

Oklahoma

School Performance Review



Yukon Public Schools
Transportation

Office of Educational Quality & Accountability

April 2020

Oklahoma School Performance Review

Yukon Public Schools

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Executive Summary

The Oklahoma School Performance Review (OSPR) Program was authorized by the Oklahoma Legislature during the 2001 session, amended during the 2005 session, and amended again during the 2012 session. The responsibility to conduct school performance reviews was originally assigned to the Office of Accountability, which is now the Office of Educational Quality and Accountability. The purpose of a performance review is to develop findings, commendations, and recommendations regarding (1) containing costs; (2) improving management strategies; and (3) promoting better education for Oklahoma children.

The Office of Educational Quality and Accountability began the performance review of Yukon Public Schools (YPS) in August 2019. The Office of Educational Quality and Accountability contracted with Prismatic Services to assist with the review, which focused only on transportation operations. The Prismatic consulting team conducted individual and small group interviews with district personnel. The team also reviewed operations by touring facilities and riding school bus routes. Teachers, parents, and middle/high school students completed confidential surveys. The consulting team tabulated the surveys and used the results in this review. Survey results are contained in **Appendices A through C**.

For comparison purposes, the Office of Educational Quality and Accountability selected five Oklahoma school districts as peer districts based upon size, geography, and demographics. They are: Choctaw-Nicomma Park, Deer Creek, Owasso, Sand Springs, and Stillwater. These districts are called peer districts throughout this report.

For further comparison, a Community Group average is also used throughout the report. YPS falls into community group C1, which includes districts with a fall enrollment of between 5,000-9,999 students. The “1” indicates that the percentage of YPS students eligible to receive free or reduced price meals is below the state average.

During this review, 18 recommendations were developed; they were designed to improve transportation operations and support academic performance. In some cases, these recommendations should result in a net savings to the district, in some cases a net cost, and in some cases they should have no fiscal impact but should improve district efficiency or effectiveness. A detailed list of costs and savings by recommendation appears in **Exhibit 6**.

ACKNOWLEDGMENTS

The Office of Educational Quality and Accountability and Prismatic wish to express their appreciation to the Board of Education of; Yukon Public Schools, its Superintendent, Dr. Jason Simeroth, Assistant Superintendent, Jason Brunk, its principals, and the many district employees, students, parents, and community residents who supported and provided input for this review.

YUKON PUBLIC SCHOOLS

Yukon Public Schools (YPS) is located within the boundaries of the City of Yukon and the western boundaries of Oklahoma City. The district serves the residents of the two cities. YPS has

11 campuses that serve approximately 8,800 students. The district covers approximately 68 square miles in Canadian County.

In 2017-18, the fall enrollment in YPS was 8,781 (**Exhibit 1**). About half were eligible for free or reduced-price meals, with some fairly large variations among the school.

Exhibit 1
Yukon Student Enrollment and Socioeconomic Characteristics
2017-18

School Level	Grade Span	Fall Enrollment	Eligible For Free or Reduced-Price Meals
Central ES	EC-3	368	57.3%
Independence ES	4-5	731	54.7%
Lakeview ES	4-5	650	44.8%
Myers ES	EC-3	352	87.8%
Parkland ES	EC-3	345	40.3%
Ranchwood ES	EC-3	407	48.9%
Shedek ES	EC-3	367	74.4%
Skyview ES	EC-3	561	45.6%
Surrey Hills ES	EC-3	573	27.4%
Yukon Middle	6-8	1,940	43.3%
Yukon High	9-12	2,487	36.2%
Total		8,781	45.3%

Source: Office of Educational Quality and Accountability, Profiles Database

Over the past five years, YPS enrollment has grown 8.5 percent (**Exhibit 2**). YPS had the second-highest increase in Average Daily Membership (ADM) among all comparison entities, growing faster than the state, the community group, and all but one of the peer districts.

