



# North Carolina Pupil Transportation Service Indicators Report

**2014-2015**



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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June 1, 2015

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 ninth 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  
Safe and Healthy Schools Support Division

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

Derek Graham, Section Chief  
Transportation Services

### SAFE AND HEALTHY SCHOOLS SUPPORT DIVISION

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## Notes on the 2014-2015 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.

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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. 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.

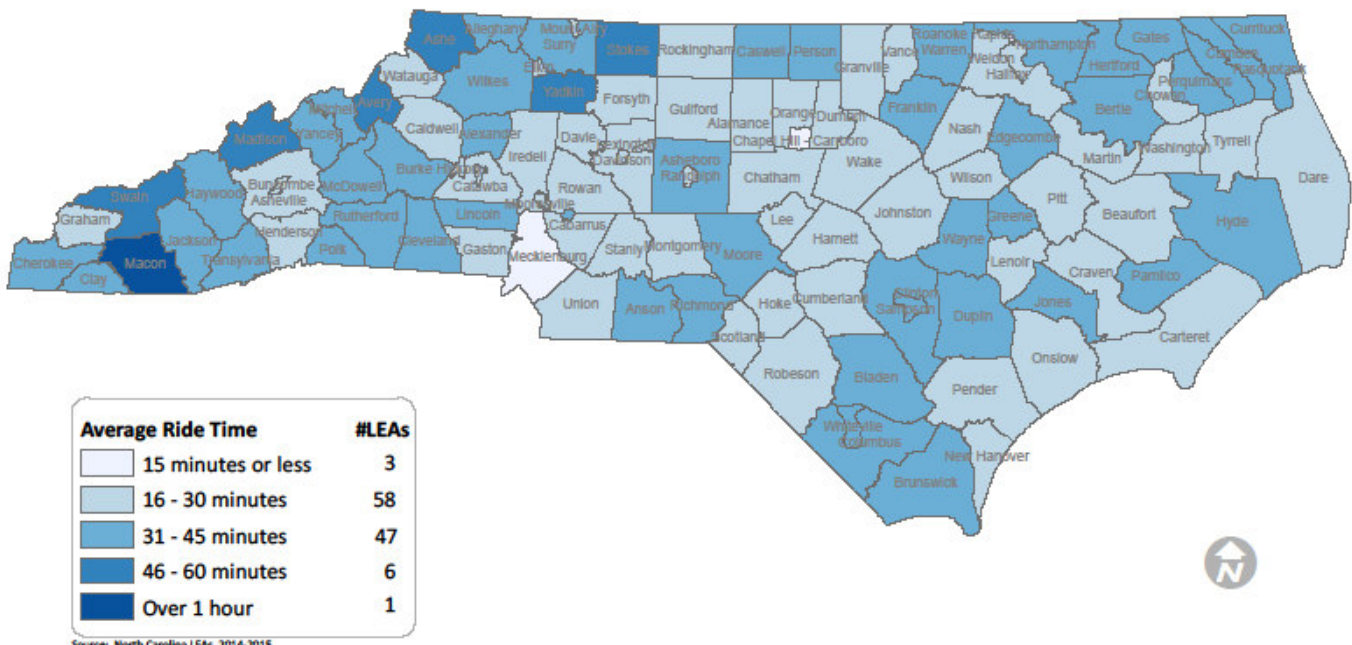
**Average Distance to School, All Students (Miles):** The average distance for all students enrolled is shown for comparison to the distance for bus riders.

STATE-WIDE AVERAGES	2014-15	2013-14
Average Ride Time	23	23
Average Distance to School, Riders Only	4.31	4.27
Average Distance to School, All Students	4.35	4.38

### 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.



TIMS Service Indicators, 2014-2015: **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-	3.49-	3.62-	Edgecombe	30+	5.47+	5.33+	Chapel Hill-Carrboro	15+	2.59+	2.40=
Alexander	39+	5.21+	5.30-	W-S/Forsyth	18-	3.66=	3.79+	Pamlico	35+	7.46-	7.51+
Alleghany	37-	4.78=	4.97+	Franklin	37+	5.75+	5.72-	Pasquotank	36+	4.25-	4.32+
Anson	38+	5.71+	5.71+	Gaston	25-	2.82-	3.06-	Pender	26-	5.83-	5.96=
Ashe	56+	7.62-	7.64+	Gates	36+	7.23+	7.21+	Perquimans	39+	6.68+	6.64+
Avery	51+	5.99=	5.78-	Graham	26+	6.04-	5.61-	Person	31+	5.28-	5.47-
Beaufort	25=	6.13+	6.11-	Granville	28+	5.98+	5.80+	Pitt	19+	4.07-	4.23-
Bertie	34-	9.00+	9.09+	Greene	32-	7.54-	7.24-	Polk	40+	6.17-	6.22-
Bladen	39+	7.37-	7.44-	Guilford	23-	3.97-	3.88-	Randolph	37+	5.43+	5.35+
Brunswick	34+	6.86-	6.90-	Halifax	25+	7.37-	7.45+	Asheboro	19-	2.15+	2.24+
Buncombe	26-	4.12=	4.08=	Roanoke Rapids	11+	1.70-	1.38+	Richmond	38-	4.29+	4.52-
Asheville	17-	2.92+	3.20+	Weldon	21+	3.85-	4.64+	Robeson	24+	4.24+	4.58+
Burke	32+	4.28-	4.40+	Harnett	27+	5.35-	5.33-	Rockingham	30-	4.79-	4.87-
Cabarrus	17-	3.77+	3.80+	Haywood	37+	4.44=	4.52=	Rowan-Salisbury	24-	3.92+	4.01+
Kannapolis	31+	2.00+	1.91+	Henderson	29-	4.17-	4.22-	Rutherford	31+	4.63-	4.81-
Caldwell	30-	3.91+	4.12-	Hertford	34-	6.68+	6.50+	Sampson	34+	7.09-	6.98-
Camden	34+	8.70+	8.18+	Hoke	19-	5.38-	5.40-	Clinton	31-	3.65-	3.86-
Carteret	25+	5.26+	5.17-	Hyde	34-	12.71-	9.29+	Scotland	28-	4.73=	4.59+
Caswell	34+	9.29+	9.05+	Iredell-Statesville	22-	4.92+	5.07+	Stanly	29+	4.25+	4.17+
Catawba	22+	4.61+	4.46+	Mooresville	17-	2.73-	2.75-	Stokes	47+	6.02+	5.79+
Hickory	23+	2.67-	2.63-	Jackson	34-	5.85+	5.93+	Surry	36+	5.54-	5.75-
Newton-Conover	15-	3.01-	3.17-	Johnston	19+	4.24+	4.28+	Elkin	24+	3.28-	3.97-
Chatham	28+	5.18+	5.33+	Jones	31+	7.01+	7.02-	Mount Airy	30-	2.38+	2.76-
Cherokee	37+	5.25+	5.37-	Lee	27+	4.24-	4.39-	Swain	48+	6.17-	5.83-
Edenton/Chowan	28+	8.70-	8.28-	Lenoir	27-	4.90-	4.95-	Transylvania	33-	5.21-	5.20-
Clay	32+	5.57+	5.56=	Lincoln	30+	4.80+	7.15+	Tyrell	29+	6.24+	5.41-
Cleveland	33+	4.71-	4.73-	Macon	81+	5.00-	5.06+	Union	20+	3.85+	3.94+
Columbus	35+	6.34-	6.84+	Madison	51+	9.15-	9.15-	Vance	26+	3.76+	4.02-
Whiteville	37-	3.87+	4.04+	Martin	28+	4.61+	4.72+	Wake	19+	4.30+	3.99+
Craven	28+	5.55-	5.33-	McDowell	36+	5.81+	5.78+	Warren	44-	7.47-	7.25-
Cumberland	17-	3.11-	3.21-	Charlotte-Meck.	15+	3.32-	3.40=	Washington	23-	5.09-	5.52-
Currituck	38-	8.04+	8.10+	Mitchell	36-	6.05-	5.91+	Watauga	30-	5.07+	5.35-
Dare	23-	4.56+	4.45+	Montgomery	29+	5.18+	5.36-	Wayne	31-	4.38+	4.57+
Davidson	29+	4.56+	4.54-	Moore	33-	5.13-	5.31+	Wilkes	40-	4.81+	5.12-
Lexington	15-	2.02+	2.16-	Nash-Rocky Mount	22-	3.92+	3.76-	Wilson	24-	4.15+	3.63-
Thomasville	17-	1.87+	1.95+	New Hanover	19-	3.35+	3.30+	Yadkin	53+	5.40+	5.55+
Davie	25-	5.47+	5.63-	Northampton	34+	9.34+	9.38-	Yancey	41+	5.56+	5.61+
Duplin	32+	5.76+	5.71-	Onslow	21-	4.63=	4.29+				
Durham	20=	3.66+	3.75+	Orange	27+	5.46+	5.61	<b>State Average</b>	<b>23=</b>	<b>4.31+</b>	<b>4.35-</b>

