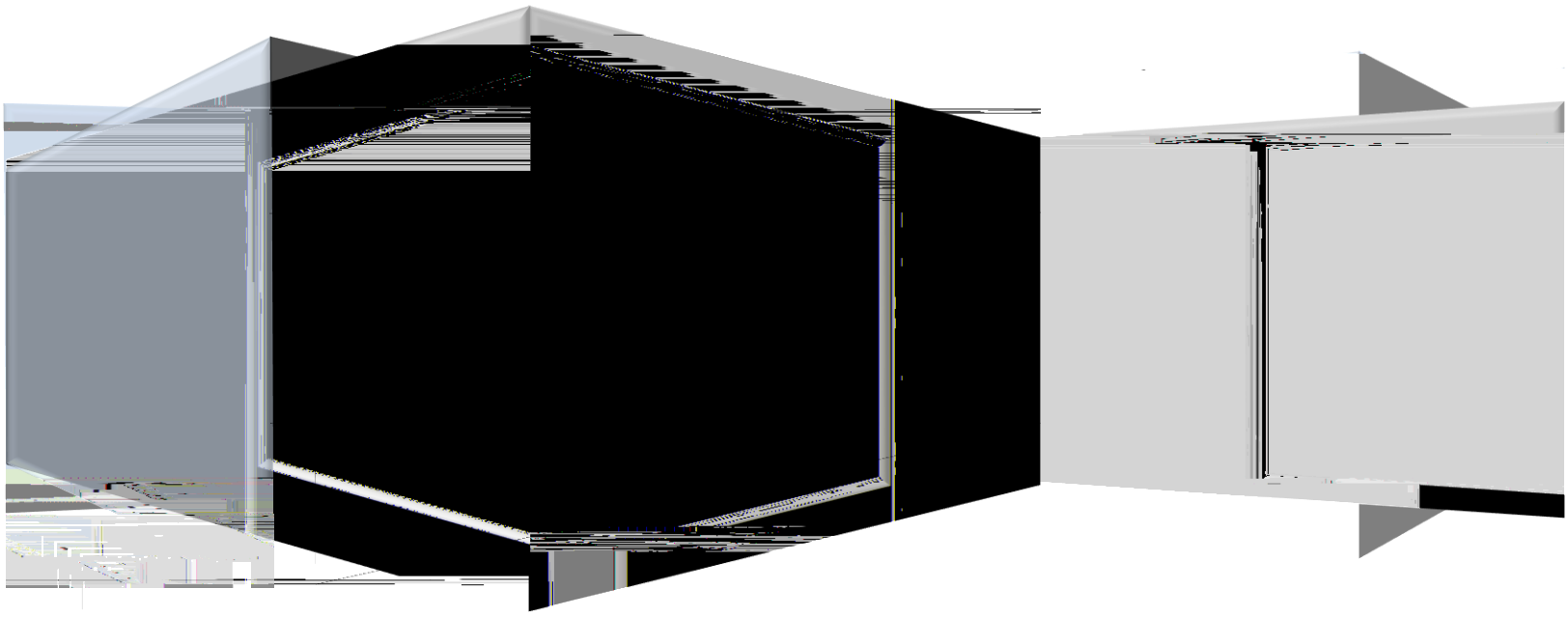

For any questions concerning the data or report for the 2016 Life in Hampton Roads Survey, please contact Dr. Randy Gainey at rgainey@odu.edu (Faculty Director), or Dr. Tancy Vandecar-Burdin (Associate Director) at tvandeca@odu.edu.

Survey Methodology and Sample Demographics

Survey Methodology

The Social Science Research Center (SSRC) at Old Dominion University recently completed data collection for the seventh annual Life in Hampton Roads telephone survey. The purpose of the survey was

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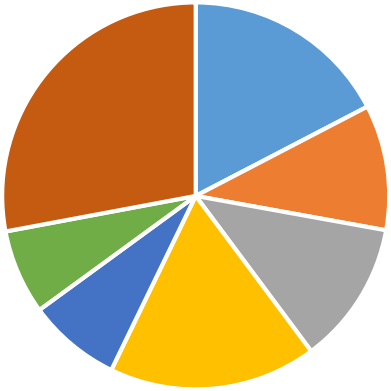
attempted to determine the attitudes and perceptions of citizens regarding topics of local interest such as transportation and traffic, local and state government (including the upcoming presidential election), crime, education, and other issues. Funding for the 2016 survey was provided by the Social Science Research Center. The SSRC would like to thank the College of Arts and Letters and the ODU Office of Research for their continued support of this survey. Questions were generated through email invitations to faculty throughout the University community. Questions of interest were submitted, and the overall pool of questions was narrowed down by SSRC staff and the Associate Dean of Research for the College of Arts and Letters. New questions were included along with several questions from previous Life in Hampton Roads surveys. The first survey in 2012 survey consisted of 77 questions, in 20e Gn

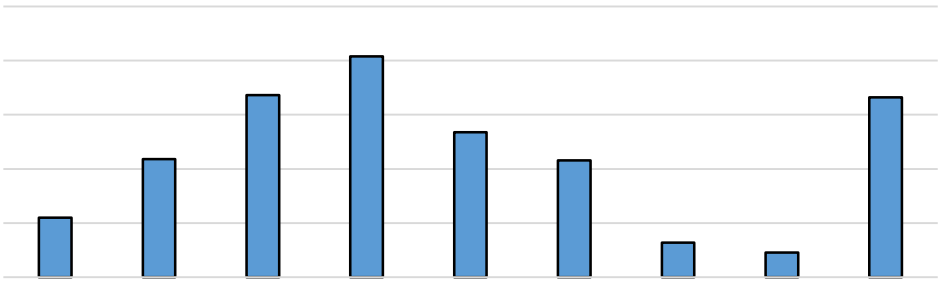
Margin of Error Guide

Percentage giving specific response	Un-weighted Sample Margin of Error (95 percent confidence level)	Weighted Sample

completed an undergraduate or graduate degree. More than half of respondents were married (52.7%) and 20.5 percent were divorced, separated, or widowed. Roughly one-fifth of those surveyed were single and not living with a partner (19%) while a small portion of single people reported living with a partner (5.8%). The 2016 Life in Hampton Roads Survey marked the first time respondents were asked about their sexual orientation. The vast majority reported being straight/heterosexual (92.8%), with only 1.2 percent reporting being gay or lesbian, and 0.8 percent reported being bisexual.

