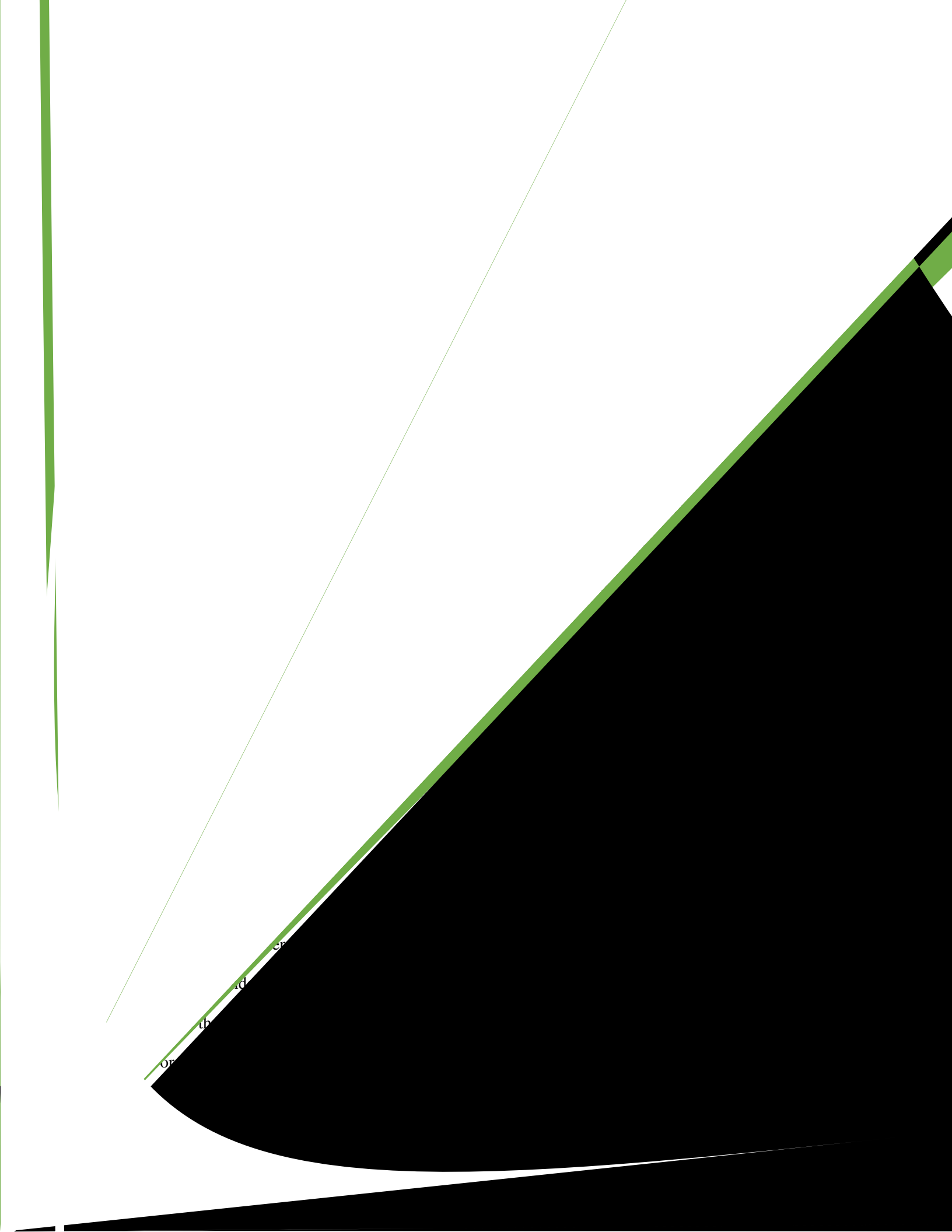
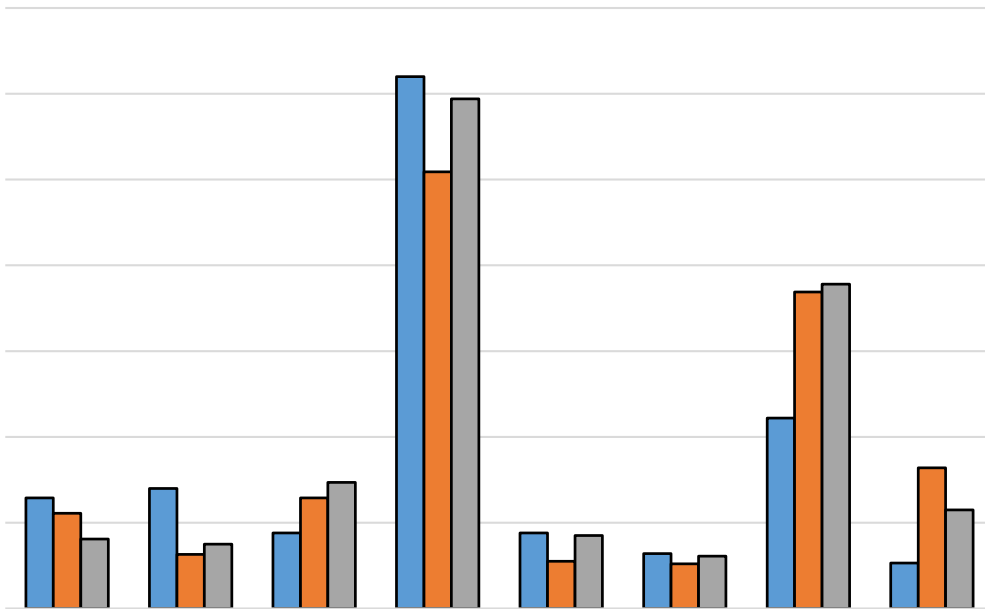


