



Transportation Service Indicators Report

2008–2009



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



PUBLIC SCHOOLS OF NORTH CAROLINA

STATE BOARD OF EDUCATION William C. Harrison, Ed.D., *Chairman and Chief Executive Officer*
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In recent years, North Carolina school districts have struggled with drastic swings in fuel prices that have made budgeting and planning increasingly difficult. Although fuel prices dropped during 2008-2009, at this writing they are on the rise again. Further, school transportation staffs now find their funding strained as a result of the national economic climate. With considerable shortfalls in state and local funding expected for the 2009-2010 school year, fuel conservation and other efficiency measures are extremely important. Drivers' salaries and fuel consume over half of a district's transportation budget. While the need to provide a suitable level of service to students has not diminished, the difficulty of balancing that goal with efficiency has certainly increased.

North Carolina pupil transportation professionals respond daily to a large variety of circumstances and differing challenges in their operations. Some districts serve large areas, some relatively small ones. There are large and growing urban areas as well as very rural districts which continue to be sparsely populated. Such disparate conditions have a large impact on the ability of the State to provide a uniform level of transportation services. In addition to variations in geography, variations in local policy affect the experience of students every day in their travel to and from school. As an example, a policy that seeks to provide a high level of service by placing bus stops close together—often located at student residences—results in longer (more costly) bus rides for most students.

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 contract 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, the uniform use of TIMS makes possible the production of LEA-level and statewide data. In this document, operational data for all LEAs have been collected and summarized to provide school transportation planners and policy makers with a self-assessment tool. The data contained in this report reflect a combination of physical realities and policy decisions made by LEAs. In this, its third 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 continue to maintain and provided this information as part of their annual 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.

A handwritten signature in black ink, appearing to read "Ben Matthews".

Ben Matthews, Director
School Support Division

A handwritten signature in black ink, appearing to read "Derek Graham".

Derek Graham, Section Chief
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AN EQUAL OPPORTUNITY/AFFIRMATIVE ACTION EMPLOYER

Notes on the 2008–2009 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 TIMS datasets maintained in school districts across North Carolina. Though all 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 preferences.

BELL TIMES AND PROGRAMS

The data are probably most affected by differences in the ways that TIMS data managers approach the use of multiple arrival and departure times at schools. Accommodations can involve the use of programs, incorrect school bell times, incorrect 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 affect 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 those concerned with Earliest Morning Pickup Time, Average School Bell Time Range and Percentage of Buses Revisiting the Same School PM.

ELKIN AND MT. AIRY

When the data used in this report were generated, Elkin and Mt. Airy Cities' data were being kept in the same dataset as Surry County's. Separate reports weren't generated for them and values for them are omitted throughout the report. That situation has been addressed and they will stand alone in next year's report.

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.

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*For Earliest Morning Pickup Time and Arrival Time, the State-wide values are the median.

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.

Average Student Ride Time, 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. Ride times and distances 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.

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

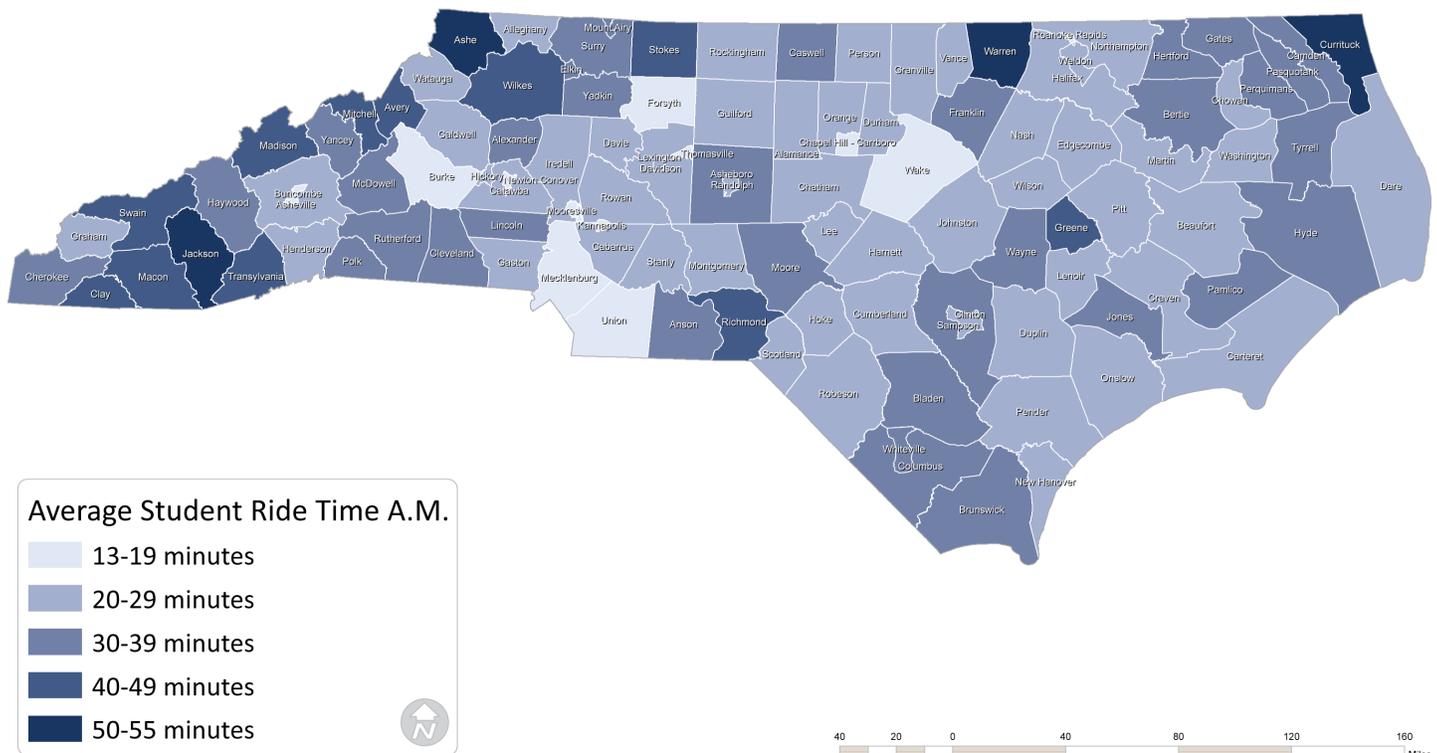
ABOUT SERVICE

A child's ride time should correspond roughly to the distance

STATE-WIDE AVERAGES	2008-09	2007-08
Average Ride Time	24	24
Average Distance to School, Riders Only	4.36	4.37
Average Distance to School, All Students	4.23	4.20

from home to school. However, the expected correspondence is compromised by anything that alters the consistent progress of the bus (such as stopping for children) or causes the bus 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. LEA policies that can result in longer ride times include the placement of programs for exceptional children and the use of fewer, 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 the LEA has little control.

Average Student Ride Time A.M.