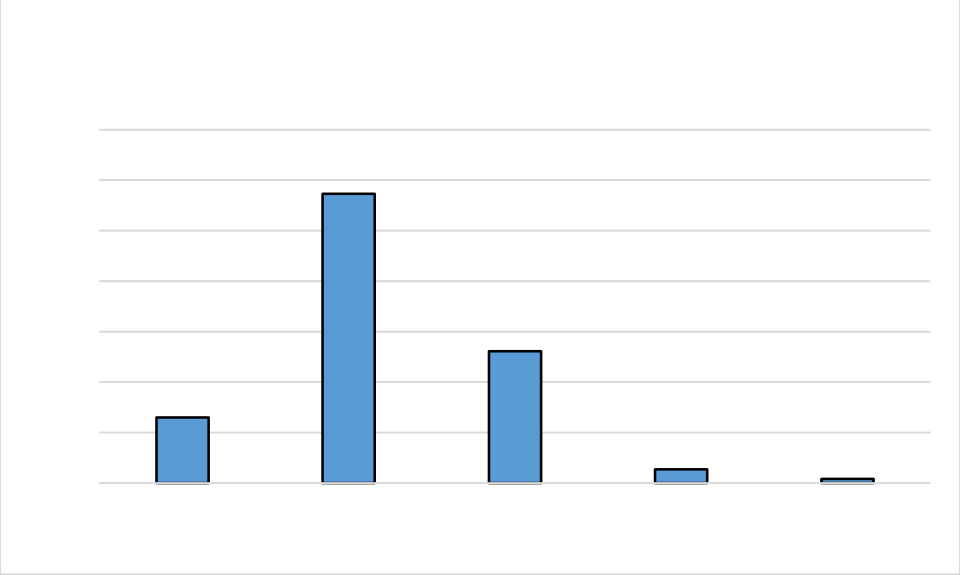
Race or Ethnicity	Percentage
White	55.1%
Black or African-American	31.5%
American Indian or Alaskan Native	0.7%
Asian	1.9%
Native Hawaiian or Pacific Islander	0%
Multiracial	3.1%
Other	3.6%





Overall Quality of Life

The overall quality of life in Hampton Roads has remained steady. The 2016 Life in Hampton Roads (LIHR) survey continues to show a generally good regional quality of life. The majority of those interviewed (70.3%) reported that the overall quality of life in Hampton Roads was excellent or good while 28.8 percent found it to be fair or poor. The portion of respondents rating regional quality of life as good or excellent is slightly lower 2.9%). However, recreational opportunities, including beach access, remain a key plus for the regional quality of life, while crime and transportation are key challenges.

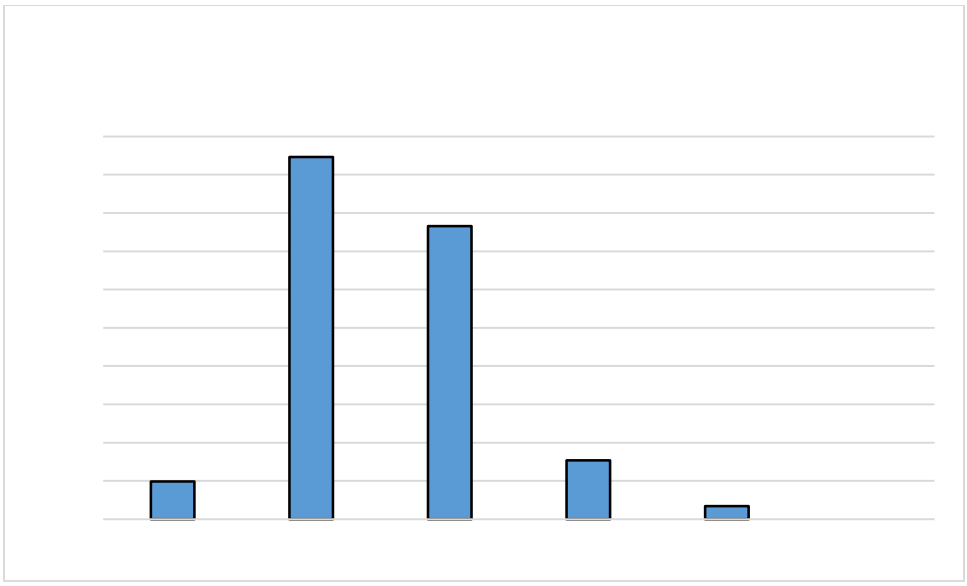


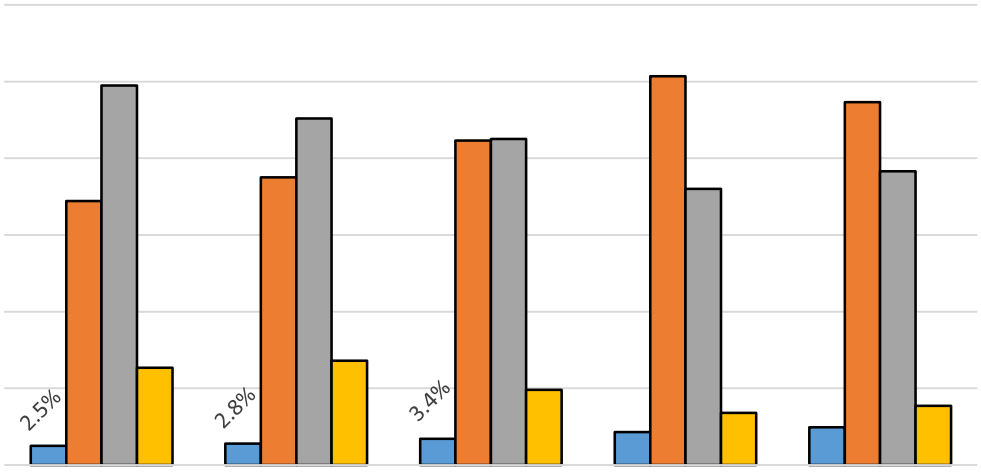
Quality of Life in Hampton Roads

Over the last several years, quality of life has remained relatively consistent in Hampton Roads. In 2012, 68.4 percent of respondents rated the quality of life in Hampton Roads as excellent or good. In 2013, 64.7 percent of respondents rated quality of life in Hampton Roads as excellent or good, in 2014, 71.2 percent, and in 2015, 72.9 percent. In 2016, there was a slight decrease in the percentage of respondents who rated quality of life in Hampton Roads as excellent or good (70.3%). 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 3.6 percent in 2012 to 2.7 percent in 2016.

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 (70.3%) 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. Diversity of the region was another positive of Hampton Roads that was cited several times.

Crime was the most commonly cited reason for giving a fair or poor rating for quality of life in





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 (64.3%). Another 32.7 percent indicated that they rent, while only 2.2 percent reported having another arrangement.

687%1687%2687%3687%4687%5687%6687%261226132614261526l6How would you

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

*This question was not asked in the 2012 survey.