Symbols indicate change from previous year: + = later time or longer distance, - = earlier time or shorter distance, = = no change  
 Source: NC Local Education Agencies 2014-2015 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.

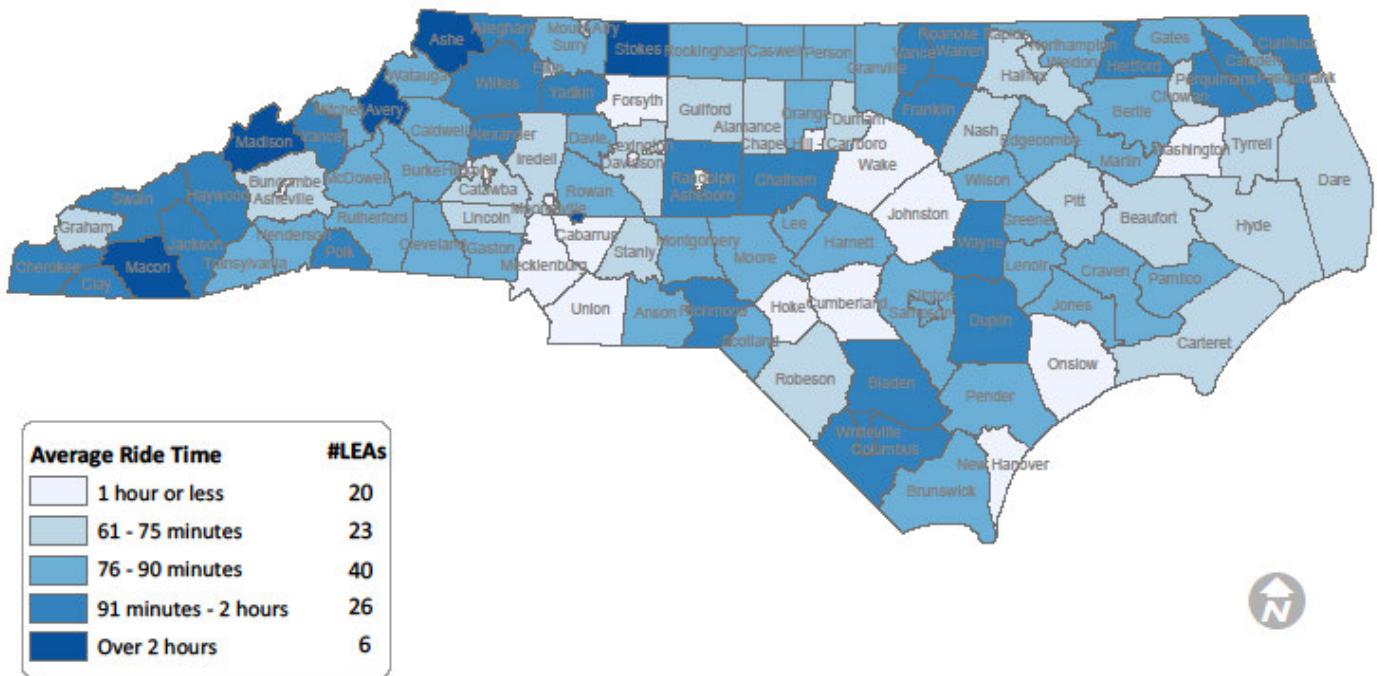
STATE-WIDE AVERAGES	2014-15	2013-14
Average of Longest 5% of Student Ride Times	68	66
Average School Distance for Longest 5% of Ride Times	8.3	8.15

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, 2014-2015: Longest 5% of Student Ride Times

