



North Carolina Pupil Transportation Service Indicators Report

2010-2011



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



PUBLIC SCHOOLS OF NORTH CAROLINA

DEPARTMENT OF PUBLIC INSTRUCTION | June St. Clair Atkinson, Ed.D., *State Superintendent*

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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 fifth 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.

A handwritten signature in black ink, appearing to read "Ben Matthews", written over a horizontal line.

Ben Matthews, Director
School Support Division

A handwritten signature in black ink, appearing to read "Derek Graham", written over a horizontal line.

Derek Graham, Section Chief
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SCHOOL SUPPORT DIVISION

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Notes on the 2010-2011 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 preference.

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 (special schoolday 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.

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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. 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.

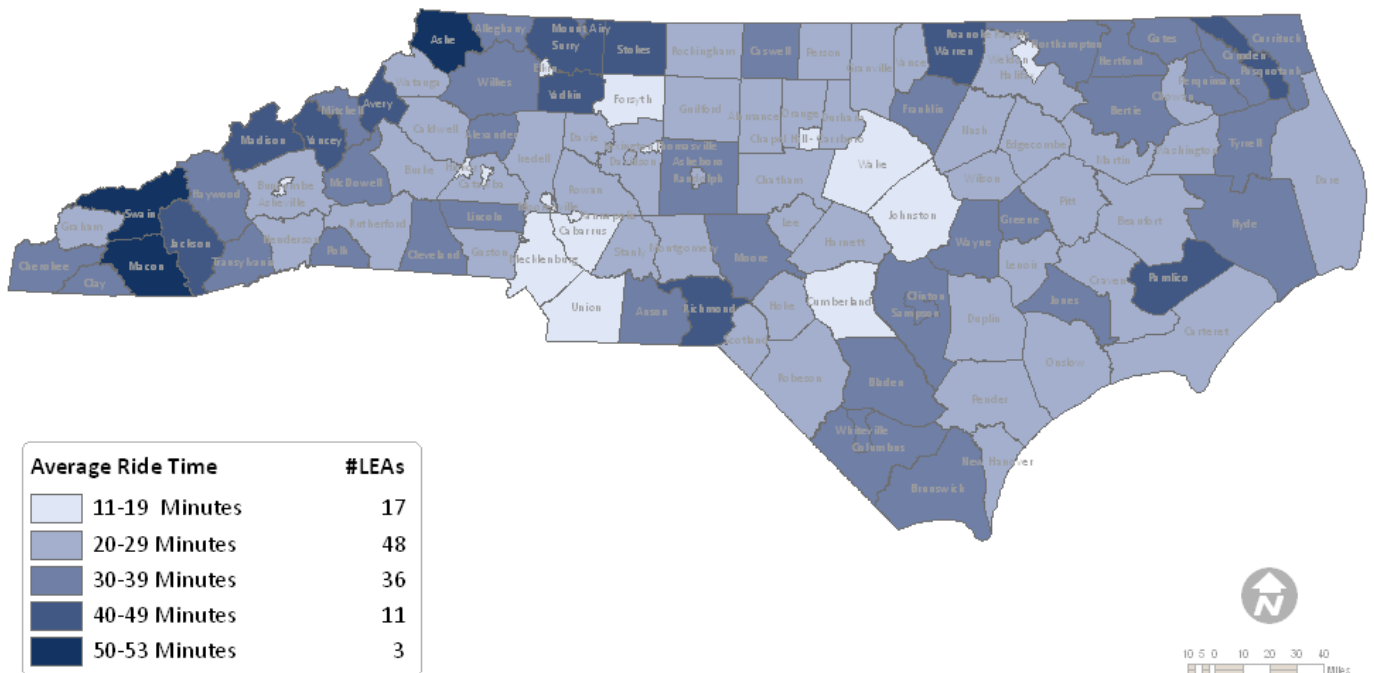
Average Distance to School, All Students (Miles): The average distance for all students enrolled is shown for comparison to the distance for bus riders.

STATE-WIDE AVERAGES	2010-11	2009-10
Average Ride Time	23	23
Average Distance to School, Riders Only	4.34	4.37
Average Distance to School, All Students	4.35	4.27

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. 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.

Average Student Ride Time, A.M.