Neighborhood and City Quality of Life Ratings

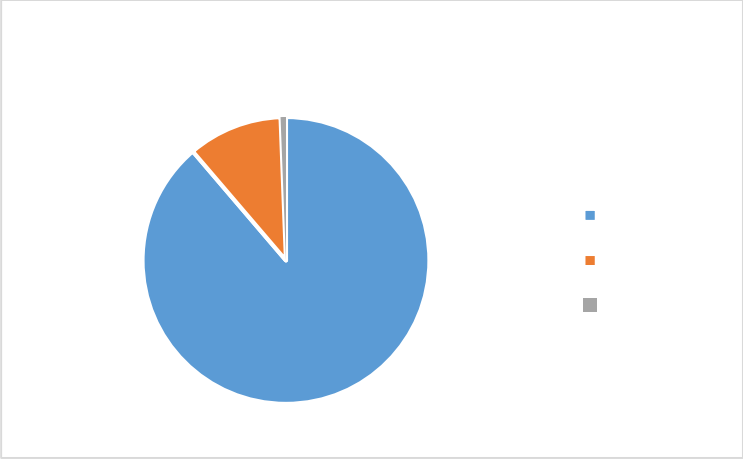
**p<.05 statistically significant, 2-tailed test

Neighborhood Quality of Life

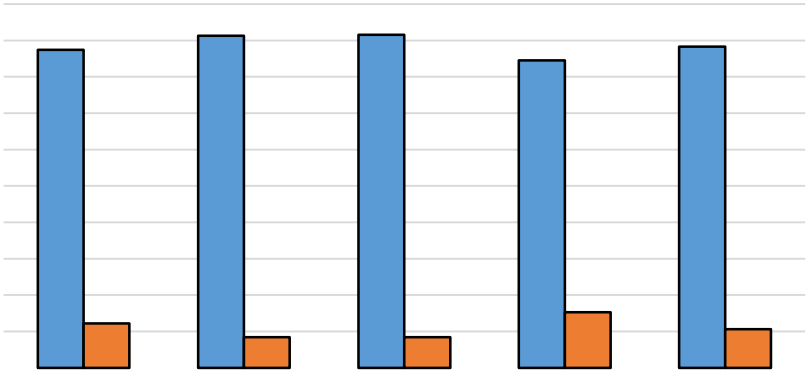
Overall, respondents reported very high ratings for quality of life in their neighborhood. The majority of respondents (82%) rated the quality of life in their neighborhood as either excellent or good. In contrast, only 17.9 percent of respondents rated the quality of life in their neighborhood as fair or poor. Overall, quality of life was rated the highest (excellent and good) for %), followed by Hampton Roads as a whole (70.3%), and finally city of residence (69.5%).

Across years, a strong majority of respondents rated the quality of life in their neighborhoods as good or excellent. While there was a general decline fr

were not registered to vote at the time of the survey. The percentage of respondents who said they were registered to vote increased 3.8 percent from 2015.

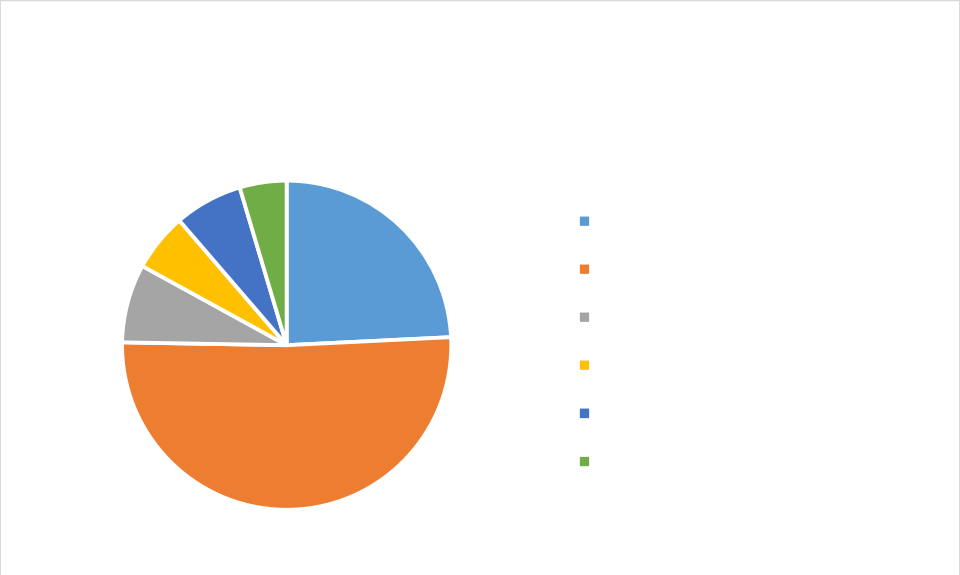


With 2016 being a presidential election year, this may explain the increase of respondents who are registered to vote. In the last presidential election year, 2012 (87.4%), the percentage was very similar to 2016 (88.3%). Interestingly, the two highest years for respondents reporting being registered to vote were 2013 and 2014 (91.3% and 91.6%, respectively), which were during non-presidential election years.



Respondents that reported that they were registered to vote were also asked a series of question about the upcoming presidential election. Respondents were asked if the US presidential election was held today, which candidate would they vote for, who they think will win the US presidential election

In response to the question of which candidate respondents would vote for between Donald Trump and Bernie Sanders, more than half of respondents said they would vote for Bernie Sanders (51.0%) over Donald Trump (24.2%). Additionally, another 7.7 percent said they would vote for another candidate if their options were Donald Trump or Bernie Sanders and 6.7 percent said they did not know who they would vote for in this scenario. Finally, another 5.7 percent said they would not vote if the presidential candidates were Donald Trump and Bernie Sanders.



Considering that over half of respondents said they would vote for Bernie Sanders over Donald Trump, it is interesting to note that 13.3 percent said they would vote for another candidate and 10.2 percent said they did not know who they would vote for when the options were Donald Trump and

[1] movement as many potential voters claimed they would never vote for either Donald Trump or Hillary Clinton.

Respondents were also asked who they thought would win the 2016 Presidential election regardless of how they planned to vote. Almost fifty percent of respondents (46.3%) said they thought that Hillary Clinton would win the election. Another 27.7 percent said they thought that Donald Trump

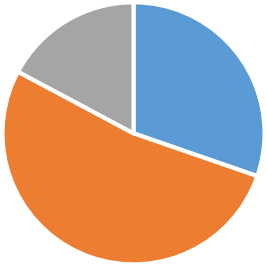
would win the election. Interestingly, despite over half of respondents stating they would vote for Bernie Sanders over Donald Trump and Bernie Sanders having the highest favorability of the three candidates, only 3.4 percent said they thought Bernie Sanders would win the election. Additionally, 18.3 percent said they did not know who would win the 2016 Presidential election.