LEA	Average of Longest 5% Ride Times	Avg Sch Dist for Longest 5% Ride Times	LEA	Average of Longest 5% Ride Times	Avg Sch Dist for Longest 5% Ride Times	LEA	Average of Longest 5% Ride Times	Avg Sch Dist for Longest 5% Ride Times
Alamance-Burlington	70=	6.97-	Edgecombe	87+	9.00-	Chapel Hill-Carrboro	39-	3.66-
Alexander	97+	8.64+	W-S/Forsyth	58-	6.91+	Pamlico	90-	15.14+
Alleghany	99+	9.67-	Franklin	101+	8.55+	Pasquotank	113+	7.01+
Anson	85+	9.33+	Gaston	81+	4.42-	Pender	75-	13.88-
Ashe	136+	13.42+	Gates	87+	7.77-	Perquimans	94+	10.05+
Avery	121+	10.49+	Graham	64+	12.22+	Person	77+	9.63-
Beaufort	69-	10.85+	Granville	90+	12.26+	Pitt	62+	7.83-
Bertie	84-	15.18-	Greene	76-	9.07-	Polk	90=	8.01-
Bladen	102+	16.86+	Guilford	72-	9.25+	Randolph	94+	7.94-
Brunswick	85-	11.99-	Halifax	71=	14.36-	Asheboro	56+	2.72+
Buncombe	74+	6.81+	Roanoke Rapids	31+	1.91-	Richmond	108=	9.58+
Asheville	48+	3.82+	Weldon	69+	5.53+	Robeson	68+	7.13+
Burke	90+	7.63+	Harnett	81+	8.37-	Rockingham	85+	7.83-
Cabarrus	44-	9.23+	Haywood	98-	8.71-	Rowan-Salisbury	75-	7.04+
Kannapolis	161+	2.53+	Henderson	75=	5.73-	Rutherford	87+	9.09-
Caldwell	81-	5.34+	Hertford	92-	11.39+	Sampson	89+	11.00-
Camden	79+	13.22=	Hoke	58-	8.97-	Clinton	84+	5.21+
Carteret	71+	12.62+	Hyde	72-	19.10-	Scotland	84+	8.73+
Caswell	80-	14.27-	Iredell-Statesville	60=	8.41+	Stanly	72+	6.35+
Catawba	64+	8.53+	Mooreville	39-	3.70-	Stokes	129-	11.11+
Hickory City	56-	2.26-	Jackson	92+	12.28+	Surry	86-	8.13+
Newton-Conover	36-	3.69-	Johnston	52+	7.68+	Elkin	73+	3.36-
Chatham	93+	8.51-	Jones	78+	15.23+	Mount Airy	72-	3.08+
Cherokee	102+	10.24+	Lee	79+	5.68+	Swain	110+	12.28-
Edenton/Chowan	67+	13.90-	Lenoir	80-	8.13-	Transylvania	82+	8.13-
Clay	91+	11.40+	Lincoln	73+	5.34+	Tyrell	69=	14.12+
Cleveland	79-	5.46-	Macon	200+	6.10+	Union	56+	8.81+
Columbus	111+	17.64-	Madison	126+	13.99-	Vance	94-	5.84-
Whiteville	93-	8.04+	Martin	78+	9.53+	Wake	58=	10.40+
Craven	81+	12.2+	McDowell	83+	9.69+	Warren	10-	12.51+
Cumberland	55-	5.97-	Charlotte-Meck.	48+	8.04+	Washington	56-	10.47+
Currituck	103-	16.64+	Mitchell	86-	12.05-	Watauga	82=	11.53+
Dare	60+	8.51+	Montgomery	86=	10.08=	Wayne	90-	6.46-
Davidson	75+	6.22+	Moore	88-	6.28-	Wilkes	113+	9.57+
Lexington	47+	3.69+	Nash - Rocky Mount	63-	7.27+	Wilson	78+	6.19+
Thomasville	34-	1.83-	New Hanover	54=	6.18+	Yadkin	118+	7.79+
Davie	80+	9.72+	Northampton	78=	12.67-	Yancey	93+	7.40-
Duplin	98+	8.88=	Onslow	56-	8.08-			
Durham	61=	6.08-	Orange	77+	10.91+	<b>State Average</b>	<b>68+</b>	<b>8.3-</b>

**Symbols** indicate change from previous year: + = later time or longer distance, — = earlier time or shorter distance, = = no change  
 Source: NC Local Education Agencies 2014-2015 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

STATE-WIDE AVERAGES	2014-15	2013-14
Average of Student-to-Stop Distances < 1 Mile, AM (feet)	474	487
% of Stop Distances > .5 & < 1 Mile	1.27	1.25
% of Stop Distances < 1 Mile = 0	27.73	27.20

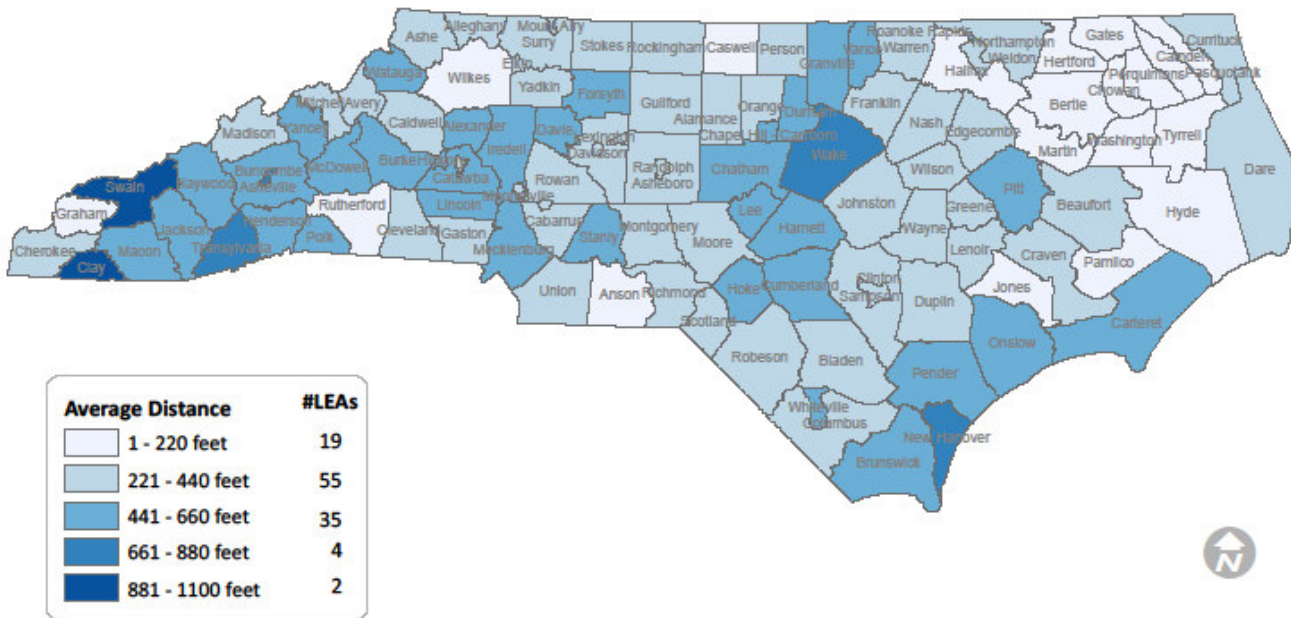
required to walk more than 1 mile to a stop.