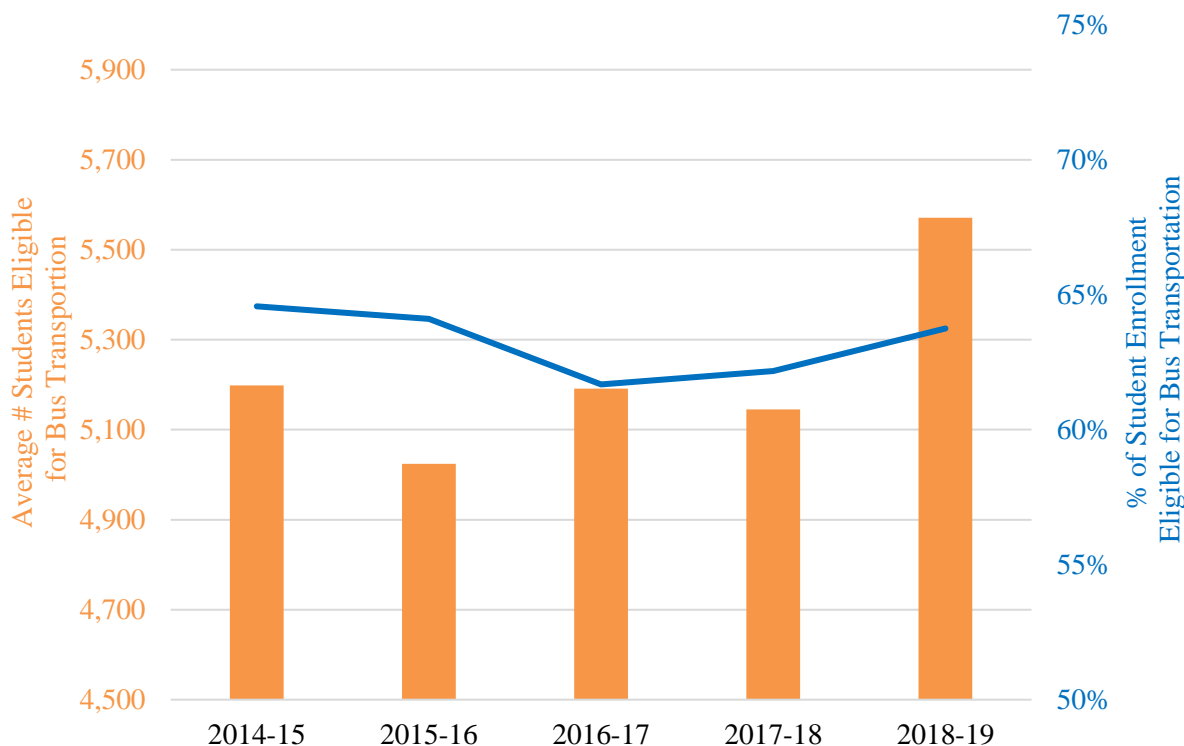
Exhibit 2
Yukon, Peer Districts, Community Group, and State Student ADM Trends

Entity	ADM					Percent Change
	2013-14	2014-15	2015-16	2016-17	2017-18	
Yukon	8,060	8,143	8,296	8,477	8,747	8.5%▲
Choctaw-Nicoma Park	5,507	5,615	5,639	5,742	5,782	5.0%▲
Deer Creek	5,040	5,372	5,657	5,902	6,242	23.8%▲
Owasso	9,368	9,645	9,673	9,722	9,714	3.7%▲
Sand Springs	5,339	5,267	5,244	5,144	5,099	(4.5%)▼
Stillwater	6,007	6,152	6,239	6,208	6,279	4.5%▲
Community Group	6,370	6,506	6,612	6,677	6,779	6.4%▲
State	1,292	1,299	1,305	1,267	1,280	(0.9%)▼

Source: Office of Educational Quality and Accountability, Profiles Database

The YPS fleet includes 46 buses used for regular education transportation and seven buses used for special needs transportation. More than 5,500 YPS students, 64 percent of all district students, are eligible for route bus transportation. The number of students eligible for route transportation grew in 2018-19, but the proportion of the student body eligible for transportation remained fairly steady (**Exhibit 3**).

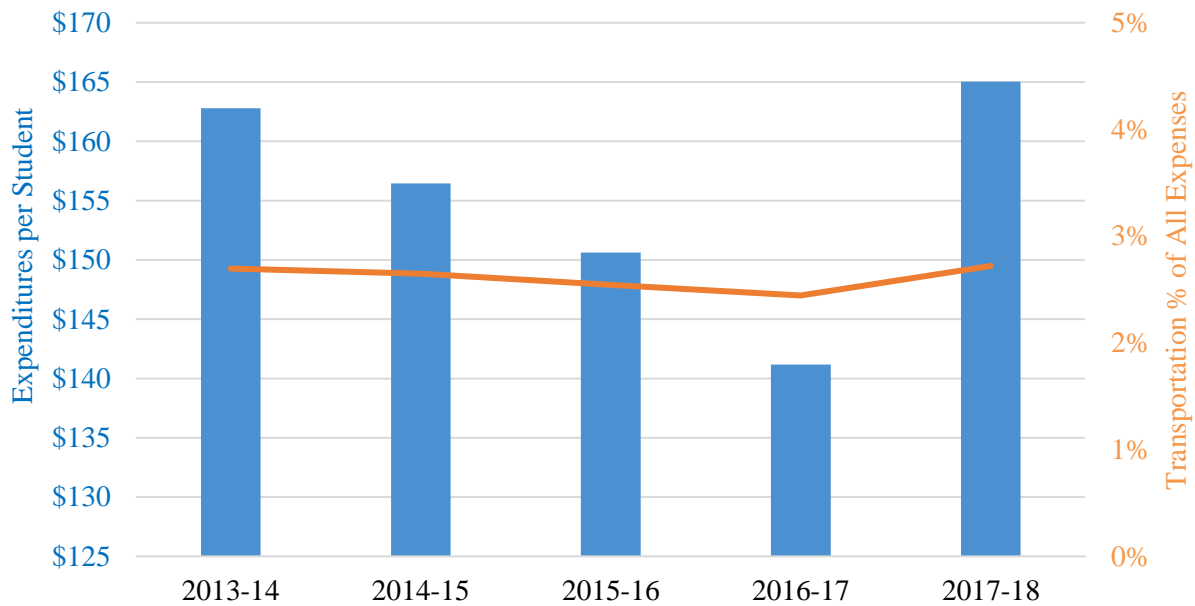
Exhibit 3
Number and Percent of YPS Students Eligible for Bus Transportation



