Transportation Information Management System

North Carolina Pupil Transportation Service Indicators Report

2013-2014

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 eighth 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 2013-2014 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.

TIMS Service Indicators Table of Contents

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.

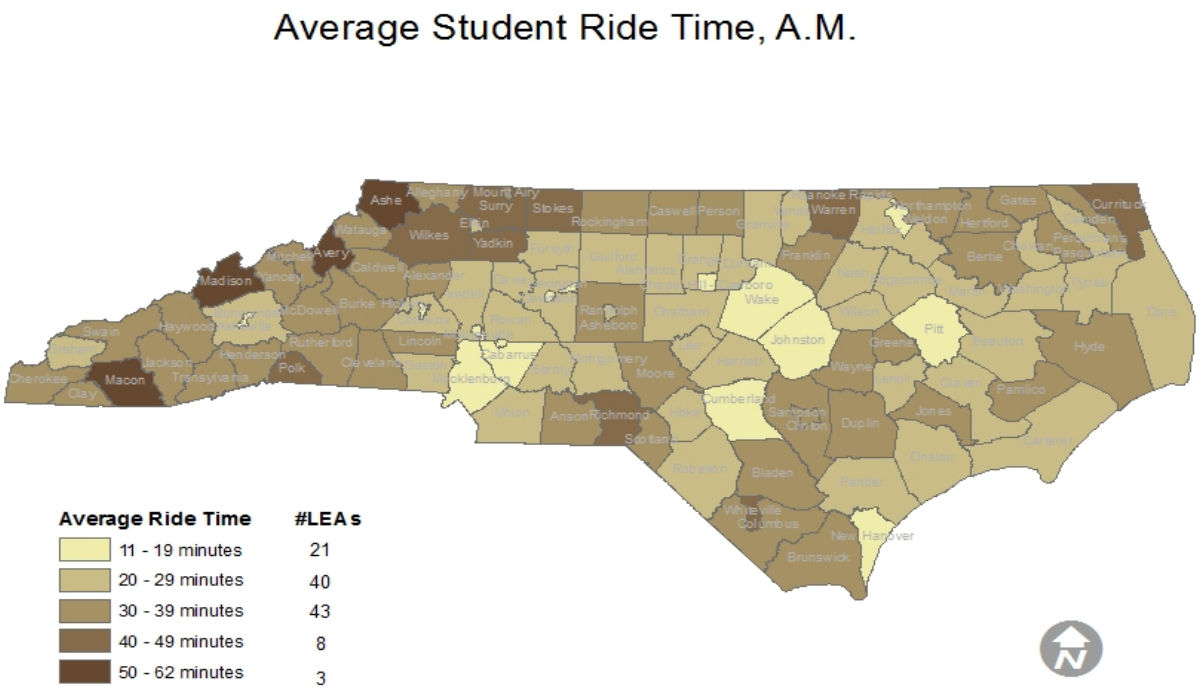
Average Distance to School, Riders Only (Miles): TIMS calculates a student's distance to school by finding the shortest path along the street network. This will not necessarily be the path the bus actually travels. Average distance from home to school for bus riders is shown to provide context for the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

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	2013-14	2012-13
Average Ride Time	23	23
Average Distance to School, Riders Only	4.27	4.37
Average Distance to School, All Students	4.38	4.32

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.



TIMS Service Indicators, 2013-2014: **Student Ride Times, AM**

LEA	Avg Ride Time	Average Distance to School: Riders Only	Average Distance to School: All Stu.
Alamance-Burlington	24+	3.56-	3.67+
Alexander	37+	5.04+	5.31+
Alleghany	37-	4.78-	4.88-
Anson	35+	5.66-	5.65-
Ashe	52+	7.77+	7.60-
Avery	50-	5.99+	5.90+
Beaufort	26+	6.05-	8.09-
Bertie	34-	8.76+	8.97+
Bladen	32-	7.51-	7.45-
Brunswick	33-	6.91-	6.94+
Buncombe	27+	4.12+	4.08+
Asheville	17+	2.90+	3.18+
Burke	31+	4.32+	4.34-
Cabarrus	18=	3.72+	3.74+
Kannapolis	18-	1.98-	1.87-
Caldwell	33+	3.84-	4.16+
Camden	32-	8.37-	7.99-
Carteret	24+	5.22-	5.18=
Caswell	34-	9.28-	9.04-
Catawba	20-	4.43-	4.42+
Hickory	23=	2.89+	2.64+
Newton-Conover	18=	3.05-	3.32+
Chatham	26+	5.06-	5.29-
Cherokee	34=	5.23-	5.47+
Edenton/Chowan	27-	8.81-	8.32-
Clay	31+	5.53-	5.56-
Cleveland	34-	4.84-	4.77-
Columbus	35-	6.79+	6.81+
Whiteville	41+	3.18-	3.93-
Craven	27+	5.63+	5.37-
Cumberland	17=	3.13-	3.25+
Currituck	45+	7.89-	8.08+
Dare	24+	4.52-	4.43=
Davidson	29-	4.51+	4.56+
Lexington	17-	2.01-	2.20=
Thomasville	17+	1.86+	1.93-
Davie	25=	5.39-	5.64+
Duplin	30+	5.73+	5.77-
Durham	20=	3.65+	3.74+
Edgecombe	28-	5.29-	5.22+
W-S/Forsyth	19+	3.66+	3.78+
Franklin	35-	4.06-	5.81-
Gaston	26=	2.94+	3.13+
Gates	35=	7.18+	7.13+
Graham	24+	6.14-	5.62-
Granville	26=	5.79+	5.61+
Greene	36+	7.63-	7.29-
Guilford	23-	4.07-	3.96=
Halifax	24=	7.39-	7.39-
Roanoke Rapids	11-	1.72-	1.36-
Weldon	18-	3.97-	4.55+
Harnett	26=	5.44+	5.37+
Haywood	35-	4.44-	4.52-
Henderson	30+	4.19+	4.23-
Hertford	36-	6.41-	6.38-
Hoke	20+	5.53-	5.45-
Hyde	35+	12.74-	9.20-
Iredell-Statesville	22=	4.90+	5.02+
Mooresville	17=	2.78+	2.77+
Jackson	38-	5.83+	5.92+
Johnston	18-	4.22+	4.27+
Jones	30-	6.71-	7.04-
Lee	25=	4.27-	4.42+
Lenoir	28+	4.96+	4.97-
Lincoln	30=	4.78-	4.75+
Macon	62+	5.08-	5.07+
Madison	50+	9.19-	9.30-
Martin	26-	4.30-	4.42-
McDowell	33-	5.33-	5.43=
Charlotte-Meck.	14=	3.33-	3.40=
Mitchell	39-	6.06-	5.87-
Montgomery	29=	5.14-	5.37-
Moore	34+	5.22+	5.29+
Nash-Rocky Mount	23=	3.64-	3.79-
New Hanover	19-	3.31-	3.29+
Northampton	34-	9.32+	9.49+
Onslow	22+	4.63+	4.28+
Orange	26-	5.41-	5.59=
Chapel Hill-Carrboro	15=	2.57+	2.40+
Pamlico	35-	7.65+	7.48-
Pasquotank	24-	4.47+	4.29+
Pender	26-	5.90-	5.96-
Perquimans	38-	6.72-	6.61-
Person	31+	5.37+	5.58+
Pitt	19+	4.12+	4.25+
Polk	40-	6.41-	6.28-
Randolph	34-	5.31-	5.35-
Asheboro	20-	2.14-	2.10-
Richmond	39-	3.69-	4.59+
Robeson	23=	4.16+	4.56+
Rockingham	31+	4.89+	4.99+
Rowan-Salisbury	25+	3.90-	4.00-
Rutherford	31+	4.73+-	4.99+
Sampson	33+	7.15+	7.05+
Clinton	33+	3.73=	3.92-
Scotland	28+	4.73+	4.58+
Stanly	27=	4.17-	4.19+
Stokes	42-	5.71-	5.67+
Surry	41-	5.62+	5.81+
Elkin	24-	3.42+	4.05-
Mount Airy	36+	2.24-	2.88-
Swain	38-	6.36-	5.94-
Transylvania	34=	5.23-	5.24+
Tyrell	28+	6.11+	5.52+
Union	20=	3.73-	3.83-
Vance	25-	3.70-	4.08-
Wake	17-	4.11-	3.95+
Warren	46+	7.56+	7.31+
Washington	26+	5.25-	5.57-
Watauga	31=	5.00-	5.39-
Wayne	34-	4.35+	4.54+
Wilkes	40+	4.72-	5.19-
Wilson	24=	4.08+	3.64-
Yadkin	49+	5.11-	5.44-
Yancey	38=	5.52-	5.44-
State Average	**23=**	**4.27-**	**4.38+**