**% 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, 2014-2015: **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	298-	0.59-	39.28+	Edgecombe	342-	0.85-	43.01+	Chapel Hill-Carrboro	592+	1.63-	18.95-
Alexander	456+	2.28+	30.92-	W-S/Forsyth	539-	1.25-	18.81-	Pamlico	146-	0.40+	73.97+
Alleghany	233-	1.26-	58.3-	Franklin	376+	0.93+	43.16-	Pasquotank	151-	0.00-	59.42+
Anson	160=	0.15-	67.44-	Gaston	338-	0.80=	30-	Pender	486+	2.24-	32.29-
Ashe	284+	2.41+	67.77-	Gates	66+	0.32+	78.12-	Perquimans	67+	0.10-	85.01-
Avery	227+	1.40+	63.7-	Graham	186+	0.73-	72.7	Person	244-	1.04+	46.28+
Beaufort	425-	1.98-	33.22-	Granville	440+	2.34+	47.83+	Pitt	649+	2.57+	12.43-
Bertie	214-	0.81+	62.45+	Greene	289-	0.71+	48.73+	Polk	585-	5.36+	44.97-
Bladen	424+	1.10+	34.17-	Guilford	375-	0.55-	31.19-	Randolph	294-	1.45+	56.58-
Brunswick	493-	1.64-	28.05-	Halifax	176+	0.91+	70.38+	Asheboro	372-	0.51+	31.99+
Buncombe	625-	4.05+	29.27-	Roanoke Rapids	471-	1.14+	11.01-	Richmond	435+	4.09-	51.04+
Asheville	767-	1.32-	6.06-	Weldon	230+	0.57-	59.25-	Robeson	405-	1.46-	33.43+
Burke	530+	2.69+	34.93-	Harnett	638+	4.53+	22.68-	Rockingham	350-	0.70-	42.88+
Cabarrus	370-	0.66+	21.61-	Haywood	568+	3.51-	31.4-	Rowan-Salisbury	325+	1.54+	51.78-
Kannapolis	223-	0.06-	46.22+	Henderson	464-	1.96-	34.31+	Rutherford	192+	1.19+	65.71-
Caldwell	354-	1.33+	37.12+	Hertford	73-	0.00-	75.1+	Sampson	369-	0.97-	37.88+
Camden	138+	0.17-	64.78-	Hoke	505-	1.38-	20.18-	Clinton	366-	0.48+	30.26-
Carteret	528+	2.82+	31.57-	Hyde	130-	0.28+	74.1+	Scotland	235-	1.58+	65.13-
Caswell	193-	1.73+	80.68-	Iredell	579-	2.50-	26.29+	Stanly	499-	1.59+	29.8-
Catawba	441-	1.56+	31.53+	Mooreville	353-	0.33-	15.51-	Stokes	293+	2.14-	56.82-
Hickory	507-	1.88-	23.65+	Jackson	505+	3.50-	41.77-	Surry	386-	2.24+	47.43-
Newton-Conover	338+	0.37+	38.28-	Johnston	414+	0.55-	33.36-	Elkin	366+	2.84+	41.13-
Chatham	651-	3.56-	29.2-	Jones	115-	0.11-	70.55-	Mount Airy	306+	1.67+	46.84+
Cherokee	432+	3.48-	46.94-	Lee	590+	3.72+	26.41-	Swain	1057+	13.08+	16.94-
Edenton/	110=	0.13-	65.2-	Lenoir	268+	0.84-	50.78-	Transylvania	756-	5.97+	20.54-
Clay	1090+	10.97+	20.9-	Lincoln	474+	1.92+	31.73+	Tyrell	129-	1.18+	79.67+
Cleveland	259-	1.09+	49.14-	Macon	484-	2.76-	40.22-	Union	260=	0.44+	34.75+
Columbus	315+	2.16+	51.31-	Madison	287-	1.66-	68.91+	Vance	519-	4.44-	38.25+
Whiteville	486+	2.45+	29.22-	Martin	219+	1.34-	59.65-	Wake	722+	1.09-	9.51-
Craven	396+	1.23-	27-	McDowell	473+	2.01-	36-	Warren	388+	0.92+	38.09-
Cumberland	494-	0.17+	12.64+	Charlotte-Meck.	580-	0.62-	9.69-	Washington	162=	0.60-	63.1-
Currituck	256-	0.58+	55.63-	Mitchell	232+	1.84+	66.38-	Watauga	477+	3.11-	47.9-
Dare	423=	1.51-	29.1+	Montgomery	404+	2.28-	41.35-	Wayne	304-	0.73-	34.63+
Davidson	295-	0.62-	49.11-	Moore	432-	2.65-	43.53-	Wilkes	205-	0.25-	57.66+
Lexington	263-	0.00-	32.61-	Nash-	435-	0.11-	20.15-	Wilson	426-	0.56+	28.78-
Thomasville	353+	0.00-	25.47-	New Hanover	665+	3.11+	21.68-	Yadkin	416-	1.70-	40.51+
Davie	477-	1.48-	32.4+	Northampton	227+	0.60+	65.58+	Yancey	617-	5.41-	32.1+
Duplin	292+	0.55+	43.25+	Onslow	556+	2.55-	25.81-				
Durham	515+	1.08+	28.28-	Orange	269+	0.87-	61.72-	<b>State Average</b>	<b>474-</b>	<b>1.27+</b>	<b>27.73+</b>

Symbols indicate change from previous year: + = later time or longer distance, - = earlier time or shorter distance, = = no change  
 Source: NC Local Education Agencies 2014-2015 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