Source: YPS Annual Statistical Reports, 2014-15 through 2018-19

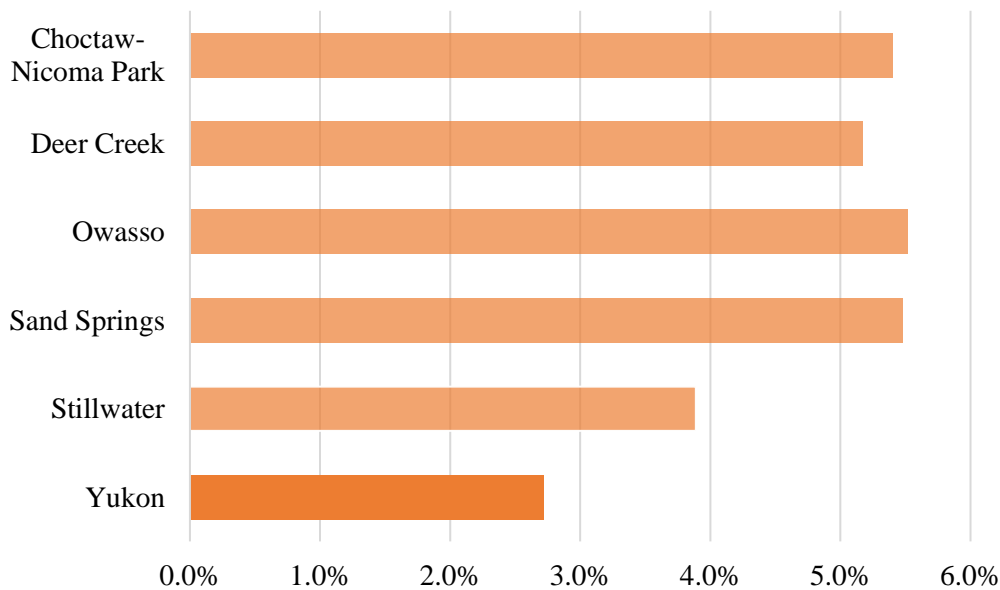
Exhibit 4 provides a five-year comparison of YPS transportation expenditures as a percent of total general fund expenditures as well as the annual transportation expenditures per student. Over that time, transportation expenses have ranged from 2.5 percent to 2.7 percent of general fund expenditures. Per student, the transportation spend has ranged from \$141 to \$165. A number of industry benchmarks suggest that transportation spending in an average school district should range between 4.5 percent and 6.0 percent. Yukon has been below this range for the past five years. As shown in **Exhibit 5**, Yukon’s 2.7 percent spent on transportation was the lowest of the peer districts – four of the five peers spent in the benchmark range of 4.5 to 6.0 percent.

Exhibit 4
Trend in YPS Transportation Expenses



Source: SDE OCAS and Prismatic calculations

Exhibit 5
Transportation as Percent of General Fund Expenditures, 2017-18



Source: SDE OCAS and Prismatic calculations

COMMENDATIONS

The Office of Educational Quality and Accountability identified “exemplary” or “best practices” in Yukon Public Schools that led to five commendations. The Office of Educational Quality and Accountability recommends that other school districts throughout Oklahoma examine these

exemplary programs and services to see if they could be adapted to meet their local needs. The commendations are listed below and explained in detail in each chapter.

Chapter 2: TRANSPORTATION

The YPS transportation department has developed multi-grade, multi-school routes that offer the district cost savings.

The Yukon Public Schools are commended for recognizing the EPA grant opportunity and actively pursuing participation in a limited-time program that helped refresh the bus fleet while also saving taxpayer dollars.

YPS paid off a transportation-related bond early. The earlier a bond issue is paid off, the less interest cost there is for the bonds, thereby saving taxpayers money.

The YPS mechanics have developed outstanding records management strategies.

The YPS mechanic have developed outstanding vehicle maintenance procedures.

