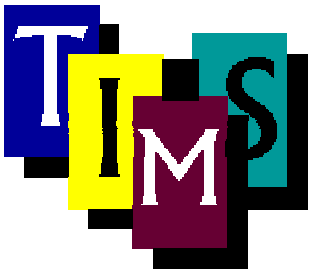

Transportation Information Management System

2007-2008
TIMS Service Indicators Report

July 2008

ITRE
Institute for Transportation Research and Education
NC STATE UNIVERSITY

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

UNC Charlotte
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PUBLIC SCHOOLS OF NORTH CAROLINA
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June 30, 2008

At this writing, North Carolina school districts are struggling with fuel prices that have reached unprecedented levels. Transportation staffs are planning for a number of contingencies for 2008-2009 with the ultimate price of fuel remaining uncertain. Providing efficient service and conserving fuel, yet providing a safe level of service to students, is a difficult task.

One of the most important tools available to local education agencies (LEAs) in our state is the Transportation Information Management System (TIMS). TIMS is a systems initiative of the North Carolina Department of Public Instruction (through a contract with Education Logistics, Inc.). TIMS (or an equivalent approved system) is required to be used by all LEAs according to General Statute 115C-240(d). TIMS provides a basis for managing student locations, bus stops and routes and includes important optimization tools that can be used to improve the efficiency of student transportation.

In addition to the optimization tools, a host of statewide TIMS data are now available to transportation planners and policy makers. In this document, operational data for all LEAs have been organized into summary information as a planning tool. North Carolina LEAs respond to a large variety of circumstances and challenges in their daily operations. The land area that a district serves may be large or relatively small. There are large and growing urban areas as well as very rural districts. Such geographic factors have a large impact on the provision of pupil transportation service. In addition to issues such as geography, policy decisions affect the experience of students every day in their travel to and from school. As an example, the closer bus stops are placed to student residences, the longer the bus ride for all students.

The data contained in this report reflect a combination of physical realities and policy decisions made by LEAs. In this second year that the report has been compiled, efforts have been made to refine and improve the report so more detailed data on service and operations are available and we trust that this information will be useful to LEAs in their transportation planning process.

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

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* Since this indicator reports the experience of a single student in each LEA, a state-wide average was not calculated.

2007-08 Indicator Data

This year's report separates data into two categories: the actual set of service indicators, and selected operational data items that bear on the experience of bus riders.

Changes noted in the data since last year include a one minute decrease in the state average ride time, from 25 to 24 minutes. This improvement in service occurred in spite of increased average distances of bus riders of .04 miles, from 2006-07.

There was an overall increase in the use of multiple runs to the same school since last year. This tends to be a negative for service, since each additional trip from the same school leaves students waiting for the return of the bus to take them home.

New Indicators

The 2006-2007 Service Indicators Report included 'Average Ride Time AM'. This year, 'Average of Longest 5% of Student Ride Time' was added to give a better picture of the daily experience of the students who spend the most time on the bus.

The distances to schools associated with the 5% of longest ride times ('Average of Longest 5% of Student-to-School Distance') provide context that makes the ride times more meaningful.

'Average Student-to-Stop Distance' presents both a positive and negative for service. A shorter walking distance to a bus stop is seen as a positive for the individual student, but can increase the ride time for everyone if many more stops are made on a bus route in an effort to get everyone's stop close to home.

The following pages contain a detailed table for each service indicator accompanied by definitions, information on changes from last year (where available), and maps or graphs to show LEA level data.

Average Student Ride Time

Definitions

Average Morning Ride Time: Average of all bus riders' AM travel time to school.
Average Distance to School: TIMS calculates a student's distance to school by finding the shortest path along the street network. Average distance from home to school for bus riders is shown to place the average morning ride time in context. The average distance to school for all students enrolled is shown for comparison to the average distance for bus riders.

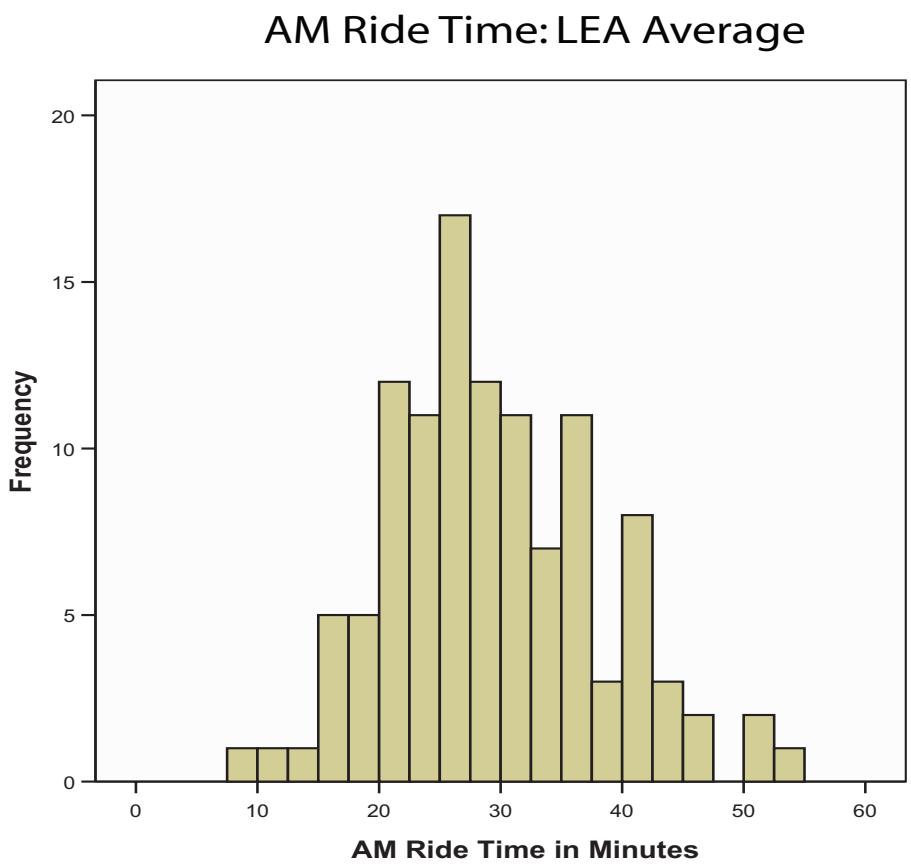
State-wide Averages

The state-wide figures are recalculated from base data with equal weight given to every student's time and distance, so these are averages of all students in the state, not of LEA averages.

	2007-08	*2006-07*
Average Morning Ride Time:	**24 minutes**	**25 minutes**
Average Distance to School (riders only):	**4.37 miles**	**4.33 miles**
Average Distance to School (all students):	**4.20 miles**	**4.19 miles**

About Service

Everything else being equal, a child's ride time should correspond roughly to the distance from home to school. Correspondence between distance and travel time is compromised by anything that alters the speed of the bus or causes the bus to depart from the shortest path. LEA policies and site-specific conditions that are beyond the LEA's control impact student ride time. LEA policies that can result in longer ride times (especially when compared to the student's distance to school) include the placement of programs for exceptional children and the use of fewer, larger buses. The frequency and location of school bus stops also has a significant impact. For instance, locating school bus stops in private subdivisions and routing buses on short dead-end roads takes additional time and results in longer rides. Student population density, traffic congestion, and speed limits are site-specific conditions over which the LEA has little control.



