North Carolina Pupil Transportation Service Indicators Report

2012-2013

Public Schools of North Carolina
State Board of Education
Department of Public Instruction

October 1 , 2013

North Carolina pupil transportation professionals respond daily to a large variety of circumstances and challenges as they provide an essential service to nearly 800,000 students. Some districts serve large geographic areas; others serve relatively small areas. There are populous, rapidly growing urban districts and very rural ones, some of which are seeing population loss. Such disparate conditions have a large impact on the ability of the State to provide a uniform level of transportation service across LEAs. In addition to variations in geography and demography, variations in local policy affect the everyday experiences of students as they travel to and from school.

One of the most important tools available to Local Education Agencies (LEAs) in our state is the Transportation Information Management System (TIMS). TIMS, a systems initiative of the North Carolina Department of Public Instruction (through a software license with Education Logistics, Inc.), provides an LEA with a digital, geographic planning tool for student transportation. It features important optimization tools that can be used to improve the efficiency of transportation services. Use of TIMS (or another approved system) is required of all LEAs by G.S. 115C-240(d).

In addition to the benefit derived from the optimization tools, uniform reporting from TIMS makes possible the production of LEA-level and statewide data. In this document, data from all LEAs have been collected and summarized. The goal is to give school transportation providers and local policy makers a tool that will help them assess the quality of the services they provide. In this, its seventh year, the report continues to provide detailed data on service and operations that are available from no other source. We trust that this information will be useful to LEAs in the transportation planning process.

We want to express appreciation to the TIMS coordinators and data managers statewide who maintain this information, provided as part of annual LEA data submissions. Further, the TIMS support staff at UNC Charlotte and ITRE are to be commended for their ongoing support and coordination in the compilation of these data.

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Notes on the 2012-2013 Indicator Data

AVERAGES FOR THE STATE
Throughout the report, North Carolina Averages are calculated from base data rather than from LEA averages.

ANNUAL CHANGE SYMBOLS
These symbols are used in several instances to denote direction of change in an Indicator from the previous year.

- + Increase
- - Decrease
- = No change

VARIATIONS IN CODING
Data used in this report are gathered from the one hundred fifteen GIS datasets maintained in school district transportation departments across North Carolina. Though most LEAs use the same software, data coding practices can vary considerably. In some instances, this is due to varying levels of expertise on the part of the data managers; in others, to varying levels of demand being placed upon the data in support of operations; in still others, simply to preference.

BELL TIMES AND PROGRAMS
These data are probably most affected by differences in the ways that data managers approach the use of multiple arrival and departure times at schools. Accommodations can involve the use of programs (special school day schedules with their own, non-standard bell times), purposely incorrect school bell times or school arrival/departure windows, and secondary datasets devoted to transportation for exceptional programs. LEAs use of TIMS isn't driven by the needs of this report and shouldn't be, but one effect of varied approaches across LEAs is to make it difficult to avoid comparing apples with oranges—or even to tell an apple from an orange. The data items most affected by the use (or lack) of programs are 'Average School Bell Time Range' and 'Percentage of Buses Revisiting the Same School PM'.

DATA USED/DATA EXCLUDED
For 'theoretical' reasons—in an effort to make them more meaningful—not all Indicators reflect all the data. The set of data covered by an Indicator is noted in the section of the report devoted to it.

OMITTED VALUES
Data can exhibit a number of problems that don't prevent students from being transported but can make reported values unsuitable for individual examination or inclusion in a descriptive static. If you find that some values have been omitted, it is for this reason.

Student Ride Times, AM

DEFINITIONS

This Indicator represents the experience of students in EC and Regular datasets, all programs. Ride times and distances to school equal to 0 are excluded as errors in the data.

Average Ride Time (Minutes): Average of all bus riders' AM travel to school. This includes only time spent on a moving bus: time spent waiting for a transfer bus to arrive isn't included. Ride times of 0 are excluded as errors.

Average Distance to School, Riders Only (Miles): TIMS calculates a student's distance to school by finding the shortest path along the street network. This will not necessarily be the path the bus actually travels. Average distance from home to school for bus riders is shown to provide context for the average morning ride time. Distances of 0 are excluded as errors.

STATE-WIDE AVERAGES	2012-13	2011-12
Average Ride Time	23	22
Average Distance to School, Riders Only	4.37	4.34
Average Distance to School, All Students	4.32	4.33

Average Distance to School, All Students (Miles): The average distance for all students enrolled is shown for comparison to the distance for bus riders.

ABOUT SERVICE

A child's ride time should correspond roughly to the distance from home to school. However, the expected correspondence is compromised by anything that slows or delays the bus or causes it to depart from the shortest path used to calculate distance to school. LEA policies and site-specific conditions that are beyond the LEA's control impact student ride time.

Average Student Ride Time, A.M.

Average Ride Time	#LEAs
11-19 Minutes	12
20-29 Minutes	47
30-39 Minutes	39
40-49 Minutes	15
50-59 Minutes	2

Source: North Carolina LEAs, 2012-2013
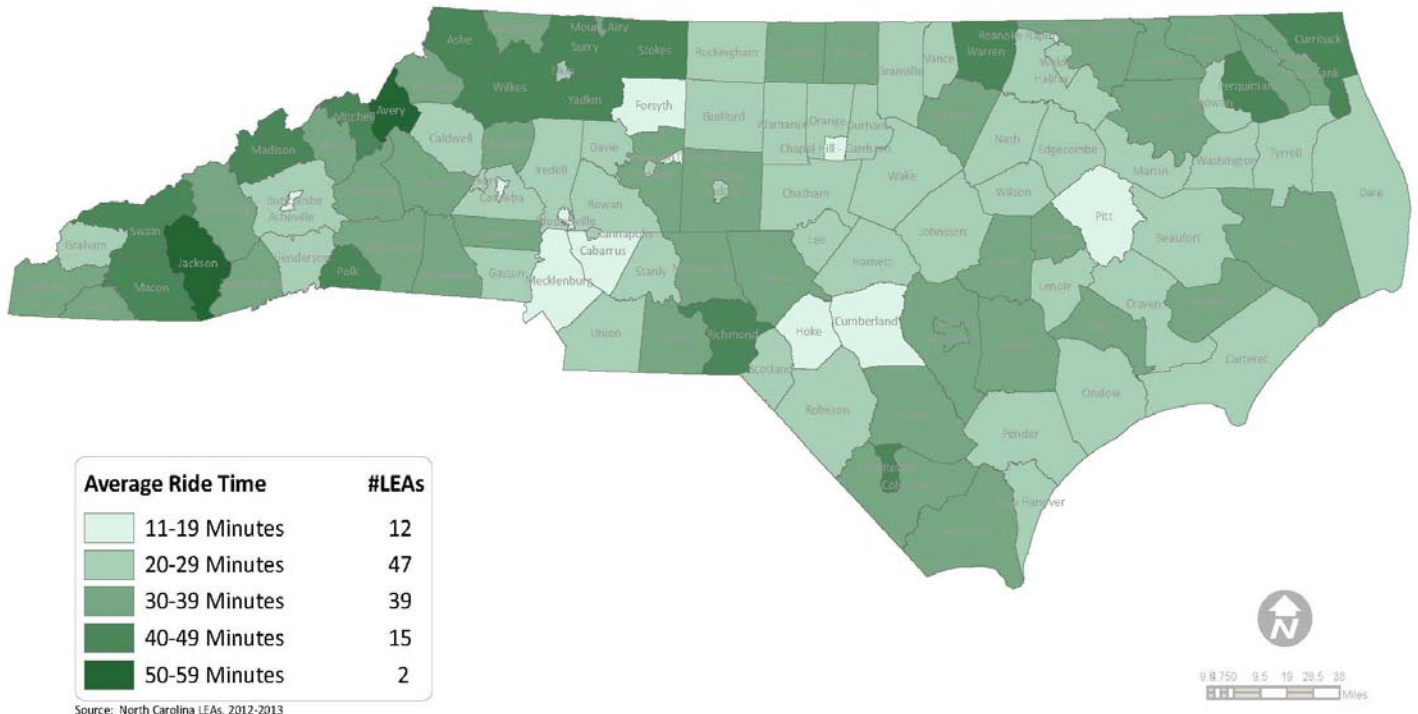
TIMS Service Indicators, 2012-2013: **Student Ride Times, AM**