Source: North Carolina LEAs 2008-2009

TIMS 2008-09 Service Indicators: **Average Student Ride Time, AM**

District Name	Average Distance to School			District Name	Average Distance to School			District Name	Average Distance to School		
	Avg. Ride Time	Riders Only	All Stu.		Avg. Ride Time	Riders Only	All Stu.		Avg. Ride Time	Riders Only	All Stu.
Alamance-Burlington	21-	3.90+	3.49+	Edgecombe	27+	5.37-	4.84-	Chapel Hill-	13-	2.60-	2.39-
Alexander	34-	5.48+	4.58-	W-S/Forsyth	17=	3.64+	3.68=	Pamlico	31-	7.45+	6.99-
Alleghany	29+	4.91-	4.93-	Franklin	34=	5.77+	5.73+	Pasquotank	31=	4.37-	4.33-
Anson	35+	6.04+	5.84+	Gaston	27+	2.93-	3.00+	Pender	25-	6.09-	5.63-
Ashe	55+	7.88+	7.11-	Gates	34-	7.27+	7.06=	Perquimans	38-	7.08-	6.70-
Avery	40-	5.76+	4.03+	Graham	23+	6.25+	6.23+	Person	29+	5.24-	5.33-
Beaufort	27+	6.41+	6.16+	Granville	21-	5.30=	5.15-	Pitt	22-	4.24-	3.54-
Bertie	31=	8.70-	8.46-	Greene	41+	7.44-	7.22+	Polk	39-	6.21=	5.85-
Bladen	34+	7.81+	7.33+	Guilford	21-	3.67-	3.52+	Randolph	34-	4.84+	4.94-
Brunswick	35+	7.31-	7.12+	Halifax	25-	6.53-	6.71+	Asheboro City	23+	2.15+	1.97-
Buncombe	26-	3.98-	3.86-	Roanoke Rapids	14+	1.79+	1.30=	Richmond	40+	4.05+	3.61+
Asheville City	17=	2.82=	3.07+	Weldon City	20+	3.81-	3.67-	Robeson	23-	4.23+	3.90-
Burke	19-	3.56-	3.99-	Harnett	26-	5.21+	5.09+	Rockingham	29=	5.08+	4.73+
Cabarrus	21-	3.72-	3.72-	Haywood	35+	4.40+	4.45+	Rowan-Salisbury	28+	4.00+	3.98-
Kannapolis City	18=	1.89-	1.82-	Henderson	28+	3.84+	4.04-	Rutherford	32+	4.67+	4.74+
Caldwell	24=	4.26+	4.29+	Hertford	32-	6.27-	5.48-	Sampson	31+	7.31+	7.15+
Camden	38-	8.88-	8.03-	Hoke	21+	5.53+	5.21+	Clinton City	29+	3.70+	3.86+
Carteret	21-	5.51+	5.15=	Hyde	36=	12.44+	12.33+	Scotland	27+	5.08+	4.89+
Caswell	34-	9.19-	8.86-	Iredell-Statesville	26-	4.43+	4.55+	Stanly	26+	3.69+	3.65+
Catawba	21+	4.32-	4.15-	Mooreville	16-	2.62+	2.53-	Stokes	41-	5.71-	5.42+
Hickory City	21+	2.59-	2.26-	Jackson	50=	6.06-	5.02+	Surry	33-	4.65+	4.20+
Newton-Conover	18+	3.05+	2.73+	Johnston	20-	4.34-	4.35-	Elkin City*	NA	NA	NA
Chatham	28=	4.77-	4.94+	Jones	37+	7.14-	7.17+	Mount Airy City*	NA	NA	NA
Cherokee	35-	5.41+	5.33+	Lee	26+	4.39-	4.23-	Swain	42=	5.39=	5.59=
Edenton/Chowan	29+	8.83+	8.26+	Lenoir	25+	4.79+	4.75+	Transylvania	40+	3.91-	4.92+
Clay	46+	5.50+	4.59-	Lincoln	31+	4.56+	4.68+	Tyrell	31-	6.22+	5.21-
Cleveland	35=	4.76-	4.46-	Macon	47+	5.03-	4.81-	Union	19-	3.78-	3.85-
Columbus	34=	6.14+	5.90+	Madison	49+	8.79+	8.49-	Vance	25=	3.96-	4.04+
Whiteville City	31-	4.33=	4.14+	Martin	23-	4.08-	4.05-	Wake	18-	4.40+	4.18+
Craven	26-	5.40+	5.08-	McDowell	36=	5.52-	5.25+	Warren	53+	7.04-	6.94+
Cumberland	20+	3.27+	3.21+	Charlotte-Meck.	19-	3.59-	3.62-	Washington	25+	5.69+	5.30-
Currituck	50-	7.77-	7.68-	Mitchell	42-	4.87-	5.27-	Watauga	29+	5.10+	5.27+
Dare	26+	5.03+	4.62+	Montgomery	25=	4.84-	5.39+	Wayne	30+	4.16+	4.41-
Davidson	29+	4.56+	4.54-	Moore	39+	5.16-	4.84-	Wilkes	41-	4.81+	4.72-
Lexington City	20+	1.95-	1.62-	Nash-	25=	5.36-	4.79+	Wilson	25+	4.00-	3.60+
				Rocky Mount							
Thomasville City	15+	1.80+	1.79-	New Hanover	20-	3.24+	3.16-	Yadkin	38-	4.49+	4.35+
Davie	26-	5.31-	5.44-	Northampton	28-	6.42-	6.62-	Yancey	34-	5.91-	5.47+
Duplin	29-	5.68-	5.60-	Onslow	22+	4.57-	4.25-				
Durham	21-	3.52+	3.62-	Orange	26-	5.86+	5.57-	State Average	24=	4.36-	4.23+

Symbols indicate change from last year: + - later time or longer distance, (-) - earlier time or shorter distance, (=) - no change or new data this year.

*Elkin and Mount Airy Cities' TIMS data are contained in the Surry County database.

Source: NC Local Education Agencies 2008-2009 TIMS Data. Compiled at UNC Charlotte Urban Institute.

Average of 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.