Source: North Carolina LEAs, 2010-2011

TIMS Service Indicators, 2010-2011: **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+	3.78-	3.68+	Edgecombe	28=	5.57+	4.76-	Chapel Hill-Carrboro	14=	2.58+	2.35+
Alexander	33-	5.25+	5.14-	W-S/Forsyth	17+	3.64+	3.69-	Pamlico	40-	7.87-	7.22+
Alleghany	38+	4.79-	4.92-	Franklin	35-	5.91+	5.79+	Pasquotank	30+	4.58+	4.46+
Anson	33=	5.94-	5.92-	Gaston	25=	2.94+	3.05-	Pender	28+	6.11+	5.88+
Ashe	50-	7.64-	7.26-	Gates	34=	7.29-	7.02-	Perquimans	39+	7.09-	6.65-
Avery	41-	5.82+	4.00+	Graham	23=	5.99+	5.48-	Person	28=	5.20-	5.32-
Beaufort	24-	6.27-	6.06-	Granville	22-	5.37+	5.22+	Pitt	23=	4.21+	3.47-
Bertie	33=	8.54-	8.74+	Greene	37-	7.52-	7.19-	Polk	37-	6.48+	6.17+
Bladen	33+	7.60-	7.37-	Guilford	22=	3.93+	3.63+	Randolph	33-	4.88-	5.30+
Brunswick	35-	6.96-	6.91-	Halifax	24=	7.73-	7.76-	Asheboro	26+	2.14-	2.26-
Buncombe	26+	3.96-	3.96-	Roanoke Rapids	11-	1.68-	1.27-	Richmond	48+	4.14+	4.18+
Asheville	15=	2.90+	3.10+	Weldon	17+	3.77+	3.97+	Robeson	24+	4.16+	4.06-
Burke	23+	3.77-	3.92-	Harnett	27=	5.22+	5.07+	Rockingham	29=	4.89+	4.79+
Cabarrus	18-	3.58-	3.59-	Haywood	37+	4.59+	4.49-	Rowan-Salisbury	24-	4.04-	4.04+
Kannapolis	17-	1.93-	1.86+	Henderson	27-	4.25+	4.09+	Rutherford	28=	4.63+	4.65+
Caldwell	26+	3.93-	4.03-	Hertford	30-	6.70+	5.76-	Sampson	32+	7.20+	7.12+
Camden	42+	8.64-	7.99-	Hoke	20=	5.78+	5.42+	Clinton	32+	3.73-	3.84-
Carteret	22=	5.15-	5.09+	Hyde	35-	12.82+	9.12-	Scotland	26=	5.24+	4.86+
Caswell	34-	9.14-	8.93-	Iredell-Statesville	23-	4.72+	4.81+	Stanly	26=	3.85+	3.79+
Catawba	20=	4.49+	4.31+	Mooresville	17=	2.77-	2.73+	Stokes	47+	6.02+	5.33-
Hickory	17-	2.66-	2.45-	Jackson	49+	6.09+	4.55+	Surry	40+	5.51+	4.94+
Newton-Conover	18+	2.69+	2.84-	Johnston	19-	4.27-	4.25-	Elkin	14-	2.68-	2.63+
Chatham	28+	4.76-	5.19+	Jones	34-	7.32+	7.32-	Mount Airy	32=	2.34+	2.53=
Cherokee	33=	5.48+	5.42+	Lee	28-	4.35+	4.26-	Swain	50+	6.17+	4.46+
Edenton/Chowan	29+	8.73+	8.24-	Lenoir	26-	4.86+	4.91-	Transylvania	32-	5.09+	5.04+
Clay	33+	5.54+	4.36+	Lincoln	30=	4.73-	4.65-	Tyrell	30-	5.59-	5.19+
Cleveland	35-	4.83+	4.65+	Macon	53-	5.27+	4.97+	Union	18-	3.72-	3.81-
Columbus	32-	6.26+	6.17+	Madison	44-	8.91+	8.92+	Vance	24-	4.02+	4.10+
Whiteville	34+	4.37-	4.24-	Martin	26+	4.68+	4.96+	Wake	16-	4.38-	4.05-
Craven	26=	5.43+	5.24+	McDowell	30-	5.53+	5.05+	Warren	40-	7.25-	6.39-
Cumberland	19=	3.13-	3.23-	Charlotte-Meck.	15-	3.40-	3.49-	Washington	25-	5.54-	5.25-
Currituck	36-	7.91+	7.87+	Mitchell	37+	5.89+	5.41+	Watauga	29-	5.02+	5.08-
Dare	22-	4.94-	4.47-	Montgomery	24+	4.83+	5.27+	Wayne	30-	4.31+	4.44+
Davidson	28=	4.47-	4.43-	Moore	35=	5.19-	4.91+	Wilkes	38-	4.81+	5.21+
Lexington	20+	1.98+	2.48+	Nash-Rocky Mount	26+	5.46+	4.80+	Wilson	24=	3.98-	3.59-
Thomasville	16-	1.81+	1.86-	New Hanover	20-	3.32-	3.14+	Yadkin	49+	5.22+	5.24-
Davie	25+	5.37+	5.55+	Northampton	30=	7.75-	7.77+	Yancey	49-	5.71-	5.52+
Duplin	27=	5.67-	5.70-	Onslow	20=	4.59-	4.28-				
Durham	22+	3.63-	3.71-	Orange	26=	5.56-	5.48-	State Average	23=	4.34-	4.35+

Symbols indicate change from previous year: + - later time or longer distance, - - earlier time or shorter distance, = - no change, no symbol - new data this year.
 Source: NC Local Education Agencies 2010-2011 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.

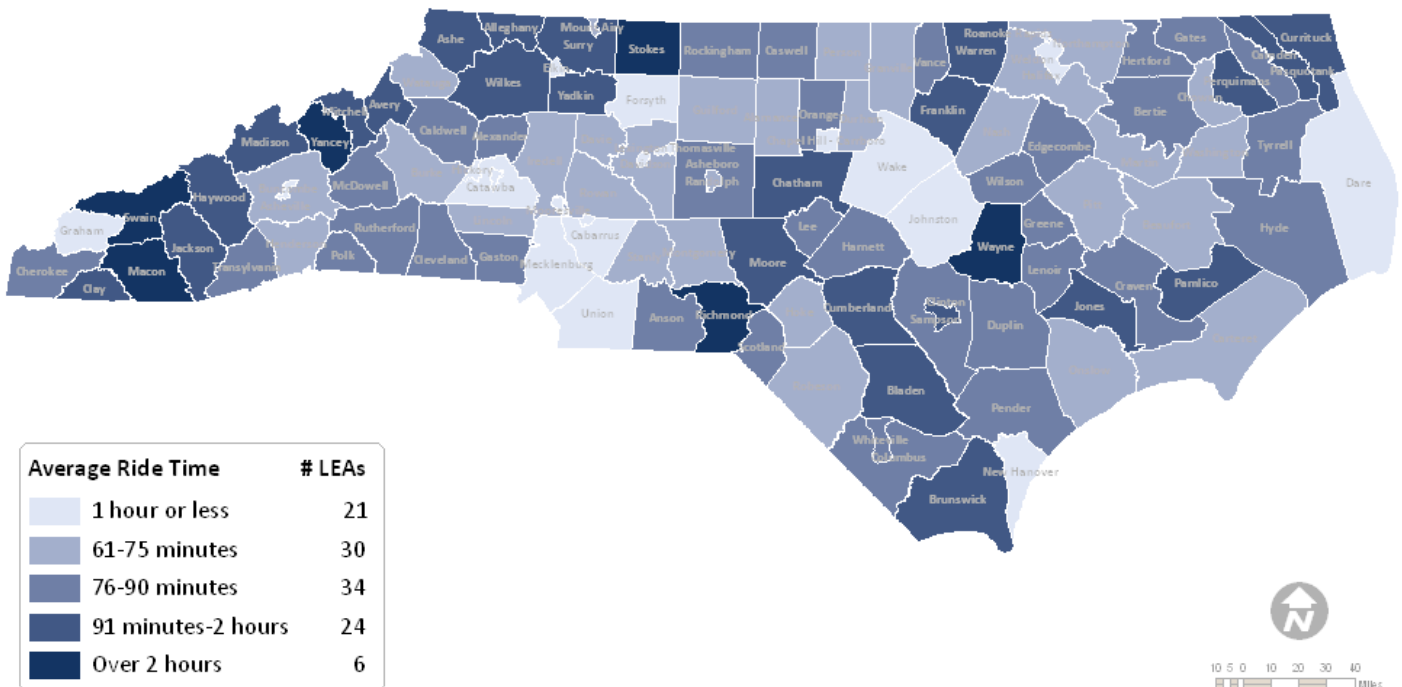
STATE-WIDE AVERAGES	2010—11	2009-10
Average of Longest 5% of Student Ride Times	69	70
Average Distance for Longest 5% of Ride Times	8.32	8.58