Respondents were asked to indicate whether they had a very favorable, mostly favorable, mostly unfavorable, or very unfavorable opinion of four politicians: Barack Obama, Donald Trump, Hillary Clinton, and Bernie Sanders. Donald Trump is the least popular of the four: only 23.6 percent of respondents had a very favorable or mostly favorable view of the Republican candidate for President. Second least popular was Democratic candidate Hillary Clinton, with 42.5 percent holding a favorable view of Clinton, and 52.2 holding an unfavorable view. While more than half rated Clinton as unfavorable, she had a nearly two-to-one edge over Trump in this survey. Views of Trump among Democratic Party identifiers and independents were almost uniformly nega(D)5(em)15(ocr)-5(at)-5(i)-4(c)9(Par)7(t)-4(y)

mostly favorable by another 29.8 percent. Even 14.5 percent of Republican identifiers viewed Obama

Democratic candidate.

Since the time the survey was conducted, Hillary Clinton has won the Democratic presidential nominee and Donald Trump has won the Republican presidential nominee. The responses reflect the challenges the Trump campaign will face in Hampton Roads. With regard to support in a two-candidate



A critical sign of weakness for the Trump campaign is the relatively weak support among Republicans 70.1 percent of registered voters who identify as Republicans indicated that they would vote

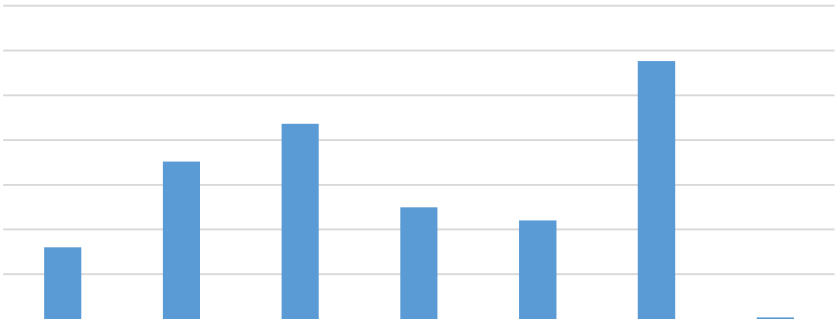
indicated they would support Clinton. Independents also broke strongly towards Clinton, with only 18.4 percent indicating that they would support Trump.

In 2012, Romney won 40.8 percent of the two-party vote in Hampton Roads. These survey results suggest Trump is on track to win only 36.6 percent of the two party vote. While Republican candidates can win Virginia without winning in Hampton Roads,

Health and Education

The health and education of Hampton Roads residents are vital to ensuring that

Respondents were asked if they visited a doctor, nurse, or other health care professional in the last year, excluding visits for other family members. Almost thirty percent said they had visited a doctor, nurse, or other health care professional more than four times in the last year (28.8%). Another 39.4 percent said they had visited a doctor, nurse, or other health care professional either once (17.6%) or twice (21.8%) in the last year. Only 8 percent of respondents said they had never visited a doctor, nurse, or other health care professional.



*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

Analyzing the quality of local public schools by city shows significant difference (p<.05)

years (see LIHR 2015), Chesapeake and Virginia Beach had the highest percentage of respondents rating the local public school system as excellent or good (81.8% and 77.8%, 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 (54.0%), Hampton (51.2%), Norfolk (53.9%) and Newport News (58.3%) were in the middle for ranking local public school systems as excellent or good, while Portsmouth residents ranked public schools considerably lower (25.4%). It should be noted that Norfolk residents rated their schools much more positively than in 2015, nearly doubling from 28% to 54%.

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

The 2016 Life in Hampton Roads survey describes a region with a high percentage of people with good to excellent general health. Analysis related to local public schools shows a large increase in perceived quality by residents. In fact, the data recorded for 2016 was the highest ever reported for the Life in Hampton Roads survey. Out of all of Hampton Roads, Ch(ce)-9TBT/lHÈNORFd7VIe0e@hFåIÀlic 3.85 165.201

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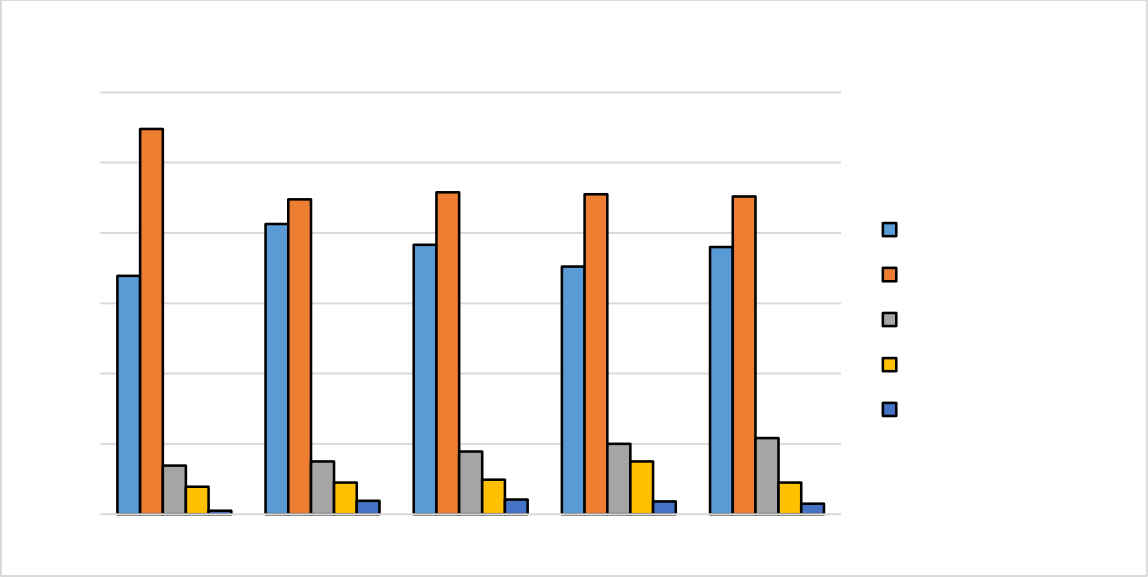
Crime and Police

Control of crime and public safety are an important precondition for a high quality of life, and a significant concern among survey respondents. The 962 respondents were asked about various topics concerning local police and crime.