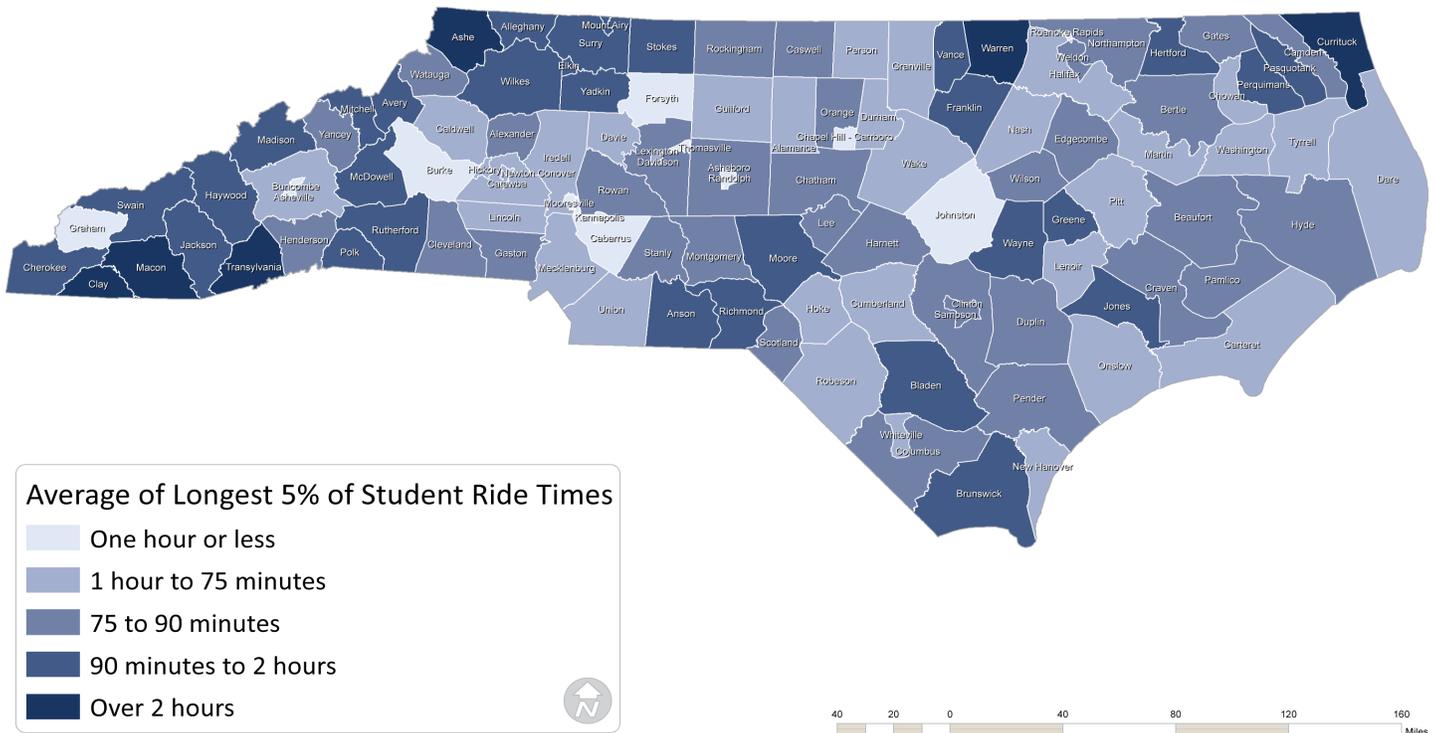
STATE-WIDE AVERAGES	2008–09	2007–08
Average of Longest 5% of Student Ride Times	73	74
Average Distance for Longest 5% of Ride Times	8.29	8.00

The state-wide values are the averages of the combined sets of each LEAs 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



TIMS 2008-09 Service Indicators: **Average of Longest 5% of Student Ride Times**

District Name	Average of Longest 5% Ride Times	Avg. Dist. for Longest 5% Ride Times	District Name	Average of Longest 5% Ride Times	Avg. Dist. for Longest 5% Ride Times	District Name	Average of Longest 5% Ride Times	Avg. Dist. for Longest 5% Ride Times
Alamance-Burlington	70	7.73	Edgecombe	84	10.33	Chapel Hill-Carrboro	35	3.67
Alexander	89	8.35	W-S/Forsyth	53	6.91	Pamlico	78	13.78
Alleghany	93	8.03	Franklin	92	8.15	Pasquotank	102	7.76
Anson	97	11.69	Gaston	82	4.57	Pender	78	13.38
Ashe	126	11.08	Gates	82	7.72	Perquimans	91	11.02
Avery	101	10.83	Graham	48	10.77	Person	72	11.22
Beaufort	76	11.21	Granville	62	10.28	Pitt	72	7.44
Bertie	75	13.59	Greene	94	8.72	Polk	99	8.01
Bladen	100	17.75	Guilford	74	7.00	Randolph	82	7.61
Brunswick	97	12.97	Halifax	69	7.97	Asheboro City	52	2.53
Buncombe	75	6.30	Roanoke Rapids	37	2.34	Richmond	107	7.38
Asheville City	42	3.94	Weldon City	75	8.01	Robeson	67	6.47
Burke	57	7.49	Harnett	76	7.07	Rockingham	81	9.08
Cabarrus	58	6.19	Haywood	120	10.25	Rowan-Salisbury	76	7.59
Kannapolis City	47	2.55	Henderson	84	6.21	Rutherford	93	9.14
Caldwell	72	8.03	Hertford	91	12.84	Sampson	83	11.08
Camden	82	13.01	Hoke	61	8.67	Clinton City	80	5.03
Carteret	60	14.48	Hyde	83	21.79	Scotland	82	11.59
Caswell	87	13.86	Iredell-Statesville	74	7.78	Stanly	76	6.22
Catawba	67	6.54	Mooreville	40	3.35	Stokes	103	9.47
Hickory City	65	4.12	Jackson	106	11.66	Surry	91	6.19
Newton-Conover	71	9.60	Johnston	57	8.52	Elkin City*	NA	NA
Chatham	87	8.77	Jones	112	11.99	Mount Airy City*	NA	NA
Cherokee	92	6.82	Lee	80	6.39	Swain	116	8.32
Edenton/Chowan	75	13.59	Lenoir	74	9.25	Transylvania	131	3.02
Clay	351	8.29	Lincoln	74	5.69	Tyrell	72	11.34
Cleveland	86	7.36	Macon	204	6.26	Union	63	8.82
Columbus	78	12.14	Madison	115	13.71	Vance	91	7.59
Whiteville City	70	4.77	Martin	74	8.57	Wake	60	9.67
Craven	80	12.68	McDowell	95	8.87	Warren	132	10.43
Cumberland	67	6.25	Charlotte-Meck.	68	9.46	Washington	64	10.15
Currituck	135	14.57	Mitchell	114	12.90	Watauga	81	11.46
Dare	66	10.37	Montgomery	76	12.30	Wayne	102	5.79
Davidson	76	6.12	Moore	109	7.35	Wilkes	108	8.87
Lexington City	75	1.73	Nash - Rocky Mount	72	8.56	Wilson	78	5.54
Thomasville City	33	1.96	New Hanover	64	5.78	Yadkin	101	7.51
Davie	73	9.53	Northampton	79	10.86	Yancey	77	11.56
Duplin	88	10.26	Onslow	70	8.96			
Durham	65	6.23	Orange	80	9.67	State Average	73	8.29

*Elkin and Mount Airy Cities' TIMS data are contained in the Surry County database.
Source: NC Local Education Agencies 2008-2009 TIMS Data. Compiled at UNC Charlotte Urban Institute.

Average of Student-to-Stop Distances < 1 Mile, AM

DEFINITIONS

This set of Indicators is concerned with 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. Under the assumption that no child in North Carolina walks a mile or more and since some students travel to their stops via private conveyance, distances of 1 mile and greater were removed from consideration. These account for 2.6% of riders statewide.