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



Source: North Carolina LEAs, 2010-2011

TIMS Service Indicators, 2010-2011: 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	70+	7.58+	Edgecombe	78-	9.87-	Chapel Hill-Carrboro	37+	3.74+
Alexander	88-	6.28-	W-S/Forsyth	51+	7.34-	Pamlico	101-	13.41+
Alleghany	98+	10.36-	Franklin	94-	7.97-	Pasquotank	86+	7.11-
Anson	78-	10.19-	Gaston	77+	4.61-	Pender	88+	12.24-
Ashe	118-	12.08-	Gates	86+	8.55+	Perquimans	91+	12.35+
Avery	103-	9.86-	Graham	54+	10.23-	Person	71+	10.79-
Beaufort	72-	12.85+	Granville	67+	10.59+	Pitt	71-	7.21-
Bertie	84+	15.27-	Greene	85-	10.40+	Polk	82-	6.62-
Bladen	100+	15.01-	Guilford	73+	8.53+	Randolph	84+	8.23+
Brunswick	97-	12.32-	Halifax	64+	13.42+	Asheboro	69+	2.34+
Buncombe	71+	6.73-	Roanoke Rapids	28-	2.12-	Richmond	121+	7.15-
Asheville	39+	3.29+	Weldon	56+	7.96-	Robeson	70+	6.13+
Burke	73+	6.60-	Harnett	85+	8.37+	Rockingham	90+	9.27+
Cabarrus	49-	6.69+	Haywood	97+	10.65+	Rowan-Salisbury	72-	7.46+
Kannapolis	46-	2.83+	Henderson	71-	6.17-	Rutherford	79-	8.46-
Caldwell	80+	6.81-	Hertford	90-	12.37-	Sampson	81+	11.33-
Camden	99+	15.31+	Hoke	61+	12.43+	Clinton	91+	5.35+
Carteret	63+	12.31-	Hyde	86-	24.18+	Scotland	79-	12.13+
Caswell	84-	13.79-	Iredell-Statesville	63-	8.47-	Stanly	71-	5.66-
Catawba	55-	7.10+	Mooreville	41-	3.60-	Stokes	125+	9.85+
Hickory City	51-	4.32-	Jackson	117+	10.36-	Surry	100-	7.56+
Newton-Conover	57+	8.05+	Johnston	52-	8.53-	Elkin	47-	6.12-
Chatham	95+	9.72-	Jones	107-	14.80+	Mount Airy	74-	1.46-
Cherokee	88+	8.55+	Lee	81-	6.81+	Swain	130-	10.37-
Edenton/Chowan	67-	12.51-	Lenoir	79-	9.20-	Transylvania	77-	8.65+
Clay	93+	10.31+	Lincoln	74-	5.11-	Tyrell	80+	13.39+
Cleveland	87-	7.04+	Macon	139-	8.15-	Union	55-	8.62-
Columbus	82-	13.01+	Madison	101-	13.36-	Vance	87+	5.93-
Whiteville	77+	5.52+	Martin	74+	11.14+	Wake	55-	10.07+
Craven	78+	12.21-	McDowell	83-	8.83+	Warren	107-	11.78-
Cumberland	94+	5.48-	Charlotte-Meck.	52-	8.10-	Washington	61-	7.70+
Currituck	105-	17.19+	Mitchell	93+	13.46+	Watauga	73-	8.83-
Dare	54-	9.87-	Montgomery	74+	10.06-	Wayne	124+	5.83+
Davidson	75+	6.13+	Moore	97+	7.60-	Wilkes	109-	9.30+
Lexington	60-	2.46+	Nash - Rocky Mount	74+	8.61+	Wilson	76-	6.52+
Thomasville	35+	2.06+	New Hanover	60+	6.28+	Yadkin	114+	7.80+
Davie	69+	6.24-	Northampton	74-	9.03-	Yancey	132+	7.83-
Duplin	80-	10.35-	Onslow	62-	9.03-			
Durham	66+	6.61-	Orange	77+	10.60-	State Average	69-	8.32-

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

Source: NC Local Education Agencies 2010-2011 TIMS Data. Compiled at UNC Charlotte Urban Institute.

Student-to-Stop Distances, 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 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. 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 in

STATE-WIDE AVERAGES	2010-11	2009-10
Average of Student-to-Stop Distances < 1 Mile, AM	469	470
% of Stop Distances > .5 & < 1 Mile	1.33	1.39
% of Stop Distances < 1 Mile = 0	28.55	29.04

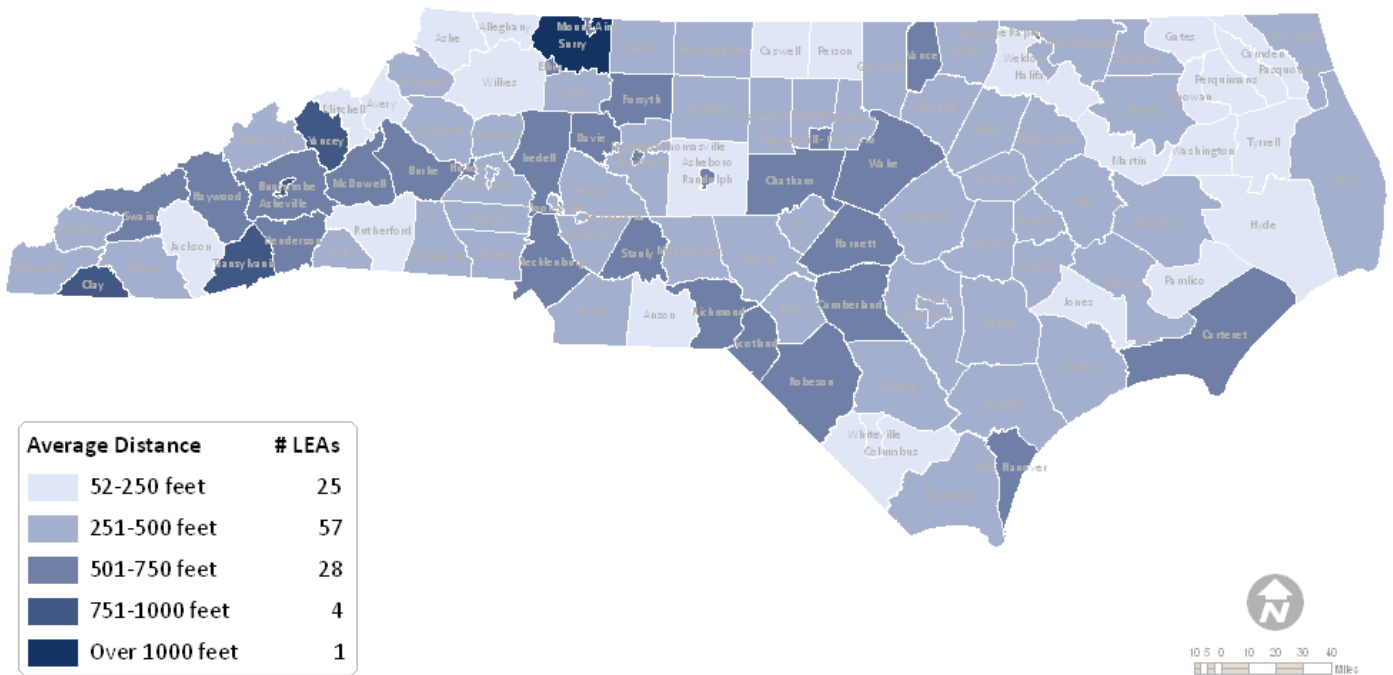
grades K-3 or special education pupils) and no child can be required to walk more than 1 mile to a stop.