LEA	Avg Ride Time	Average Distance to School		LEA	Avg Ride Time	Average Distance to School		LEA	Avg Ride Time	Average Distance to School	
		Riders Only	All Stu.			Riders Only	All Stu.			Riders Only	All Stu.
Alamance-Burlington	23+	3.58-	3.66-	Edgecombe	29+	5.40+	5.14+	Chapel Hill-Carrboro	15+	2.51-	2.34-
Alexander	33-	4.97-	5.25-	W-S/Forsyth	18+	3.64+	3.74+	Pamlico	36-	7.50-	7.54-
Alleghany	38+	4.84+	5.06=	Franklin	38+	5.83-	5.82-	Pasquotank	30+	4.39-	4.28-
Anson	33	5.59-	5.67-	Gaston	26+	2.91-	3.09=	Pender	27+	6.04-	6.07-
Ashe	49=	7.61=	7.69=	Gates	35+	7.11-	7.05-	Perquimans	40+	6.92-	6.75+
Avery	59+	5.79-	5.80-	Graham	23+	6.28+	5.80+	Person	30+	5.27-	5.55-
Beaufort	25=	6.15-	8.35+	Granville	26+	5.61+	5.42+	Pitt	18+	4.11-	4.12-
Bertie	37+	8.72+	8.91+	Greene	32-	7.71+	7.37+	Polk	42+	6.53+	6.44-
Bladen	36+	7.54-	7.73+	Guilford	26+	4.31+	3.96+	Randolph	35+	5.46+	5.37-
Brunswick	34-	6.92-	6.91-	Halifax	24=	7.56=	7.68+	Asheboro	27=	2.60+	2.27+
Buncombe	26+	3.98-	3.97-	Roanoke Rapids	12=	1.76-	1.37+	Richmond	44-	4.13-	4.29-
Asheville	17+	2.86-	3.16-	Weldon	19=	4.03+	4.47+	Robeson	23=	4.15-	4.44-
Burke	30+	4.10+	4.35-	Harnett	26=	5.25+	5.21+	Rockingham	28+	4.84=	4.93+
Cabarrus	18=	3.66+	3.66-	Haywood	37+	4.54-	4.55-	Rowan-Salisbury	24=	3.93=	4.03-
Kannapolis	20+	1.99+	1.90+	Henderson	28+	4.17-	4.29+	Rutherford	30+	4.70-	4.84-
Caldwell	27+	3.88-	4.07-	Hertford	38+	6.85+	6.75+	Sampson	32-	7.08-	7.02-
Camden	33-	8.58-	8.05-	Hoke	19=	5.84+	5.56+	Clinton	32+	3.73-	3.94-
Carteret	22=	5.26+	5.18-	Hyde	33+	12.87+	9.32-	Scotland	26+	4.69+	4.57-
Caswell	35=	9.38+	9.13+	Iredell-Statesville	22-	4.83+	4.91+	Stanly	27-	4.21+	4.14+
Catawba	21+	4.50+	4.39+	Mooresville	17=	2.77+	2.72+	Stokes	44+	5.85+	5.61-
Hickory	23+	2.79+	2.54-	Jackson	54+	5.78+	5.84+	Surry	44+	5.42+	5.78+
Newton-Conover	18+	3.08+	3.02+	Johnston	19-	4.21+	4.26-	Elkin	25+	3.35-	4.25+
Chatham	29+	5.17+	5.30-	Jones	31+	7.16+	7.38+	Mount Airy	35+	2.32-	2.94-
Cherokee	34+	5.31-	5.43+	Lee	25+	4.29+	4.38-	Swain	46-	6.64+	6.04-
Edenton/Chowan	28=	8.95+	8.42+	Lenoir	27+	4.89-	4.98-	Transylvania	34+	5.37+	5.12=
Clay	30-	5.71-	5.74-	Lincoln	30=	4.79-	4.70-	Tyrell	25-	5.71-	5.08-
Cleveland	35-	4.85-	4.78+	Macon	44-	5.24-	5.02-	Union	20+	3.78+	3.85+
Columbus	36+	6.69+	6.61+	Madison	47+	9.23+	9.34+	Vance	26+	3.79-	4.09-
Whiteville	40+	4.15-	4.06-	Martin	27+	4.50-	4.72-	Wake	19+	4.17-	3.98-
Craven	26=	5.52=	5.40+	McDowell	34-	5.39-	5.43+	Warren	40=	6.89+	7.27+
Cumberland	17=	3.14-	3.30+	Charlotte-Meck.	14+	3.36-	3.40-	Washington	23=	5.36-	5.62+
Currituck	44+	8.18+	7.75-	Mitchell	40+	6.11+	5.91+	Watauga	31-	5.18+	5.49+
Dare	23+	4.66-	4.43-	Montgomery	29+	5.27+	5.46+	Wayne	33=	4.33+	4.48-
Davidson	30+	4.48-	4.45-	Moore	33+	5.19=	5.26-	Wilkes	43-	4.78-	5.25-
Lexington	21+	2.10-	2.31=	Nash-Rocky Mount	23-	5.32-	4.96-	Wilson	24+	3.98-	3.65+
Thomasville	16=	1.84+	2.13+	New Hanover	21+	3.35-	3.28-	Yadkin	48+	5.30+	5.70+
Davie	25+	5.43+	5.58-	Northampton	35+	9.17+	9.26+	Yancey	38-	5.54-	5.50-
Duplin	29+	5.68-	5.80-	Onslow	20=	4.57-	4.24-				
Durham	20-	3.63+	3.72-	Orange	27+	5.51-	5.59-	**State Average**	23+	4.37+	4.32-

Symbols indicate change from previous year: **+** = later time or longer distance, **—** =earlier time or shorter distance, **=** = no change

Source: NC Local Education Agencies 2012-2013 TIMS Data. Compiled at UNC Charlotte Urban Institute.

Longest 5% of Student Ride Times

DEFINITIONS

This Indicator represents the experience of students in EC and Regular datasets, all programs.

Average of Longest 5% of Student Ride Times (Minutes): The longest 5% of ride times for each LEA were pulled from TIMS data and averaged.

Average Distance for Longest 5% of Ride Times (Miles): The student-to-school distance for a child is the distance along the shortest path that a bus could travel between a child's home and the child's school, according to the TIMS digital map maintained by the LEA. It is not the distance the child actually travels. This indicator shows the average of the student-to-school distances for the longest 5% of student ride times within each LEA.

STATE-WIDE AVERAGES	2012-13	2011-12
Average of Longest 5% of Student Ride Times	68	67
Average Distance for Longest 5% of Ride Times	8.13	8.38

The state-wide values are the averages of the combined sets of each LEA's longest 5% of ride times and the distances to school associated with them.

ABOUT SERVICE

By highlighting extreme ride times, this indicator illustrates the experience of the students who are receiving what is arguably the worst service as it is measured by the ride time indicator.