RECOMMENDATIONS AND PROJECTED COSTS AND SAVINGS

A list of recommendations with their associated costs or savings is provided in **Exhibit 6**. In Chapter 2, implementation strategies and the estimates of fiscal impact follow each recommendation. The implementation section associated with each recommendation highlights the actions necessary to achieve the proposed results. Many of the recommendations have no costs or savings associated with them, but are designed to formalize, improve, and streamline operations. In some cases, the consulting team has made recommendations that will likely generate savings for the district, but in an effort to be conservative, no specific savings were estimated.

It must be understood that not all of the recommendations can be started at one time. The consulting team did not want to place priorities by indicating which recommendations should be implemented immediately and which ones implemented later. It will be up to the district to decide which ones to implement and the timelines for beginning implementation.

The Office of Educational Quality and Accountability recommends that the Yukon Board of Education ask district administrators to review the recommendations, develop an implementation plan, and monitor its progress.

**Exhibit 6
Summary of Costs and Savings by Recommendation**

	Recommendation	Estimated (Costs) or Savings					Total Five-Year (Costs) or Savings
		2020-21	2021-22	2022-23	2023-24	2024-25	
Chapter 2	Transportation						
1	Develop a policy on the bus-loading capacity by grade level to be used in route planning.						\$0
2	Develop and enforce a walk zone policy.						\$0
3	Develop a formal bus and support vehicle replacement plan.						\$0
4	Develop a written department statement on the earliest acceptable bus arrival times.						\$0
5	Use ridership data to refine bus routes.						\$0
6	Ask parents each year if they plan to have their students use school busing.						\$0
7	Examine all routes and reduce unused capacity.	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
8	Allow the transportation director to schedule bus driver and monitor trainings.						\$0
9	Assign the driver trainer as the primary point of contact within the transportation department for managing the student discipline process.						\$0
10	Develop a transportation SOP manual that provides comprehensive direction for all transportation employees in procedures and processes.						\$0
11	Assign the 195-day contract employees to work staggered schedules that cover June and July to free department leadership from clerical tasks.						\$0
12	Require approval of purchase orders before they are sent to vendors.						\$0
13	Hire an additional Accounts Payable person to provide assistance and backup in this growing district.						\$0
14	Allocate some of the uncommitted bond funds to expand and pave the transportation department's parking lot or explore options for other accommodations.						\$0

	Recommendation	Estimated (Costs) or Savings					Total Five-Year (Costs) or Savings
		2020-21	2021-22	2022-23	2023-24	2024-25	
15	Delegate some of the areas within the gated area to employee parking.						\$0
16	Address the conditions of buses as needed.						\$0
17	Develop a plan and secure on-going training for mechanics.	(\$2,500)	(\$6,100)	(\$6,100)	(\$6,100)	(\$6,100)	(\$26,900)
18	Upgrade the current transportation facility to include a working bus lift and tire changer.	(\$25,000)	\$0	\$0	\$0	\$0	(\$25,000)
	Subtotal	\$22,500	\$43,900	\$43,900	\$43,900	\$43,900	\$198,100
	Total savings	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
	Total costs	(\$27,500)	(\$6,100)	(\$6,100)	(\$6,100)	(\$6,100)	(\$51,900)
	Total net savings and costs	\$22,500	\$43,900	\$43,900	\$43,900	\$43,900	\$198,100

School Performance Review reports are typically lengthy and densely packed with information. They can at first be overwhelming to district stakeholders. For that reason, the Office of Educational Quality and Accountability has identified the most likely “tipping point” recommendations for each area reviewed. These are recommendations that the Office of Educational Quality and Accountability believes are the most important to implement and most likely to have the greatest organizational impact.

Of the 18 recommendations made, the Office of Educational Quality and Accountability believes these three recommendations to be the most critical.

- **Develop a formal bus and support vehicle replacement plan.** Past YPS purchasing practices have led to a fleet where no bus purchases have been made in multiple consecutive years. At the time of the onsite work, 14 buses were 15+ years old. Bus replacement is one of the most important transportation policies a school board should establish. In essence, the school board determines the age of the school bus fleet, which then drives maintenance costs and service quality. Planning for a regular replacement cycle makes annual budgeting easier and helps guard against a tendency to avoid bus purchases in lean budget years. A regular cycle also encourages a consistent, gradual purchasing schedule that avoids expensive replacements of large numbers of buses at one time.
- **Assign the 195-day contract employees to work staggered schedules that cover June and July to free department leadership from clerical tasks.** The transportation department is insufficiently staffed during the summer months. The summer is typically when key planning activities take place in transportation departments. Having office help year-round allows department leaders to concentrate on their responsibilities. Businesses often have different work schedules to accommodate the specific needs and seasonal cycles of specific departments.
- **Allow the transportation director to schedule bus driver and monitor trainings.** Currently, all in-service training is done before the start of the school year. This does not support continuous improvement principles and negatively impacts the department. Safety training consists of initial and ongoing training, and paced throughout the school year.