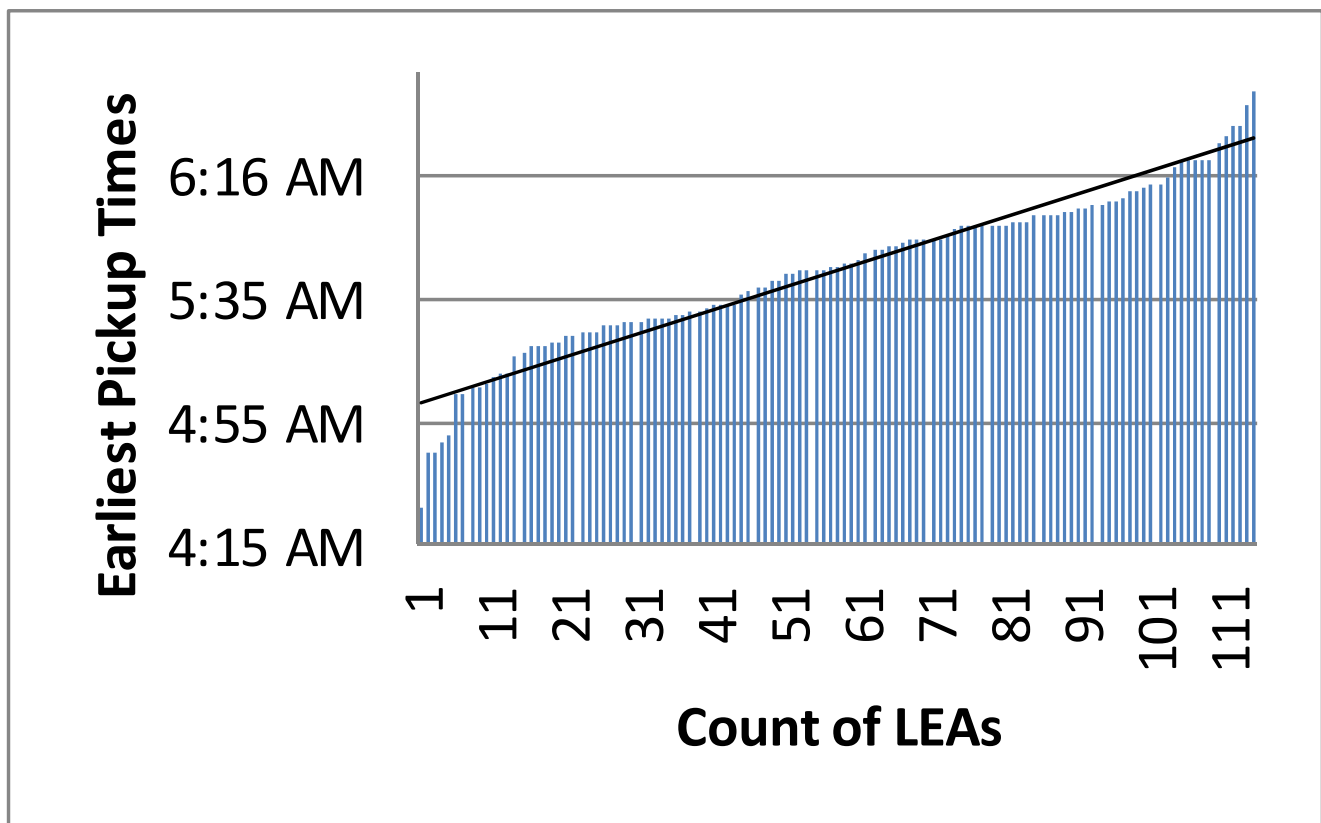
STATE-WIDE MEDIAN	2014-15	2013-2014
Earliest Morning Pickup Time	5:48 AM	5:46 AM

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, 2014-2015: Earliest Morning Pickup Time