Average of Longest 5% of Student Ride Times

Average Ride Time	#LEAs
1 hour or less	22
61-75 minutes	22
76-90 minutes	44
91 minutes-2 hours	23
Over 2 hours	4

Source: North Carolina LEAs, 2012-2013
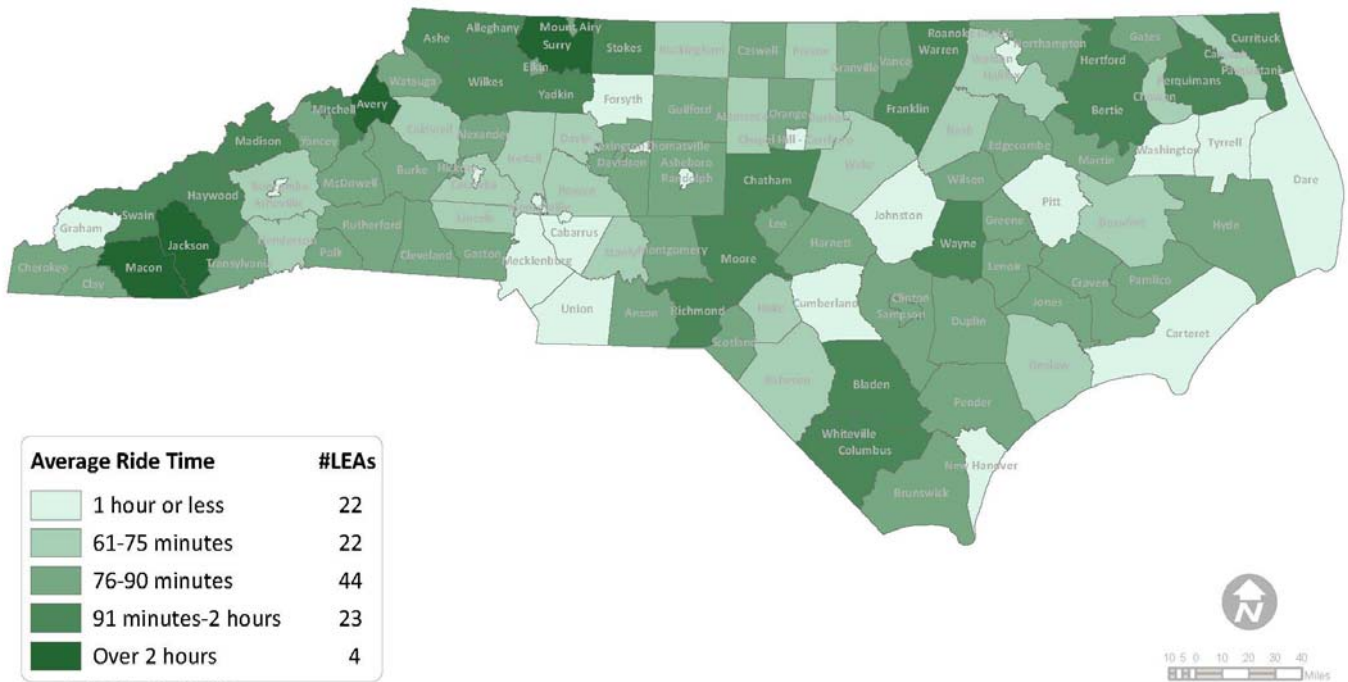
TIMS Service Indicators, 2012-2013: **Longest 5% of Student Ride Times**

LEA	Average of Longest 5% Ride Times	Avg Dist for Longest 5% Ride Times	LEA	Average of Longest 5% Ride Times	Avg Dist for Longest 5% Ride Times	LEA	Average of Longest 5% Ride Times	Avg Dist for Longest 5% Ride Times
Alamance-Burlington	65-	6.89-	Edgecombe	76-	9.88+	Chapel Hill-Carrboro	40+	3.42-
Alexander	84+	7.69-	W-S/Forsyth	54-	6.72-	Pamlico	88-	10.97-
Alleghany	94+	10.08+	Franklin	101-	8.61+	Pasquotank	93+	5.86-
Anson	80-	9.13-	Gaston	76-	5.17-	Pender	83+	14.08+
Ashe	109+	13.09+	Gates	83+	8.27+	Perquimans	91-	11.31-
Avery	138+	11-	Graham	52-	10.97+	Person	74+	9.97-
Beaufort	71-	9.62-	Granville	83+	11.69-	Pitt	59+	7.84-
Bertie	101-	11.23-	Greene	81-	9.90+	Polk	88-	10.27-
Bladen	107+	16.50-	Guilford	80+	8.62+	Randolph	86+	7.82-
Brunswick	89-	13.32-	Halifax	70+	14.89+	Asheboro	56-	2.40+
Buncombe	69-	6.71+	Roanoke Rapids	30-	2.30+	Richmond	118-	7.21+
Asheville	41+	3.75+	Weldon	56+	6.36-	Robeson	66-	6.01-
Burke	87+	6.44+	Harnett	78-	8.36-	Rockingham	72-	7.88-
Cabarrus	49-	6.88-	Haywood	95-	9.69-	Rowan-Salisbury	72-	7.33-
Kannapolis	49+	2.65+	Henderson	72-	5.95-	Rutherford	82-	9.34+
Caldwell	74-	5.72-	Hertford	111+	12.96+	Sampson	86-	10.90-
Camden	70+	14.48+	Hoke	61-	13.09+	Clinton	89+	5.94+
Carteret	59+	12.40+	Hyde	76+	24.92+	Scotland	80+	10.40+
Caswell	85+	14.52+	Iredell-Statesville	62-	8.90+	Stanly	69-	6.67+
Catawba	67+	8.59+	Mooresville	39-	3.82+	Stokes	111+	11.14+
Hickory City	88+	5.65+	Jackson	163+	9.72-	Surry	123+	7.10-
Newton-Conover	55-	7.73-	Johnston	50-	7.09-	Elkin	86-	3.56-
Chatham	92-	10.81+	Jones	85+	16.92+	Mount Airy	81+	2.31+
Cherokee	85+	9.15-	Lee	76-	6.52+	Swain	111-	12.12+
Edenton/Chowan	64-	14.65+	Lenoir	78+	8.86-	Transylvania	85+	10.16+
Clay	81-	11.25-	Lincoln	70-	5.32-	Tyrell	58-	10.79-
Cleveland	85-	6.82+	Macon	172+	7.55+	Union	57-	8.83_
Columbus	100+	17.70+	Madison	110+	15.33+	Vance	89+	7.33+
Whiteville	100+	4.94-	Martin	75+	9.32-	Wake	62+	8.74-
Craven	79-	11.73-	McDowell	85-	9.94-	Warren	98-	11.08+
Cumberland	57-	6.09-	Charlotte-Meck.	-45	7.83-	Washington	55-	9.40+
Currituck	119+	15.50+	Mitchell	92-	13.27-	Watauga	76-	10.13-
Dare	59+	8.21+	Montgomery	84+	12.35+	Wayne	100-	7.78+
Davidson	80+	5.88-	Moore	97+	7.20+	Wilkes	115-	9.06-
Lexington	82+	4.36-	Nash - Rocky Mount	61-	9.13+	Wilson	80+	5.97+
Thomasville	35+	1.99+	New Hanover	60+	6.56-	Yadkin	111+	6.86-
Davie	70-	9.66-	Northampton	83-	14.91+	Yancey	89-	8.20-
Duplin	83-	9.68+	Onslow	60-	8.23-			
Durham	62-	6.15-	Orange	81+	10.52+	**State Average**	**68+**	**8.13-**

Symbols indicate change from previous year: **+** = later time or longer distance, **—** =earlier time or shorter distance, **=** = no change
Source: NC Local Education Agencies 2012-2013 TIMS Data. Compiled at UNC Charlotte Urban Institute.

Student-to-Stop Distances, AM

DEFINITIONS

This set of Indicators considers the lengths of students' walks from their homes to their stops. It represents the experience of students in EC and Regular datasets, all programs. Distances of 0 are included; negative distances are excluded as data errors. Under the assumption that no child in North Carolina walks a mile or more to their stop and since some students travel to their stops via private conveyance, distances of 1 mile and greater were removed from consideration.

Average of Student-to-Stop Distances < 1 Mile, AM: The average walk from home to stop for distances less than one mile. In feet.