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 ten students (except in the cases of unescorted pupils

STATE-WIDE AVERAGES	2008-09	2007-08
Average of Student-to-Stop Distances < 1 Mile, AM	445	443
% of Stop Distances > .5 & < 1 Mile	1.38	NA
% of Stop Distances < 1 Mile = 0	30.5	NA

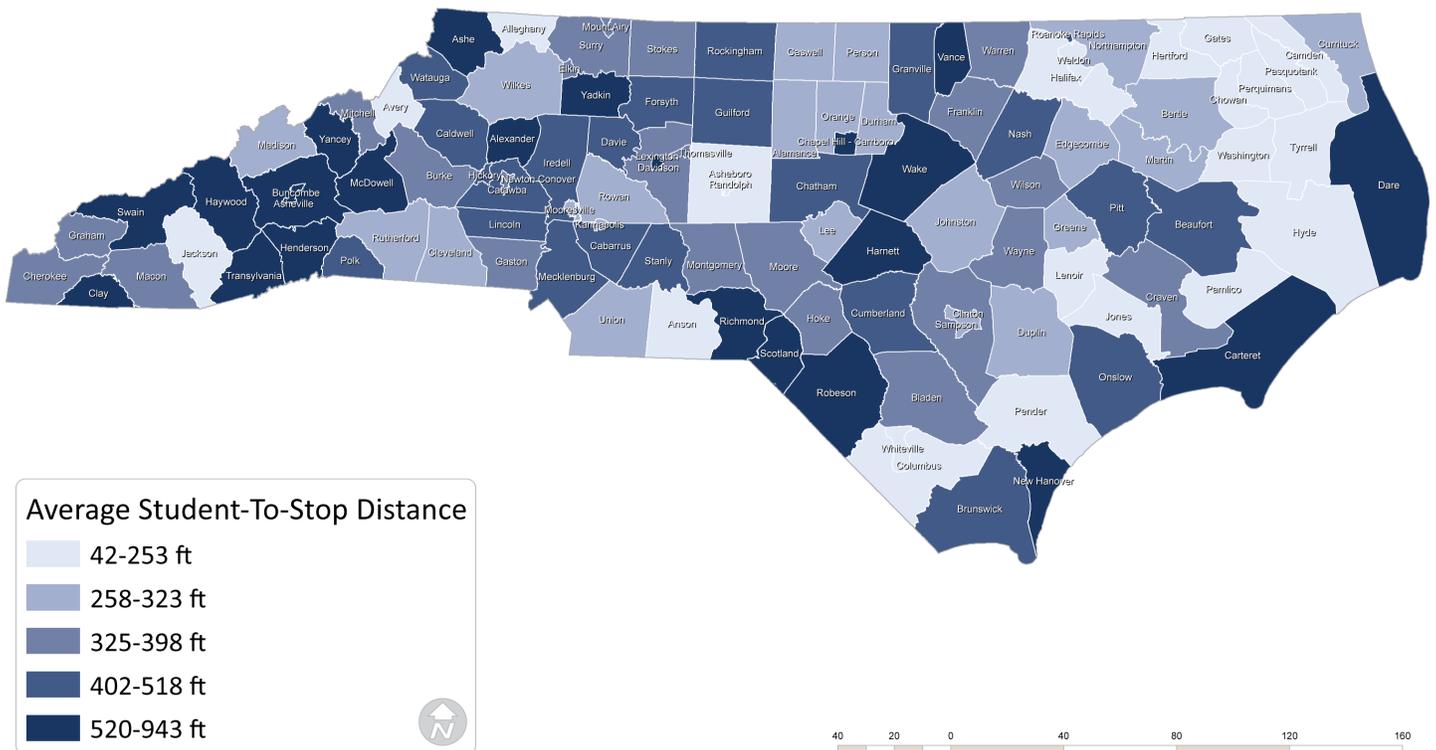
in grades K-3 or special education pupils) and no child can be required to walk more than 1 mile to a stop.

% 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 number of stops in order to provide students with door service, the overall time students ride the bus increases.

Average of Student-to-Stop Distance



Source: North Carolina LEAs 2008-2009

TIMS 2008-09 Service Indicators: **Average of Student-to-Stop Distances < 1 Mile, AM**

District Name	Average of Distances < 1 Mile	% of Stop Distances > .5 & < 1 Mile	% of Stop Distances < 1 Mile = 0	District Name	Average of Distances < 1 Mile	% of Stop Distances > .5 & < 1 Mile	% of Stop Distances < 1 Mile = 0	District Name	Average of Distances < 1 Mile	% of Stop Distances > .5 & < 1 Mile	% of Stop Distances < 1 Mile = 0
Alamance-Burlington	319	0.96	43.31	Edgecombe	274	0.19	43.27	Chapel Hill-Carrboro	568	1.56	21.12
Alexander	543	1.80	20.42	W-S/Forsyth	518	1.07	23.16	Pamlico	167	0.83	74.58
Alleghany	245	1.90	67.87	Franklin	345	1.03	44.93	Pasquotank	105	0.71	75.23
Anson	184	0.86	71.48	Gaston	380	0.78	34.19	Pender	237	0.69	54.17
Ashe	812	8.48	43.90	Gates	74	0.38	76.47	Perquimans	42	0.00	86.13
Avery	232	2.55	56.61	Graham	364	4.28	65.73	Person	296	0.00	35.45
Beaufort	435	2.05	34.51	Granville	435	3.13	47.10	Pitt	485	2.90	21.68
Bertie	268	0.00	38.11	Greene	278	0.51	50.95	Polk	515	5.95	53.07
Bladen	367	1.16	39.62	Guilford	415	1.72	35.16	Randolph	166	0.00	52.79
Brunswick	510	1.85	32.54	Halifax	187	0.56	58.04	Asheboro	143	0.00	32.91
Buncombe	596	3.62	34.62	Roanoke	511	1.12	11.94	Richmond	682	6.57	42.29
Asheville	809	3.45	6.42	Weldon City	234	0.37	47.10	Robeson	767	6.68	24.36
Burke	327	0.50	25.94	Harnett	615	3.88	26.77	Rockingham	418	1.56	34.24
Cabarrus	411	0.50	23.16	Haywood	536	3.22	35.62	Rowan-Salisbury	298	1.51	54.72
Kannapolis	258	0.58	43.30	Henderson	544	2.09	22.84	Rutherford	309	1.67	56.13
Caldwell	408	2.43	48.08	Hertford	153	1.08	74.14	Sampson	342	0.87	42.08
Camden	119	0.08	72.03	Hoke	369	0.87	27.28	Clinton City	306	0.68	40.67
Carteret	548	4.09	38.94	Hyde	164	0.00	68.86	Scotland	564	4.60	39.40
Caswell	294	1.72	72.65	Iredell-	456	1.43	28.50	Stanly	485	1.56	33.67
Catawba	465	1.79	29.95	Mooresville	305	0.46	19.70	Stokes	328	2.73	63.69
Hickory City	504	2.59	24.19	Jackson	258	2.28	75.42	Surry	377	1.86	43.66
Newton-	332	1.57	48.97	Johnston	286	0.38	41.83	Elkin City*	NA	NA	NA
Chatham	403	3.15	56.96	Jones	116	0.43	77.33	Mount Airy	NA	NA	NA
Cherokee	348	3.12	63.43	Lee	323	1.94	51.90	Swain	821	0.00	17.30
Edenton/ Chowan	132	0.27	66.77	Lenoir	244	1.14	60.31	Transylvania	520	0.00	19.90
Clay	713	3.72	38.07	Lincoln	402	1.60	40.28	Tyrell	195	1.42	70.92
Cleveland	261	1.21	55.94	Macon	363	2.53	63.26	Union	274	0.67	35.59
Columbus	176	0.48	62.18	Madison	289	1.09	68.08	Vance	623	4.56	29.01
Whiteville	214	0.07	53.64	Martin	282	2.35	62.43	Wake	675	1.57	11.82
Craven	350	1.33	33.81	McDowell	568	3.46	37.76	Warren	372	2.49	45.45
Cumberland	478	0.34	13.11	Charlotte-Meck.	438	0.42	15.62	Washington	235	1.59	64.72
Currituck	293	1.09	49.51	Mitchell	372	0.00	46.09	Watauga	412	2.69	51.96
Dare	610	3.76	28.22	Montgomery	371	2.34	43.08	Wayne	325	0.56	31.80
Davidson	346	1.08	48.08	Moore	398	2.97	54.50	Wilkes	291	0.48	58.17
Lexington City	943	6.04	8.94	Nash-Rocky Mount	431	0.27	22.28	Wilson	386	0.49	29.35
Thomasville	335	0.20	27.64	New	697	4.31	25.48	Yadkin	648	4.31	36.26
Davie	481	1.47	29.07	Northampto	273	0.79	41.13	Yancey	702	5.16	37.20
Duplin	317	0.62	41.84	Onslow	434	1.67	31.63				
Durham	306	0.47	34.61	Orange	283	1.12	65.24	State	445	1.38	30.5