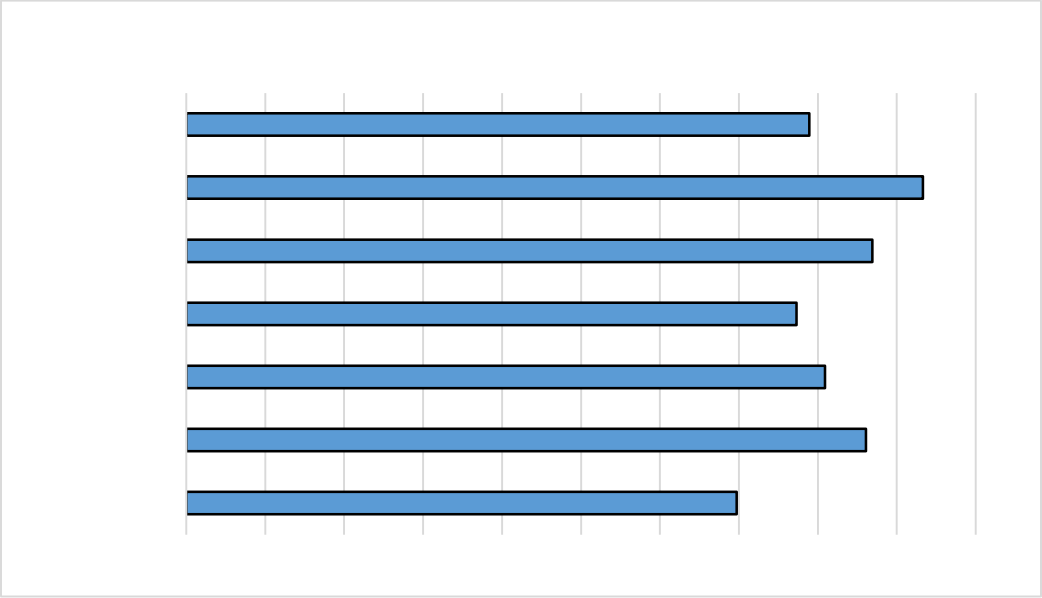
Satisfaction/Trust of Local Police and Perception of Crime

Respondents were asked how satisfied they were with the local police in general. The majority of respondents reported being somewhat satisfied (45.2%) and very satisfied (38.0%). Only 10.8 percent reported being somewhat dissatisfied and 4.5 percent reported being very dissatisfied with the local police. Additionally, 1.5 percent either did not know or refused to answer.

While overall satisfaction with the police remained fairly consistent to previous years, those reporting they are very satisfied with the local police increased by almost 3 percent (2.8%). 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, but has decreased this year by 2.2 percent. The portion of respondents somewhat or very satisfied with local police had declined from 88.7 percent in 2.2 percent.



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 ($p<.01$). For example, 93.3 percent of Chesapeake residents and 86.9 percent of Virginia Beach residents reported being very satisfied or somewhat satisfied with their local police compared to 77.3 percent of Newport News residents and 69.7 percent of Portsmouth residents.



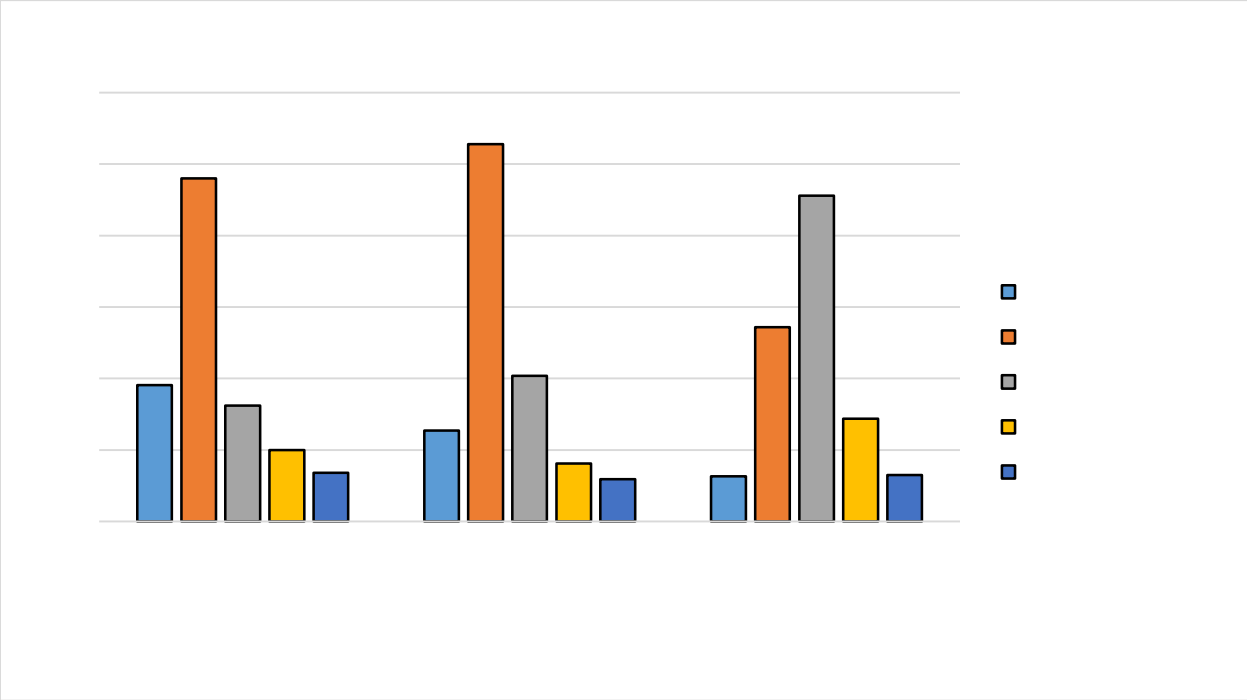
**p<.01 statistically significant, 2-tailed test

Respondents were asked if they can usually understand why the police who work in their

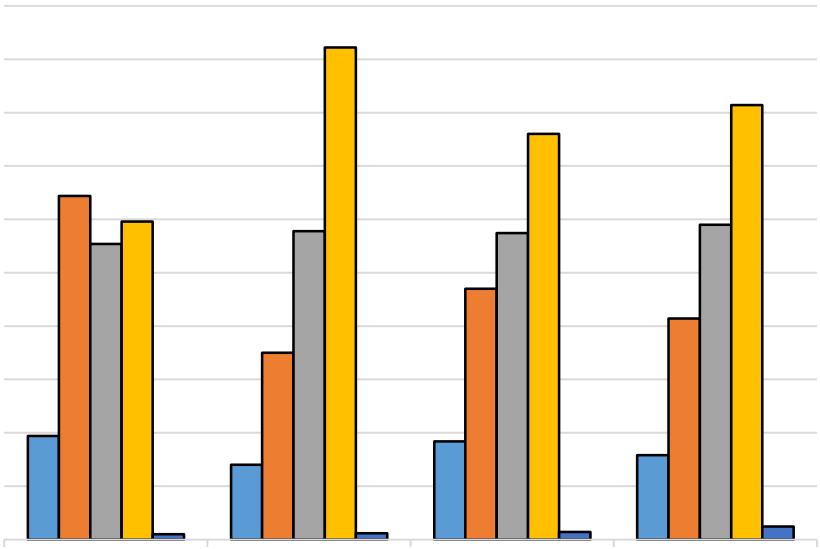
When controlling for city and race and examining the extent to which citizens trust the local police

Respondents were also asked I can usually understand why the local police who work in my neighborhood choose to act as they do in particular situations -American respondents, a significantly higher percentage of Black/African-American respondents either disagreed or strongly disagreed with the

respondents (33.5%) agreed that a private landlord should be able to automatically disqualify people with prior felony convictions from being able to rent housing.