TIMS 2007-08 Service Indicators: ***Average Student Ride Time***

District Name	*Avg. Ride Time AM*	*Avg. Distance to School*	
		Riders Only	*All Stu.*
Alamance-Burlington	23+	3.89+	3.48
Alexander	37+	5.14+	4.94
Alleghany	28(-)	5.11(-)	5.24
Anson	33+	5.91+	5.71
Ashe	53+	7.73(-)	7.25
Avery	42(-)	5.51+	3.37
Beaufort	24(-)	6.09(-)	5.46
Bertie	31(-)	8.98+	8.90
Bladen	32(-)	7.67(-)	7.29
Brunswick	34(-)	7.35+	7.07
Buncombe	28(-)	4.02+	4.02
Asheville City	17(-)	2.81+	3.04
Burke	22 ↔	4.37+	4.21
Cabarrus	32+	3.74(-)	3.74
Kannapolis City	18 ↔	1.92+	1.84
Caldwell	24(-)	4.22(-)	4.27
Camden	44+	8.95+	8.18
Carteret	22 ↔	5.29(-)	5.15
Caswell	36(-)	9.21+	8.95
Catawba	20(-)	4.34(-)	4.17
Hickory City	18 ↔	3.52+	3.49
Newton-Conover	17 ↔	2.97(-)	2.62
Chatham	28(-)	4.81(-)	4.67
Cherokee	40(-)	5.14(-)	3.96
Edenton/Chowan	28(-)	8.72+	8.19
Clay	27(-)	5.36(-)	4.84
Cleveland	35+	4.87(-)	4.68
Columbus	34+	5.92+	5.71
Whiteville City	32 ↔	4.33 ↔	3.99
Craven	27(-)	5.39 ↔	5.12
Cumberland	16(-)	3.14+	2.72
Currituck	52(-)	8.39+	8.18
Dare	25+	5.00(-)	4.50
Davidson	28 ↔	4.54 ↔	4.55
Lexington City	17 ↔	1.97(-)	1.66
Thomasville City	10(-)	1.77(-)	1.80
Davie	27(-)	5.42(-)	5.47
Duplin	30+	5.72+	5.66
Durham	22(-)	3.47+	3.64
Edgecombe	26 ↔	5.53+	4.86
W-S/Forsyth	17(-)	3.63+	3.68
Franklin	34(-)	5.76+	5.68
Gaston	26 ↔	2.94+	2.99
Gates	35(-)	7.12+	7.06
Graham	21(-)	6.09(-)	5.25
Granville	24(-)	5.30+	5.25
Greene	36 ↔	7.54+	7.20
Guilford	23+	4.00+	3.41
Halifax	26 ↔	6.60+	6.61
Roanoke Rapids	8(-)	1.78+	1.30
Weldon City	18(-)	3.82+	3.69
Harnett	30(-)	5.11(-)	5.06
Haywood	30 ↔	4.17(-)	4.42
Henderson	25(-)	3.78(-)	4.11
Hertford	33(-)	6.84+	5.76
Hoke	20 ↔	5.43+	4.93
Hyde	36(-)	12.39(-)	12.22
Iredell-Statesville	27 ↔	4.36(-)	4.49
Mooresville	18(-)	2.61 ↔	2.56
Jackson	50 +	6.22+	4.83
Johnston	22(-)	4.37(-)	4.39
Jones	34+	7.58(-)	7.05
Lee	25(-)	4.42+	4.47
Lenoir	24 ↔	4.78+	4.70
Lincoln	29(-)	4.39(-)	4.62
Macon	39+	5.17(-)	4.87
Madison	45+	8.56(-)	8.50
Martin	25(-)	4.25(-)	4.12
McDowell	36+	5.68+	4.89
Charlotte-Meck.	21(-)	3.65(-)	3.70
Mitchell	45+	5.22(-)	5.44
Montgomery	25+	4.85(-)	5.24
Moore	37(-)	5.28+	4.99
Nash-Rocky Mount	25+	5.44+	4.78
New Hanover	22 ↔	3.21(-)	3.17
Northampton	31(-)	6.62+	6.87
Onslow	21+	4.48(-)	4.33
Orange	28+	5.80(-)	5.61
Chapel Hill-Carrboro	14 ↔	2.62(-)	2.47
Pamlico	34+	7.43+	7.08
Pasquotank	31 ↔	4.63(-)	4.34
Pender	27(-)	6.20(-)	6.12
Perquimans	41+	7.22+	6.80
Person	28(-)	5.33+	5.44
Pitt	29+	4.45+	3.68
Polk	43(-)	6.21(-)	5.88
Randolph	36 ↔	4.63(-)	5.05
Asheboro City	20(-)	2.08+	2.00
Richmond	36(-)	3.85+	2.14
Robeson	24(-)	4.19+	4.02
Rockingham	29+	4.97+	4.68
Rowan-Salisbury	24(-)	3.90 ↔	4.04
Rutherford	30 ↔	4.49(-)	3.99
Sampson	30+	7.24+	7.00
Clinton City	25 ↔	3.64 ↔	3.80
Scotland	25+	4.85+	4.49
Stanly	24(-)	3.66(-)	3.60
Stokes	42(-)	5.82(-)	5.05
Surry	38(-)	4.61(-)	4.18
Elkin City*			
Mount Airy City*			
Swain	42+	5.39(-)	5.59
Transylvania	39(-)	4.64(-)	4.02
Tyrell	37(-)	5.99+	5.30
Union	21+	3.80(-)	3.88
Vance	25(-)	4.01(-)	4.01
Wake	19 ↔	4.38 ↔	4.14
Warren	42+	7.10(-)	6.25
Washington	23(-)	5.68+	5.35
Watauga	28(-)	4.99(-)	4.89
Wayne	28+	4.15+	4.42
Wilkes	43(-)	4.73(-)	4.82
Wilson	24(-)	4.01+	3.59
Yadkin	41+	4.08+	3.99
Yancey	41(-)	6.01+	4.98
State Average	24(-)	**4.37+**	**4.20**

Color indicates service impact**:** green**,** better for service; red, worse for service.
Symbols indicate change from last year: **+** - later time or longer distance, **(-)** - earlier time or shorter distance, **1** - no change or new data this year.
* Elkin and Mount Airy Cities' TIMS data are contained in the Surry County database.

Source: NC Local Education Agencies 2007-2008 TIMS Data

Average of Longest 5% Student Ride Time—New for 2008

Definitions

Average of Student-to-School Distances: 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 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.