% 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 bus-to-door service, the student ride times generally increase.

Average of Student-to-Stop Distances



TIMS Service Indicators, 2010-2011: 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	283-	0.76-	44.24-	Edgecombe	351+	0.69+	36.51-	Chapel Hill-Carrboro	547-	1.41-	21.09+
Alexander	478-	1.86+	31.16-	W-S/Forsyth	538-	1.07-	21.14-	Pamlico	168+	1.04+	71.85-
Alleghany	250-	2.04+	61.18-	Franklin	312+	1.36+	52.36+	Pasquotank	154-	0.34-	66.95-
Anson	203+	1.03+	70.43-	Gaston	317+	0.45+	38.36-	Pender	458+	2.64+	41.11+
Ashe	121-	0.76-	86.06+	Gates	79+	0.63+	76.01-	Perquimans	52+	0.08+	87.05+
Avery	140-	1.98-	68.99+	Graham	345-	2.21+	61.47+	Person	215-	0.04-	41.55+
Beaufort	434-	1.83-	35.31+	Granville	439+	2.44-	41.63-	Pitt	429-	1.19-	20.09-
Bertie	293+	0.22-	36.50-	Greene	312+	0.63-	45.89-	Polk	465+	4.40-	61.03+
Bladen	346-	0.82-	39.32+	Guilford	435+	2.39+	34.11+	Randolph	132-	0.00=	58.02+
Brunswick	484-	1.67-	30.62+	Halifax	203+	0.70+	53.13-	Asheboro	640+	6.25+	24.47-
Buncombe	586+	3.49+	35.72-	Roanoke Rapids	505+	0.39-	11.69-	Richmond	586-	6.05-	47.44+
Asheville	813+	3.01+	6.17-	Weldon	303+	0.97+	41.50-	Robeson	523-	2.54-	25.87+
Burke	504-	1.01+	26.44+	Harnett	573-	3.05-	27.41+	Rockingham	380-	0.81-	36.84+
Cabarrus	386-	0.47-	23.94-	Haywood	534-	3.26-	35.33+	Rowan-Salisbury	372-	1.73-	50.30+
Kannapolis	251-	0.56-	40.31+	Henderson	579-	2.81-	29.52+	Rutherford	221-	0.81-	64.49-
Caldwell	449-	2.02-	37.43-	Hertford	268+	2.78+	62.48-	Sampson	382+	0.96-	37.92-
Camden	129+	0.10+	67.28-	Hoke	399+	0.96+	26.00-	Clinton	365+	0.46-	31.78-
Carteret	536+	3.21-	36.51-	Hyde	112-	0.75+	71.47+	Scotland	567-	3.93-	29.49-
Caswell	230-	1.25-	76.67+	Iredell-Statesville	645+	3.27+	23.54-	Stanly	502+	1.82+	32.49-
Catawba	468+	1.59+	30.68-	Mooreville	348+	0.57-	16.10-	Stokes	290-	2.04-	61.59+
Hickory	506+	1.69-	20.85-	Jackson	224-	1.37-	77.54+	Surry	1290+	12.23+	6.17-
Newton-Conover	271-	0.52-	45.32-	Johnston	261-	0.26+	42.92+	Elkin	729-	2.45-	11.36+
Chatham	599+	2.56-	33.74-	Jones	118+	0.58+	76.04-	Mount Airy	566+	2.88+	11.21-
Cherokee	406+	3.00-	56.51-	Lee	369-	1.78-	50.75+	Swain	573-	1.58+	27.96+
Edenton/Chowan	111-	0.30-	71.31+	Lenoir	268+	1.52+	54.16-	Transylvania	816+	6.76+	26.31-
Clay	891+	8.52+	30.49-	Lincoln	425-	1.68-	37.92-	Tyrell	218-	2.17-	66.93+
Cleveland	269+	1.18+	53.19-	Macon	479-	2.81-	48.20+	Union	274+	0.43-	34.20-
Columbus	174-	0.57+	61.43+	Madison	325+	1.69+	65.13-	Vance	663+	5.36+	30.46-
Whiteville	216-	0.94-	52.19-	Martin	244-	1.84+	66.77+	Wake	637+	1.27+	12.61+
Craven	364+	1.31+	32.21-	McDowell	708+	1.61-	27.54-	Warren	392-	1.08-	39.44-
Cumberland	512+	0.33-	12.27-	Charlotte-Meck.	590-	0.59+	9.95-	Washington	211-	0.96-	67.44+
Currituck	314-	0.57-	47.17-	Mitchell	223+	1.22+	64.31-	Watauga	458+	2.92+	47.18-
Dare	458-	1.28-	29.19+	Montgomery	469+	3.05+	36.71-	Wayne	390+	0.56+	26.35-
Davidson	350+	1.40+	48.93+	Moore	408-	3.30-	56.08+	Wilkes	235-	0.73-	56.76+
Lexington	619-	1.67-	11.85+	Nash-Rocky Mount	415-	0.23+	22.30+	Wilson	381-	0.38-	30.58+
Thomasville	337-	0.00-	26.69+	New Hanover	699-	3.86-	23.84+	Yadkin	415-	2.34-	45.74+
Davie	564-	2.08-	28.26+	Northampton	268+	0.61+	44.65-	Yancey	770-	6.98-	29.40+
Duplin	326+	0.56-	40.66-	Onslow	456+	1.53-	30.26-				
Durham	368-	0.22-	33.95+	Orange	291+	0.94-	62.02-	State Average	469-	1.33-	28.55-