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

Source: NC Local Education Agencies 2013-2014 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.

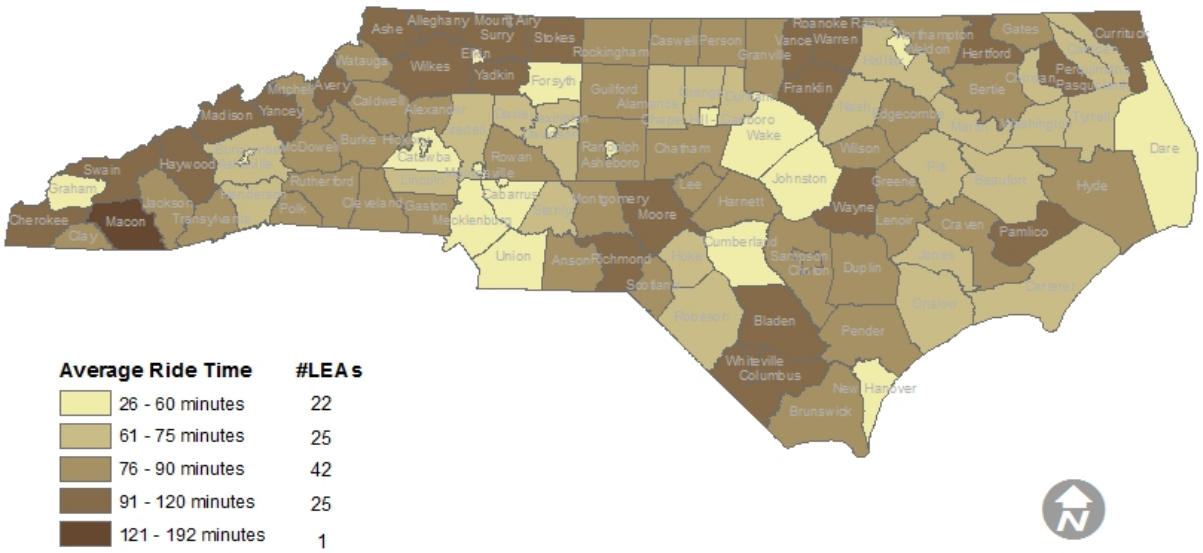
State-wide Averages	2013-14	2012-13
Average of Longest 5% of Student Ride Times	66	68
Average Distance for Longest 5% of Ride Times	8.15	8.13