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

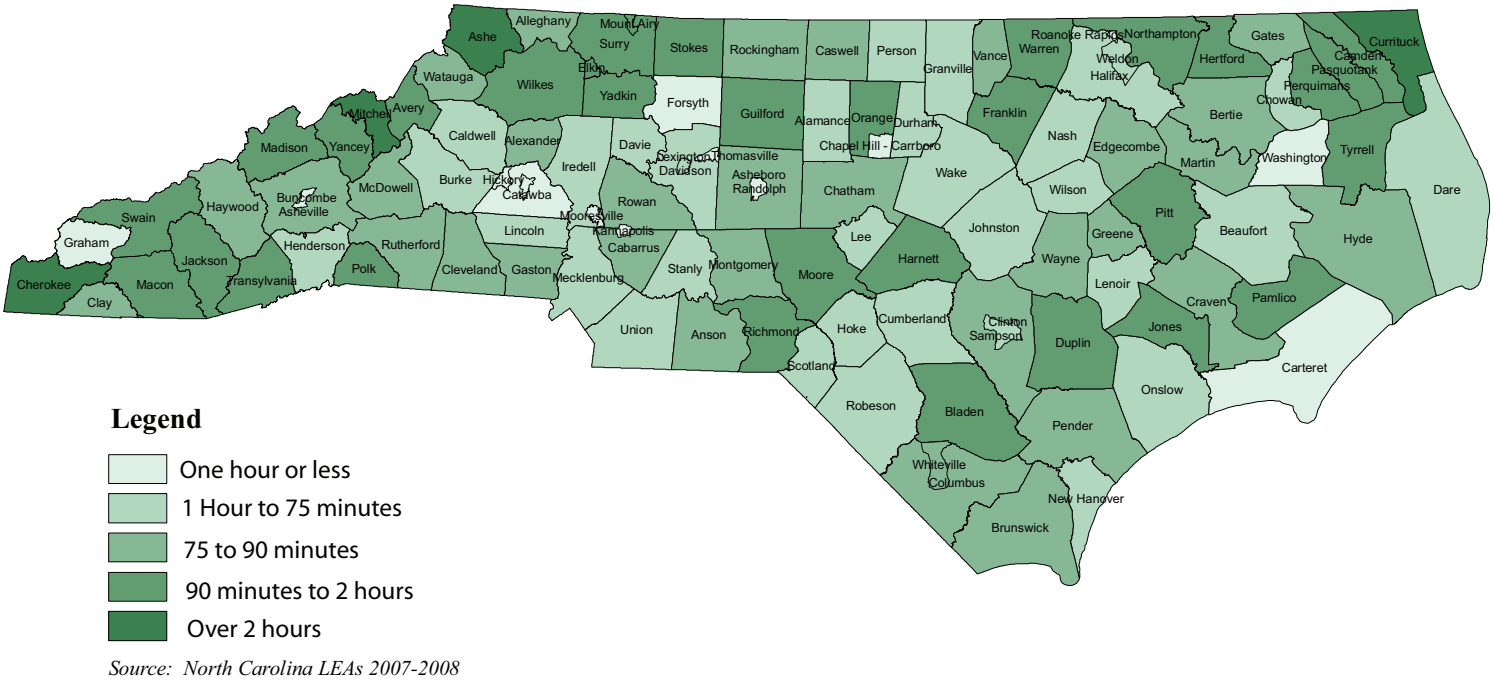
State-wide Averages	*2007-08*	*2006-07*
Average of Student-to-School Distances:	**8.00 miles**	**N/A**
Average of the Longest 5% of Ride Times:	**74.43 minutes**	**N/A**

The state-wide averages for these items are based on the longest 5% ride times from each LEA averaged together.

About Service

This indicator separates out the ride times to better understand extreme ride times as a percentage of the ride time summarized in the previous indicator (Student Ride Time).

Average of Longest 5% Student Ride Times



Source: North Carolina LEAs 2007-2008

TIMS 2007-08 Service Indicators: ***Average of Longest 5% Student Ride Time***

District Name	*Avg. Dist. of Longest 5% of Ride Times*	*Avg. of Longest 5% of Ride Times*	*District Name*	*Avg. Dist. of Longest 5% of Ride Times*	*Avg. of Longest 5% of Ride Times*	*District Name*	*Avg. Dist. of Longest 5% of Ride Times*	*Avg. of Longest 5% of Ride Times*
Alamance-Burlington	7.75	72.49	Edgecombe	7.57	81.38	Chapel Hill-Carrboro	3.96	36.17
Alexander	6.65	85.49	W-S/Forsyth	6.92	50.46	Pamlico	8.34	98.02
Alleghany	10.47	87.98	Franklin	8.83	95.07	Pasquotank	8.27	99.05
Anson	10.63	89.41	Gaston	4.23	75.64	Pender	12.54	82.19
Ashe	9.74	120.57	Gates	9.13	85.31	Perquimans	8.82	97.88
Avery	11.43	108.43	Graham	13.14	46.97	Person	10.08	71.06
Beaufort	10.59	67.24	Granville	9.75	67.93	Pitt	8.21	101.72
Bertie	13.42	79.49	Greene	8.36	82.90	Polk	6.76	107.65
Bladen	18.28	96.37	Guilford	7.56	91.07	Randolph	7.88	81.90
Brunswick	12.57	85.47	Halifax	9.88	73.34	Asheboro City	2.07	52.98
Buncombe	6.87	78.10	Roanoke Rapids	1.87	24.15	Richmond	6.39	107.47
Asheville City	3.29	39.30	Weldon City	7.45	60.44	Robeson	6.10	72.46
Burke	7.52	63.93	Harnett	7.32	92.33	Rockingham	8.97	76.99
Cabarrus	4.22	78.44	Haywood	8.86	88.16	Rowan-Salisbury	6.57	77.60
Kannapolis City	3.37	49.42	Henderson	6.43	73.94	Rutherford	7.63	82.75
Caldwell	7.81	70.18	Hertford	12.43	93.87	Sampson	11.83	82.95
Camden	12.16	98.03	Hoke	8.26	60.88	Clinton City	4.33	74.21
Carteret	12.57	58.86	Hyde	22.14	82.48	Scotland	7.77	65.68
Caswell	13.80	89.30	Iredell-Statesville	7.50	73.95	Stanly	5.48	62.84
Catawba	6.21	57.73	Mooresville	3.76	43.17	Stokes	9.20	103.24
Hickory City	9.67	55.38	Jackson	12.01	115.79	Surry	6.52	110.51
Newton-Conover	9.03	52.02	Johnston	7.89	60.17	Elkin City*		
Chatham	9.44	87.46	Jones	11.19	99.77	Mount Airy City*		
Cherokee	8.13	122.66	Lee	5.40	74.69	Swain	8.82	114.09
Edenton/Chowan	14.32	71.49	Lenoir	8.60	74.45	Transylvania	8.16	117.54
Clay	9.85	80.56	Lincoln	5.68	72.34	Tyrell	12.91	96.78
Cleveland	7.67	85.74	Macon	6.18	96.34	Union	7.69	65.47
Columbus	11.39	87.71	Madison	12.54	104.90	Vance	8.04	87.66
Whiteville City	5.60	78.14	Martin	11.30	77.05	Wake	9.75	64.00
Craven	11.82	78.57	McDowell	9.57	88.93	Warren	11.45	109.60
Cumberland	3.81	65.98	Charlotte-Meck.	8.80	73.50	Washington	9.33	56.58
Currituck	14.94	135.43	Mitchell	10.71	123.29	Watauga	10.02	76.17
Dare	12.37	60.20	Montgomery	11.36	76.10	Wayne	6.53	88.51
Davidson	5.18	67.27	Moore	7.64	101.58	Wilkes	8.44	109.83
Lexington City	1.97	64.61	Nash-Rocky Mount	7.94	72.40	Wilson	5.94	69.39
Thomasville City	1.75	25.74	New Hanover	5.87	65.57	Yadkin	6.19	106.51
Davie	9.52	70.24	Northampton	10.21	91.50	Yancey	9.06	92.06
Duplin	10.85	92.15	Onslow	8.84	68.77			
Durham	6.11	67.91	Orange	9.78	92.51	**State Average**	**8.00**	**74.43**