% of Stop Distances .5 & < 1 Mile: This small percentage of all riders represents those with the longest walks to stops and others who ride to a stop. A bus is not to deviate from its path for a distance of less than one half mile for fewer than

STATE-WIDE AVERAGES	2012-13	2011-12
Average of Student-to-Stop Distances < 1 Mile, AM	490	476
% of Stop Distances > .5 & < 1 Mile	1.33	1.25
% of Stop Distances < 1 Mile = 0	27.20	27.79

ten students (except in the cases of unescorted pupils in grades K-3 or special education pupils) and no child can be required to walk more than 1 mile to a stop.

% of Stop Distances < 1 Mile = 0: Percent of students with stop distances less than one mile that are picked up immediately in front of their home.

ABOUT SERVICE

The student-to-stop distance has two interpretations for service. Individuals typically see a very short distance to stop as positive for service. However, when a bus makes a greater

Average of Student-to-Stop Distances

Average Distance	#LEAs
1-200 feet	16
201-400 feet	44
401-600 feet	41
601-800 feet	12
801-1000 feet	2

Source: North Carolina LEAs, 2012-2013
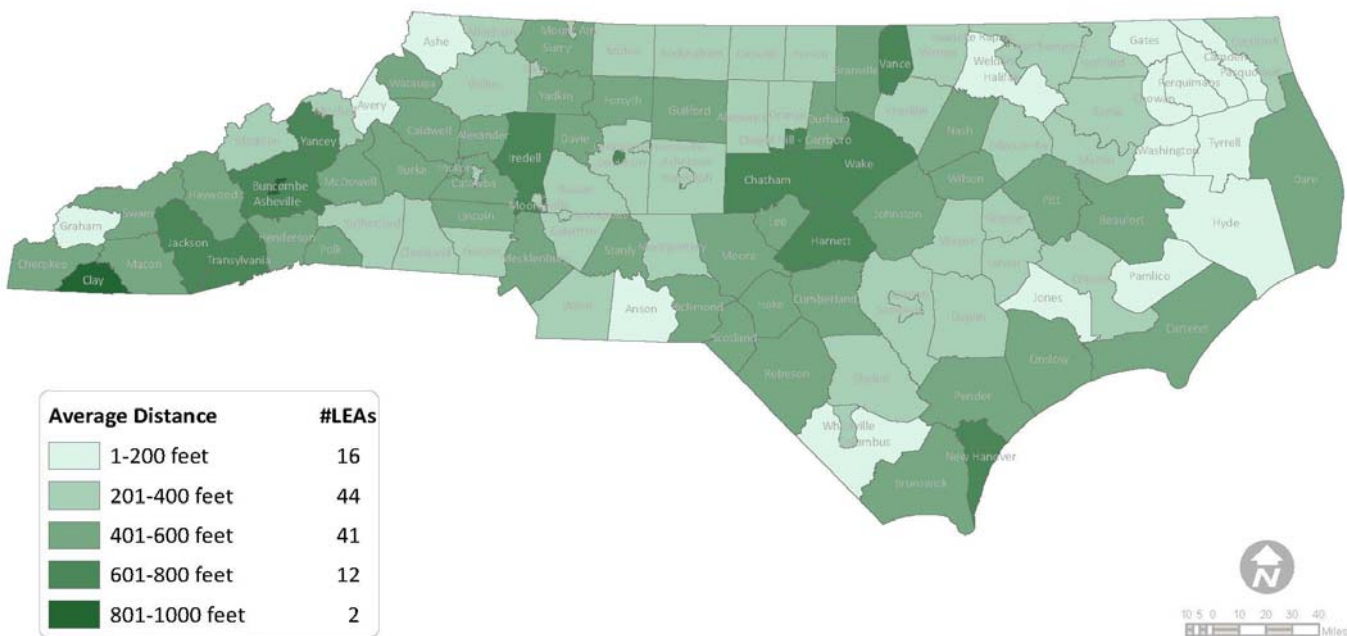
TIMS Service Indicators, 2012-2013: **Student-to-Stop Distances, AM**

LEA	Avg of Dist <1 Mile	% of Dist > .5 & <1 Mile	% of Dist <1 Mile = 0	LEA	Avg of Dist < 1 Mile	% of Dist > .5 & <1 Mile	% of Dist < 1 Mile = 0	LEA	Avg of Dist < 1 Mile	% of Dist > .5 & <1 Mile	% of Dist <1 Mile = 0
Alamance-Burlington	334+	1.00+	38.48-	Edgecombe	381+	1.07+	37.55+	Chapel Hill-Carrboro	615+	1.88+	19.47-
Alexander	463+	2.13+	34.20+	W-S/Forsyth	555+	1.41+	19.72-	Pamlico	162-	0.26-	74.64+
Alleghany	286-	1.76-	58.32-	Franklin	319-	0.88+	53.90+	Pasquotank	133-	0.42-	65.35-
Anson	178-	0.90+	70.53+	Gaston	345+	0.80-	33.21-	Pender	491+	2.54+	36.52-
Ashe	180+	1.17+	80.00-	Gates	66-	0.22-	77.52-	Perquimans	51+	0.17-	88.10-
Avery	74-	0.62-	71.26-	Graham	187-	0.80-	70.33-	Person	247+	0.36-	41.98
Beaufort	457+	2.14-	34.72-	Granville	407+	2.14-	49.56+	Pitt	593+	0.76-	13.77-
Bertie	239-	0.42+	45.21+	Greene	308+	0.77+	45.52-	Polk	453-	3.44-	55.78-
Bladen	316-	0.56=	41.06+	Guilford	410-	1.41+	32.39+	Randolph	307+	1.34-	55.29+
Brunswick	511+	1.80+	27.81-	Halifax	176-	0.50-	62.38+	Asheboro	265	0.00=	25.81-
Buncombe	607-	3.64+	32.19+	Roanoke Rapids	537-	0.76-	8.48-	Richmond	581-	6.14-	46.74+
Asheville	837+	3.98+	7.07+	Weldon	234+	0.85+	55.73+	Robeson	558+	2.85-	26.33-
Burke	501-	1.74+	39.53+	Harnett	620+	3.87+	24.61-	Rockingham	364+	0.74+	39.25-
Cabarrus	388-	0.54+	23.87+	Haywood	572+	3.56+	34.09-	Rowan-Salisbury	343-	1.50-	51.53-
Kannapolis	236-	0.08-	40.74-	Henderson	506-	2.23-	31.95+	Rutherford	211-	0.93-	67.73+
Caldwell	443+	1.21-	33.52-	Hertford	273+	2.66-	59.09-	Sampson	383+	1.05+	36.94-
Camden	126+	0.18+	67.51-	Hoke	496+	1.54-	22.02-	Clinton	377-	0.29-	29.98-
Carteret	544+	2.70+	35.29-	Hyde	123-	0-	71.20-	Scotland	498-	3.68+	38.87+
Caswell	207+	1.44+	79.06+	Iredell-Statesville	603-	2.60-	24.42+	Stanly	503+	1.47-	30.92+
Catawba	457-	1.40-	30.19-	Mooresville	352+	0.50+	16.41-	Stokes	345-	2.49-	58.42+
Hickory	586-	2.53+	20.00-	Jackson	601+	5.50+	40.85-	Surry	418+	1.65+	43.51-
Newton-Conover	278+	0.06-	41.31-	Johnston	407+	0.61-	33.22-	Elkin	373+	0.31-	32.05-
Chatham	664+	3.70+	30.20-	Jones	138-	0.64-	73.99-	Mount Airy	313-	0-	38.16-
Cherokee	407-	3.72-	56.28+	Lee	488+	1.83+	30.83-	Swain	510-	4.04+	34.31+
Edenton/Chowan	105+	0.19=	68.71-	Lenoir	271=	1.11-	55.40+	Transylvania	784+	5.32-	25.70-
Clay	997-	8.10-	23.82-	Lincoln	473+	1.45=	30.41-	Tyrell	123-	0-	72.89+
Cleveland	266+	0.84+	51.19-	Macon	482-	3.19-	47.92+	Union	269-	0.31-	33.82-
Columbus	179-	0.66+	63.75+	Madison	363-	2.45-	65.41-	Vance	642+	5.10-	30.97+
Whiteville	232-	0.83-	55.44+	Martin	259-	2.23-	62.89-	Wake	679+	1.24-	11.20-
Craven	377+	1.46+	30.42-	McDowell	523+	2.06-	36.55-	Warren	368+	0.51-	38.23-
Cumberland	515-	0.12-	11.85-	Charlotte-Meck.	587+	0.67+	9.91+	Washington	179-	087+	66.81+
Currituck	305-	0.71+	47.69+	Mitchell	228+	1.35+	66.70+	Watauga	496+	3.15+	46.82+
Dare	459+	1.54-	26.33-	Montgomery	371+	3.21-	56.82-	Wayne	383+	0.77+	26.52-
Davidson	334-	1.23-	49.57+	Moore	478+	3.79-	51.21+	Wilkes	231-	0.40-	54.11-
Lexington	725+	4.81+	19.03-	Nash-Rocky Mount	444-	0.21-	20.84+	Wilson	440-	0.52-	28.08=
Thomasville	315-	0.07+	28.05+	New Hanover	642+	3.05-	24.78-	Yadkin	495-	1.88+	38.95+
Davie	511+	1.49+	31.13+	Northampton	200-	0.26-	63.30+	Yancey	680-	5.68-	32.79+
Duplin	307+	0.53+	41.45+	Onslow	533+	2.70+	29.23-				
Durham	509+	0.59+	28.65-	Orange	270-	1.06-	63.26+	**State Average**	**490+**	**1.33+**	**27.20-**