Symbols indicate change from previous year: + - later time or longer distance, - - earlier time or shorter distance, = - no change, no symbol - new data this year.
 Source: NC Local Education Agencies 2010-2011 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

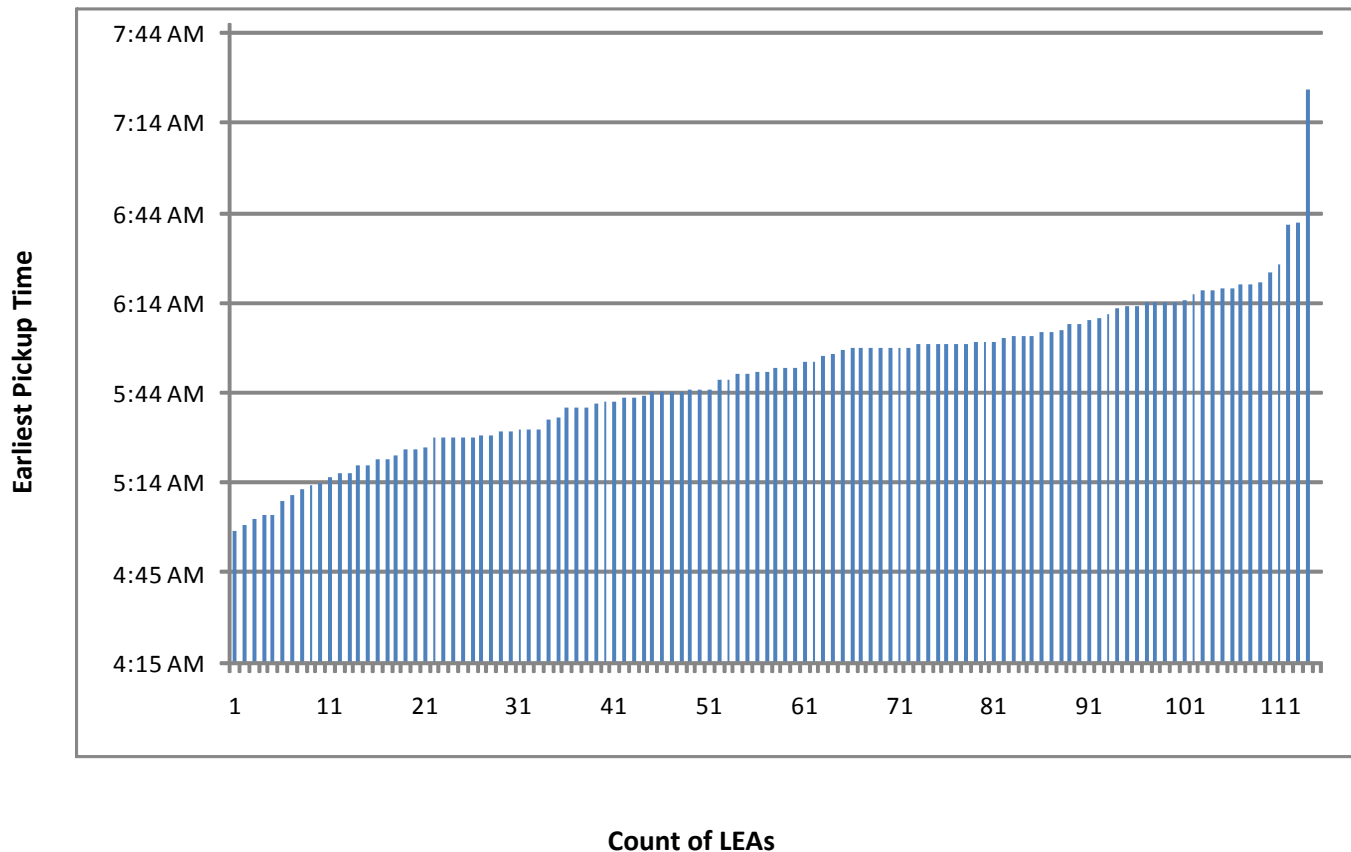
STATE-WIDE MEDIAN	2010-11	2009-10
Earliest Morning Pickup Time	5:52 AM	5:52 AM
Arrival Time	7:40 AM	7:38 AM

