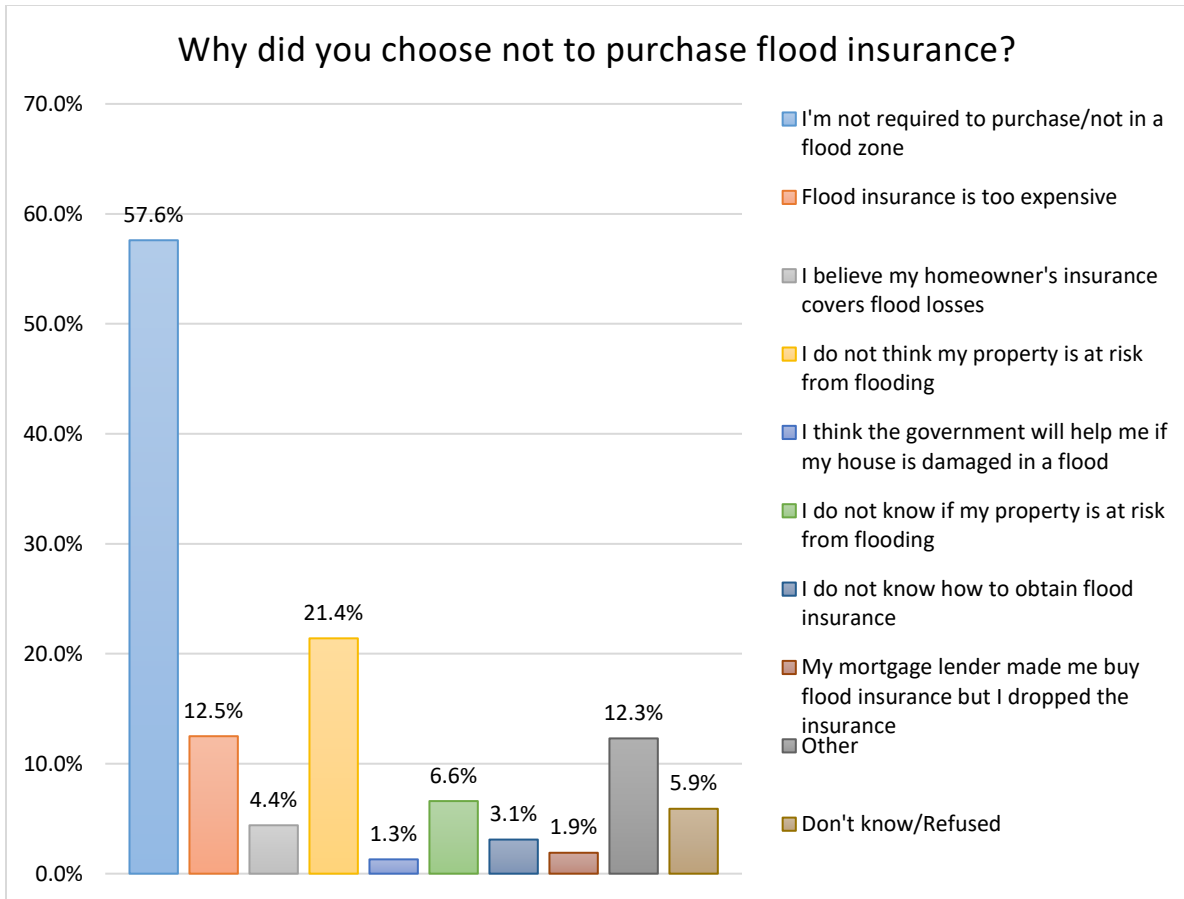




Those who did have flood insurance were asked to provide the top three reasons why they chose to purchase flood insurance. The most common answer given was wanting to protect their property (36.9%) followed by their mortgage lender requires that they have flood insurance (26.9%). Another 16.3 percent reported they chose to purchase flood insurance because they think their property is at risk from flooding.



Those who said they did not have flood insurance were asked why they chose not to purchase flood insurance. The most common response (57.6%) was that they were not required to purchase flood insurance or are not in a flood zone. Another 21.4 percent reported they do not think their property is at risk from flooding. More than 10 percent said flood insurance is too expensive (12.5%) or gave some other reason (12.3%).



The Life in Hampton Roads Data report and press releases 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 2019 Life in Hampton Roads survey should be addressed to:

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