Symbols indicate change from previous year: **+** = later time or longer distance, **—** = earlier time or shorter distance, **=** = no change
Source: NC Local Education Agencies 2012-2013 TIMS Data. Compiled at UNC Charlotte Urban Institute.

Earliest Morning Pickup Time

DEFINITIONS

The Indicator covers all stops used by students in all programs and datasets.

Earliest Morning Pickup Time: This is the earliest time that a bus arrives at a stop to pick up a child.

Arrival Time: The time that students boarding at the earliest pickup location arrive at school. If more than one student uses the earliest stop, or if more than one stop share the earliest time, the arrival time of the child with the longest ride time is shown.

ABOUT SERVICE

Extremely early pickup times are obviously, in themselves, an issue of service. When coupled with a long ride, an early

STATE-WIDE MEDIAN	2012-13	2011-2012
Earliest Morning Pickup Time	5:46 AM	5:48 AM
Arrival Time	7:31 AM	7:40 AM

pickup might present a student with a particularly challenging start to the day.

Very early pickup times for students may be caused by several things. Use of early bell times that necessitate early run starts is one.

These data represent one or more students at one stop, not the overall average. The LEA ride time averages (pages 4-5) yield a better understanding of how these specific cases relate to a district's overall operations.

Earliest Morning Pickup Time

Count of LEAs
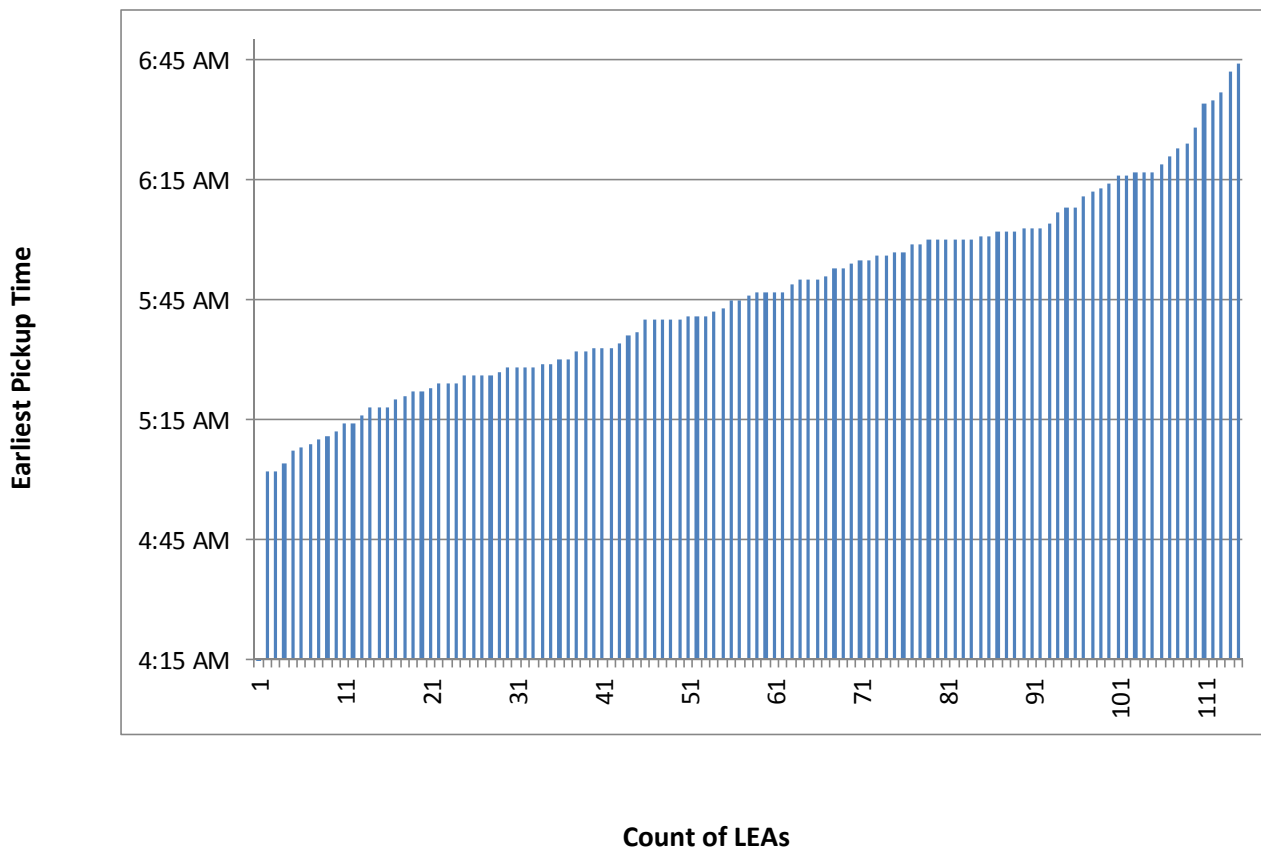
TIMS Service Indicators, 2012-2013: **Earliest Morning Pickup Time**