*Elkin and Mount Airy Cities' TIMS data are contained in the Surry County database.
Source: NC Local Education Agencies 2008-2009 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

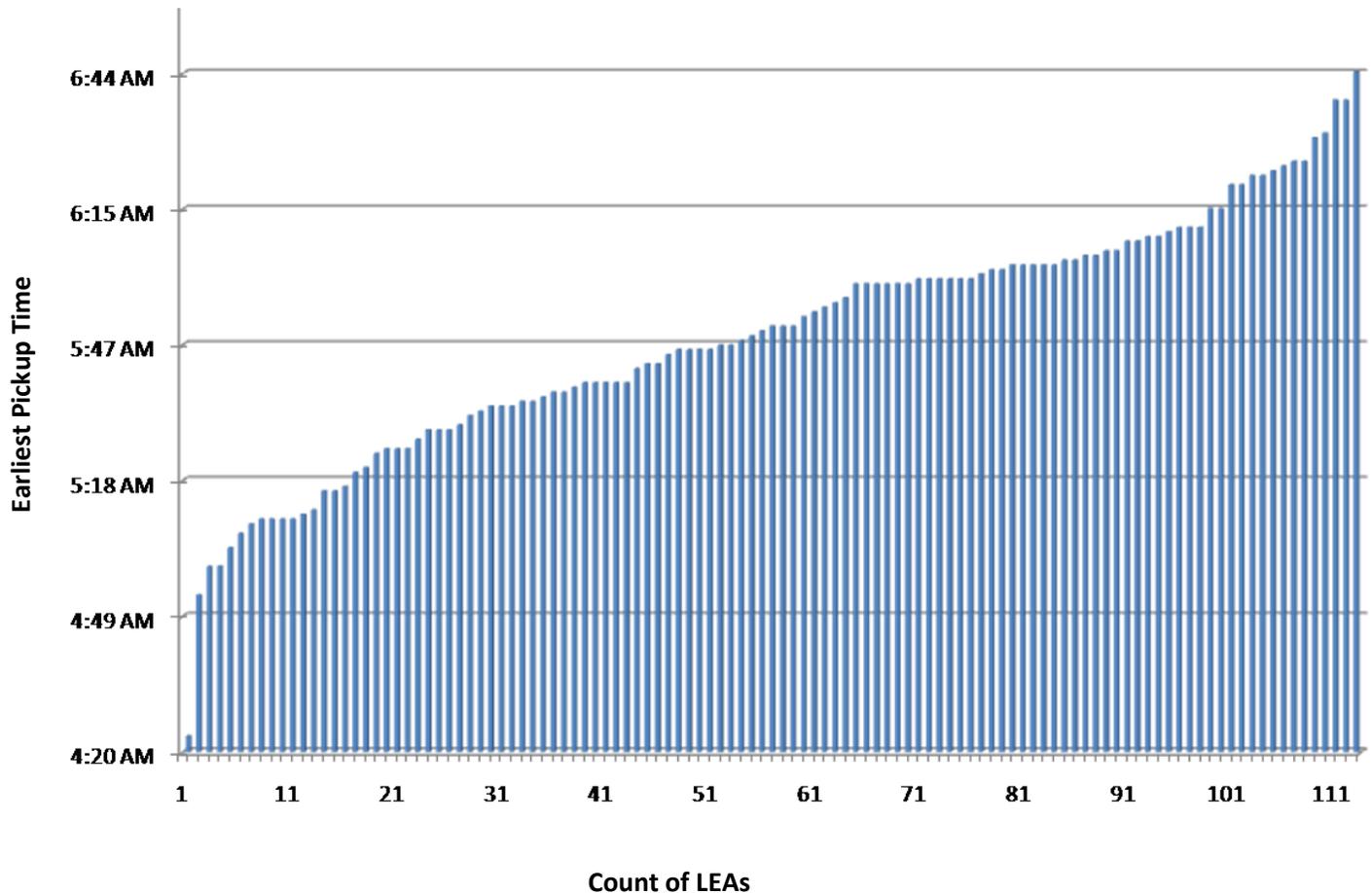
STATE-WIDE MEDIAN	2008-09	2007-08
Earliest Morning Pickup Time	5:51 AM	5:51 AM
Arrival Time	7:45 AM	7:50 AM

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 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