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

Source: NC Local Education Agencies 2007-2008 TIMS Data

Average Student-to-Stop Distance—New for 2008

Definition

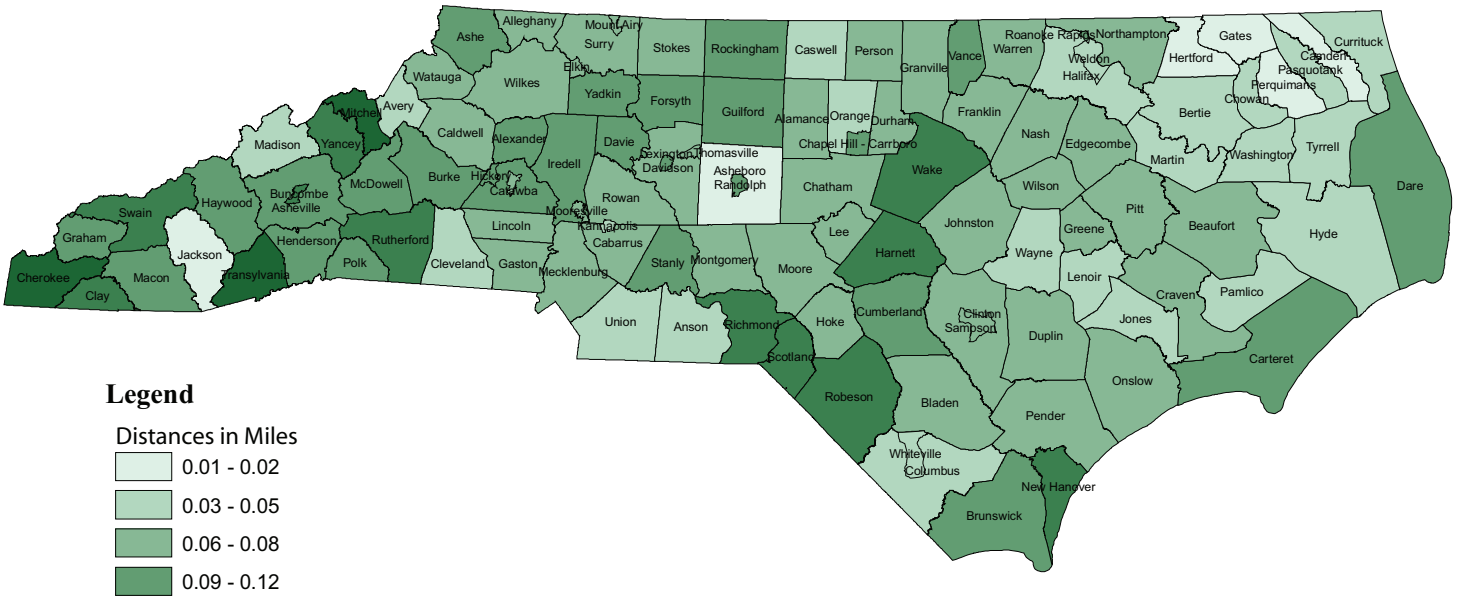
Average Distance in Miles: Average of student distance from home location to assigned AM bus stop. On the assumption that no child walks more than a mile to a stop, this excludes any reported distance greater than one mile. Greater distances exist in the data but are assumed to represent students that travel to bus stops via private conveyances.

State-wide Averages	*2007-08*	*2006-07*
Average Student-to-Stop Distance	**.08**	N/A

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, if a bus makes a large number of stops in order to provide students with service at home, the overall time all students ride the bus increases.

Average Student-to-Stop Distance



Legend

Distances in Miles

- 0.01 - 0.02
- 0.03 - 0.05
- 0.06 - 0.08
- 0.09 - 0.12
- 0.13 - 0.17
- 0.18 - 0.23

Source: North Carolina LEAs 2007-2008

TIMS 2007-08 Service Indicators: ***Average Student-to-Stop Distance***

District Name	*Avg. Distance in Miles AM*	*District Name*	*Avg. Distance in Miles AM*	*District Name*	*Avg. Distance in Miles AM*
Alamance-Burlington	0.06	Edgecombe	0.06	Chapel Hill-Carrboro	0.12
Alexander	0.09	W-S/Forsyth	0.09	Pamlico	0.04
Alleghany	0.06	Franklin	0.07	Pasquotank	0.03
Anson	0.04	Gaston	0.07	Pender	0.08
Ashe	0.12	Gates	0.01	Perquimans	0.01
Avery	0.05	Graham	0.11	Person	0.08
Beaufort	0.08	Granville	0.07	Pitt	0.08
Bertie	0.05	Greene	0.06	Polk	0.09
Bladen	0.06	Guilford	0.10	Randolph	0.02
Brunswick	0.09	Halifax	0.04	Asheboro City	0.10
Buncombe	0.10	Roanoke Rapids	0.11	Richmond	0.17
Asheville City	0.16	Weldon City	0.04	Robeson	0.17
Burke	0.10	Harnett	0.13	Rockingham	0.10
Cabarrus	0.08	Haywood	0.09	Rowan-Salisbury	0.06
Kannapolis City	0.05	Henderson	0.09	Rutherford	0.13
Caldwell	0.08	Hertford	0.01	Sampson	0.06
Camden	0.02	Hoke	0.07	Clinton City	0.07
Carteret	0.10	Hyde	0.03	Scotland	0.14
Caswell	0.05	Iredell-Statesville	0.09	Stanly	0.09
Catawba	0.09	Mooresville	0.06	Stokes	0.06
Hickory City	0.12	Jackson	0.02	Surry	0.07
Newton-Conover	0.07	Johnston	0.06	Elkin City*	
Chatham	0.06	Jones	0.03	Mount Airy City*	
Cherokee	0.18	Lee	0.06	Swain	0.16
Edenton/Chowan	0.03	Lenoir	0.05	Transylvania	0.23
Clay	0.14	Lincoln	0.07	Tyrell	0.03
Cleveland	0.05	Macon	0.09	Union	0.05
Columbus	0.04	Madison	0.05	Vance	0.10
Whiteville City	0.04	Martin	0.05	Wake	0.13
Craven	0.06	McDowell	0.12	Warren	0.07
Cumberland	0.09	Charlotte-Meck.	0.07	Washington	0.04
Currituck	0.05	Mitchell	0.21	Watauga	0.08
Dare	0.11	Montgomery	0.07	Wayne	0.05
Davidson	0.07	Moore	0.08	Wilkes	0.06
Lexington City	0.11	Nash-Rocky Mount	0.08	Wilson	0.07
Thomasville City	0.06	New Hanover	0.13	Yadkin	0.10
Davie	0.10	Northampton	0.06	Yancey	0.14
Duplin	0.06	Onslow	0.08		
Durham	0.06	Orange	0.05	**State Average**	**.08**