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



TIMS Service Indicators, 2013-2014: **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+	7.48+	Edgecombe	79+	9.95+	Chapel Hill-Carrboro	40=	3.97+
Alexander	90+	7.75+	W-S/Forsyth	59+	6.85+	Pamlico	96+	11.39+
Alleghany	95+	9.92-	Franklin	92-	5.81-	Pasquotank	70-	6.75-
Anson	80=	8.42-	Gaston	77+	4.74-	Pender	80-	13.94-
Ashe	119+	13.18+	Gates	88+	8.72+	Perquimans	92+	11.28-
Avery	119-	7.97-	Graham	56+	11.12	Person	76+	10.34+
Beaufort	71=	10.41+	Granville	77-	11.30-	Pitt	61+	7.92+
Bertie	86-	13.45+	Greene	86+	9.89-	Polk	90+	9.27-
Bladen	91-	16.50=	Guilford	75-	8.49-	Randolph	82-	8.14+
Brunswick	88-	12.31-	Halifax	71+	14.70-	Asheboro	53-	2.54+
Buncombe	71+	6.75+	Roanoke Rapids	26-	1.98-	Richmond	108-	6.51-
Asheville	41=	3.63-	Weldon	59+	4.98-	Robeson	67+	6.74+
Burke	80-	7.24+	Harnett	79+	8.47+	Rockingham	84+	7.96+
Cabarrus	48-	7.52+	Haywood	99+	9.66-	Rowan-Salisbury	73+	6.65-
Kannapolis	54+	2.68+	Henderson	75+	5.79-	Rutherford	83+	9.28-
Caldwell	82+	4.97-	Hertford	108-	10.78-	Sampson	85-	11.23+
Camden	72+	13.22-	Hoke	63+	12.73-	Clinton	83-	4.93-
Carteret	62+	11.97-	Hyde	77-	23.08-	Scotland	79-	7.95-
Caswell	81-	14.92+	Iredell-Statesville	60-	8.09-	Stanly	66-	6.29-
Catawba	60-	7.12-	Mooresville	40+	4.19+	Stokes	113+	10.60-
Hickory City	78-	5.79+	Jackson	90-	11.95+	Surry	92-	7.46+
Newton-Conover	53-	8.67+	Johnston	49-	7.55+	Elkin	60-	3.69+
Chatham	79-	9.08-	Jones	73-	14.91-	Mount Airy	80-	2.20-
Cherokee	91+	9.07-	Lee	76=	6.53+	Swain	96-	13.58+
Edenton/Chowan	65+	14.65=	Lenoir	82+	8.17-	Transylvania	80-	8.61-
Clay	88-	11.03-	Lincoln	72+	4.82-	Tyrell	69+	13.52+
Cleveland	83-	6.17-	Macon	192+	5.26-	Union	54-	8.48-
Columbus	105+	20.12+	Madison	111+	15.28-	Vance	95+	8.00+
Whiteville	104+	4.85-	Martin	72-	9.32-	Wake	57-	9.52+
Craven	79=	12.13+	McDowell	82-	9.43-	Warren	112+	10.53-
Cumberland	58+	6.31+	Charlotte-Meck.	44-	8.00+	Washington	67+	4.95-
Currituck	120+	15.37-	Mitchell	87-	12.51-	Watauga	82+	10.73+
Dare	59=	7.97-	Montgomery	87+	10.08-	Wayne	104+	7.16-
Davidson	71-	5.91+	Moore	92-	7.10-	Wilkes	107-	9.26+
Lexington	42-	3.44-	Nash - Rocky Mount	64+	3.64-	Wilson	76-	5.85-
Thomasville	37+	1.87-	New Hanover	54-	5.84-	Yadkin	112+	7.39+
Davie	74+	9.08-	Northampton	78-	13.07-	Yancey	91+	7.85-
Duplin	86+	8.44-	Onslow	65+	8.41+			
Durham	61-	6.23+	Orange	74-	9.80-	**State Average**	**66-**	**8.15+**

Symbols indicate change from previous year: **+** = later time or longer distance, **—** =earlier time or shorter distance, **=** = no change
Source: NC Local Education Agencies 2013-2014 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.

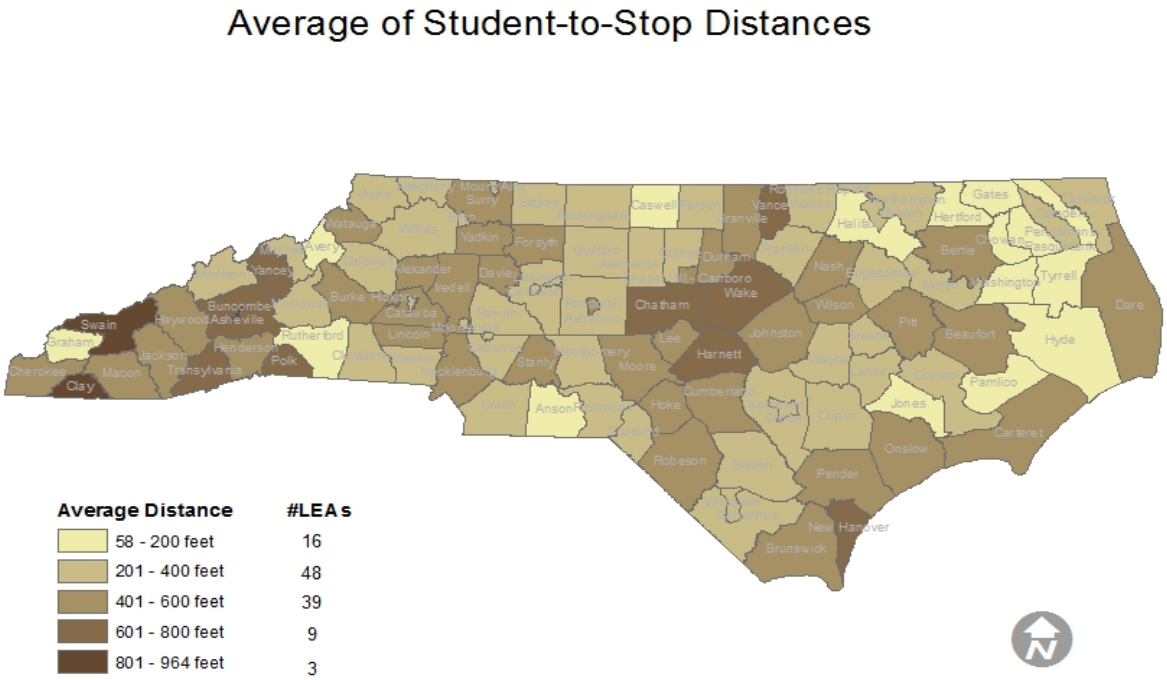
% of Stop Distances .5 & < 1 Mile: This small percentage of all riders represents those with the longest walks to stops and others who ride to a stop. A bus is not to deviate from its path for a distance of less than one half mile for fewer than ten students (except in the cases of unescorted pupils in grades K-3 or special education pupils) and no child can be required to walk more than 1 mile to a stop.

State-wide Averages	2013-14	2012-13
Average of Student-to-Stop Distances < 1 Mile, AM (feet)	487	490
% of Stop Distances > .5 & < 1 Mile	1.25	1.33
% of Stop Distances < 1 Mile = 0	27.20	27.20

% 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.