Life in Hampton Roads Survey Press Release #4
Transportation

This report examines re



travel budgets to bypass the tolls. However, of those respondents who avoid tolls, there was an 8.5 percent increase in those who took different routes from 2015 to 2016 (50.9% to 59.4%, respectively), returning to a similar percentage reported in 2014 (62.0%). Additionally, of those respondents who avoid tolls, there was a slight increase in those respondents who reduced their travel during peak periods from 2015 to 2016 (36.9% to 37.8%, respectively). Respondents who reported changing their work or school schedule also increased 2.9 percent from 2015 to 2016 (5.5% to 8.4%, respectively). Overall, these results point toward the effect tolls have had on regional commute and travel patterns.



After asking respondents about their toll practices, respondents were asked if they generally support or oppose 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.

Respondents were also asked about where they would like to see light rail expanded in Hampton Roads. More than half of respondents reported that they would like to see light rail expanded to the Virginia Beach Oceanfront (58.5%). To a slightly lesser extent, respondents reported that they would like to see light rail expanded to Virginia Beach Towncenter (48.4%), the Norfolk International Airport (47.8%), and the Naval Base TD [() -212.7 2-2seava(kno4 (2.6) (o V (e)4.4 (a)4.4(2.6) (S0 (he)9.8 (y)-5.)2.7 (a)4.4 (i

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 or swerving (72.2%), and not immediately moving through a traffic light after it turned green (72.3%). Only 11.4 percent of respondents reported that they had not seen someone who was clearly texting and driving and committing any of the listed driving infractions.

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 of 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 in the last five years.

All Life in Hampton Roads data summaries 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 2016 Life in Hampton Roads survey should be addressed to:

Randy Gainey, PhD
Faculty Director
The Social Science Research Center
Professor of Sociology and Criminal Justice
Old Dominion University
757-683-4794 (office)
rgainey@odu.edu

Or

Tancy Vandecar-Burdin, PhD
Associate Director
The Social Science Research Center
Old Dominion University
757-683-3802 (office)
tvandeca@odu.edu