Addressing these three tipping point areas should better enable the transportation department and district to address the challenges identified in the other 15 recommendations.

Chapter 1:
Introduction

Chapter 1

Introduction

Yukon Public Schools (YPS) is located within the boundaries of the City of Yukon and the western boundaries of Oklahoma City. The district serves the residents of the two cities. YPS has 11 campuses that serve approximately 8,800 students. The district covers approximately 68 square miles in Canadian County.

Demographics

In 2017-18, 69.4 percent of YPS students were Caucasian, while the Hispanic and Native American populations were 13.8 percent and 4.8 percent, respectively (**Exhibit 1-1**). Of the 8,781 students enrolled, 45.3 percent were eligible for free or reduced-price meals.

**Exhibit 1-1
Yukon Student Enrollment and Socioeconomic Characteristics
2017-18**

School Level	Grade Span	Fall Enr.	Caucasian	Black	Asian	Hispanic	Native American	Two or more Races	Eligible For Free or Reduced-Price Meals
Central ES	EC-3	368	75.0%	1.6%	2.2%	10.9%	4.1%	6.3%	57.3%
Independence ES	4-5	731	61.0%	3.2%	1.4%	20.3%	4.2%	10.0%	54.7%
Lakeview ES	4-5	650	73.1%	5.0%	2.8%	10.9%	4.6%	4.6%	44.8%
Myers ES	EC-3	352	56.3%	2.8%	0.3%	24.2%	6.0%	10.5%	87.8%
Parkland ES	EC-3	345	74.2%	2.3%	2.0%	9.3%	4.4%	7.8%	40.3%
Ranchwood ES	EC-3	407	70.3%	3.7%	4.2%	12.8%	3.0%	6.1%	48.9%
Shedeck ES	EC-3	367	54.8%	1.1%	0.8%	31.3%	4.4%	7.6%	74.4%
Skyview ES	EC-3	561	71.5%	3.2%	2.5%	8.2%	6.1%	8.6%	45.6%
Surrey Hills ES	EC-3	573	70.3%	6.3%	1.9%	8.0%	3.3%	10.1%	27.4%
Yukon Middle	6-8	1,940	69.1%	3.3%	3.0%	14.2%	5.4%	5.0%	43.3%
Yukon High	9-12	2,487	72.8%	4.2%	2.8%	12.0%	4.9%	3.3%	36.2%
Total		8,781	69.4%	3.6%	2.5%	13.8%	4.8%	6.0%	45.3%

Source: Office of Educational Quality and Accountability, Profiles Database

Exhibit 1-2 shows demographic changes over the last five years in YPS. The district remained a majority Caucasian district. Over that period, the average assessed property valuation per student increased 11.7 percent, and eligibility for free and reduced-price meals increased by 14.7 percent. The average daily membership (ADM) increased by 8.5 percent.

Exhibit 1-2
Yukon Change in Demographics from 2013-14 to 2017-18

School Year	ADM	Ethnic Group					Average Assessed Property Valuation Per Student	Eligible for Free or Reduced-Price Meals
		Caucasian	Black	Asian	Hispanic	Native American		
2013-14	8,060	79.0%	3.0%	3.0%	9.0%	5.0%	\$38,164	39.5%
2014-15	8,143	79.0%	3.0%	3.0%	10.0%	5.0%	\$39,898	39.0%
2015-16	8,296	77.0%	4.0%	3.0%	11.0%	5.0%	\$42,556	43.0%
2016-17	8,477	71.4%	3.7%	2.6%	12.4%	4.9%	\$41,650	44.0%
2017-18	8,747	69.4%	3.6%	2.5%	13.8%	4.8%	\$42,645	45.3%
Change	8.5% ▲						11.7% ▲	14.7% ▲

Source: Office of Educational Quality and Accountability, Profiles Database

Exhibit 1-3 compares YPS with selected peers, the community group, and the state. YPS had demographics similar to those of most of its peers, although the Hispanic population was notably higher than all of its peers and the community group. YPS was in the middle of the peer group in terms of the average assessed property valuation per student and of students eligible for free and reduced-price meals.