LEA	Earliest Pickup AM	Arrival Time	LEA	Earliest Pickup AM	Arrival Time	LEA	Earliest Pickup AM	Arrival Time
Alamance-Burlington	5:10 AM-	6:43 AM+	Edgecombe	6:01 AM+	7:30 AM+	Chapel Hill-Carrboro	6:37 AM+	7:23 AM-
Alexander	6:01 AM-	7:35 AM-	W-S/Forsyth	5:32 AM-	7:00 AM=	Pamlico	5:53 AM+	7:45 AM=
Alleghany	5:40 AM-	7:40 AM-	Franklin	5:22 AM-	7:30 AM-	Pasquotank	5:28 AM-	6:51AM-
Anson	5:26 AM+	7:15 AM=	Gaston	5:29 AM-	8:00 AM+	Pender	5:40 AM+	7:30 AM-
Ashe	5:33 AM-	7:10 AM-	Gates	6:17 AM-	7:55 AM-	Perquimans	6:00 AM-	7:50 AM-
Avery	5:18 AM-	7:45 AM-	Graham	6:28 AM+	7:31 AM-	Person	6:02 AM-	7:52 AM=
Beaufort	6:16 AM+	8:00 AM+	Granville	5:57 AM-	7:00 AM-	Pitt	5:41 AM+	7:20 AM-
Bertie	5:28 AM-	7:30AM-	Greene	6:04 AM-	8:05 AM=	Polk	6:02 AM-	7:34 AM-
Bladen	5:16 AM+	7:45 AM+	Guilford	5:09 AM+	7:10 AM-	Randolph	5:40 AM-	7:36 AM-
Brunswick	5:14 AM+	7:40 AM-	Halifax	6:03 AM-	7:25 AM=	Asheboro	6:23 AM+	7:25 AM-
Buncombe	5:14 AM+	7:56 AM-	Roanoke Rapids	6:44 AM+	7:18 AM=	Richmond	5:08 AM-	8:00 AM-
Asheville	6:08 AM-	6:51 AM-	Weldon	6:35 AM-	7:34 AM+	Robeson	6:00 AM=	7:35 AM=
Burke	5:24 AM+	7:09 AM-	Harnett	5:07 AM-	7:15 AM-	Rockingham	5:51 AM-	7:25 AM=
Cabarrus	5:32 AM-	6:55 AM-	Haywood	5:41 AM-	8:03 AM+	Rowan-Salisbury	5:22 AM+	6:45 AM-
Kannapolis	5:47 AM-	7:05 AM-	Henderson	5:50 AM-	7:05 AM-	Rutherford	5:28 AM+	7:20 AM-
Caldwell	5:56 AM+	8:22 AM+	Hertford	5:18 AM-	7:55 AM+	Sampson	5:23 AM-	7:25 AM+
Camden	6:19 AM-	7:40 AM=	Hoke	6:13 AM+	7:20 AM+	Clinton	5:28 AM-	7:20 AM-
Carteret	5:57 AM-	7:24 AM-	Hyde	5:59 AM+	7:30 AM=	Scotland	5:26 AM-	7:10 AM-
Caswell	5:24 AM-	6:50 AM-	Iredell-Statesville	5:47 AM+	7:20 AM+	Stanly	6:16 AM+	7:40 AM+
Catawba	5:59 AM-	8:45 AM+	Mooresville	6:24 AM+	7:15 AM=	Stokes	5:26 AM=	7:30 AM-
Hickory City	5:47 AM-	8:10 AM=	Jackson	4:07 AM-	7:48 AM-	Surry	5:12 AM+	7:50 AM+
Newton-Conover	6:11 AM-	7:50 AM+	Johnston	5:46 AM+	7:00 AM-	Elkin	6:00 AM-	8:00 AM+
Chatham	5:29 AM+	7:40 AM=	Jones	6:03 AM+	7:55 AM+	Mount Airy	6:02 AM-	7:37 AM+
Cherokee	5:54 AM-	7:45 AM=	Lee	5:43 AM=	7:00 AM-	Swain	5:21 AM-	7:55 AM-
Edenton/Chowan	6:08 AM-	7:30 AM-	Lenoir	5:27 AM-	7:30 AM=	Transylvania	6:12 AM+	7:45 AM-
Clay	6:21 AM=	7:55 AM-	Lincoln	5:33 AM-	7:09 AM-	Tyrell	6:34 AM+	7:45 AM-
Cleveland	6:00 AM-	7:15 AM-	Macon	5:42 AM-	8:00 AM-	Union	6:00 AM=	7:30 AM+
Columbus	5:50 AM+	8:45 AM+	Madison	5:45 AM-	8:00 AM+	Vance	5:56 AM+	8:00 AM+
Whiteville	5:26 AM-	7:06 AM-	Martin	6:03 AM-	7:37 AM+	Wake	5:30 AM=	7:26 AM+
Craven	5:41 AM+	7:30 AM+	McDowell	5:55 AM+	7:59 AM+	Warren	5:20 AM-	7:54 AM-
Cumberland	5:40 AM+	8:01 AM+	Charlotte-Meck.	5:02 AM-	6:46 AM=	Washington	6:17AM-	7:15 AM-
Currituck	5:04 AM+	8:00 AM=	Mitchell	5:50 AM+	8:00 AM+	Watauga	6:07 AM+	7:40 AM+
Dare	6:14 AM-	7:20 AM=	Montgomery	5:24 AM-	6:32 AM-	Wayne	5:34 AM+	7:50 AM-
Davidson	6:00 AM+	8:43 AM-	Moore	5:45 AM-	7:40 AM=	Wilkes	5:18 AM+	7:51 AM+
Lexington	5:11 AM-	7:50 AM+	Nash-Rocky Mount	5:36 AM=	6:41 AM-	Wilson	5:47 AM-	7:20 AM=
Thomasville	6:42 AM=	7:25 AM=	New Hanover	5:49 AM-	7:42 AM+	Yadkin	5:40 AM-	7:55 AM-
Davie	6:17 AM+	7:40 AM-	Northampton	5:37 AM-	6:59 AM-	Yancey	5:55 AM-	7:49 AM+
Duplin	5:33 AM+	7:30 AM-	Onslow	5:02 AM=	7:15 AM+			
Durham	5:30 AM-	6:48 AM-	Orange	5:53 AM-	7:15 AM-	**State Median**	**5:46 AM-**	**7:31AM-**

Symbols indicate change from previous year: **+** = later time or longer distance, **—** = earlier time or shorter distance, **=** = no change
Source: NC Local Education Agencies 2012-2013 TIMS Data. Compiled at UNC Charlotte Urban Institute.

% of Routes with Multiple Runs from the Same School

DEFINITIONS

This Indicator includes only afternoon portions of routes for the default program for Regular Transportation. The calculation counts each bus with multiple same-school runs once, whether it visits the school two, three or more times.

ABOUT SERVICE

Multiple runs from the same school require that a second and possibly third load of students wait at the school in the afternoon while the bus completes its prior run. This is often unproductive time for students and the staff members charged

STATE-WIDE AVERAGES	2012-13	2011-12
Percent of Routes with Multiple Runs from the Same School	6.60	6.90

with their supervision. The use of multiple runs to the same school is an efficiency strategy used by districts that has direct impact on children 's waiting time.

Percent of Routes with Multiple Runs from the Same School

Count of LEAs
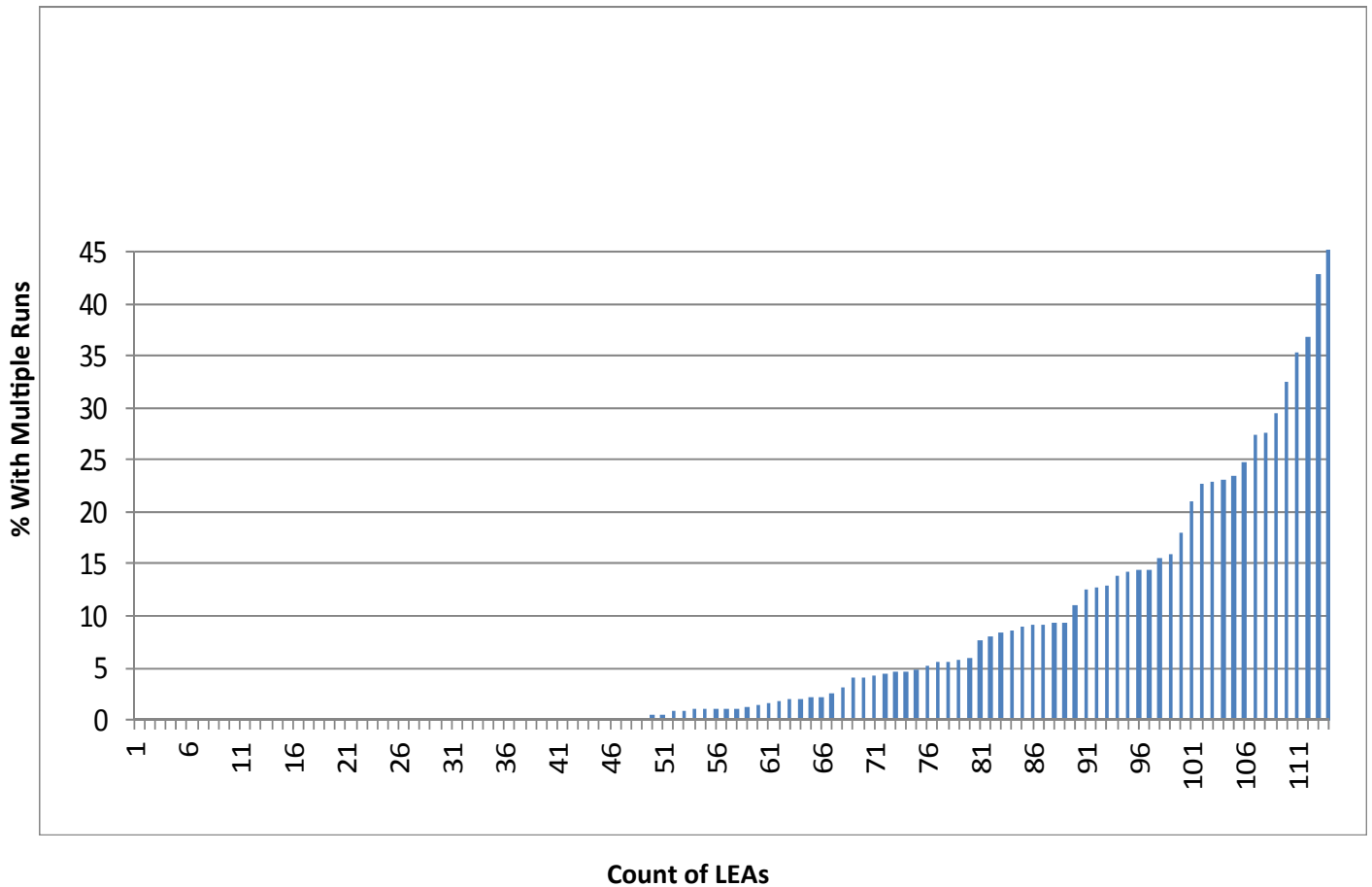
TIMS Service Indicators, 2012-2013: **% of Routes with Multiple Runs from the Same School**