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

Source: NC Local Education Agencies 2007-2008 TIMS Data

Multiple Runs to the Same School PM

Definition

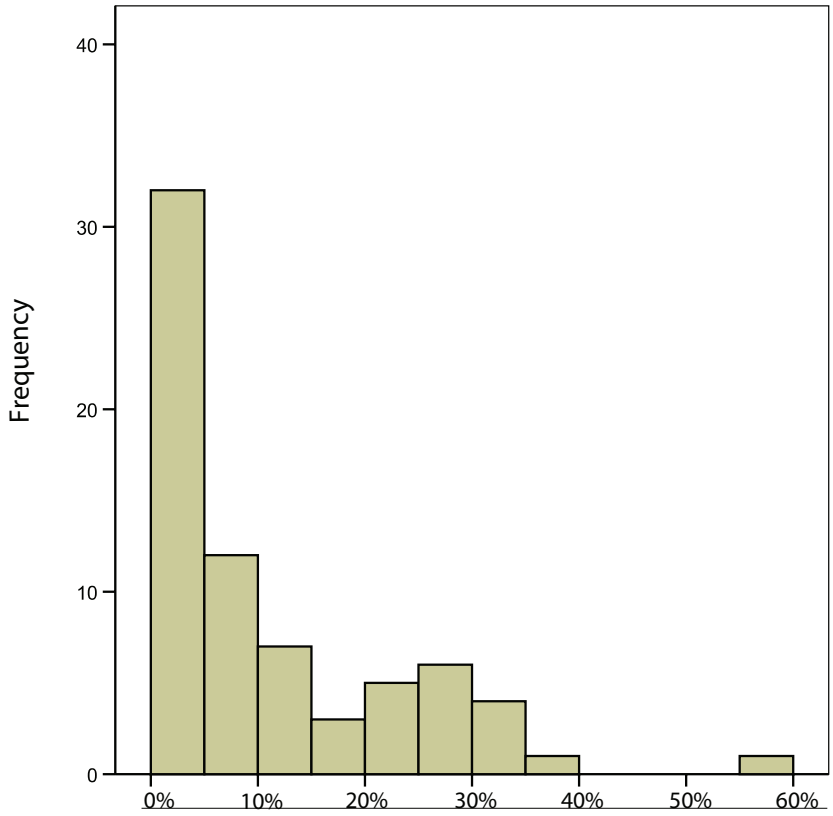
Percentage of Buses with Multiple Afternoon Runs to the Same School: The percentage of routes (buses) making multiple trips from the same school in the afternoon. The calculation treats each bus with multiple runs once whether it visits the school two or more times.

State-wide Averages	*2007-08*	*2006-07*
Percentage of Routes with Multiple Runs From the Same School PM:	7.55%	6.68%

About Service

Multiple runs from the same school require that a second and possibly third set of students wait at the school in the afternoon. 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 operational strategy used by districts to maximize the use of buses. It is used to varying degrees by different districts and has a direct impact on children's waiting time. Districts that make extensive use of bell tiers for routes may also experience waiting delays at second and third bell tier schools.

Multiple Runs from Same School PM : LEA Percentage



TIMS 2007-08 Service Indicators: ***Multiple Runs to the Same School PM***

District Name	*Avg. Wait Time in Minutes PM*	*% Multi Runs PM*	*District Name*	*Avg. Wait Time in Minutes PM*	*% Multi Runs PM*	*District Name*	*Avg. Wait Time in Minutes PM*	*% Multi Runs PM*
Alamance-Burlington	-7	9.21(-)	Edgecombe	0	0.89+	Chapel Hill-Carrboro	2	0↔
Alexander	0	0↔	W-S/Forsyth	1	6.01+	Pamlico	2	0(-)
Alleghany	20	0↔	Franklin	3	4.90(-)	Pasquotank	3	1.49+
Anson	5	1.33(-)	Gaston	11	30.62+	Pender	1	0↔
Ashe	-1	4.08+	Gates	3	0↔	Perquimans	-1	0↔
Avery	20	0↔	Graham	3	0↔	Person	49	2.60+
Beaufort	0	1.94(-)	Granville	3	6.31(-)	Pitt	1	2.36+
Bertie	0	0↔	Greene	-1	0↔	Polk	1	3.23(-)
Bladen	1	0↔	Guilford	2	10.90+	Randolph	4	13.29(-)
Brunswick	0	0↔	Halifax	-27	0(-)	Asheboro City	0	57.89+
Buncombe	14	30.65+	Roanoke Rapids	5	8.33+	Richmond	11	34.78+
Asheville City	4	10.34+	Weldon City	7	0↔	Robeson	6	26.91+
Burke	12	36.70+	Harnett	1	1.72(-)	Rockingham	4	4.76+
Cabarrus	0	0.40(-)	Haywood	23	25.00+	Rowan-Salisbury	11	2.06(-)
Kannapolis City	0	3.45+	Henderson	17	29.13+	Rutherford	0	0.85 +
Caldwell	3	15.83+	Hertford	3	2.82(-)	Sampson	0	0(-)
Camden	-1	4.00+	Hoke	0	0↔	Clinton City	2	20.83↔
Carteret	55	3.06+	Hyde	0	0↔	Scotland	0	7.59+
Caswell	2	0↔	Iredell-Statesville	0	0(-)	Stanly	66	22.12+
Catawba	1	14.29+	Mooresville	3	2.94+	Stokes	0	0↔
Hickory City	15	13.04+	Jackson	-11	0↔	Surry	1	0↔
Newton-Conover	69	19.35+	Johnston	0	2.62+	Elkin City*		
Chatham	3	9.18+	Jones	4	0↔	Mount Airy City*		
Cherokee	2	12.77(-)	Lee	0	0.98+	Swain	2	0↔
Edenton/Chowan	0	0↔	Lenoir	1	0.67(-)	Transylvania	8	28.57(-)
Clay	0	0↔	Lincoln	7	28.57+	Tyrell	-1	0↔
Cleveland	8	5.78(-)	Macon	1	6.12+	Union	-2	4.73+
Columbus	1	0↔	Madison	4	0↔	Vance	6	23.86+
Whiteville City	2	6.45↔	Martin	-1	0↔	Wake	3	10.86+
Craven	4	22.15+	McDowell	0	5.80+	Warren	-1	0↔
Cumberland	1	0↔	Charlotte-Meck.	2	0.17+	Washington	85	0↔
Currituck	1	0↔	Mitchell	-6	2.78+	Watauga	1	0↔
Dare	0	2.17+	Montgomery	26	8.62+	Wayne	1	34.26+
Davidson	17	1.07+	Moore	0	0.75+	Wilkes	7	20.00+
Lexington City	0	0↔	Nash-Rocky Mount	4	6.80+	Wilson	11	29.77+
Thomasville City	5	0↔	New Hanover	0	0↔	Yadkin	1	1.56+
Davie	2	15.28+	Northampton	0	0↔	Yancey	0	0↔
Duplin	1	1.68+	Onslow	1	3.03+			
Durham	-9	**0.77+**	Orange	-1	0↔	**State Average:**	N/A	7.55+

Color indicates service impact**:** green**,** better for service; red, worse for service.
Symbols indicate change from last year: + - larger percentage of routes, (-) - smaller percentage of routes, 1 - no change or new data this year.
Elkin and Mount Airy Cities' TIMS data are contained in the Surry County database.