Exhibit 1-3
Demographics of Yukon, Peer Districts, Community Group, and State
2017-18

Entity	ADM	Ethnic Group					Average Assessed Property Valuation Per Student	Eligible for Free or Reduced-Price Meals
		Caucasian	Black	Asian	Hispanic	Native American		
Yukon	8,747	69.4%	3.6%	2.5%	13.8%	4.8%	\$42,645	45.3%
Choctaw-Nicoma Park	5,782	69.4%	4.3%	1.0%	7.3%	6.5%	\$39,025	48.2%
Deer Creek	6,242	69.1%	6.4%	7.4%	6.8%	6.8%	\$64,149	10.7%
Owasso	9,714	60.8%	4.7%	3.5%	9.9%	11.7%	\$53,743	32.1%
Sand Springs	5,099	65.5%	3.7%	0.8%	7.1%	17.8%	\$32,702	60.6%
Stillwater	6,279	63.9%	4.4%	4.1%	10.2%	4.6%	\$64,406	45.6%
Community Group	6,779	65.2%	4.2%	3.1%	9.7%	8.6%	\$51,497	38.8%
State	1,280	48.9%	8.6%	2.4%	17.2%	13.6%	\$52,219	62.9%

Source: Office of Educational Quality and Accountability, Profiles Database

The data in **Exhibit 1-4** reflect five-year ADM trends compared to the peers, community group, and state. YPS has the second-highest increase in ADM among all comparison entities.

Exhibit 1-4
Yukon, Peer Districts, Community Group, and State Student ADM Trends

Entity	ADM					Percent Change
	2013-14	2014-15	2015-16	2016-17	2017-18	
Yukon	8,060	8,143	8,296	8,477	8,747	8.5% ▲
Choctaw-Nicomma Park	5,507	5,615	5,639	5,742	5,782	5.0% ▲
Deer Creek	5,040	5,372	5,657	5,902	6,242	23.8% ▲
Owasso	9,368	9,645	9,673	9,722	9,714	3.7% ▲
Sand Springs	5,339	5,267	5,244	5,144	5,099	(4.5%) ▼
Stillwater	6,007	6,152	6,239	6,208	6,279	4.5% ▲
Community Group	6,370	6,506	6,612	6,677	6,779	6.4% ▲
State	1,292	1,299	1,305	1,267	1,280	(0.9%) ▼

Source: Office of Educational Quality and Accountability, Profiles Database

Surveys

As part of its data collection process, the consulting team administered surveys to YPS teachers, parents, and secondary students. Surveys consisted of several multiple-choice questions regarding transportation. They also provided each survey group the opportunity to give open-ended feedback about transportation operations. **Exhibit 1-5** provides the details of each survey's administration.

**Exhibit 1-5
YPS Survey Administration**

Survey	Population	Means of Distribution	Administration Period	Number of Respondents	Special Notes
Teacher (Appendix A)	All YPS teachers	<ul style="list-style-type: none"> Web link provided to all teachers. 	November 1-17, 2019	105	<ul style="list-style-type: none"> While the survey garnered a generally well-distributed sample, it may not be fully representative, as only 40 percent of respondents were from the middle and high school.
Parent (Appendix B)	All YPS parents	<ul style="list-style-type: none"> Web link provided on district website Requests emailed to parents on district email list 		1,023	<ul style="list-style-type: none"> The sample was distributed across all school levels (elementary, middle, and high). The majority of parent respondents were <i>not</i> parents of special education students. A majority of parent respondents (62%) had children who currently ride the bus on most days. Half (50%) of parents whose children do not ride the bus regularly reported that they prefer to take their students to school.
Student (Appendix C)	YPS students in grades 6-12	<ul style="list-style-type: none"> Web link provided to students 		375	<ul style="list-style-type: none"> Middle school students were roughly split between those who rode the bus to school and those who used alternative transportation methods. Over half of the responding students, 76 percent, were 6th through 8th graders and only 24 percent from high schoolers. Thus the results are more representative of middle schooler opinions than all secondary students.

Source: Prismatic, November 2019

Exhibit 1-6 provides select results from YPS teachers regarding transportation. Teachers are generally positive regarding bus drivers and bus cleanliness. Teachers are split on whether buses arrive and depart on time each day. On the open-ended section, a number of teachers pointed out that students are waiting as much as 45 minutes after the last school bell before some buses arrive at school to take students home. Sizeable proportions of teachers also do not believe that bus drivers effectively handle discipline on the buses or that there are enough buses to meet the district's needs.

Sizeable proportions of teachers do not believe that buses arrive early enough for students to eat school breakfast (34%, compared to 48 % who believe they do arrive early enough). In reviewing the responses by school, 77 percent of middle teachers did not believe the buses arrived early enough. This was much higher than the percentages for elementary or high school teachers.