LEA	Earliest Pickup AM	Arrival Time	LEA	Earliest Pickup AM	Arrival Time	LEA	Earliest Pickup AM	Arrival Time
Alamance-Burlington	5:52 AM+	7:15 AM-	Edgecombe	5:53 AM-	7:20 AM-	Chapel Hill-Carrboro	6:40 AM+	7:25 AM=
Alexander	6:00 AM=	7:30 AM-	W-S/Forsyth	5:28 AM+	7:50 AM+	Pamlico	5:44 AM+	7:45 AM=
Alleghany	5:33 AM+	7:46 AM=	Franklin	5:42 AM+	8:00 AM+	Pasquotank	4:45 AM-	7:40 AM=
Anson	5:30 AM-	7:20 AM=	Gaston	6:00 AM=	7:55 AM+	Pender	5:29 AM-	6:52 AM-
Ashe	5:24 AM-	8:05 AM+	Gates	6:12 AM+	8:20 AM+	Perquimans	6:00 AM=	7:45 AM-
Avery	5:28 AM-	7:50 AM+	Graham	6:21 AM-	7:35 AM=	Person	6:22 AM+	7:40 AM-
Beaufort	6:14 AM+	8:30 AM+	Granville	5:24 AM-	7:15 AM-	Pitt	5:32 AM+	8:15 AM+
Bertie	5:47 AM+	7:40 AM+	Greene	5:55 AM+	7:33 AM-	Polk	6:07 AM+	7:45 AM-
Bladen	5:12 AM-	7:30 AM=	Guilford	5:25 AM-	7:40 AM+	Randolph	5:20 AM-	6:53 AM-
Brunswick	5:31 AM+	7:35 AM-	Halifax	5:55 AM-	7:25 AM=	Asheboro	6:27 AM+	7:10 AM-
Buncombe	5:22 AM-	7:00 AM-	Roanoke Rapids	6:33 AM-	7:17 AM+	Richmond	5:18 AM-	7:53 AM-
Asheville	6:09 AM+	7:42 AM+	Weldon	6:06 AM-	7:25 AM-	Robeson	6:01 AM=	7:35 AM=
Burke	5:27 AM-	7:59 AM+	Harnett	4:27 AM-	7:10 AM+	Rockingham	5:34 AM-	7:25 AM-
Cabarrus	5:27 AM-	6:50 AM-	Haywood	5:42 AM-	7:48 AM-	Rowan-Salisbury	5:05 AM-	6:45 AM-
Kannapolis	6:07 AM-	6:58 AM+	Henderson	5:55 AM-	7:54 AM=	Rutherford	5:30 AM+	7:15 AM-
Caldwell	5:45 AM-	7:55 AM+	Hertford	5:45 AM+	7:43 AM=	Sampson	5:27 AM+	7:50 AM+
Camden	6:11 AM-	7:31 AM=	Hoke	6:04 AM-	7:55 AM+	Clinton	5:53 AM-	8:14 AM+
Carteret	5:48 AM-	7:10 AM-	Hyde	5:59 AM=	7:30 AM=	Scotland	5:34 AM+	7:30 AM+
Caswell	5:52 AM-	7:37 AM+	Iredell-Statesville	5:49 AM+	8:04 AM+	Stanly	6:06 AM-	7:30 AM+
Catawba	6:03 AM-	7:39 AM+	Mooreville	6:21 AM+	7:10 AM-	Stokes	4:45 AM-	7:50 AM+
Hickory City	6:03 AM+	6:43 AM-	Jackson	5:56 AM=	7:49 AM+	Surry	6:03 AM+	7:34 AM-
Newton-Conover	6:19 AM+	7:00 AM-	Johnston	5:40 AM+	6:45 AM+	Elkin	6:30 AM+	7:16 AM-
Chatham	5:11 AM-	7:35 AM=	Jones	6:00 AM-	7:40 AM=	Mount Airy	6:21 AM+	7:19 AM+
Cherokee	5:39 AM=	7:39 AM+	Lee	5:51 AM+	7:00 AM-	Swain	5:31 AM-	7:34 AM-
Edenton/Chowan	6:08 AM-	7:30 AM=	Lenoir	5:34 AM+	7:30 AM-	Transylvania	6:08 AM+	7:19 AM-
Clay	6:05 AM=	7:55 AM+	Lincoln	5:56 AM+	7:30 AM-	Tyrell	6:33 AM+	7:55 AM=
Cleveland	6:01 AM-	7:40 AM=	Macon	6:00 AM=	8:05 AM+	Union	5:47 AM-	7:02 AM-
Columbus	5:05 AM-	8:33 AM-	Madison	5:21 AM-	7:51 AM-	Vance	5:29 AM-	7:45 AM-
Whiteville	5:25 AM-	7:35 AM-	Martin	6:00 AM-	7:34 AM+	Wake	4:49 AM-	6:51 AM-
Craven	5:25 AM-	7:15 AM-	McDowell	6:01 AM+	7:45 AM-	Warren	5:08 AM-	7:30 AM-
Cumberland	5:45 AM=	8:00 AM+	Charlotte-Meck.	5:10 AM+	6:46 AM=	Washington	6:11 AM+	7:15 AM=
Currituck	5:40 AM+	7:48 AM-	Mitchell	5:48 AM-	7:48 AM-	Watauga	5:45 AM-	8:10 AM+
Dare	6:22 AM+	7:35 AM+	Montgomery	5:32 AM-	7:16 AM-	Wayne	5:17 AM+	7:45 AM-
Davidson	5:54 AM+	7:11 AM-	Moore	4:51 AM-	6:56 AM-	Wilkes	5:07 AM-	7:40 AM-
Lexington	6:14 AM+	7:11 AM-	Nash-Rocky Mount	5:21 AM-	7:05 AM-	Wilson	5:28 AM=	7:01 AM-
Thomasville	6:44 AM+	7:25 AM=	New Hanover	6:00 AM=	7:10 AM-	Yadkin	5:44 AM-	7:50 AM=
Davie	6:16 AM-	7:40 AM=	Northampton	6:05 AM=	6:55 AM-	Yancey	5:37 AM=	7:29 AM-
Duplin	5:22 AM-	7:30 AM-	Onslow	5:07 AM-	7:13 AM-			
Durham	5:34 AM+	7:05 AM-	Orange	5:57 AM-	7:07 AM-	<b>State Median</b>	<b>5:48 AM+</b>	

**Symbols** indicate change from previous year: + = later time or longer distance, - = earlier time or shorter distance, = = no change  
 Source: NC Local Education Agencies 2014-2015 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.