TIMS Service Indicators, 2013-2014: **Student-to-Stop Distances, AM (feet)**

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	319-	.60-	37.54-	Edgecombe	374-	1.32+	40.43+	Chapel Hill-Carrboro	572-	1.33-	20.43+
Alexander	434-	1.64-	35.07+	W-S/Forsyth	549-	1.35-	19.33-	Pamlico	172+	0.38+	72.78-
Alleghany	270-	1.07-	58.76+	Franklin	375+	1.09+	45.02-	Pasquotank	376+	3.65+	57.77-
Anson	160-	0.50-	72.03+	Gaston	373+	1.05+	30.75-	Pender	483-	2.26-	34.33-
Ashe	231+	1.95+	75.36-	Gates	62-	0.15-	78.13+	Perquimans	58+	0.17=	86.09-
Avery	140+	1.03+	71.53+	Graham	173-	0.45-	71.10+	Person	280+	0.99+	42.34+
Beaufort	449+	2.15+	35.41+	Granville	439+	2.30+	47.29-	Pitt	570-	0.58-	13.45-
Bertie	536+	4.08+	37.59-	Greene	295-	0.32-	46.47+	Polk	603+	5.05+	46.37-
Bladen	377+	0.65+	38.41-	Guilford	394-	0.94-	31.36-	Randolph	300-	1.52+	58.48+
Brunswick	494-	1.66-	29.15+	Halifax	175-	0.68+	66.36+	Asheboro	417+	0.52+	27.80+
Buncombe	651+	4.11+	30.24-	Roanoke Rapids	487-	1.10+	11.62+	Richmond	315-	0.02-	45.70-
Asheville	890+	4.41+	6.33-	Weldon	225-	0.59-	58.96+	Robeson	427-	1.65-	32.68+
Burke	518+	1.84+	37.46-	Harnett	625+	3.79-	24.69+	Rockingham	366+	0.73-	40.78+
Cabarrus	384-	0.64+	24.15+	Haywood	562-	3.69+	35.01+	Rowan-Salisbury	332-	1.47-	52.74+
Kannapolis	256+	0.18+	39.68-	Henderson	502-	2.01-	32.06+	Rutherford	188-	0.83-	69.76+
Caldwell	372-	0.97-	36.82+	Hertford	145-	0.87-	67.01+	Sampson	384+	0.97-	35.69-
Camden	134+	0.34+	67.85+	Hoke	516+	1.60+	20.67-	Clinton	376-	0.41+	30.69+
Carteret	501-	2.02-	33.46-	Hyde	161+	0.51+	74.04+	Scotland	261-	1.51-	64.84+
Caswell	198-	1.84+	81.45+	Iredell-Statesville	582+	2.41-	25.87+	Stanly	517+	1.83+	30.57-
Catawba	452-	1.36-	30.69+	Mooresville	363+	.043-	15.26-	Stokes	281-	2.27-	63.37+
Hickory	515-	1.47-	23.29+	Jackson	478-	3.36-	44.65+	Surry	459+	1.96+	47.90+
Newton-Conover	277-	0.64+	41.95+	Johnston	408+	0.52-	33.45+	Elkin	315-	1.58+	47.67+
Chatham	704+	3.78+	27.29-	Jones	120-	0.10-	73.59-	Mount Airy	234-	0=	44.30+
Cherokee	425+	3.84+	52.61-	Lee	471-	1.70-	33.81+	Swain	805+	8.96+	24.11-
Edenton/Chowan	111+	0.13-	66.07-	Lenoir	265-	1.03-	55.70+	Transylvania	740-	5.22-	27.74+
Clay	963-	8.62+	24.75+	Lincoln	473=	1.53+	30.62+	Tyrell	142+	0.70+	76.92+
Cleveland	265-	1.03+	52.65+	Macon	514+	3.50+	44.05-	Union	260-	0.31=	34.36+
Columbus	284+	2.22+	56.28-	Madison	322-	1.99-	67.83+	Vance	673+	5.68+	28.89-
Whiteville	390+	1.73+	37.48-	Martin	204-	1.60-	65.80+	Wake	697+	1.38+	10.35-
Craven	373-	1.17-	29.86-	McDowell	394-	1.72-	38.72+	Warren	365-	0.84+	40.59+
Cumberland	505-	0.11-	12.17+	Charlotte-Meck.	593+	0.64-	9.72-	Washington	162-	0.58-	66.05-
Currituck	267-	0.73+	52.34+	Mitchell	226-	2.00+	67.69+	Watauga	468-	2.80-	49.30+
Dare	423-	1.29-	27.84+	Montgomery	248-	0.29-	51.47-	Wayne	356-	0.96+	30.94+
Davidson	317-	1.01-	48.99+	Moore	474-	3.64-	50.96-	Wilkes	220-	0.23-	55.47+
Lexington	278-	0.13-	35.70+	Nash-Rocky Mount	442-	0.10-	20.22-	Wilson	428-	0.57+	28.90+
Thomasville	333+	0.06-	26.22-	New Hanover	665+	3.41+	23.67-	Yadkin	471-	1.73-	38.03-
Davie	487-	1.53+	31.87+	Northampton	214+	0.24-	64.37+	Yancey	658-	5.08-	31.65-
Duplin	295-	0.49-	42.87+	Onslow	545+	2.64-	28.57-				
Durham	503-	0.79+	28.86+	Orange	268-	0.93-	63.04-	**State Average**	**487-**	**1.25-**	**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 2013-2014 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.