Exhibit 1-6
Teacher Survey Results Regarding Transportation

Survey Questions	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
Bus drivers treat students with courtesy and respect.	15%	49%	28%	9%	0%
Bus drivers treat other district staff with courtesy and respect.	19%	64%	14%	2%	0%
Buses are clean and free of trash.	11%	43%	37%	8%	1%
Buses arrive and depart on time each day.	9%	39%	10%	32%	11%
Buses arrive early enough for students to eat breakfast at school if they wish.	11%	37%	18%	25%	9%
Bus drivers effectively handle discipline on the buses.	2%	22%	43%	30%	3%
There are enough working buses to meet the needs of the district.	5%	15%	37%	29%	14%

Source: Prismatic Survey Results, November 2019

Parents generally have positive opinions regarding regular education transportation (**Exhibit 1-7**). Most feel their child's bus runs on time, that their child feels safe on the bus, and that the length of the bus ride is reasonable. However, about one-fourth of parents disagreed in each of these areas. A majority of parents also feel their child's bus is usually too crowded.

Exhibit 1-7
Parent Survey Results Regarding Transportation

Survey Questions	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
My child's school bus runs on time nearly every day.	25%	50%	2%	15%	8%
My child feels safe riding the bus.	19%	46%	6%	22%	7%
The length of my child's bus ride is reasonable.	20%	48%	5%	17%	11%
My child's bus is usually too crowded.	37%	20%	20%	17%	5%

Source: Prismatic Survey Results, November 2019

Parents of special education students were also asked some of the same questions regarding transportation as the parents with children enrolled in regular education. These parents were generally satisfied with YPS transportation services, as shown in **Exhibit 1-8**. While a majority (63%) of parents believed their children felt safe on buses, 23 percent did not. A larger proportion (68%) also felt that bus aides manage the students effectively on the buses; only nine percent of the parents disagreed.

Exhibit 1-8
Parent Survey Results Regarding Special Education Transportation

Survey Questions	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
My child feels safe riding the bus.	27%	36%	14%	14%	9%
Bus aides effectively manage the students on the bus.	36%	32%	23%	0%	9%

Source: Prismatic Survey Results, November 2019

Parents were also asked questions related to school timing, including whether they relied upon their high school children to babysit younger children and whether they relied upon wages from a high school child's work (**Exhibit 1-9**). Of those parents with children in elementary and high school, most do not rely upon their high school child to babysit the elementary children. This indicates that a later end time for high school would not inconvenience most parents with elementary and high school children. Most parents indicated that their high school child does not work at an afterschool job. Of the few who do, only a tiny percentage rely upon wages from that student's job to support the family's finances.

Exhibit 1-9
Parent Survey Results Regarding School Start Times

Do you rely upon your high school student to babysit your elementary students after school? (n=234)	
Yes, every day	12%
Yes, sometimes	21%
Only in unusual situations	13%
No	54%
Does your high school student work an afterschool job? (n=395)	
Yes	19%
No, not right now, but has in the past	10%
No	71%
Does your family rely upon the wages from your high school student's afterschool job to make ends meet financially? (n=119)	
Yes	2%
Yes, sometimes	9%
No, not usually	7%
No, not ever	82%

Source: Prismatic Survey Results, November 2019

Students in grades 6 through 12 were also asked about transportation (**Exhibit 1-10**). Like their parents, they reported generally positive opinions about district transportation services. Most of the bus riders were satisfied with the length of their rides, noted that their bus runs on time, and felt safe on the bus. However, at least one-fourth of the students disagreed with each of these statements. Students were about evenly divided regarding issues of bullying and student behavior management.

Exhibit 1-10
Student Survey Results Regarding Transportation

Survey Questions	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
The length of my bus ride is reasonable.	17%	42%	13%	13%	14%
My bus runs on time nearly every day.	27%	36%	11%	16%	11%
My school's bus loading area is well supervised in the morning and afternoon.	16%	29%	22%	17%	16%
Bullying is a problem on the school bus.	15%	21%	31%	17%	17%
Some students avoid riding the bus because of the bad behavior of other students.	24%	20%	27%	18%	12%
Students feel safe riding the bus.	9%	22%	38%	21%	10%
Bus drivers effectively handle discipline issues on the bus.	14%	31%	15%	19%	21%
I feel safe riding on the bus.	24%	31%	19%	15%	11%

Source: Prismatic Survey Results, November 2019

Appendices A through C contain comprehensive results of all survey questions for each survey group. They also include the answers respondents gave to open-ended questions.

Chapter 2:
Transportation

Chapter 2

Transportation

This chapter addresses the transportation services of Yukon Public Schools (YPS) and is divided into the following sections:

- A. Policies and Procedures
- B. Routing
- C. Operations and Staffing
- D. Budget, Procurement, and Contracting
- E. Department Facilities
- F. Vehicle Maintenance

The primary objective of school transportation is to provide safe, timely, and efficient transportation services to students. Oklahoma's 7,600 school buses travel more than 67 million miles each year, carrying nearly 369,000 children every day.

The Oklahoma School Code (OSC) authorizes school districts to provide student transportation services between school and home, from school to career and technology locations, and for approved extracurricular activities. The federal *Individuals with Disabilities Education Act (IDEA)* requires districts to provide transportation services to students who must travel to receive special education services, if they provide regular school transportation services.