TIMS 2008-09 Service Indicators: Earliest Morning Pickup Time

District Name	Earliest Pickup	Arrival Time	District Name	Earliest Pickup	Arrival Time	District Name	Earliest Pickup	Arrival Time
Alamance-Burlington	5:10-	6:53-	Edgecombe	5:24-	7:35-	Chapel Hill-Carrboro	6:39-	7:25=
Alexander	6:02=	7:50=	W-S/Forsyth	5:39+	7:00-	Pamlico	6:10-	7:55=
Alleghany	6:00=	7:50+	Franklin	6:00=	8:22-	Pasquotank	5:30-	8:00+
Anson	5:29-	7:35=	Gaston	5:45-	6:40-	Pender	6:12+	7:50+
Ashe	5:10-	8:05+	Gates	6:23+	8:15+	Perquimans	5:53-	7:50=
Avery	6:00-	7:34-	Graham	6:24-	7:30-	Person	6:16+	8:00-
Beaufort	6:03-	7:35-	Granville	5:46-	7:15-	Pitt	5:35+	8:15-
Bertie	6:03-	7:40-	Greene	5:37-	8:05=	Polk	6:04+	8:05+
Bladen	4:54-	7:15-	Guilford	5:29-	7:03-	Randolph	5:47+	7:30-
Brunswick	5:20-	7:40-	Halifax	6:07+	7:59+	Asheboro City	6:31-	7:30=
Buncombe	5:35+	7:37-	Roanoke Rapids	6:26-	7:00=	Richmond	6:00-	8:00=
Asheville City	6:39-	7:17-	Weldon City	6:12-	7:45-	Robeson	6:04+	7:35=
Burke	5:43+	7:45-	Harnett	6:01=	8:05+	Rockingham	5:27-	7:00-
Cabarrus	5:34+	6:54-	Haywood	5:37-	7:30-	Rowan-Salisbury	4:24-	6:17-
Kannapolis City	6:21+	7:25+	Henderson	5:46-	7:50-	Rutherford	5:51-	8:16+
Caldwell	5:39+	7:50=	Hertford	5:47+	7:49-	Sampson	5:21-	7:45=
Camden	6:12+	7:31-	Hoke	6:04-	7:10-	Clinton City	6:01+	7:45+
Carteret	6:04+	7:35-	Hyde	6:05-	6:59-	Scotland	6:07+	7:42-
Caswell	5:39-	7:28-	Iredell-Statesville	6:01+	8:20+	Stanly	5:39-	7:26-
Catawba	5:51-	7:50-	Mooreville	6:32-	7:10-	Stokes	5:12-	8:00+
Hickory City	5:10+	8:25+	Jackson	6:00=	8:16+	Surry	5:55+	8:05=
Newton-Conover	6:05-	7:50=	Johnston	5:34-	6:55-	Elkin City*	NA	NA
Chatham	5:48+	7:50+	Jones	5:10-	7:40=	Mount Airy City*	NA	NA
Cherokee	6:04+	7:27-	Lee	5:49+	7:30-	Swain	5:43=	8:03-
Edenton/Chowan	6:16+	7:45-	Lenoir	5:17+	7:30=	Transylvania	5:25-	7:26-
Clay	6:01-	7:55=	Lincoln	5:25-	7:47-	Tyrell	6:23+	7:45=
Cleveland	5:57-	8:30+	Macon	6:11-	8:05+	Union	6:00+	7:30+
Columbus	5:54+	7:40-	Madison	5:29-	8:00+	Vance	5:39+	8:00-
Whiteville City	6:09+	7:30-	Martin	6:06-	7:45+	Wake	5:42+	7:30+
Craven	5:34-	7:30-	McDowell	6:01+	8:00=	Warren	5:11+	7:50-
Cumberland	5:36-	7:30-	Charlotte-Meck.	5:00=	6:50-	Washington	5:51+	7:08-
Currituck	5:00-	8:15+	Mitchell	5:16+	7:45-	Watauga	6:10+	7:35-
Dare	6:25-	7:30-	Montgomery	5:56-	7:45-	Wayne	5:04-	7:25-
Davidson	6:09-	8:02+	Moore	5:25+	8:00+	Wilkes	5:09+	8:30+
Lexington City	5:38+	7:55+	Nash-Rocky Mount	5:16-	7:25=	Wilson	6:01-	7:45-
Thomasville City	6:45-	7:25-	New Hanover	5:50-	7:45-	Yadkin	5:46-	7:55-
Davie	6:26+	8:05+	Northampton	6:06+	8:10+	Yancey	6:21+	7:55=
Duplin	5:33+	7:50+	Onslow	5:07-	6:26-			
Durham	5:32+	6:59-	Orange	5:46+	8:50+	State Median	5:51 AM	7:45 AM

Symbols indicate change from last year: + - later time or longer distance, (-) - earlier time or shorter distance, (=) - no change or new data this year.

*Elkin and Mount Airy Cities' TIMS data are contained in the Surry County database.

Source: NC Local Education Agencies 2008-2009 TIMS Data. Compiled at UNC Charlotte Urban Institute.

Percent of Routes with Multiple Runs from the Same School

DEFINITIONS

This Indicator includes only afternoon runs 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.

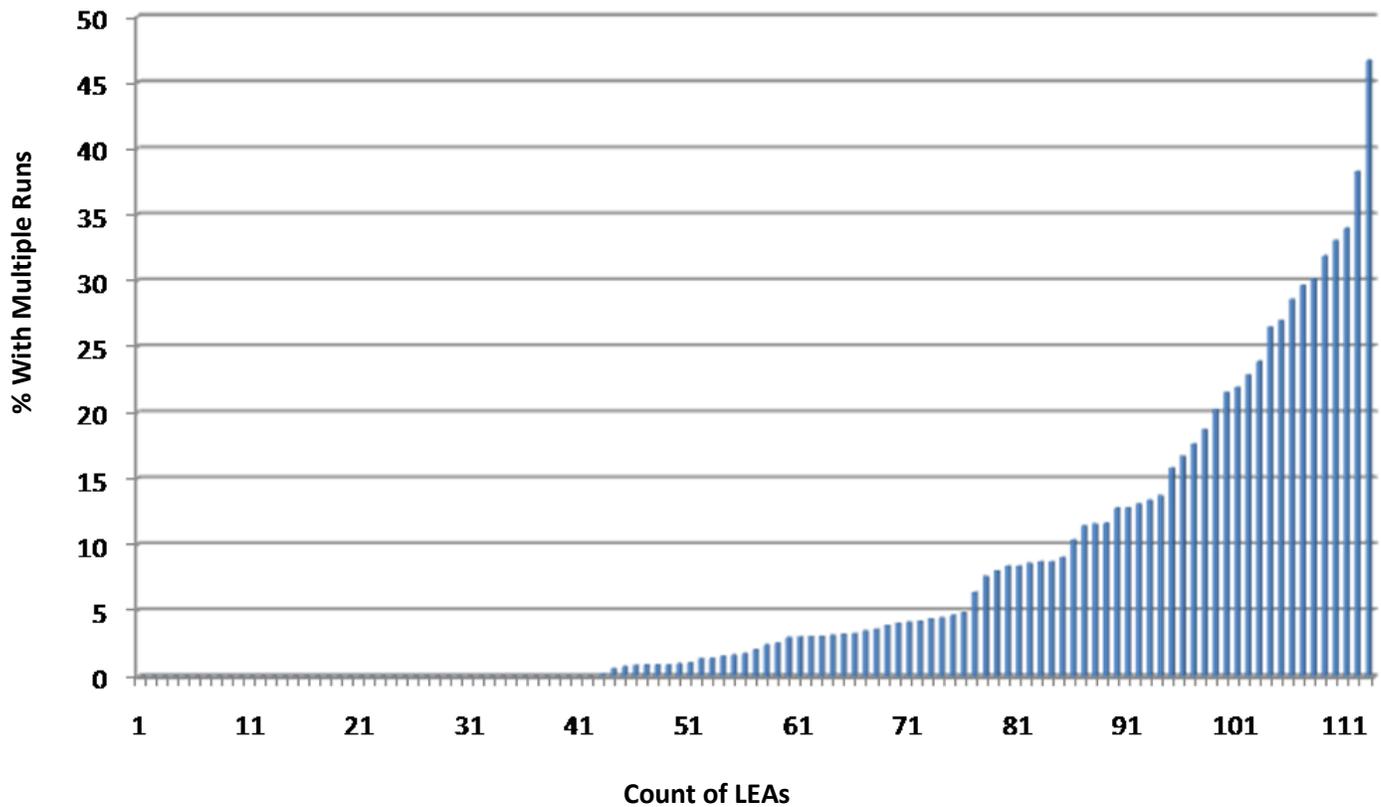
ABOUT SERVICE

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

STATE-WIDE AVERAGES	2008-09	2007-08
Percent of Routes with Multiple Runs from the Same School	7.32	7.55

charged 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



TIMS 2008-09 Service Indicators: **Percent of Routes with Multiple Runs from the Same School**