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



TIMS Service Indicators, 2010-2011: Earliest Morning Pickup Time

LEA	Earliest Pickup AM	Arrival Time	LEA	Earliest Pickup AM	Arrival Time	LEA	Earliest Pickup AM	Arrival Time
Alamance-Burlington	5:21 AM+	7:28 AM	Edgecombe	5:53 AM+	7:30 AM	Chapel Hill-Carrboro	6:22 AM-	7:25 AM
Alexander	6:02 AM+	7:50 AM	W-S/Forsyth	5:33 AM-	6:55 AM	Pamlico	5:49 AM+	7:52 AM
Alleghany	6:04 AM+	7:42 AM	Franklin	6:00 AM=	8:19 AM	Pasquotank	5:36 AM+	6:49 AM
Anson	5:40 AM+	7:06 AM	Gaston	5:52 AM-	8:04 AM	Pender	5:45 AM-	8:05 AM
Ashe	5:30 AM+	7:50 AM	Gates	6:20 AM+	8:07 AM	Perquimans	6:00 AM=	7:27 AM
Avery	5:45 AM+	8:02 AM	Graham	6:13 AM-	7:30 AM	Person	6:19 AM-	8:07 AM
Beaufort	5:55 AM-	7:25 AM	Granville	5:49 AM+	7:40 AM	Pitt	6:00 AM+	7:39 AM
Bertie	6:01 AM+	7:30 AM	Greene	6:15 AM+	7:50 AM	Polk	6:15 AM+	7:28 AM
Bladen	5:18 AM+	7:36 AM	Guilford	5:30 AM+	7:25 AM	Randolph	5:45 AM-	7:30 AM
Brunswick	5:21 AM+	7:44 AM	Halifax	6:11 AM+	7:25 AM	Asheboro	6:25 AM+	7:30 AM
Buncombe	5:15 AM+	8:05 AM	Roanoke Rapids	6:41 AM-	7:15 AM	Richmond	6:00 AM-	8:08 AM
Asheville	6:19 AM+	7:40 AM	Weldon	6:28 AM-	7:40 AM	Robeson	5:57 AM-	7:30 AM
Burke	5:23 AM+	7:45 AM	Harnett	5:24 AM-	7:35 AM	Rockingham	5:41 AM-	7:25 AM
Cabarrus	5:33 AM+	7:00 AM	Haywood	5:32 AM-	8:03 AM	Rowan-Salisbury	5:26 AM+	7:30 AM
Kannapolis	6:09 AM+	7:20 AM	Henderson	6:06 AM+	7:50 AM	Rutherford	5:51 AM-	7:42 AM
Caldwell	5:32 AM+	7:49 AM	Hertford	5:45 AM+	7:45 AM	Sampson	5:52 AM+	7:45 AM
Camden	6:01 AM+	7:40 AM	Hoke	6:03 AM+	7:25 AM	Clinton	5:46 AM+	7:50 AM
Carteret	5:04 AM-	7:45 AM	Hyde	5:43 AM-	7:24 AM	Scotland	5:46 AM-	7:10 AM
Caswell	5:44 AM+	6:51 AM	Iredell-Statesville	6:01 AM=	8:15 AM	Stanly	5:42 AM-	7:30 AM
Catawba	6:05 AM+	8:10 AM	Mooreville	6:20 AM+	7:21 AM	Stokes	5:11 AM-	7:35 AM
Hickory City	6:01 AM+	7:50 AM	Jackson	5:55 AM-	7:50 AM	Surry	5:37 AM-	7:55 AM
Newton-Conover	6:10 AM+	8:00 AM	Johnston	5:30 AM-	6:55 AM	Elkin	7:26 AM+	8:15 AM
Chatham	5:03 AM+	7:45 AM	Jones	5:40 AM+	7:55 AM	Mount Airy	6:08 AM=	7:30 AM
Cherokee	5:30 AM-	7:18 AM	Lee	5:13 AM-	7:30 AM	Swain	5:14 AM+	7:42 AM
Edenton/Chowan	6:21 AM+	7:40 AM	Lenoir	4:47 AM-	7:30 AM	Transylvania	6:00 AM-	7:13 AM
Clay	6:05 AM+	7:55 AM	Lincoln	5:33 AM+	7:15 AM	Tyrell	6:14 AM-	7:40 AM
Cleveland	5:59 AM-	7:44 AM	Macon	6:00 AM=	10:04 AM	Union	5:40 AM-	8:08 AM
Columbus	5:53 AM+	7:40 AM	Madison	6:02 AM+	7:56 AM	Vance	5:46 AM+	8:05 AM
Whiteville	6:04 AM+	7:26 AM	Martin	6:15 AM+	7:44 AM	Wake	5:43 AM+	7:15 AM
Craven	5:23 AM+	7:25 AM	McDowell	6:08 AM-	8:02 AM	Warren	5:17 AM+	7:20 AM
Cumberland	5:30 AM+	7:39 AM	Charlotte-Meck.	5:01 AM+	7:02 AM	Washington	6:18 AM+	7:40 AM
Currituck	5:27 AM+	7:30 AM	Mitchell	5:51 AM+	7:50 AM	Watauga	6:14 AM=	7:15 AM
Dare	6:21 AM+	7:20 AM	Montgomery	5:58 AM+	7:45 AM	Wayne	4:59 AM-	7:50 AM
Davidson	5:53 AM+	9:05 AM	Moore	5:18 AM-	7:55 AM	Wilkes	5:04 AM-	7:22 AM
Lexington	6:04 AM+	6:44 AM	Nash-Rocky Mount	5:09 AM-	7:07 AM	Wilson	6:00 AM-	7:25 AM
Thomasville	6:42 AM+	7:25 AM	New Hanover	6:01 AM-	7:26 AM	Yadkin	6:01 AM+	8:10 AM
Davie	6:16 AM+	7:36 AM	Northampton	6:02 AM-	7:55 AM	Yancey	5:26 AM+	7:55 AM
Duplin	5:31 AM+	7:45 AM	Onslow	5:31 AM+	7:30 AM			
Durham	5:42 AM+	7:10 AM	Orange	6:15 AM+	8:03 AM	State Median	5:52 AM=	7:40 AM

Source: NC Local Education Agencies 2010-2011 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.