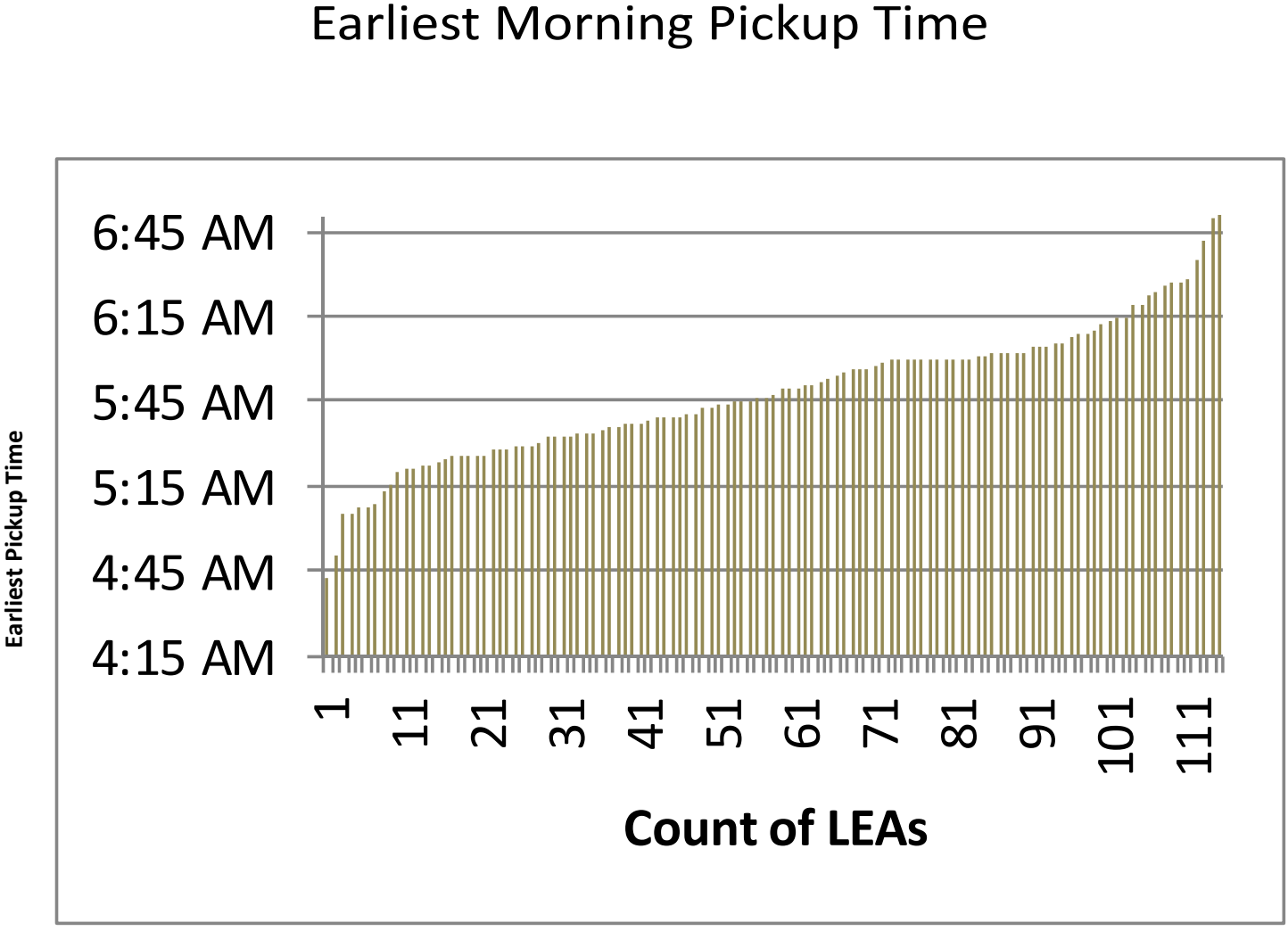
About Service

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

State-wide Median	2013-14	2012-2013
Earliest Morning Pickup Time	5:46 AM	5:46 AM



TIMS Service Indicators, 2013-2014: **Earliest Morning Pickup Time**

LEA	Earliest Pickup AM	Arrival Time	LEA	Earliest Pickup AM	Arrival Time	LEA	Earliest Pickup AM	Arrival Time
Alamance-Burlington	5:28 AM+	7:22 AM+	Edgecombe	6:04 AM+	7:30 AM=	Chapel Hill-Carrboro	6:27 AM-	7:25 AM+
Alexander	6:00 AM-	7:40 AM+	W-S/Forsyth	5:26 AM-	7:00 AM=	Pamlico	5:28 AM-	7:45 AM=
Alleghany	5:29 AM-	7:46 AM+	Franklin	5:05 AM-	7:40 AM+	Pasquotank	5:45 AM+	7:40AM+
Anson	5:37 AM-	7:20 AM+	Gaston	6:00 AM+	7:15 AM-	Pender	5:37 AM-	7:07 AM-
Ashe	5:35 AM+	7:40 AM-	Gates	6:02 AM-	7:50 AM-	Perquimans	6:00 AM=	7:50 AM=
Avery	5:29 AM+	7:26 AM-	Graham	6:27 AM-	7:35 AM+	Person	6:19 AM-	8:20 AM+
Beaufort	6:00 AM-	7:35 AM-	Granville	5:58 AM+	8:50 AM+	Pitt	5:31 AM-	7:19 AM-
Bertie	5:43 AM+	7:30AM=	Greene	5:51 AM-	8:05 AM=	Polk	6:06 AM+	7:55 AM+
Bladen	5:21 AM+	7:30 AM-	Guilford	5:36 AM+	7:31 AM+	Randolph	5:41 AM+	7:25 AM-
Brunswick	5:29 AM+	7:40 AM=	Halifax	6:04 AM+	7:25 AM=	Asheboro	6:23 AM=	7:25 AM=
Buncombe	5:32 AM+	7:55 AM-	Roanoke Rapids	6:50 AM+	7:10 AM-	Richmond	6:00 AM+	8:00 AM=
Asheville	5:55 AM-	6:44 AM-	Weldon	6:35 AM=	7:30 AM-	Robeson	6:01 AM+	7:35 AM=
Burke	5:33 AM+	7:12 AM+	Harnett	4:50 AM-	7:00 AM-	Rockingham	5:39 AM-	7:50 AM+
Cabarrus	5:39 AM+	7:00 AM+-	Haywood	5:46 AM+	8:55 AM+	Rowan-Salisbury	5:22 AM=	7:00 AM+
Kannapolis	5:57 AM+	6:54 AM-	Henderson	5:56 AM+	7:54 AM+	Rutherford	5:21 AM-	7:20 AM=
Caldwell	5:51 AM-	7:45 AM-	Hertford	5:05 AM-	7:43 AM-	Sampson	5:22 AM-	7:40 AM+
Camden	6:26 AM+	7:31 AM-	Hoke	6:15 AM+	7:50 AM+	Clinton	5:44 AM+	7:10 AM-
Carteret	5:49 AM-	7:22 AM-	Hyde	5:59 AM=	7:30 AM=	Scotland	5:28 AM+	7:10 AM=
Caswell	6:02 AM+	6:49 AM-	Iredell-Statesville	5:39 AM-	8:00 AM+	Stanly	6:09 AM-	7:24 AM-
Catawba	6:12 AM+	7:10 AM-	Mooresville	6:15 AM-	7:15 AM=	Stokes	5:20 AM-	7:30 AM=
Hickory City	5:52 AM+	7:10 AM-	Jackson	5:56 AM+	7:45 AM-	Surry	6:00 AM+	7:50 AM=
Newton-Conover	6:08 AM-	7:56 AM+	Johnston	5:15 AM-	6:40 AM-	Elkin	6:28 AM+	7:20 AM-
Chatham	5:34 AM+	7:35 AM-	Jones	6:10 AM+	7:40 AM-	Mount Airy	6:01 AM-	7:18 AM-
Cherokee	5:39 AM-	7:29 AM-	Lee	5:45 AM+	7:30 AM+	Swain	5:44 AM+	7:40 AM-
Edenton/Chowan	6:09 AM+	7:30 AM=	Lenoir	5:26 AM-	8:35 AM+	Transylvania	6:02 AM-	7:24 AM-
Clay	6:05 AM-	7:50 AM-	Lincoln	5:38 AM+	8:00 AM+	Tyrell	6:24 AM-	7:55 AM+
Cleveland	6:02 AM+	7:40 AM+	Macon	6:00 AM+	8:00 AM=	Union	6:00 AM=	7:33 AM+
Columbus	5:23 AM-	8:45 AM=	Madison	5:34 AM-	7:52 AM-	Vance	5:54 AM-	7:53 AM-
Whiteville	5:43 AM+	7:36 AM+	Martin	6:02 AM-	7:20 AM-	Wake	5:09 AM-	7:05 AM-
Craven	5:26 AM-	7:32 AM+	McDowell	5:46 AM-	7:55 AM-	Warren	5:26 AM+	8:08 AM+
Cumberland	5:45 AM+	7:39 AM-	Charlotte-Meck.	5:07 AM+	6:46 AM=	Washington	5:49 AM-	7:15 AM=
Currituck	4:42 AM+	8:42 AM+	Mitchell	5:41 AM-	8:05 AM+	Watauga	5:53 AM-	8:06 AM+
Dare	6:13 AM-	7:20 AM=	Montgomery	5:34 AM+	7:45 AM+	Wayne	5:13 AM-	7:50 AM=
Davidson	5:50 AM-	8:02 AM-	Moore	5:31 AM-	8:15 AM+	Wilkes	5:08 AM-	7:53 AM+
Lexington	6:00 AM+	7:16 AM-	Nash-Rocky Mount	5:32 AM-	7:06 AM+	Wilson	5:25 AM-	7:05 AM-
Thomasville	6:42 AM=	7:25 AM=	New Hanover	6:00 AM+	7:20 AM-	Yadkin	5:47 AM+	7:50 AM-
Davie	6:19 AM+	7:40 AM-	Northampton	6:00 AM+	6:59 AM=	Yancey	5:37 AM-	7:31 AM-
Duplin	5:26 AM--	7:40 AM+	Onslow	5:36 AM+	8:27 AM+			
Durham	5:32 AM+	7:15 AM+	Orange	6:04 AM+	7:15 AM=	**State Median**	**5:46 AM=**	