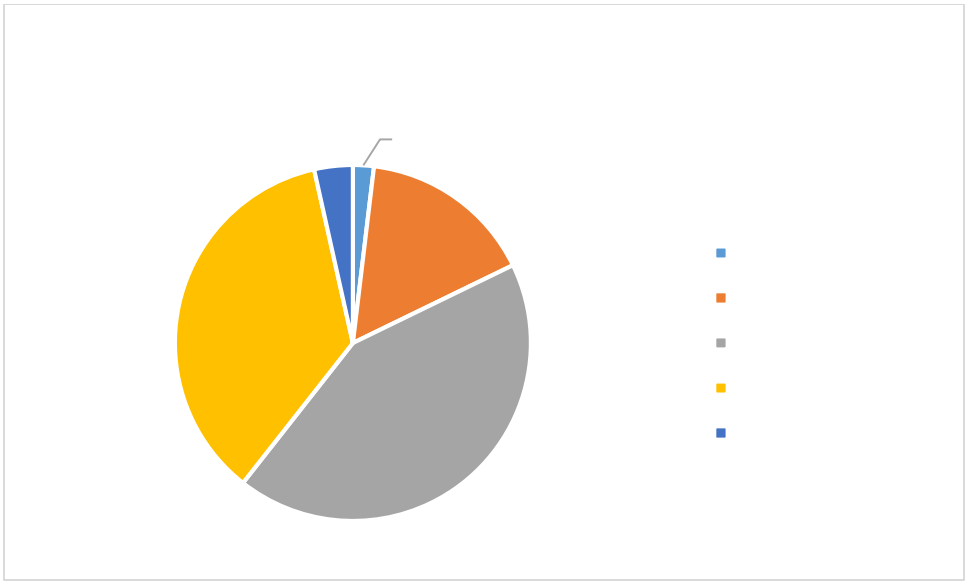
Respondents were asked to answer how afraid they are of certain crimes in Hampton Roads. Respondents reported being either somewhat afraid (32.2%) or afraid a great deal (9.7%) of having their home broken into while they are away (41.9%). Respondents were less afraid of having their home broken into while they are home (24.5%). About two-thirds of respondents (66.7%) reported either being not afraid at all (38.0%) or not much afraid (28.7%) of being robbed or mugged on the street. Only 9.2 percent reported being afraid a great deal of being robbed or mugged on the street and 23.5 percent reported being somewhat afraid of being robbed or mugged on the street. Additionally, 70.2 percent of respondents reported being either not at all afraid (40.7%) or not much afraid (29.5%) of being physically assaulted. In general, respondents reported being less afraid of these scenarios than they did in 2015.



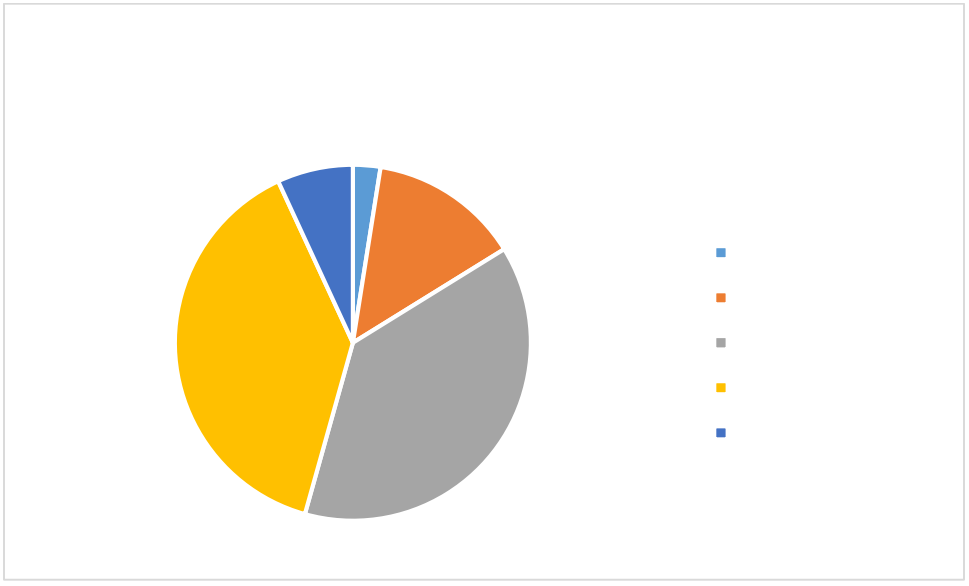
Homelessness and Mental Illness

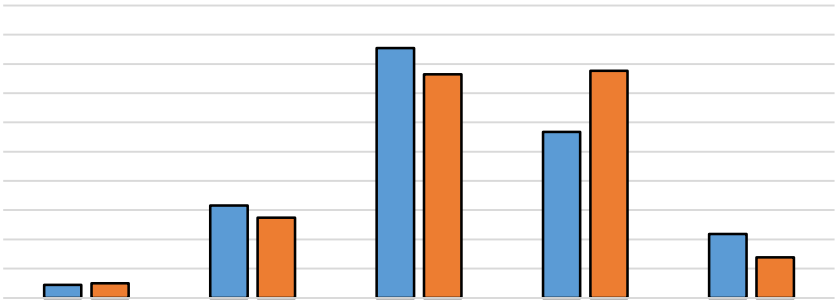
Respondents were asked how much of a problem they think homelessness and mental health are in Hampton Roads with the majority of respondents reporting they perceive homelessness and mental illness as problematic Hampton Roads. More than three-quarters of respondents (78.7%) said they

thought homelessness in Hampton Roads was either a moderate problem (42.8%) or a serious problem (35.9%). Another 15.9 percent thought that homelessness in Hampton Roads is a minor problem.



More than three-quarters of respondents (77%) also think that mental illness in Hampton Roads is either a moderate problem (38.2%) or a serious problem (38.8%). Another 13.7 percent reported that mental illness is a minor problem in Hampton Roads and only 2.5 percent reported that mental illness is not at all a problem in Hampton Roads. Those claiming that mental illness is a serious problem (38.8%) increased over 10 percent from last year (28.4%).