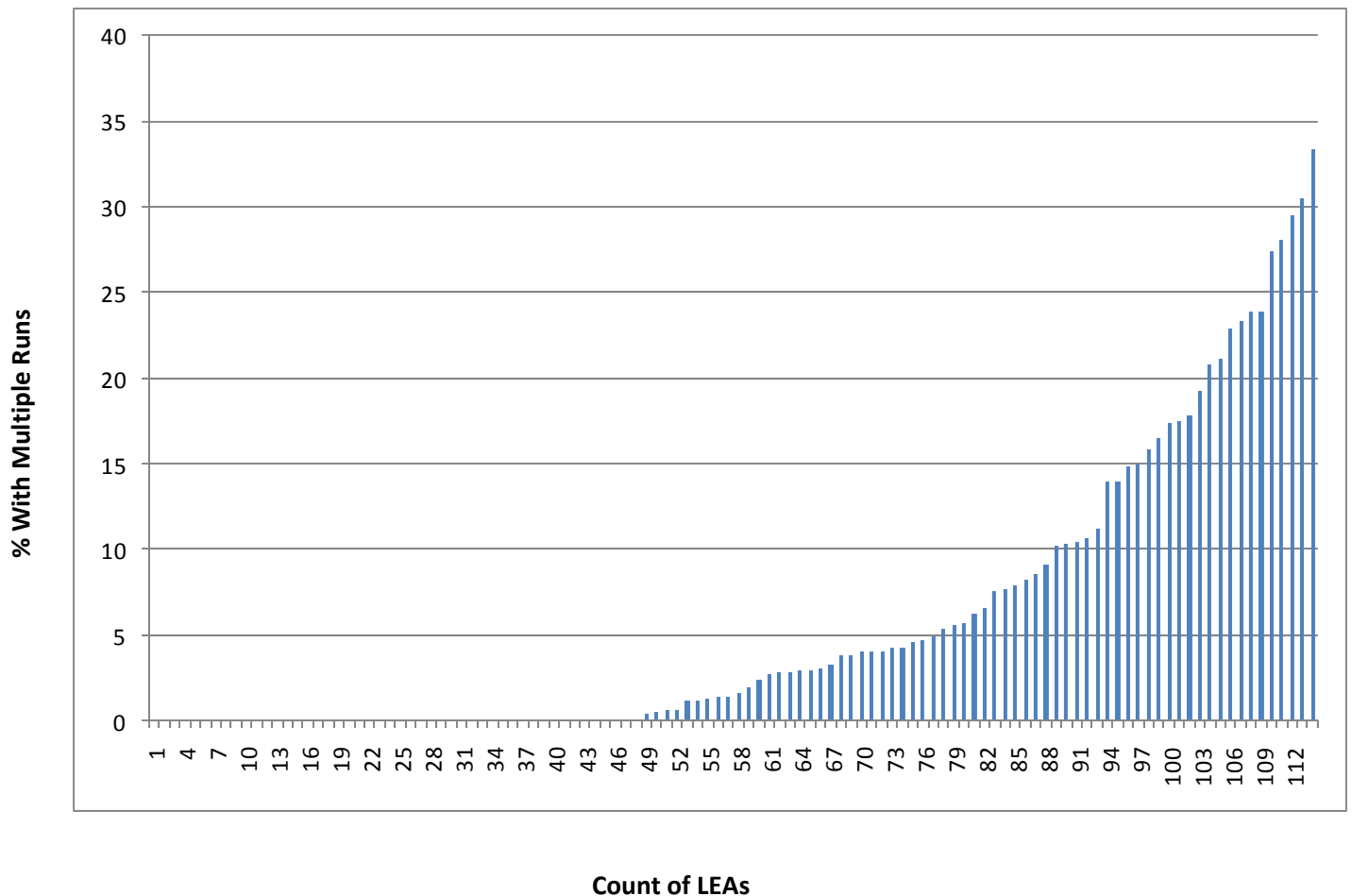
ABOUT SERVICE

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	2010-11	2009-10
Percent of Routes with Multiple Runs from the Same School	6.60	6.89

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 Service Indicators, 2010-2011: % 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	20.83-	Edgecombe	0.00=	Chapel Hill-Carrboro	0.00=
Alexander	0.00=	W-S/Forsyth	1.39-	Pamlico	4.00=
Alleghany	0.00=	Franklin	10.64+	Pasquotank	0.00=
Anson	0.00=	Gaston	13.95-	Pender	4.30-
Ashe	0.00=	Gates	0.00=	Perquimans	0.00=
Avery	0.00=	Graham	0.00=	Person	1.39+
Beaufort	4.21=	Granville	2.83-	Pitt	1.61+
Bertie	0.00=	Greene	0.00=	Polk	0.00=
Bladen	0.00=	Guilford	10.42-	Randolph	8.19+
Brunswick	0.00=	Halifax	0.00=	Asheboro	15.79+
Buncombe	30.50+	Roanoke Rapids	0.00=	Richmond	23.91-
Asheville	10.34=	Weldon City	0.00-	Robeson	16.48-
Burke	29.52-	Harnett	1.28+	Rockingham	2.44-
Cabarrus	0.00=	Haywood	14.86-	Rowan-Salisbury	0.59-
Kannapolis	3.23=	Henderson	37.5+	Rutherford	0.00=
Caldwell	15.00=	Hertford	5.56=	Sampson	0.00=
Camden	4.00=	Hoke	1.12+	Clinton	3.85=
Carteret	3.03+	Hyde	0.00=	Scotland	2.70+
Caswell	0.00=	Iredell-Statesville	5.31+	Stanly	21.15-
Catawba	5.65+	Mooresville	0.00=	Stokes	1.12+
Hickory	17.39=	Jackson	0.00=	Surry	0.00=
Newton-Conover	33.33-	Johnston	2.81+	Elkin	0.00=
Chatham	7.87=	Jones	0.00=	Mount Airy	0.00=
Cherokee	8.51-	Lee	7.62+	Swain	9.09-
Edenton/Chowan	0.00=	Lenoir	0.00-	Transylvania	22.86-
Clay	0.00=	Lincoln	27.43+	Tyrell	0.00=
Cleveland	2.91-	Macon	19.23+	Union	4.60+
Columbus	0.00=	Madison	0.00=	Vance	23.86=
Whiteville	6.25+	Martin	0.00=	Wake	11.17-
Craven	23.38+	McDowell	6.56=	Warren	0.00=
Cumberland	0.00=	Charlotte-Meck.	0.00=	Washington	0.00=
Currituck	3.77+	Mitchell	2.94+	Watauga	0.00=
Dare	13.95-	Montgomery	10.17-	Wayne	17.48-
Davidson	0.60+	Moore	0.00-	Wilkes	28.09+
Lexington	0.00=	Nash-Rocky Mount	1.93+	Wilson	4.90-
Thomasville	7.69=	New Hanover	0.53-	Yadkin	4.69-
Davie	17.81-	Northampton	0.00=	Yancey	0.00=
Duplin	0.00=	Onslow	4.02+		
Durham	0.45-	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, no symbol - new data this year.

Source: NC Local Education Agencies 2010-2011 TIMS Data. Compiled at UNC Charlotte Urban Institute.

TIMS Service Indicators, 2010-2011: 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.

School Start Times				School Start Times				School Start Times			
LEA	First	Last	Range	LEA	First	Last	Range	LEA	First	Last	Range
Alamance-Burlington	7:30	12:00	270+	Edgecombe	7:40	9:15	95+	Chapel Hill-Carrboro	7:50	9:30	100+
Alexander	7:45	8:15	30=	W-S/Forsyth	7:15	9:15	120=	Pamlico	7:50	8:00	10=
Alleghany	7:50	8:10	20+	Franklin	7:44	1:00	316+	Pasquotank	7:45	8:40	55+
Anson	7:20	8:25	65=	Gaston	7:45	8:30	45=	Pender	7:30	8:45	75=
Ashe	7:55	8:00	5=	Gates	8:00	8:05	5=	Perquimans	8:00	8:10	10=
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	7:40	8:30	50=
Bertie	7:35	8:20	45=	Greene	8:00	8:00	0-	Polk	7:50	8:15	25=
Bladen	7:40	8:05	25+	Guilford	7:30	11:40	250+	Randolph	7:50	8:05	15-
Brunswick	7:45	8:05	20-	Halifax	7:30	8:00	30=	Asheboro	7:40	8:20	40=
Buncombe	7:45	8:45	60=	Roanoke Rapids	7:30	8:30	60+	Richmond	8:00	10:30	150=
Asheville	7:55	8:30	35-	Weldon City	7:30	8:15	45=	Robeson	7:30	8:10	40-
Burke	7:40	8:25	45=	Harnett	7:35	8:20	45-	Rockingham	7:20	9:00	100=
Cabarrus	7:15	9:30	135=	Haywood	8:00	9:00	60=	Rowan-Salisbury	7:20	9:35	135+
Kannapolis	7:30	8:40	70=	Henderson	7:50	8:30	40=	Rutherford	7:30	8:45	75=
Caldwell	7:50	8:30	40-	Hertford	7:45	8:15	30-	Sampson	7:45	8:30	45=
Camden	7:55	8:20	25=	Hoke	7:50	9:00	70=	Clinton	7:15	8:15	60-
Carteret	7:30	8:15	45+	Hyde	7:45	7:55	10=	Scotland	7:40	9:30	110+
Caswell	7:45	8:30	45=	Iredell-	7:30	9:00	90+	Stanly	7:50	9:00	70=
Catawba	7:30	8:55	85-	Mooreville	7:30	8:45	75=	Stokes	7:30	8:30	60=
Hickory	7:20	9:00	100=	Jackson	8:00	8:10	10=	Surry	7:50	8:00	10=
Newton-Conover	7:35	8:15	40+	Johnston	7:10	11:00	230=	Elkin	8:20	8:20	0=
Chatham	7:50	8:00	10+	Jones	7:30	8:05	35+	Mount Airy	7:40	8:10	30=
Cherokee	7:40	8:35	55=	Lee	7:30	8:00	30=	Swain	7:50	8:05	15=
Edenton/Chowan	7:55	8:00	5=	Lenoir	7:45	8:15	30=	Transylvania	8:00	8:20	20=
Clay	8:00	8:00	0=	Lincoln	7:45	8:30	45=	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	8:20	20=	Vance	7:50	9:00	70=
Whiteville	7:50	9:10	80=	Martin	7:25	8:10	45=	Wake	7:25	9:15	110-
Craven	7:30	9:00	90=	McDowell	7:45	8:31	46+	Warren	7:55	8:30	35=
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	7:20	8:30	70+	Watauga	7:45	8:25	40-
Dare	7:55	8:30	35+	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	7:45	8:30	45-
Lexington	7:30	8:20	50+	Nash-Rocky Mount	7:40	10:30	170-	Wilson	7:30	11:00	210+
Thomasville	7:30	8:00	30+	New Hanover	7:30	9:15	105=	Yadkin	7:55	8:05	10-
Davie	7:55	8:45	50=	Northampton	7:30	8:00	30=	Yancey	7:40	8:00	20=
Duplin	7:30	8:20	50=	Onslow	7:09	8:45	96+				
Durham	7:00	11:00	240+	Orange	7:30	8:45	75=	State Median	7:40	8:30	68+