Source: NC Local Education Agencies 2007-2008 TIMS Data

Earliest Morning Pickup Times

Definitions

Earliest Morning Pickup Time: Reflects the earliest bus stop time on an active route. If multiple stops have the same early time, the pickup with the longest ride time is shown. There may be more than one student associated with any given pickup.
Arrival Time: The time the students boarding at the earliest pickup time arrive at school.

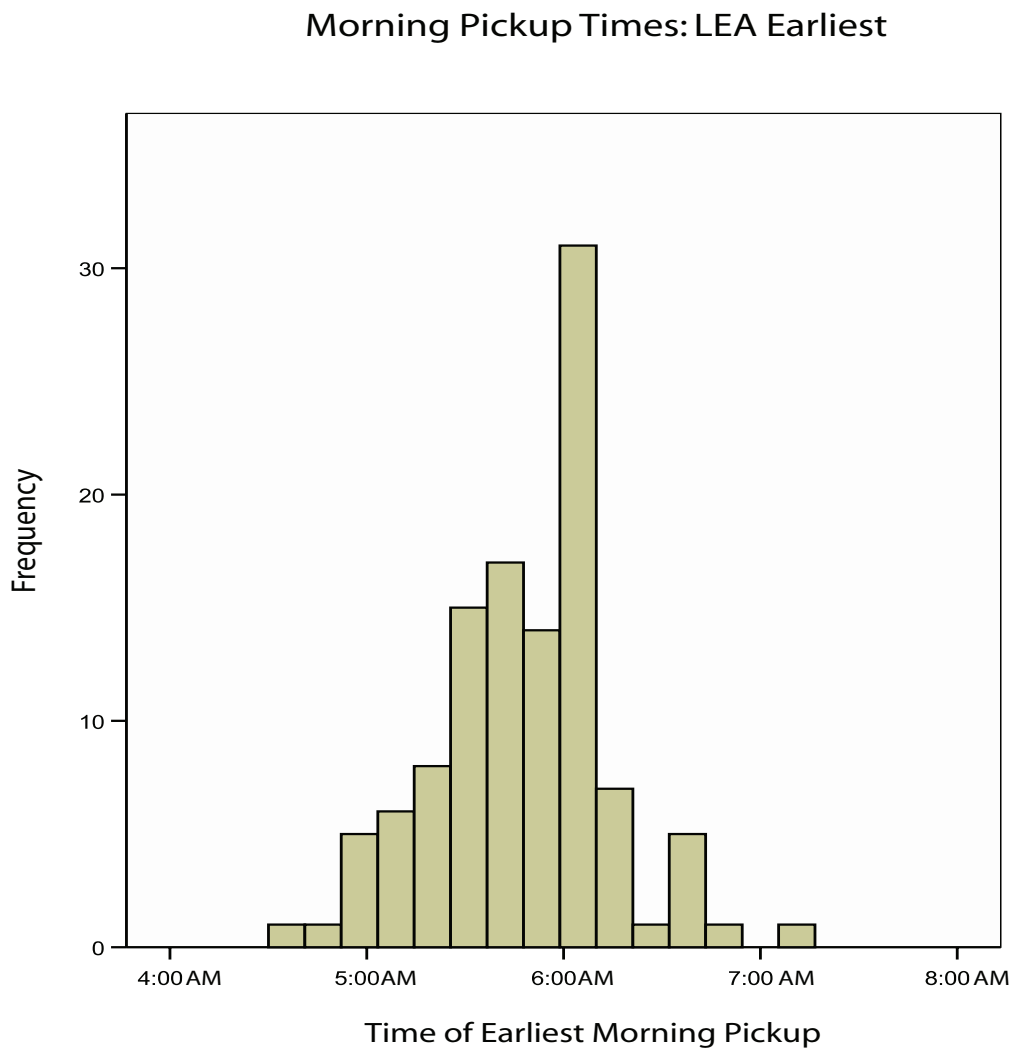
State-wide Averages

This indicator highlights the experiences of individual students within each district, so state-wide averages are not included.

About Service

Very early pickup times for students may be influenced by several things. Use of early bell times is one, so that is shown. Extremely early pickup times are obviously, in themselves, an issue of service. In the case of very early pickups accompanied by a long ride, the experience of the student is particularly challenging.

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



TIMS 2007-08 Service Indicators: ***Earliest Morning Pickup Times***

District Name	*Arri-val Time*	*Earliest Pickup AM*	*District Name*	*Arri-val Time*	*Earliest Pickup AM*	*District Name*	*Arri-val Time*	*Earliest Pickup AM*
Alamance-Burlington	7:40 ↔	6:00 +	Edgecombe	7:50+	5:27(-)	Chapel Hill-Carrboro	7:25(-)	6:42+
Alexander	7:50+	6:02 ↔	W-S/Forsyth	7:08+	5:28(-)	Pamlico	7:55 +	5:52(-)
Alleghany	7:46+	6:00 +	Franklin	8:34+	6:00 +	Pasquotank	7:40(-)	5:47(-)
Anson	7:35+	5:39(-)	Gaston	6:55(-)	5:47(-)	Pender	7:25 +	5:06+
Ashe	8:00+	5:34(-)	Gates	8:05+	6:18 +	Perquimans	7:50 +	6:00+
Avery	8:05 ↔	6:03 +	Graham	7:35 ↔	6:33 +	Person	8:15 +	5:59(-)
Beaufort	8:27+	6:05 +	Granville	8:10+	5:55 +	Pitt	8:30 +	5:33 ↔
Bertie	7:45 ↔	6:07+	Greene	8:05+	6:09 +	Polk	7:55 +	6:01+
Bladen	7:40+	5:18 +	Guilford	8:30+	5:51 +	Randolph	8:45 +	5:43 ↔
Brunswick	7:45 ↔	5:37 +	Halifax	7:45+	6:00 +	Asheboro City	7:30(-)	6:40(-)
Buncombe	8:15+	5:18 +	Roanoke Rapids	7:00(-)	6:48 +	Richmond	8:00 ↔	6:01+
Asheville City	7:38+	6:42 +	Weldon City	7:55+	6:16 ↔	Robeson	7:35(-)	5:37+
Burke	7:50+	5:02 +	Harnett	8:00+	6:01 +	Rockingham	7:30(-)	5:42+
Cabarrus	7:10(-)	5:29 +	Haywood	8:10+	5:45 +	Rowan-Salisbury	7:25(-)	5:09(-)
Kannapolis City	7:20+	5:57(-)	Henderson	8:00+	6:06 ↔	Rutherford	7:40(-)	5:55+
Caldwell	7:50+	5:17 +	Hertford	7:50+	5:23(-)	Sampson	7:45 +	5:31(-)
Camden	7:50(-)	5:54 +	Hoke	7:15(-)	6:06 +	Clinton City	6:55 ↔	5:37(-)
Carteret	7:40 ↔	6:00 +	Hyde	7:50 ↔	6:08 +	Scotland	7:50 +	6:01+
Caswell	8:00+	5:44 +	Iredell-Statesville	8:00+	5:59 +	Stanly	7:35 +	5:45(-)
Catawba	8:15(-)	5:54(-)	Mooresville	7:15+	6:33 +	Stokes	7:15(-)	5:18+
Hickory City	8:10 ↔	4:48(-)	Jackson	8:15(-)	6:00 ↔	Surry	8:05(-)	5:33+
Newton-Conover	7:50 ↔	6:13(-)	Johnston	7:25+	5:38(-)	Elkin City*		
Chatham	7:03(-)	5:33 +	Jones	7:40 ↔	5:33(-)	Mount Airy City*		
Cherokee	8:25+	5:12 +	Lee	7:50+	5:47(-)	Swain	8:10 ↔	5:43(-)
Edenton/Chowan	7:50 ↔	6:06(-)	Lenoir	7:30+	4:30(-)	Transylvania	7:55 +	6:13(-)
Clay	7:55 ↔	6:10 ↔	Lincoln	8:05+	5:30(-)	Tyrell	7:45 ↔	5:56+
Cleveland	7:55(-)	6:01(-)	Macon	7:50(-)	6:14 +	Union	7:00(-)	5:27+
Columbus	7:55+	5:44 +	Madison	7:55+	5:58 +	Vance	8:45 +	5:36(-)
Whiteville City	8:10 ↔	5:55 +	Martin	8:00+	6:08 +	Wake	7:26 +	5:30+
Craven	7:45+	5:39(-)	McDowell	8:00+	5:59 +	Warren	7:55 ↔	5:05(-)
Cumberland	8:00+	6:02 +	Charlotte-Meck.	7:50+	5:00 ↔	Washington	7:40(-)	5:24(-)
Currituck	8:05+	5:15 +	Mitchell	8:00+	5:00(-)	Watauga	7:45 +	6:03+
Dare	7:35+	6:16 +	Montgomery	7:45+	6:02 +	Wayne	7:50(-)	5:37(-)
Davidson	7:45(-)	6:02 +	Moore	7:50+	5:01 +	Wilkes	7:30(-)	5:00(-)
Lexington City	7:50 ↔	5:50 ↔	Nash-Rocky Mount	7:25 ↔	5:10(-)	Wilson	8:15(-)	6:03(-)
Thomasville City	7:45+	7:09 +	New Hanover	8:20+	5:51(-)	Yadkin	8:10 ↔	6:00+
Davie	7:55 ↔	6:22 +	Northampton	7:40+	5:55 +	Yancey	7:55 ↔	5:57+
Duplin	7:35(-)	5:14(-)	Onslow	7:55+	5:16 +			
Durham	7:27+	5:30(-)	Orange	7:40+	5:35(-)			