LEA	% of Routes with Multiple Runs from Same School	LEA	% of Routes with Multiple Runs from Same School	LEA	% of Routes with Multiple Runs from Same School
Alamance-Burlington	9:09-	Edgecombe	1.06-	Chapel Hill-Carrboro	0.00=
Alexander	0.00=	W-S/Forsyth	1.13-	Pamlico	0.00-
Alleghany	0.00=	Franklin	12.77=	Pasquotank	0.00=
Anson	0.00=	Gaston	21.05+	Pender	2.15=
Ashe	0.00=	Gates	0.00=	Perquimans	0.00=
Avery	12.90+	Graham	0.00=	Person	0.00-
Beaufort	1.05-	Granville	8:49-	Pitt	0.56+
Bertie	0.00=	Greene	0.00-	Polk	0.00=
Bladen	0.00-	Guilford	9.09-	Randolph	6.02-
Brunswick	0.00=	Halifax	0.00=	Asheboro	36.84+
Buncombe	35.25-	Roanoke Rapids	0.00=	Richmond	24.72+
Asheville	13.79+	Weldon City	0.00-	Robeson	15.56-
Burke	14.42-	Harnett	1.65-	Rockingham	0.82-
Cabarrus	0.00=	Haywood	16.00+	Rowan-Salisbury	1.19-
Kannapolis	3.03-	Henderson	45.83+	Rutherford	0.00=
Caldwell	32.50+	Hertford	5.80+	Sampson	0.00=
Camden	4.00=	Hoke	8.89+	Clinton	0.00-
Carteret	2.02+	Hyde	0.00=	Scotland	1.33-
Caswell	0.00=	Iredell-Statesville	0.96+	Stanly	14.42+
Catawba	4.19-	Mooresville	8.11+	Stokes	0.00-
Hickory	12.50+	Jackson	0.00-	Surry	0.00=
Newton-Conover	29.41-	Johnston	5:58+	Elkin	42.86=
Chatham	5.56=	Jones	0.00=	Mount Airy	0.00=
Cherokee	4.44=	Lee	4.76-	Swain	4.55-
Edenton/Chowan	0.00=	Lenoir	0.85-	Transylvania	22.86+
Clay	0.00=	Lincoln	27.68=	Tyrell	0.00=
Cleveland	5.26+	Macon	23.08+	Union	1.89-
Columbus	0.00=	Madison	0.00=	Vance	22.73-
Whiteville	0.00-	Martin	0.00-	Wake	10.97-
Craven	23.53-	McDowell	9.38-	Warren	0.00=
Cumberland	0.56+	Charlotte-Meck.	0.11=	Washington	0.00=
Currituck	2.17-	Mitchell	14.29+	Watauga	0.00=
Dare	2.63-	Montgomery	8.47+	Wayne	1.03-
Davidson	0.00-	Moore	0.00-	Wilkes	27.37-
Lexington	0.00=	Nash-Rocky Mount	0.00=	Wilson	4.00+
Thomasville	7.69=	New Hanover	0.00=	Yadkin	4.69-
Davie	18.06+	Northampton	0.00=	Yancey	0.00=
Duplin	0.00=	Onslow	1.98-		
Durham	9.38+	Orange	0.00=	**State Average**	**6.60-**

Symbols indicate change from previous year: **+** = later time or longer distance, **—** = earlier time or shorter distance, **=** = no change.
Source: NC Local Education Agencies 2012-2013 TIMS Data. Compiled at UNC Charlotte Urban Institute.

TIMS Service Indicators, 2012-2013: **School Start Times, AM**

A larger range of bell times makes it easier to use buses efficiently without revisiting the same school. Revisiting a school, as noted on pages 10 and 11, can be detrimental to service levels. The State values for First and Last are medians. The Range is the average.