TIMS Service Indicators, 2010-2011: 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	1.50-	47.44-	Edgecombe	1.06=	6.14=	Chapel Hill-Carrboro	2.84+	98.28+
Alexander	1.00=	0.00=	W-S/Forsyth	2.70-	98.33+	Pamlico	1.08=	8.00=
Alleghany	1.00-	0.00-	Franklin	1.29+	27.45+	Pasquotank	1.48+	47.83+
Anson	1.26+	23.61+	Gaston	1.59-	56.28+	Pender	1.40-	33.33-
Ashe	1.09+	8.89+	Gates	1.00=	0.00=	Perquimans	1.00=	0.00=
Avery	1.22+	21.88+	Graham	1.00=	0.00=	Person	1.08-	8.33-
Beaufort	1.24+	22.55+	Granville	1.42-	37.74-	Pitt	1.49+	49.31+
Bertie	1.00=	0.00=	Greene	1.10=	9.62=	Polk	1.00=	0.00=
Bladen	1.00=	0.00=	Guilford	2.22+	90.06+	Randolph	1.10+	9.36+
Brunswick	1.00=	0.00=	Halifax	1.00=	0.00=	Asheboro	2.16+	100.00=
Buncombe	1.52+	47.1+	Roanoke Rapids	2.25=	91.67=	Richmond	1.28-	28.26-
Asheville	2.17=	96.55=	Weldon	1.93+	66.67+	Robeson	1.21+	18.73-
Burke	1.34-	33.33-	Harnett	1.20+	20+	Rockingham	1.24-	24.26-
Cabarrus	3.07+	99.56+	Haywood	1.22-	21.62-	Rowan-Salisbury	1.48+	45.21+
Kannapolis	2.71+	100+	Henderson	1.36+	34.23+	Rutherford	1.22+	22.33+
Caldwell	1.48=	45.83+	Hertford	1.07=	6.94=	Sampson	1.03=	2.96=
Camden	1.00=	0.00=	Hoke	1.93+	92.13+	Clinton	1.35-	34.62-
Carteret	1.06-	6.06-	Hyde	1.00=	0.00=	Scotland	1.38-	36.49-
Caswell	1.00=	0.00=	Iredell-Statesville	1.76+	71.5+	Stanly	1.31-	26.92-
Catawba	1.24=	23.83-	Mooresville	2.00+	100+	Stokes	1.22+	22.47+
Hickory	2.30=	91.30=	Jackson	1.00=	0.00=	Surry	1.00-	0.00-
Newton-Conover	1.45=	44.83=	Johnston	2.00+	69.12+	Elkin	2.00=	100.00=
Chatham	1.08=	7.78=	Jones	1.00=	0.00=	Mount Airy	1.00=	0.00=
Cherokee	1.09-	8.51-	Lee	1.23+	21.9+	Swain	1.09-	9.09-
Edenton/Chowan	1.00=	0.00=	Lenoir	1.11-	11.11-	Transylvania	1.23-	22.86-
Clay	1.00=	0.00=	Lincoln	1.30-	28.32-	Tyrell	1.00=	0.00=
Cleveland	1.03-	2.91-	Macon	1.19+	19.23+	Union	2.54-	97.85+
Columbus	1.08+	7.56+	Madison	1.00=	0.00=	Vance	1.31+	26.14=
Whiteville	1.21+	17.86+	Martin	1.00=	0.00=	Wake	2.67+	94.19-
Craven	1.34+	28.57+	McDowell	1.06=	5.88=	Warren	1.00=	0.00=
Cumberland	1.61+	59.52+	Charlotte-Meck.	2.76+	98.88+	Washington	1.00=	0.00=
Currituck	1.25-	24.53-	Mitchell	1.06+	5.88+	Watauga	1.31-	30.95-
Dare	1.23-	23.26-	Montgomery	1.10+	10.17+	Wayne	1.28-	26.29-
Davidson	1.26-	25.81-	Moore	1.00-	0.00-	Wilkes	1.26+	25.77+
Lexington	2.05-	77.27-	Nash-	1.33+	30.92+	Wilson	1.52+	42.86+
Thomasville	2.08-	100.00=	New Hanover	1.76+	71.81-	Yadkin	1.11+	4.69-
Davie	1.18-	17.81-	Northampton	1.00=	0.00=	Yancey	1.05+	5.13+
Duplin	1.01=	0.86=	Onslow	1.66-	56.00-			
Durham	1.99+	95.47+	Orange	1.68+	63.08+	State Average	1.68+	48.27+

Source: NC Local Education Agencies 2010-2011 TIMS Data. Compiled at UNC Charlotte Urban Institute.

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