Symbols indicate change from previous year: **+** = later time or longer distance, **—** = earlier time or shorter distance, **=** = no change
Source: NC Local Education Agencies 2013-2014 TIMS Data. Compiled at UNC Charlotte Urban Institute.

% of Routes with Multiple Runs from the Same School

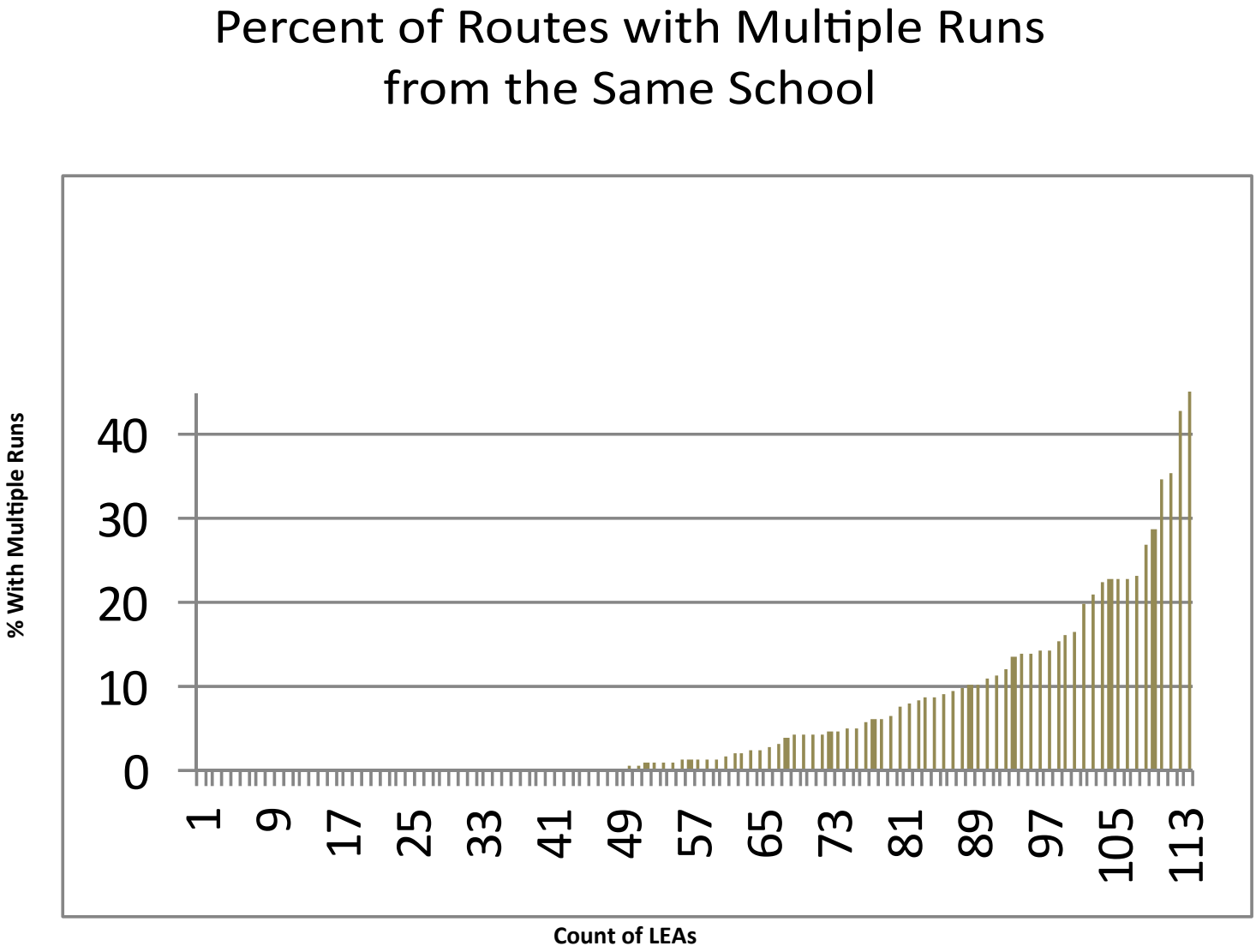
Definitions

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 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.