District Name	% of Routes with Multiple Runs from Same School	District Name	% of Routes with Multiple Runs from Same School	District Name	% of Routes with Multiple Runs from Same School
Alamance-Burlington	17.61+	Edgecombe	0.86-	Chapel Hill-Carrboro	0.00=
Alexander	0.00=	W-S/Forsyth	3.00-	Pamlico	3.57+
Alleghany	0.00=	Franklin	8.70+	Pasquotank	2.99+
Anson	1.33=	Gaston	22.79-	Pender	1.03+
Ashe	4.08=	Gates	0.00=	Perquimans	0.00=
Avery	3.03+	Graham	0.00=	Person	1.37-
Beaufort	4.17+	Granville	2.94-	Pitt	7.57+
Bertie	0.00=	Greene	0.00=	Polk	0.00-
Bladen	0.00=	Guilford	9.01-	Randolph	8.67-
Brunswick	0.00=	Halifax	0.00=	Asheboro City	15.79-
Buncombe	29.62-	Roanoke Rapids	8.33=	Richmond	30.11-
Asheville City	10.34=	Weldon City	13.33+	Robeson	21.90-
Burke	33.94-	Harnett	2.41+	Rockingham	3.20-
Cabarrus	0.86+	Haywood	18.67-	Rowan-Salisbury	1.74-
Kannapolis City	3.23-	Henderson	33.03+	Rutherford	0.00-
Caldwell	16.67+	Hertford	8.57+	Sampson	0.00=
Camden	4.00=	Hoke	0.00=	Clinton City	11.54-
Carteret	2.02-	Hyde	0.00=	Scotland	2.53-
Caswell	0.00=	Iredell-Statesville	0.00=	Stanly	26.92+
Catawba	11.60-	Mooresville	0.00-	Stokes	0.00=
Hickory City	13.04=	Jackson	0.00=	Surry	0.00=
Newton-Conover	46.67+	Johnston	4.36+	Elkin City*	NA=
Chatham	3.09-	Jones	0.00=	Mount Airy City*	NA=
Cherokee	12.77=	Lee	0.96-	Swain	0.00=
Edenton/Chowan	0.00=	Lenoir	0.81+	Transylvania	28.57=
Clay	0.00=	Lincoln	31.86+	Tyrell	0.00=
Cleveland	4.65-	Macon	8.00+	Union	1.63-
Columbus	0.00=	Madison	0.00=	Vance	23.86=
Whiteville City	3.45-	Martin	0.00=	Wake	12.78+
Craven	21.48-	McDowell	6.35+	Warren	0.00=
Cumberland	0.00=	Charlotte-Meck.	0.17=	Washington	0.00=
Currituck	0.00=	Mitchell	3.85+	Watauga	0.00=
Dare	4.44+	Montgomery	8.33-	Wayne	26.44-
Davidson	0.60-	Moore	0.73-	Wilkes	20.22+
Lexington City	0.00=	Nash-Rocky Mount	4.83-	Wilson	38.26+
Thomasville City	0.00=	New Hanover	0.00=	Yadkin	1.54-
Davie	13.70-	Northampton	0.00=	Yancey	0.00=
Duplin	0.00-	Onslow	11.42+		
Durham	0.88+	Orange	0.00=	State Average	7.33-

Symbols indicate change from last year: + - later time or longer distance, (-) - earlier time or shorter distance, (=) - no change or new data this year.

*Elkin and Mount Airy Cities' TIMS data are contained in the Surry County database.

Source: NC Local Education Agencies 2008-2009 TIMS Data. Compiled at UNC Charlotte Urban Institute.

TIMS 2008-09 Service Indicators: Range of School Start Times, AM

School Start Times				School Start Times				School Start Times			
District Name	First	Last	Range	District Name	First	Last	Range	District Name	First	Last	Range
Alamance-Burlington	7:45	12:00	255=	Edgecombe	7:45	8:20	35=	Chapel Hill-Carrboro	7:50	8:45	55+
Alexander	7:45	8:15	30=	W-S/Forsyth	7:15	9:15	120+	Pamlico	7:50	8:00	10=
Alleghany	7:55	8:10	15-	Franklin	7:44	8:30	46=	Pasquotank	7:15	8:40	85+
Anson	7:15	8:20	65=	Gaston	7:45	8:10	25=	Pender	7:30	8:45	75+
Ashe	7:50	8:00	10=	Gates	8:00	8:05	5-	Perquimans	8:00	8:10	10=
Avery	7:55	8:15	20+	Graham	7:50	8:00	10=	Person	7:50	8:30	40-
Beaufort	7:50	9:00	70+	Granville	7:25	8:45	80=	Pitt	7:25	8:30	65-
Bertie	7:35	8:30	55+	Greene	7:40	8:00	20=	Polk	7:50	8:15	25+
Bladen	7:45	8:05	20=	Guilford	7:40	2:35	415+	Randolph	7:50	9:30	100+
Brunswick	7:45	8:05	20+	Halifax	7:40	8:15	35=	Asheboro City	7:40	8:30	50+
Buncombe	7:45	8:45	60=	Roanoke Rapids	7:35	8:30	55=	Richmond	8:00	8:20	20-
Asheville City	8:00	9:00	60=	Weldon City	7:30	8:00	30-	Robeson	7:30	8:30	60=
Burke	7:40	8:25	45=	Harnett	7:35	8:45	70=	Rockingham	7:15	8:45	90+
Cabarrus	7:30	9:00	90=	Haywood	8:00	9:00	60=	Rowan-Salisbury	7:20	9:30	130+
Kannapolis City	7:30	8:40	70=	Henderson	7:50	8:15	25-	Rutherford	7:45	8:05	20-
Caldwell	7:50	8:30	40=	Hertford	7:45	8:20	35=	Sampson	7:45	8:30	45=
Camden	7:55	8:20	25+	Hoke	7:50	9:00	70+	Clinton City	7:35	7:50	15-
Carteret	7:30	8:05	35=	Hyde	7:45	7:55	10=	Scotland	8:00	9:30	90+
Caswell	7:45	8:30	45+	Iredell-	7:25	8:30	65+	Stanly	7:50	9:00	70=
Catawba	7:15	8:55	100=	Mooreville	7:00	8:45	105=	Stokes	7:30	8:17	47=
Hickory City	7:20	8:15	55+	Jackson	7:50	8:10	20=	Surry	7:50	8:20	30=
Newton-Conover	7:40	8:10	30=	Johnston	7:10	12:35	325+	Elkin City*	NA	NA	NA
Chatham	8:00	8:00	0=	Jones	7:45	8:00	15=	Mount Airy City*	NA	NA	NA
Cherokee	7:47	8:35	48+	Lee	7:30	10:00	150+	Swain	7:40	8:05	25=
Edenton/Chowan	7:50	7:55	5=	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	7:30	9:00	90-
Columbus	7:45	9:20	95-	Madison	8:00	8:20	20=	Vance	7:50	9:00	70=
Whiteville City	7:50	9:10	80+	Martin	7:25	8:10	45+	Wake	7:25	9:15	110=
Craven	7:35	9:05	90=	McDowell	7:50	8:30	40=	Warren	7:50	8:30	40+
Cumberland	7:30	1:20	350+	Charlotte-Meck.	7:15	9:15	120=	Washington	8:00	8:00	0=
Currituck	7:45	8:35	50+	Mitchell	7:30	7:55	25=	Watauga	7:45	8:30	45=
Dare	8:00	8:30	30-	Montgomery	7:45	8:00	15=	Wayne	7:30	10:50	200-
Davidson	7:40	8:30	50=	Moore	7:45	8:15	30+	Wilkes	7:35	8:15	40-
Lexington City	7:15	7:55	40=	Nash-Rocky Mount	6:30	10:30	240-	Wilson	8:00	8:20	20=
Thomasville City	7:35	8:00	25-	New Hanover	7:30	9:30	120-	Yadkin	8:00	8:05	5=
Davie	7:55	8:45	50+	Northampton	7:30	8:01	31=	Yancey	7:55	8:00	5=
Duplin	7:30	8:00	30=	Onslow	7:10	8:45	95+				
Durham	7:05	10:30	205-	Orange	7:55	8:45	50=	State Average	NA	NA	62+