Overall, satisfaction with the local police is high among Hampton Roads residents. The percentage of respondents expressing satisfaction with the local police had decreased every year since 2012, but showed a small increase in 2016. Satisfaction with local police, satisfaction with how local police treat citizens, trust of local police, as well understanding why police act as they do is fairly high among Hampton Roads residents. However, satisfaction, trust and understanding are significantly higher among White respondents compared to Black/African-American respondents. While most Hampton Roads residents were not afraid of having their home broken into, they reported being slightly more fearful of having their home broken into while they are away. The majority of respondents also indicated that they believed both homelessness and mental illness were a moderate or serious problem 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 2016 Life in Hampton Roads survey asked 962 residents of the Hampton Roads area about their driving habits, opinions on bridge and tunnel tolls, and views on alternative transportation.

Hampton Roads residents report systematic declines in average commute times to work or school. From 2012 to 2014, average commute times hovered around 24 minutes, then decreased to an average commute time of 20 minutes in 2015, decreasing even further to 18.1 minutes in 2016, the lowest reported commute time of the survey. However, in the past month, 45.5 percent of residents reported avoiding

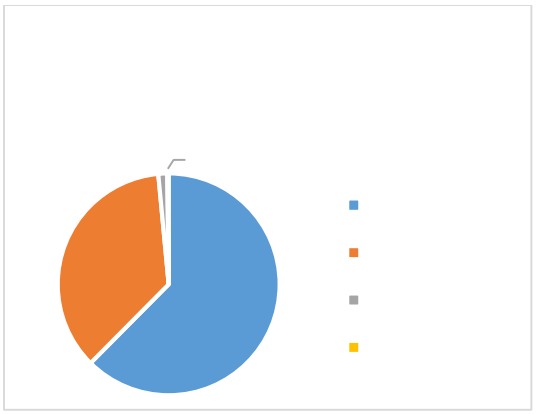
Bridge and Tunnel Tolls

The 2016 Life in Hampton Roads survey asked several questions to help gauge opinions about the recently implemented tolls. When asked, 34.5 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 17.6 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 (46.9%) 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

After asking respondents about their toll practices, respondents were asked if they generally support or opposose the tolls being used to finance transportation improvements, such as the Midtown and Downtown tunnel rehabilitation projects. Less than two-thirds of respondents reported they generally support the tolls being used to finance transportation improvements (61.9%), while less than a third of respondents reported they oppose the tolls being used to finance transportation improvements (28.7%). Another 6.1 percent of respondents reported they had no opinion on the tolls being used to finance transportation improvements and 3.2 percent of respondents reported they did not know if they support or oppose the tolls being used to finance transportation improvements.

Additionally, respondents were asked questions about texting and driving. Most respondents indicated that within the past week, they had seen someone who was clearly texting and driving and also going over the speed limit (73.1%), going well under the speed limit (62.2%), changing lanes inappropriately (70.8%), and had seen someone texting and driving (84.6%).



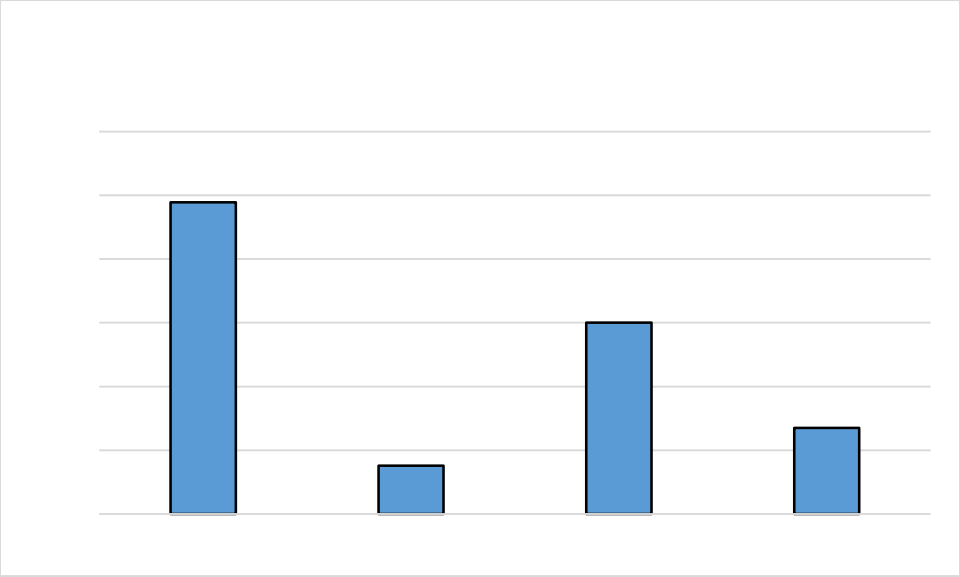
The 2016 LIHR survey reveals a region with ongoing and substantial transportation challenges. The imposition of tolls on regional bridges and tunnels has led to substantial changes in traffic and commute patterns with 59.4 percent over those who intentionally avoid tolls reporting taking a different route to work or school. Less than two-thirds of respondents support tolls being used to finance transportation improvements. More respondents report being deterred from visiting neighboring cities due to congestion (45.5%) rather than tolls (34.5%). However, the average one-way commute reported (18.1 minutes) was the lowest reported average one-way commute time in the last five years.

Sea Level Rise and Flooding

The 2016 Life in Hampton Roads survey contained an extensive battery of questions to determine how people in Hampton Roads felt about several environmental issues, including sea level rise and flooding, to support the research focus of the University in this area. The survey asked 962 respondents to give their opinion on a variety of questions ranging from sea level rise to prevalence of recurrent flooding and other flood related topics.

Sea Level Rise, Flooding, and Flood Risks

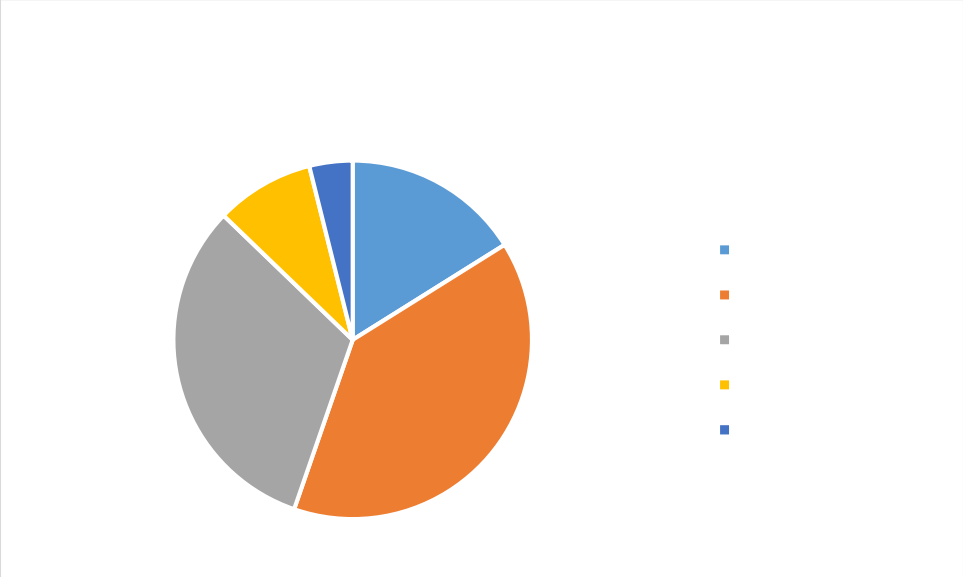
Respondents were asked whether they believe that flooding in Hampton Roads has increased, decreased, or stayed the same in the past 30 years. The majority of respondents (78.9%) stated that flooding has either increased (48.9%) or stayed the same (30.0%) in Hampton Roads over the past 30 years. Only 7.6 percent stated that flooding has decreased and 13.5 percent said that they did not know.