State-wide Averages	2013-14	2012-13
Percent of Routes with Multiple Runs from the Same School	6.57	6.60



TIMS Service Indicators, 2013-2014: **% 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	6.41-	Edgecombe	1.09+	Chapel Hill-Carrboro	0.00=
Alexander	0.00=	W-S/Forsyth	1.12-	Pamlico	0.00=
Alleghany	0.00=	Franklin	13.83+	Pasquotank	1.47+
Anson	0.00=	Gaston	19.91-	Pender	2.13-=
Ashe	0.00=	Gates	0.00=	Perquimans	0.00=
Avery	0.00-	Graham	0.00=	Person	0.00-
Beaufort	1.05=	Granville	9.43+	Pitt	0.00-
Bertie	0.00=	Greene	0.00-	Polk	0.00=
Bladen	0.00=	Guilford	9.69+	Randolph	7.78+
Brunswick	0.00=	Halifax	0.00=	Asheboro	21.05-
Buncombe	34.48-	Roanoke Rapids	0.00=	Richmond	11.96-
Asheville	13.79=	Weldon City	0.00-	Robeson	14.13-
Burke	16.35+	Harnett	1.22-	Rockingham	0.81-
Cabarrus	0.00=	Haywood	16.00=	Rowan-Salisbury	2.33-
Kannapolis	6.06+	Henderson	45.83=	Rutherford	1.09-
Caldwell	22.50-	Hertford	4.23-	Sampson	0.00=
Camden	4.00=	Hoke	5.49-	Clinton	0.00=
Carteret	4.04+	Hyde	0.00=	Scotland	2.74+
Caswell	0.00=	Iredell-Statesville	0.95-	Stanly	13.46-
Catawba	4.79+	Mooresville	0.00-	Stokes	0.00-
Hickory	8.33-	Jackson	0.00=	Surry	0.00=
Newton-Conover	35.29+	Johnston	11.33+	Elkin	42.86=
Chatham	8.79+	Jones	0.00=	Mount Airy	0.00=
Cherokee	4.44=	Lee	3.81-	Swain	4.55=
Edenton/Chowan	0.00=	Lenoir	0.85=	Transylvania	22.86=
Clay	0.00=	Lincoln	28.57+	Tyrell	0.00=
Cleveland	2.91-	Macon	23.08=	Union	0.65-
Columbus	0.00=	Madison	0.00=	Vance	22.73=
Whiteville	0.00=	Martin	1.82+	Wake	10.86-
Craven	22.58-	McDowell	8.77-	Warren	0.00=
Cumberland	0.55-	Charlotte-Meck.	0.00-	Washington	0.00=
Currituck	4.26+	Mitchell	0.00-	Watauga	0.00=
Dare	2.50-	Montgomery	10.17+	Wayne	14.36+-
Davidson	0.00-	Moore	0.00=	Wilkes	26.74-
Lexington	9.09+	Nash-Rocky Mount	0.00=	Wilson	6.00+
Thomasville	7.69=	New Hanover	0.00=	Yadkin	4.76+
Davie	15.28-	Northampton	0.00=	Yancey	0.00=
Duplin	0.00=	Onslow	0.48-		
Durham	10.31+	Orange	0.00=	**State Average**	**6.57-**

Symbols indicate change from previous year: **+ =** later time or longer distance, **—** = earlier time or shorter distance, **=** = no change.
Source: NC Local Education Agencies 2013-2014 TIMS Data. Compiled at UNC Charlotte Urban Institute.

TIMS Service Indicators, 2013-2014: **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.

	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	8:30	60+	Edgecombe	7:50	9:00	70=	Chapel Hill-Carrboro	7:50	8:45	55-
Alexander	7:50	8:05	15-	W-S/Forsyth	7:25	9:15	110=	Pamlico	7:50	8:05	15+
Alleghany	7:55	8:05	10=	Franklin	7:45	8:15	30-	Pasquotank	7:30	8:45	75-
Anson	7:30	8:15	45-	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	7:45	8:00	15+
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	7:45	8:10	25+	Polk	7:50	8:15	25=
Bladen	7:45	8:05	20-	Guilford	7:30	9:45	135=	Randolph	7:45	9:30	105+
Brunswick	7:45	8:45	60+	Halifax	7:30	8:00	30=	Asheboro	7:45	8:30	45+
Buncombe	7:45	8:45	60+	Roanoke Rapids	7:30	8:30	60=	Richmond	8:00	8:30	30=-
Asheville	7:55	9:00	65=	Weldon City	7:15	8:15	60+	Robeson	7:45	8:30	45=
Burke	7:42	8:24	42+	Harnett	7:10	8:20	70+	Rockingham	7:20	8:45	85=
Cabarrus	7:15	9:30	135=	Haywood	7:50	8:30	40-	Rowan-Salisbury	7:20	9:30	130-
Kannapolis	7:15	8:40	85=	Henderson	7:45	8:15	30-	Rutherford	7:30	8:30	60=
Caldwell	7:50	8:30	40=	Hertford	8:00	9:00	60+	Sampson	7:40	8:30	50=
Camden	7:55	8:20	25=	Hoke	7:50	9:00	70=	Clinton	7:10	8:10	60+
Carteret	7:45	8:15	30-	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	7:30	8:45	135+	Mooresville	7:30	8:45	75=	Stokes	7:30	8:15	45-
Hickory	7:20	9:00	100=	Jackson	7:50	8:10	20+	Surry	7:45	8:00	15=
Newton-Conover	7:30	9:00	90+	Johnston	7:10	8:55	105=	Elkin	8:00	8:05	5=
Chatham	8:00	8:15	15-	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	8:50	65+	Transylvania	8:00	8:20	20=
Clay	8:00	8:00	0=	Lincoln	7:45	8:15	30=	Tyrell	7:50	7:50	10+
Cleveland	7:45	8:30	45-	Macon	7:30	8:30	60=	Union	7:15	9:30	135+
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	8:15	30-	Warren	8:00	8:30	30-
Cumberland	7:30	9:30	120=	Charlotte-Meck.	7:15	9:15	120=	Washington	7:15	8:00	45+
Currituck	7:30	8:30	60=	Mitchell	7:25	8:30	65+	Watauga	7:45	8:25	40=
Dare	7:55	8:30	35=	Montgomery	7:40	8:00	20+	Wayne	7:30	9:00	90=
Davidson	7:40	8:30	50=	Moore	7:30	8:45	75=	Wilkes	7:45	8:25	40-
Lexington	7:30	8:20	50=	Nash-Rocky Mount	7:20	10:30	190+	Wilson	7:00	8:30	90+
Thomasville	7:30	8:00	30=	New Hanover	7:45	9:20	95-	Yadkin	7:55	8:10	15+
Davie	7:55	8:45	50=	Northampton	8:00	8:00	0=	Yancey	7:45	8:05	20=
Duplin	7:50	8:20	30=	Onslow	7:09	8:45	96=				
Durham	7:20	9:15	115=	Orange	7:55	8:45	50-	**State**	**7:45=**	**8:30=**	**55+**