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.

Symbols indicate change from last year: + - later time or longer distance, (-) - earlier time or shorter distance, (=) - no change or new data this year.

*Elkin and Mount Airy Cities' TIMS data are contained in the Surry County database.

Source: NC Local Education Agencies 2008-2009 TIMS Data. Compiled at UNC Charlotte Urban Institute.

TIMS 2008-09 Service Indicators: **Average Number of Runs per Route, PM**

District Name	Avg. Runs per Rte.	% Rtes >1 Run	District Name	Avg. Runs per Rte.	% Rtes >1 Run	District Name	Avg. Runs per Rte.	% Rtes >1 Run
Alamance-Burlington	1.56+	54.19+	Edgecombe	1.06+	6.03+	Chapel Hill-Carrboro	2.71-	96.43+
Alexander	1.00=	0.00=	W-S/Forsyth	2.76-	98.37+	Pamlico	1.07+	7.14+
Alleghany	1.04+	4.35+	Franklin	1.19+	19.00+	Pasquotank	1.45+	43.28+
Anson	1.23-	22.67-	Gaston	1.61-	53.95-	Pender	1.50+	39.18+
Ashe	1.04=	4.08=	Gates	1.00=	0.00=	Perquimans	1.00=	0.00=
Avery	1.27+	27.27+	Graham	1.00=	0.00=	Person	1.10+	9.59+
Beaufort	1.17+	16.83+	Granville	1.47+	45.10+	Pitt	1.45-	45.37-
Bertie	1.00=	0.00=	Greene	1.04-	3.70-	Polk	1.00-	0.00-
Bladen	1.00=	0.00=	Guilford	2.20+	90.68+	Randolph	1.13-	12.14-
Brunswick	1.00=	0.00=	Halifax	1.00=	0.00=	Asheboro City	2.11+	94.74-
Buncombe	1.54+	47.31+	Roanoke Rapids	2.25=	83.33=	Richmond	1.36-	35.48-
Asheville City	2.17-	96.55=	Weldon City	1.53-	40.00-	Robeson	1.27-	24.82-
Burke	1.41-	40.37-	Harnett	1.11=	11.24+	Rockingham	1.32-	28.78-
Cabarrus	2.10+	92.51+	Haywood	1.25-	24.00-	Rowan-Salisbury	1.43+	39.68+
Kannapolis City	2.68-	96.77+	Henderson	1.36+	33.03+	Rutherford	1.00-	0.00-
Caldwell	1.54+	51.67+	Hertford	1.11+	11.43+	Sampson	1.03=	2.90=
Camden	1.00=	0.00=	Hoke	1.93-	92.94-	Clinton City	1.35-	34.62-
Carteret	1.05+	5.05+	Hyde	1.00=	0.00=	Scotland	1.62-	62.03-
Caswell	1.00=	0.00=	Iredell-Statesville	1.56-	55.56-	Stanly	1.37+	31.73+
Catawba	1.27-	25.97-	Mooresville	2.03=	100.00=	Stokes	1.24+	24.18+
Hickory City	2.35+	91.30=	Jackson	1.00=	0.00=	Surry	1.15+	15.00+
Newton-Conover	1.55-	51.72-	Johnston	1.73+	46.42+	Elkin City*	NA	NA
Chatham	1.04-	4.08-	Jones	1.00=	0.00=	Mount Airy City*	NA	NA
Cherokee	1.13-	12.77-	Lee	1.17-	16.35+	Swain	1.00=	0.00=
Edenton/Chowan	1.00=	0.00=	Lenoir	1.11-	10.96-	Transylvania	1.29=	28.57=
Clay	1.00=	0.00=	Lincoln	1.35+	34.51+	Tyrell	1.00=	0.00=
Cleveland	1.05-	4.65-	Macon	1.10+	10.00+	Union	2.43+	97.07+
Columbus	1.08=	7.94=	Madison	1.00=	0.00=	Vance	1.26=	25.00=
Whiteville City	1.23+	19.35+	Martin	1.00=	0.00=	Wake	2.75+	94.23+
Craven	1.35-	27.52+	McDowell	1.06=	5.80=	Warren	1.00=	0.00=
Cumberland	1.58+	57.32+	Charlotte-Meck.	2.42+	91.35-	Washington	1.00=	0.00=
Currituck	1.00=	0.00=	Mitchell	1.00-	0.00-	Watauga	1.50+	50.00+
Dare	1.22=	22.22+	Montgomery	1.07-	6.67-	Wayne	1.40-	35.19-
Davidson	1.32+	32.14+	Moore	1.01=	0.72-	Wilkes	1.20=	19.59-
Lexington City	2.68=	90.91=	Nash-Rocky Mount	1.39=	32.37+	Wilson	1.43+	38.93+
Thomasville City	1.93=	92.86=	New Hanover	1.78-	70.74-	Yadkin	1.03+	3.08+
Davie	1.14-	13.70-	Northampton	1.00=	0.00=	Yancey	1.00=	0.00=
Duplin	1.01-	0.83-	Onslow	1.67-	53.11-			
Durham	2.05+	96.64+	Orange	1.64-	62.50-	State Average	1.64+	47.27+

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. When a bus has unloaded all students, it is considered to have completed a run. All the runs a bus makes constitute its route. Only the pm portions of routes are considered here.

*Elkin and Mount Airy Cities' TIMS data are contained in the Surry County database.

Source: NC Local Education Agencies' 2008-2009 TIMS Data. Compiled at UNC Charlotte Urban Institute.

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