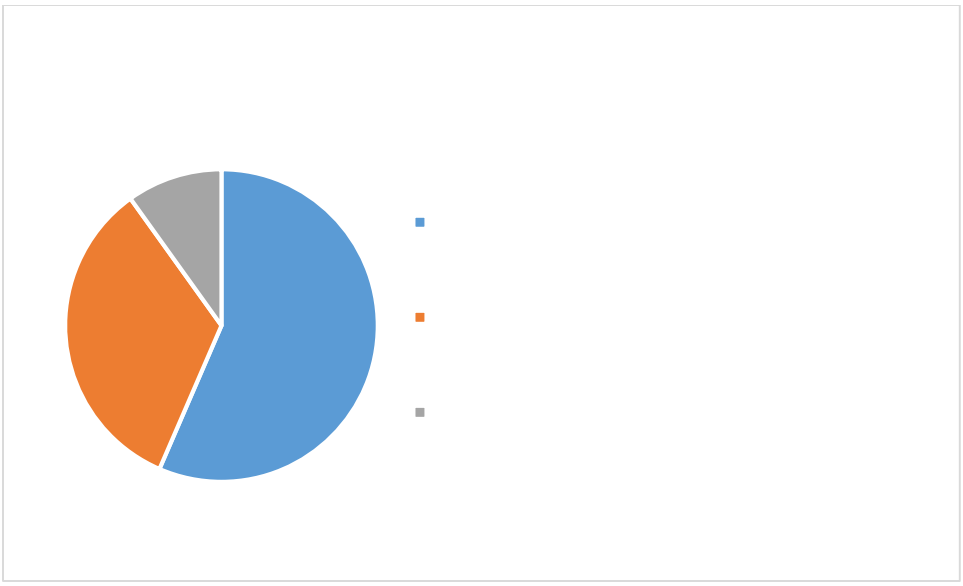
responses have largely remained consistent to last year. In 2016, 48.9 percent of respondents reported that they believe flooding had increased in Hampton Roads over the past 30 years, a 0.4 percent decrease since 2015. In 2016, 30.0 percent of respondents reported that they believe flooding has stayed the same in Hampton Roads over the past 30

years, a 3.6 percent decrease since 2015. In 2016, 7.6 percent of respondents reported that they believe

agree (39.2%) that increased flooding due to sea level rise is likely to negatively impact them in the future. More than forty percent (40.8%) reported that they strongly disagree (8.9%) or disagree (31.9%) that increased flooding due to sea level rise is likely to negatively impact them in the future. Another 3.9 percent either refused to answer or reported they did not know if increased flooding due to sea level rise is likely to negatively impact them in the future.

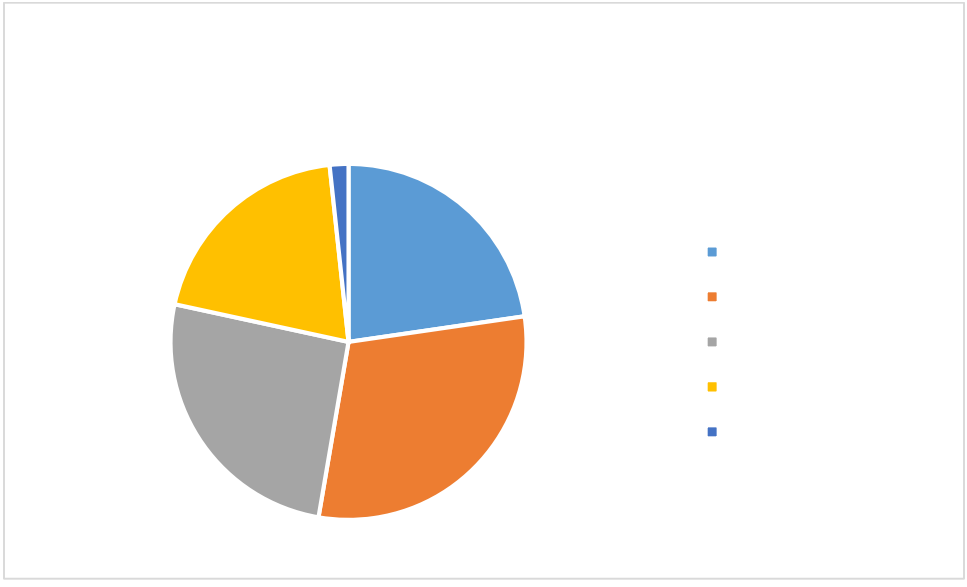


Respondents who reported they own/in process of buying their home, or rent were asked to answer the questions, Do y An overwhelming majority of respondents reported having no difficulty in obtaining insurance coverage for their home (91.5%). Only 5.1 percent of respondents reported having difficulty in obtaining insurance coverage for their home and 3.1 percent of respondents reported not knowing if they had difficulty in obtaining insurance coverage for their home. It may not be surprising that with only 23.5 percent reporting that recurrent flooding is a problem in their neighborhood, only 35.1 percent of homeowners and renters reported having flood insurance. The majority of respondents (55.2%) claimed not to have flood insurance and another 9.7 percent did not know if they had flood insurance.



All respondents who own or rent their home were

Over half of respondents (52.7%) reported being either somewhat concerned (30.0%) or very concerned (22.7%) that flood insurance rates will increase in Hampton Roads. Another 25.7 percent reported not being very concerned and 19.9 percent reported being not at all concerned about flood insurance rates increasing in Hampton Roads.



Less than half of respondents think flooding has increased in Hampton Roads over the past 30 years but more than half of respondents believe that flooding due to sea level rise is likely to negatively

impact them in the future. 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.

All Life in Hampton Roads Data Analyses will be placed on the Social Science Research Center website as they are released (_____). Follow-up questions about the 2016 Life in Hampton Roads survey should be addressed to:

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