Source: NC Local Education Agencies 2013-2014 TIMS Data. Compiled at UNC Charlotte Urban Institute.

TIMS Service Indicators, 2013-2014: **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=	50.64+	Edgecombe	1.09+	9.00+	Chapel Hill-Carrboro	2.74-	95.71-
Alexander	1.00=	0.00=	W-S/Forsyth	2.73+	95.80-	Pamlico	1.04+	4.17+
Alleghany	1.00=	0.00=	Franklin	1.37-	36.74-	Pasquotank	1.49+	48.53+
Anson	1.00-	0.00-	Gaston	1.64-	58.29-	Pender	1.43+	41.49+
Ashe	1.11=	11.11=	Gates	1.00=	0.00=	Perquimans	1.00=	0.00=
Avery	1.00-	0.00-	Graham	1.00=	0.00=	Person	1.09+	8.82+
Beaufort	1.19+	18.63+	Granville	1.24+	18.87+	Pitt	1.52+	49.77+
Bertie	1.00=	0.00=	Greene	1.29-	29.09-	Polk	1.00=	0.00=
Bladen	1.00=	0.00=	Guilford	2.31+	89.82+	Randolph	1.09+	8.38+
Brunswick	1.29+	28.17+	Halifax	1.00=	0.00=	Asheboro	2.21-	100.00+
Buncombe	1.54=	51.34-	Roanoke Rapids	2.25=	91.67=	Richmond	1.12-	11.96-
Asheville	2.14=	96.55=	Weldon	1.80=	60.00=	Robeson	1.20-	17.84-
Burke	1.26+-	24.04+	Harnett	1.23-	22.86-	Rockingham	1.21-	21.32-
Cabarrus	2.83-	98.44-	Haywood	1.23=	22.67=	Rowan-Salisbury	1.42-	39.58-
Kannapolis	2.97+	96.97-	Henderson	1.44+	43.24+	Rutherford	1.27+	25.00+
Caldwell	1.31-	30.83-	Hertford	1.06-	5.63-	Sampson	1.03=	2.96=
Camden	1.00=	0.00=	Hoke	2.01-	95.60+	Clinton	1.31+	30.77+
Carteret	1.08=	8.08=	Hyde	1.00=	0.00=	Scotland	1.47+	43.84+
Caswell	1.00=	0.00=	Iredell-Statesville	1.69-	66.19-	Stanly	1.22=	19.23-
Catawba	1.37+	34.73+	Mooresville	2.05=	100.00+	Stokes	1.22=	21.69+
Hickory	2.21-	91.67=	Jackson	1.00=	0.00=	Surry	1.00=	0.00=
Newton-Conover	1.52+	51.72+	Johnston	2.11+	67.97+	Elkin	1.86=	57.14=
Chatham	1.12+	10.99+	Jones	1.00=	0.00=	Mount Airy	1.00=	0.00=
Cherokee	1.04=	4.44=	Lee	1.22=	20.95+	Swain	1.14=	13.64=
Edenton/Chowan	1.00=	0.00=	Lenoir	1.12+	10.71+	Transylvania	1.29+	28.57+
Clay	1.00=	0.00=	Lincoln	1.34+	32.14+	Tyrell	1.00=	0.00=
Cleveland	1.03-	3.49-	Macon	1.23=	23.08=	Union	2.52=	98.38+
Columbus	1.05=	5.08=	Madison	1.00=	0.00=	Vance	1.30=	25.00=
Whiteville	1.11=	11.11=	Martin	1.02+	1.82+	Wake	2.68+	95.38+
Craven	1.38+	26.45-	McDowell	1.09=	9.23-	Warren	1.00=	0.00=
Cumberland	1.67+	64.25+	Charlotte-Meck.	2.91-	99.28-	Washington	1.00=	0.00=
Currituck	1.32-	31.91-	Mitchell	1.29+	28.57+	Watauga	1.39=	39.02=
Dare	1.38+	37.50+	Montgomery	1.10-	10.17=	Wayne	1.52+	48.02+
Davidson	1.30+	29.79+	Moore	1.31-	31.09-	Wilkes	1.24-	24.47-
Lexington	2.50+	86.36-	Nash-Rocky Mt.	1.64+	59.21+	Wilson	1.55+	41.53+
Thomasville	2.08=	100.00=	New Hanover	1.85=	74.58-	Yadkin	1.08=	4.76+
Davie	1.15-	15.28-	Northampton	1.00=	0.00=	Yancey	1.05=	5.13=
Duplin	1.00=	0.00=	Onslow	1.68-	57.69-			
Durham	2.16+	97.72+	Orange	1.89+	79.69+	**State Average**	**1.73+**	**50.07+**

Source: NC Local Education Agencies 2013-2014 TIMS Data. Compiled at UNC Charlotte Urban Institute.

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