Color indicates service impact**:** green**,** better for service; red, worse for service.
Symbols indicate change from last year: + - later time, (-) - earlier time, 1 - no change or new data this year.
Elkin and Mount Airy Cities' TIMS data are contained in the Surry County database.

Source: NC Local Education Agencies 2007-2008 TIMS Data

TIMS 2007-08 Operations Data: ***School Bell Times***

	School Start Times				School Start Times				School Start Times		
District Name	***First AM***	***Last AM***	***Range***	***District Name***	***First AM***	***Last AM***	***Range***	***District Name***	***First AM***	***Last AM***	***Range***
Alamance-Burlington	7:45	N/A[1]	N/A[1]	Edgecombe	7:45	8:20	35(-)	Chapel Hill-Carrboro	7:55	8:45	50 ↔
Alexander	7:45	8:15	30 ↔	W-S/Forsyth	7:15	8:55	100+	Pamlico	7:50	8:00	10+
Alleghany	7:45	8:10	25 ↔	Franklin	7:44	8:30	46+	Pasquotank	7:50	8:25	35 ↔
Anson	7:15	8:20	65+	Gaston	7:45	8:10	25 ↔	Pender	7:30	8:40	70+
Ashe	7:50	8:00	10 ↔	Gates	8:00	8:30	30+	Perquimans	8:00	8:10	10 ↔
Avery	8:00	8:15	15 ↔	Graham	7:50	8:00	10 ↔	Person	7:30	8:30	60+
Beaufort	8:00	8:30	30(-)	Granville	7:25	8:45	80 ↔	Pitt	7:20	8:30	70 ↔
Bertie	7:50	7:50	0 ↔	Greene	7:40	8:00	20+	Polk	7:50	8:10	20 ↔
Bladen	7:55	8:15	20 ↔	Guilford	7:40	N/A[1]	N/A[1]	Randolph	7:50	8:10	20 ↔
Brunswick	8:00	8:05	5 ↔	Halifax	7:40	8:15	35 ↔	Asheboro City	7:55	8:30	35 ↔
Buncombe	7:45	8:45	60 ↔	Roanoke Rapids	7:35	8:30	55 ↔	Richmond	8:00	10:30	150+
Asheville City	8:00	9:00	60+	Weldon City	7:45	8:30	45 ↔	Robeson	7:30	8:30	60+
Burke	7:40	8:25	45 ↔	Harnett	7:35	8:45	70 ↔	Rockingham	7:15	8:30	75 ↔
Cabarrus	7:30	9:00	90 ↔	Haywood	8:00	9:00	60 ↔	Rowan-Salisbury	7:20	9:15	115 ↔
Kannapolis City	7:30	8:40	70 ↔	Henderson	7:40	8:15	35 ↔	Rutherford	7:45	8:30	45(-)
Caldwell	7:50	8:30	40 ↔	Hertford	7:45	8:20	35 ↔	Sampson	7:45	8:30	45+
Camden	7:55	8:15	20(-)	Hoke	7:55	8:30	35(-)	Clinton City	7:00	7:50	50 ↔
Carteret	7:30	8:05	35+	Hyde	7:45	7:55	10 ↔	Scotland	8:00	8:30	30(-)
Caswell	8:00	8:30	30 ↔	Iredell-Statesville	7:30	8:30	60 ↔	Stanly	7:50	9:00	70 ↔
Catawba	7:15	8:55	100+	Mooresville	7:00	8:45	105 ↔	Stokes	7:30	8:17	47+
Hickory City	7:30	8:15	45 ↔	Jackson	7:50	8:10	20 ↔	Surry	7:50	8:20	30 ↔
Newton-Conover	7:40	8:10	30(-)	Johnston	7:15	8:35	80+	Elkin City*			
Chatham	8:00	8:00	0 ↔	Jones	7:45	8:00	15 ↔	Mount Airy City*			
Cherokee	7:52	8:00	8(-)	Lee	7:40	9:00	80 ↔	Swain	7:40	8:05	25 ↔
Edenton/Chowan	7:50	7:55	5 ↔	Lenoir	7:45	8:30	45 ↔	Transylvania	8:00	8:10	10 ↔
Clay	8:00	8:00	0 ↔	Lincoln	7:45	8:30	45+	Tyrell	7:50	7:50	0 ↔
Cleveland	7:40	9:00	80 ↔	Macon	7:30	8:00	30 ↔	Union	7:15	9:00	105 ↔
Columbus	7:50	9:40	110+	Madison	8:00	8:20	20 ↔	Vance	7:50	9:00	70(-)
Whiteville City*	7:55	9:00	65 ↔	Martin	7:40	8:10	30 ↔	Wake	7:25	9:15	110 ↔
Craven	7:35	9:05	90+	McDowell	7:50	8:30	40 ↔	Warren	7:52	8:05	13(-)
Cumberland	7:30	9:30	120 ↔	Charlotte-Meck.	7:15	9:15	120(-)	Washington	8:00	8:00	0 ↔
Currituck	7:45	8:20	35 +	Mitchell	7:30	7:55	25(-)	Watauga	7:45	8:30	45(-)
Dare	7:50	8:30	40 ↔	Montgomery	7:45	8:00	15(-)	Wayne	7:30	N/A[1]	N/A[1]
Davidson	7:40	8:30	50 ↔	Moore	7:50	8:10	20 ↔	Wilkes	7:35	9:00	85+
Lexington City	7:15	7:55	40 ↔	Nash-Rocky Mt.	6:31	N/A[1]	N/A[1]	Wilson	8:00	8:20	20 ↔
Thomasville City	7:15	7:45	30 ↔	New Hanover	7:30	9:35	125↔	Yadkin	8:00	8:05	5 ↔
Davie	7:55	8:15	20+	Northampton	7:30	8:01	31 ↔	Yancey	7:55	8:00	5 ↔
Duplin	7:35	8:05	30 ↔	Onslow	7:10	8:37	87+				
Durham	7:05	N/A[1]	N/A[1]	Orange	7:55	8:45	50 ↔	**State Average**			**46.4**[1]