LEA	First	Last	Range	LEA	First	Last	Range	LEA	First	Last	Range
		School Start Times				School Start Times				School Start Times	
Alamance-Burlington	7:50	8:20	30-	Edgecombe	7:50	9:00	70-	Chapel Hill-Carrboro	7:50	9:30	100+
Alexander	7:50	8:15	25+	W-S/Forsyth	7:25	9:15	110=	Pamlico	7:50	8:00	10=
Alleghany	7:55	8:05	10-	Franklin	7:44	8:30	46-	Pasquotank	7:15	8:40	85+
Anson	7:20	8:25	65=	Gaston	7:45	9:00	75+	Pender	7:30	8:45	75=
Ashe	7:45	8:20	35=	Gates	8:00	8:05	5=	Perquimans	7:50	7:55	5=
Avery	7:50	8:15	25=	Graham	7:50	8:00	10=	Person	7:50	8:30	40=
Beaufort	7:50	9:00	70=	Granville	7:25	9:00	95=	Pitt	7:15	8:25	70-
Bertie	7:35	8:20	45+	Greene	7:50	8:10	20+	Polk	7:50	8:15	25=
Bladen	7:40	8:05	25=	Guilford	7:30	9:45	135-	Randolph	7:45	9:00	75=
Brunswick	7:50	8:10	20-	Halifax	7:30	8:00	30=	Asheboro	7:55	8:30	35-
Buncombe	7:45	8:30	45-	Roanoke Rapids	7:30	8:30	60=	Richmond	8:00	8:30	30-
Asheville	7:55	9:00	65+	Weldon City	7:45	8:15	30-	Robeson	7:45	8:30	45=
Burke	7:40	8:20	40=	Harnett	7:35	8:20	45=	Rockingham	7:20	8:45	85-
Cabarrus	7:15	9:30	135-	Haywood	8:00	9:00	60=	Rowan-Salisbury	7:20	9:45	145=
Kannapolis	7:15	8:40	85=	Henderson	7:50	8:30	40=	Rutherford	7:30	8:30	60-
Caldwell	7:50	8:30	40-	Hertford	7:45	8:15	30=	Sampson	7:40	8:30	50-
Camden	7:55	8:20	25+	Hoke	7:50	9:00	70=	Clinton	7:15	8:05	50-
Carteret	7:35	8:15	40=	Hyde	7:35	7:35	0-	Scotland	7:40	9:00	80=
Caswell	7:45	8:30	45=	Iredell-	7:30	8:45	75-	Stanly	7:50	8:40	50=
Catawba	7:15	8:45	90+	Mooresville	7:30	8:45	75=	Stokes	7:30	8:30	60=
Hickory	7:20	9:00	100+	Jackson	8:00	8:10	10=	Surry	7:45	8:00	15-
Newton-Conover	7:30	8:10	40-	Johnston	7:10	8:55	105-	Elkin	8:00	8:05	5=
Chatham	7:50	8:15	25-	Jones	7:30	7:55	25-	Mount Airy	7:40	8:10	30=
Cherokee	7:50	8:21	31=	Lee	7:30	8:00	30=	Swain	7:50	8:30	40+
Edenton/Chowan	7:45	8:00	15+	Lenoir	7:45	8:15	30=	Transylvania	8:00	8:20	20=
Clay	8:00	8:00	0=	Lincoln	7:45	8:15	30=	Tyrell	7:45	7:50	5=
Cleveland	7:40	9:00	80=	Macon	7:30	8:30	60=	Union	7:15	9:00	105=
Columbus	7:45	9:15	90=	Madison	8:00	8:35	35=	Vance	7:50	9:00	70=
Whiteville	7:50	9:10	80=	Martin	7:25	8:10	45=	Wake	7:20	9:15	115+
Craven	7:35	9:00	85-	McDowell	7:45	8:31	46+	Warren	7:50	8:30	40+
Cumberland	7:30	9:30	120=	Charlotte-Meck.	7:15	9:15	120=	Washington	8:00	8:00	0=
Currituck	7:30	8:30	60=	Mitchell	7:35	8:30	55-	Watauga	7:45	8:25	40-
Dare	7:55	8:30	35=	Montgomery	7:50	8:00	10-	Wayne	7:30	9:00	90-
Davidson	7:40	8:30	50=	Moore	7:30	8:45	75-	Wilkes	7:30	8:30	60+
Lexington	7:30	8:20	50=	Nash-Rocky Mount	8:15	8:15	0-	Wilson	7:30	8:30	60-
Thomasville	7:30	8:00	30=	New Hanover	7:30	9:20	110+	Yadkin	7:55	8:05	10-+
Davie	7:55	8:45	50=	Northampton	8:00	8:00	0=	Yancey	7:40	8:00	20=
Duplin	7:50	8:20	30=	Onslow	7:09	8:45	96=				
Durham	7:20	9:15	115-	Orange	7:30	8:45	75-	**State**	**7:45+**	**8:30=**	**52-**

TIMS Service Indicators, 2012-2013: **Runs per Route, PM**

Average Runs per Route: The average number of separate runs (trips) each bus makes in the afternoon. % of Routes >1 Run: The percentage of buses making more than one run in the afternoon. A bus is considered to have completed a run when it has unloaded

LEA	Avg Runs per Route	% Rtes > 1 Run	LEA	Avg Runs per Route	% Rtes > 1 Run	LEA	Avg Runs per Route	% Rtes > 1 Run
Alamance-Burlington	1.55+	49.35+	Edgecombe	1.07+	6.86+	Chapel Hill-Carrboro	2.85+	98.46+
Alexander	1.00=	0.00=	W-S/Forsyth	2.72=	96.03-	Pamlico	1.00-	0.00-
Alleghany	1.00=	0.00=	Franklin	1.39+	38.24+	Pasquotank	1.41-	41.18-
Anson	1.24-	23.94+	Gaston	1.67-	60.77+	Pender	1.38+	34.41+
Ashe	1.11+	11.11+	Gates	1.00=	0.00=	Perquimans	1.00=	0.00=
Avery	1.19-	19.35-	Graham	1.00=	0.00=	Person	1.07+	7.25+
Beaufort	1.18-	17.65-	Granville	1.21=	16.98=	Pitt	1.45-	44.65-
Bertie	1.00=	0.00=	Greene	1.31+	31.48+	Polk	1.00=	0.00=
Bladen	1.00-	0.00-	Guilford	2.30-	89.59-	Randolph	1.08-	6.63-
Brunswick	1.07-	5.42-	Halifax	1.00=	0.00=	Asheboro	2.42+	100.00+
Buncombe	1.54-	51.72-	Roanoke Rapids	2.25=	91.67=	Richmond	1.27=	26.97-
Asheville	2.14-	96.55=	Weldon	1.80+	60.00+	Robeson	1.21-	19.26-
Burke	1.25-	23.08-	Harnett	1.24+	23.97+	Rockingham	1.24-	24.09-
Cabarrus	2.86-	98.39+	Haywood	1.23+	22.67+	Rowan-Salisbury	1.45-	41.49-
Kannapolis	2.82+	100=	Henderson	1.44+	41.44+	Rutherford	1.24=	23.00-
Caldwell	1.43-	42.50=	Hertford	1.07=	7.25+	Sampson	1.03=	2.96=
Camden	1.00=	0.00=	Hoke	2.03+	94.44+	Clinton	1.27-	26.92-
Carteret	1.08-	8.08-	Hyde	1.00=	0.00=	Scotland	1.41-	40.00-
Caswell	1.00=	0.00=	Iredell-Statesville	1.72-	67.79-	Stanly	1.22+	20.19+
Catawba	1.33+	31.15-	Mooresville	2.05+	97.30-	Stokes	1.22-	21.59-
Hickory	2.25+	91.67=	Jackson	1.00=	0.00=	Surry	1.00=	0.00=
Newton-Conover	1.48+	44.83=	Johnston	2.00=	65.43-	Elkin	1.86=	57.14=
Chatham	1.07	6.67+	Jones	1.00=	0.00=	Mount Airy	1.00=	0.00=
Cherokee	1.04-	4.44=	Lee	1.22=	20.00-	Swain	1.14+	13.64+
Edenton/Chowan	1.00=	0.00=	Lenoir	1.10-	10.07-	Transylvania	1.26+	25.71+
Clay	1.00=	0.00=	Lincoln	1.33+	31.25+	Tyrell	1.00=	0.00=
Cleveland	1.06+	5.85+	Macon	1.23+	23.08+	Union	2.52+	97.48-
Columbus	1.05=	5.08+	Madison	1.00=	0.00=	Vance	1.30-	25.00-
Whiteville	1.11=	11.11=	Martin	1.00-	0.00-	Wake	2.57-	92.62-
Craven	1.37+	28.10=	McDowell	1.09=	9.38+	Warren	1.00=	0.00=
Cumberland	1.65+	62.76+	Charlotte-Meck.	3.02+	99.58+	Washington	1.00=	0.00=
Currituck	1.33-	32.61-	Mitchell	1.25+	25.00+	Watauga	1.39=	39.02=
Dare	1.35+	35.00+	Montgomery	1.12+	10.17+	Wayne	1.38+	35.00+
Davidson	1.27-	27.27-	Moore	1.34+	33.61+	Wilkes	1.27=	27.37+
Lexington	2.32+	90.91-	Nash-	1.62+	55.35+	Wilson	1.48=-	37.82-
Thomasville	2.08=	100.00=	New Hanover	1.85+	77.05+	Yadkin	1.08-	4.69-
Davie	1.18=	18.06+	Northampton	1.00=	0.00=	Yancey	1.05=	5.13=
Duplin	1.00=	0.00=	Onslow	1.70+	58.52+			
Durham	2.12+	95.70-	Orange	1.79+	74.63+	**State Average**	**1.71=**	**49.17+**

Source: NC Local Education Agencies 2012-2013 TIMS Data. Compiled at UNC Charlotte Urban Institute.

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Policies that can result in longer ride times include the placement of programs for exceptional children and the use of larger buses. The frequency and location of school bus stops also has a significant impact. For instance, locating school bus stops in private subdivisions and routing buses on short dead-end roads takes additional time and results in longer rides. Student population density, traffic congestion, and speed limit are site-specific conditions over which an LEA has little control.

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