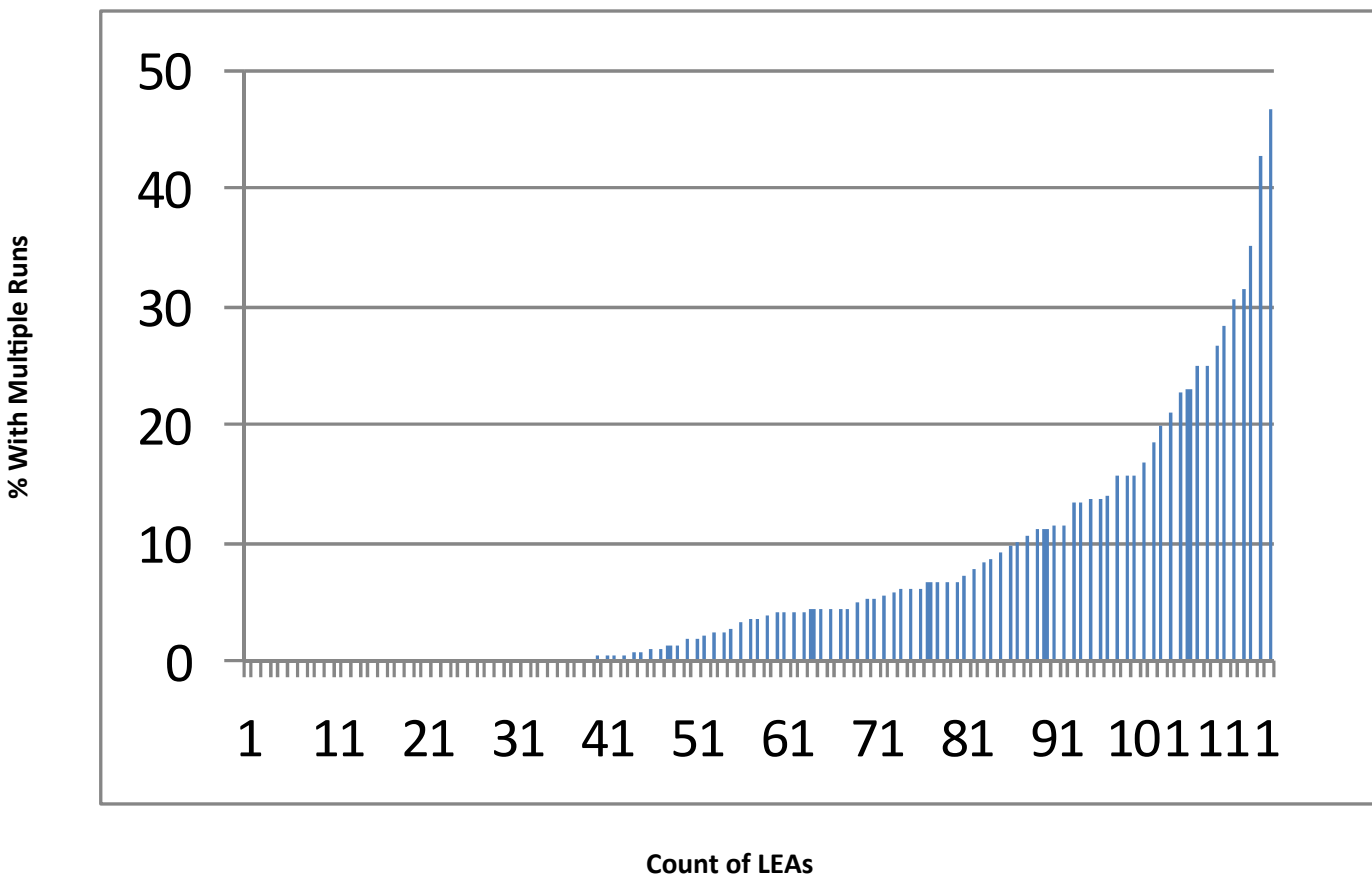
### ABOUT SERVICE

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	2014-15	2013-14
Percent of Routes with Multiple Runs from the Same School	7.33	6.57

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, 2014-2015: % 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	21.05+	Edgecombe	1.12+	Chapel Hill-Carrboro	4.05+
Alexander	0=	W-S/Forsyth	2.52+	Pamlico	8.33+
Alleghany	0=	Franklin	13.83=	Pasquotank	4.41+
Anson	0=	Gaston	16.91-	Pender	1.05-
Ashe	0=	Gates	0=	Perquimans	0=
Avery	0=	Graham	0=	Person	0=
Beaufort	7.22+	Granville	11.32+	Pitt	0=
Bertie	0=	Greene	0=	Polk	0=
Bladen	0=	Guilford	11.51+	Randolph	9.04+
Brunswick	0=	Halifax	0=	Asheboro	15.79-
Buncombe	31.42-	Roanoke Rapids	0=	Richmond	0=
Asheville	13.79=	Weldon City	6.67+	Robeson	15.56+
Burke	18.45+	Harnett	1.19-	Rockingham	4.07+
Cabarrus	0.37+	Haywood	13.51-	Rowan-Salisbury	11.24+
Kannapolis	6.06=	Henderson	46.88+	Rutherford	6.52+
Caldwell	28.33+	Hertford	4.29+	Sampson	0=
Camden	4.17+	Hoke	5.49+	Clinton	3.85+
Carteret	6.12+	Hyde	0=	Scotland	4.11+
Caswell	0=	Iredell-Statesville	5.21-	Stanly	14+
Catawba	3.57-	Mooresville	2.63+	Stokes	0=
Hickory	4.35-	Jackson	5.71+	Surry	0=
Newton-Conover	35.29=	Johnston	13.46+	Elkin	42.86=
Chatham	9.78+	Jones	0=	Mount Airy	0=
Cherokee	4.44=	Lee	6.67=	Swain	8.7+
Edenton/Chowan	0=	Lenoir	0.72-	Transylvania	20-
Clay	0=	Lincoln	25-	Tyrell	0=
Cleveland	5.26+	Macon	23.08=	Union	1.91+
Columbus	0=	Madison	0=	Vance	25+
Whiteville	0=	Martin	1.75-	Wake	11.25+
Craven	0.65-	McDowell	3.51-	Warren	0=
Cumberland	0.28-	Charlotte-Meck.	0.11+	Washington	0=
Currituck	2.17-	Mitchell	10.71+	Watauga	0=
Dare	5+	Montgomery	6.67-	Wayne	30.65+
Davidson	1.16+	Moore	4.39+	Wilkes	26.74+
Lexington	22.73+	Nash-Rocky Mount	0=	Wilson	6=
Thomasville	7.69=	New Hanover	2.3+	Yadkin	3.17-
Davie	15.71+	Northampton	0=	Yancey	0=
Duplin	0=	Onslow	0.50+		
Durham	9.89-	Orange	0=	<b>State Average</b>	<b>7.33+</b>

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

Source: NC Local Education Agencies 2014-2015 TIMS Data. Compiled at UNC Charlotte Urban Institute.

## TIMS Service Indicators, 2014-2015: 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	7:50+	8:30=	40-	Edgecombe	7:45-	9:00=	75+	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=	8:00=	10=
Alleghany	7:55=	8:05=	10=	Franklin	7:20-	8:30+	70+	Pasquotank	7:45+	8:05-	20-
Anson	7:30=	8:15=	45=	Gaston	7:45=	9:00=	75=	Pender	7:20-	8:45=	85+
Ashe	7:45=	8:20=	35=	Gates	7:55-	8:00-	5=	Perquimans	7:50+	8:15+	25+
Avery	7:50=	8:15=	25=	Graham	7:50=	8:00=	10=	Person	7:50=	8:30=	40=
Beaufort	7:45-	9:00=	75+	Granville	7:25=	9:00=	95=	Pitt	7:15=	8:25=	70=
Bertie	7:45+	8:10-	25-	Greene	7:45=	8:10=	25=	Polk	7:50=	8:15=	25=
Bladen	7:45=	8:05=	20=	Guilford	7:30=	9:55+	145+	Randolph	7:45=	9:00-	75-
Brunswick	7:45=	8:45=	60=	Halifax	7:30=	8:00=	30=	Asheboro	7:45=	8:30=	45=
Buncombe	7:45=	8:50+	65+	Roanoke Rapids	7:30=	8:30=	60=	Richmond	7:45-	8:30=	45+
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=	9:00-	105-	Haywood	8:00=	9:00=	60=	Rowan-Salisbury	7:20=	9:30=	130=
Kannapolis	7:15=	8:40=	85=	Henderson	7:50=	8:30=	40=	Rutherford	7:30=	8:30=	60=
Caldwell	7:50=	8:30=	40=	Hertford	7:45=	8:15=	30=	Sampson	7:40=	8:30=	50=
Camden	8:00+	8:10-	10-	Hoke	7:50=	9:00=	70=	Clinton	7:10=	8:15+	65+
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	7:25 -	8:15-	50-	Mooreville	7:30=	8:45=	75=	Stokes	7:40+	8:40+	60+
Hickory	7:20=	9:00=	100=	Jackson	7:50=	8:10=	20=	Surry	7:45=	8:15+	30+
Newton-Conover	7:30=	8:00-	30-	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	7:55+	8:00-	5-
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=	8:10=	25=	Tyrell	7:50=	8:00=	10=
Cleveland	7:30-	8:30=	60+	Macon	7:30=	8:30=	60=	Union	7:30+	9:3=	120-
Columbus	7:45=	9:15=	90=	Madison	8:00=	8:35=	35=	Vance	7:50=	9:0=	70=
Whiteville	7:50=	8:15-	25-	Martin	7:50+	7:55-	5-	Wake	7:20=	9:15=	115=
Craven	7:30-	9:00=	90+	McDowell	7:55+	8:30+	35+	Warren	8:00=	8:15-	15-
Cumberland	7:30=	9:30=	120=	Charlotte-Meck.	7:15=	9:15=	120=	Washington	7:30+	8:00=	30-
Currituck	8:00+	9:00+	60=	Mitchell	7:25=	8:30=	65=	Watauga	7:45=	9:00+	75+
Dare	7:55=	8:30=	35=	Montgomery	7:45+	8:15+	30+	Wayne	7:30=	9:00=	90=
Davidson	7:40=	9:00+	80+	Moore	7:20-	8:45=	85+	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=	8:05-	10-
Davie	7:55=	8:45=	50=	Northampton	8:00=	8:00=	0=	Yancey	7:40-	8:02-	22+
Duplin	8:00+	8:15-	15-	Onslow	6:55-	8:45=	110+				
Durham	7:20=	9:15=	115=	Orange	7:55=	8:45=	50=	<b>State</b>	<b>7:45=</b>	<b>8:30=</b>	<b>53-</b>