First AM: Earliest morning school bell time in the LEA
Last AM: Latest morning school bell time in the LEA
Range: Minutes from earliest to latest bell time
Symbols indicate Range change from last year: **+ -** increased bell range, **(-)**- decreased bell range, **1** - no change or new data this year.
N/A indicates a start time for special programs resulting in a range that is invalid for this report.
State Average represents the average of the range of bell times for LEAs in the state, omitting LEAs that did not produce a valid range.
*Elkin and Mount Airy Cities' TIMS data are contained in the Surry County database.

Source: NC Local Education Agencies 2007-2008 TIMS Data

TIMS 2007-08 Operations Data: ***Fleet Use PM***

District Name	*Avg. Runs per Rte*	*% Rtes >1 Run*	*District Name*	*Avg. Runs per Rte*	*% Rtes >1 Run*	*District Name*	*Avg. Runs per Rte*	*% Rtes >1 Run*
Alamance-Burlington	1.53(-)	51.97+	Edgecombe	1.05(-)	5.36(-)	Chapel Hill-Carrboro	2.76↔	96.30↔
Alexander	1.00↔	0↔	W-S/Forsyth	2.85+	98.36+	Pamlico	1.04+	3.57+
Alleghany	1.00↔	0↔	Franklin	1.18(-)	17.65(-)	Pasquotank	1.39+	38.81+
Anson	1.24 +	24.00+	Gaston	1.66(-)	56.46+	Pender	1.29+	28.42+
Ashe	1.04↔	4.08+	Gates	1.00↔	0↔	Perquimans	1.00↔	0↔
Avery	1.21↔	21.21↔	Graham	1.00↔	0↔	Person	1.09↔	9.09(-)
Beaufort	1.13(-)	12.62(-)	Granville	1.31(-)	29.73+	Pitt	1.48+	47.17+
Bertie	1.00↔	0↔	Greene	1.08+	7.55+	Polk	1.03(-)	3.23(-)
Bladen	1.00↔	0↔	Guilford	2.15+	88.47+	Randolph	1.15+	15.03+
Brunswick	1.00↔	0↔	Halifax	1.00(-)	0 (-)	Asheboro City	2.00↔	100.00
Buncombe	1.53+	46.36(-)	Roanoke Rapids	2.25↔	83.33↔	Richmond	1.39+	39.13+
Asheville City	2.21+	96.55+	Weldon City	1.73↔	60.00↔	Robeson	1.35+	32.36+
Burke	1.43+	42.20+	Harnett	1.11↔	11.16↔	Rockingham	1.33+	30.95+
Cabarrus	2.01+	85.77(-)	Haywood	1.36+	32.89(-)	Rowan-Salisbury	1.40(-)	38.14
Kannapolis City	2.72+	96.55(-)	Henderson	1.32+	29.13↔	Rutherford	1.01+	0.85+
Caldwell	1.52(-)	49.17(-)	Hertford	1.04(-)	4.23(-)	Sampson	1.03(-)	2.90(-)
Camden	1.00↔	0↔	Hoke	1.96+	96.34+	Clinton City	1.50	45.83
Carteret	1.04(-)	4.08(-)	Hyde	1.00↔	0↔	Scotland	1.80(-)	68.35(-)
Caswell	1.00↔	0↔	Iredell-Statesville	1.59+	58.85+	Stanly	1.33+	26.92(-)
Catawba	1.28(-)	26.98(-)	Mooresville	2.03+	100.00↔	Stokes	1.22↔	21.51(-)
Hickory City	2.30↔	91.30(-)	Jackson	1.00↔	0↔	Surry	1.14↔	14.29(-)
Newton-Conover	1.58(-)	58.06(-)	Johnston	1.40+	38.19+	Elkin City*		
Chatham	1.10(-)	10.20+	Jones	1.00↔	0↔	Mount Airy City*		
Cherokee	1.17↔	14.89↔	Lee	1.18(-)	15.69(-)	Swain	1.00↔	0↔
Edenton/Chowan	1.00↔	0↔	Lenoir	1.15(-)	14.09(-)	Transylvania	1.29↔	28.57↔
Clay	1.00↔	0↔	Lincoln	1.29(-)	28.57(-)	Tyrell	1.00↔	0↔
Cleveland	1.06(-)	5.78(-)	Macon	1.06(-)	6.12(-)	Union	2.15+	96.96+
Columbus	1.08+	7.94+	Madison	1.00↔	0↔	Vance	1.26+	25.00+
Whiteville City	1.16	12.90	Martin	1.00↔	0↔	Wake	2.62↔	91.43+
Craven	1.38+	25.50+	McDowell	1.06↔	5.80↔	Warren	1.00(-)	0 (-)
Cumberland	1.57+	56.14+	Charlotte-Meck.	2.41+	92.29(-)	Washington	1.00↔	0↔
Currituck	1.00	0	Mitchell	1.33↔	33.33↔	Watauga	1.49+	48.94+
Dare	1.22+	21.74+	Montgomery	1.09(-)	8.62(-)	Wayne	1.50+	42.13+
Davidson	1.26(-)	26.20(-)	Moore	1.01+	0.75+	Wilkes	1.20↔	20.00↔
Lexington City	2.68↔	90.91	Nash-Rocky Mount	1.39+	30.10+	Wilson	1.38(-)	35.11(-)
Thomasville City	1.93↔	92.86↔	New Hanover	1.81↔	73.16(-)	Yadkin	1.02↔	1.56+
Davie	1.15+	15.28+	Northampton	1.00↔	0↔	Yancey	1.00↔	0↔
Duplin	1.03+	3.36+	Onslow	1.71(-)	59.74(-)			
Durham	2.02(-)	95.79(-)	Orange	1.84+	73.21+	**State Average:**	1.62+	46.58(-)

Avg. Runs per Rte.: The average number of separate runs (trips) each bus makes in the afternoon
% of Rtes. > 1 Run: The percentage of buses making more than one trip in the afternoon
State average represents the average of all runs and routes in the state. Route = activity for a school bus over course of the afternoon. Run = individual trip made by bus during course of its afternoon route. Each time a bus unloads all students, it is considered to have completed a run.
*Elkin and Mount Airy Cities' TIMS data are contained in the Surry County database.

Source: NC Local Education Agencies 2007-2008 TIMS Data

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