Source: NC Local Education Agencies 2014-2015 TIMS Data. Compiled at UNC Charlotte Urban Institute.

## TIMS Service Indicators, 2014-2015: **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	1.66+	51.97+	Edgecombe	1.15+	14.61+	Chapel Hill-Carrboro	2.78+	97.3+
Alexander	1.00=	0=	W-S/Forsyth	2.73=	96.64+	Pamlico	1.08+	8.33+
Alleghany	1.00=	0=	Franklin	1.35-	34.04-	Pasquotank	1.44-	44.12-
Anson	1.00=	0=	Gaston	1.68+	59.42+	Pender	1.45+	45.26+
Ashe	1.11=	11.36+	Gates	1.00=	0=	Perquimans	1.03+	3.33+
Avery	1.00=	0=	Graham	1.00=	0=	Person	1.09=	8.96+
Beaufort	1.22+	21.65+	Granville	1.27+	21.7+	Pitt	1.49-	49.44-
Bertie	1.00=	0=	Greene	1.31+	30.91+	Polk	1.00=	0=
Bladen	1.00=	0=	Guilford	2.36+	89.66+	Randolph	1.11+	10.24+
Brunswick	1.44+	35.81+	Halifax	1.00=	0=	Asheboro	2.16-	100=
Buncombe	1.55+	50.19-	Roanoke Rapids	2.25=	91.67=	Richmond	1.00-	0-
Asheville	2.14=	96.55=	Weldon	1.73-	53.33-	Robeson	1.21+	19.26+
Burke	1.23-	23.3-	Harnett	1.23=	22.53-	Rockingham	1.24+	23.58+
Cabarrus	2.74-	97.38-	Haywood	1.20-	20.27-	Rowan-Salisbury	1.50+	46.75+
Kannapolis	2.76-	96.97=	Henderson	1.49+	47.92+	Rutherford	1.28+	21.74-
Caldwell	1.33+	30.83=	Hertford	1.04-	4.29-	Sampson	1.03=	2.96=
Camden	1.04+	4.17+	Hoke	2.02+	95.6=	Clinton	1.31=	30.77=
Carteret	1.10+	10.20+	Hyde	1.00=	0=	Scotland	1.47=	45.21+
Caswell	1.00=	0=	Iredell-Statesville	1.68-	63.98-	Stanly	1.23+	20+
Catawba	1.36-	33.93-	Mooreville	2.03-	100=	Stokes	1.22=	21.69=
Hickory	2.26+	91.3-	Jackson	1.11+	11.43+	Surry	1.00=	0=
Newton-Conover	1.88+	88.24+	Johnston	2.23+	72.31+	Elkin	1.86=	71.43+
Chatham	1.15+	14.13+	Jones	1.00=	0=	Mount Airy	1.00=	0=
Cherokee	1.04=	4.44=	Lee	1.23+	21.9+	Swain	1.09-	8.7-
Edenton/Chowan	1.00=	0=	Lenoir	1.12=	10.87+	Transylvania	1.23-	22.86-
Clay	1.00=	0=	Lincoln	1.28-	27.68-	Tyrell	1.00=	0=
Cleveland	1.06+	5.85+	Macon	1.23=	23.08=	Union	2.47-	97.13-
Columbus	1.05=	5.17+	Madison	1.00=	0=	Vance	1.36+	30.68+
Whiteville	1.07-	7.41-	Martin	1.02=	1.75-	Wake	2.67-	92.83-
Craven	1.36-	34.19+	McDowell	1.07-	7.02-	Warren	1.00=	0=
Cumberland	1.82+	78.24+	Charlotte-Meck.	2.67+	97.71-	Washington	1.00=	0=
Currituck	1.30-	30.43-	Mitchell	1.29=	28.57=	Watauga	1.39=	39.02=
Dare	1.40+	37.5=	Montgomery	1.07-	6.67-	Wayne	1.51-	48.24+
Davidson	1.27-	27.3-	Moore	1.39+	39.47+	Wilkes	1.27+	26.74+
Lexington	2.68+	90.91+	Nash-Rocky Mt.	1.95+	73.47+	Wilson	1.50-	36-
Thomasville	2.08=	100=	New Hanover	1.90+	77.01+	Yadkin	1.03-	3.17-
Davie	1.16+	15.71+	Northampton	1.00=	0=	Yancey	1.05=	5.13=
Duplin	1.00=	0=	Onslow	1.93+	79.9+			
Durham	2.17=	98.48=	Orange	1.84-	81.2=	<b>State Average</b>	<b>1.73=</b>	<b>51.17+</b>

Source: NC Local Education Agencies 2014-2015 TIMS Data. Compiled at UNC Charlotte Urban Institute.

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