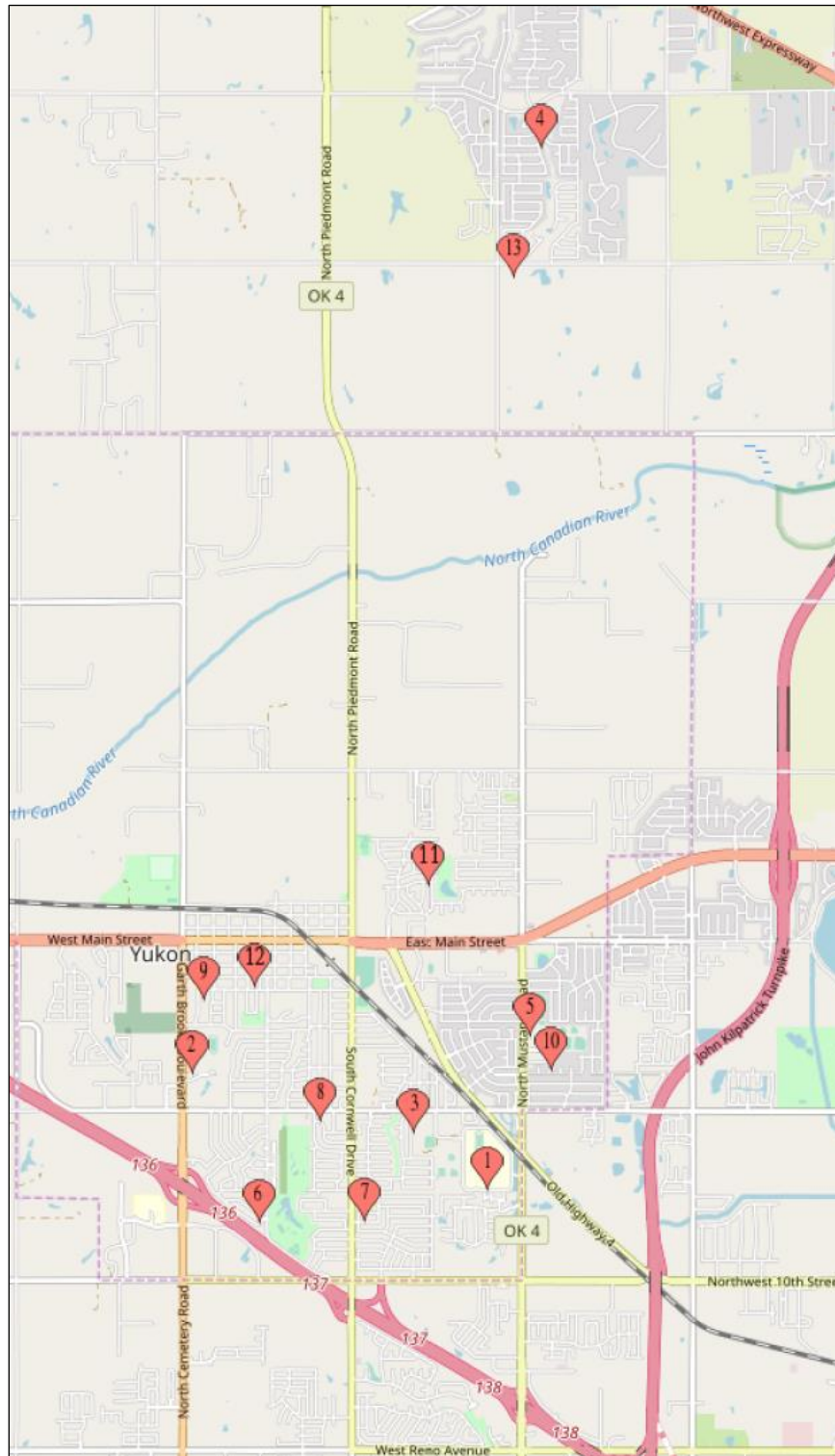
The State Department of Education (SDE) provides some funding for regular transportation of students who live more than 1.5 miles from their assigned school. Oklahoma school districts receive a transportation supplement that is calculated based upon a per capita allowance, the district's student density, and the number of students who live more than 1.5 miles from school (considered the average daily haul or ADH). These factors are multiplied by a state funding weight of \$1.39 (transportation factor), a figure that has not been updated since 1988.

This level of funding does not begin to support all transportation expenses in a typical Oklahoma school district. In general, the state transportation supplement provides just 16 percent of the funding needed to operate a district transportation program. Thus, every dollar saved in a school district's transportation program can instead be spent in other district programs, including classroom instruction.

Background

The YPS transportation department provides route and extracurricular transportation for its students. **Exhibit 2-1** provides an overview of Yukon's school locations.

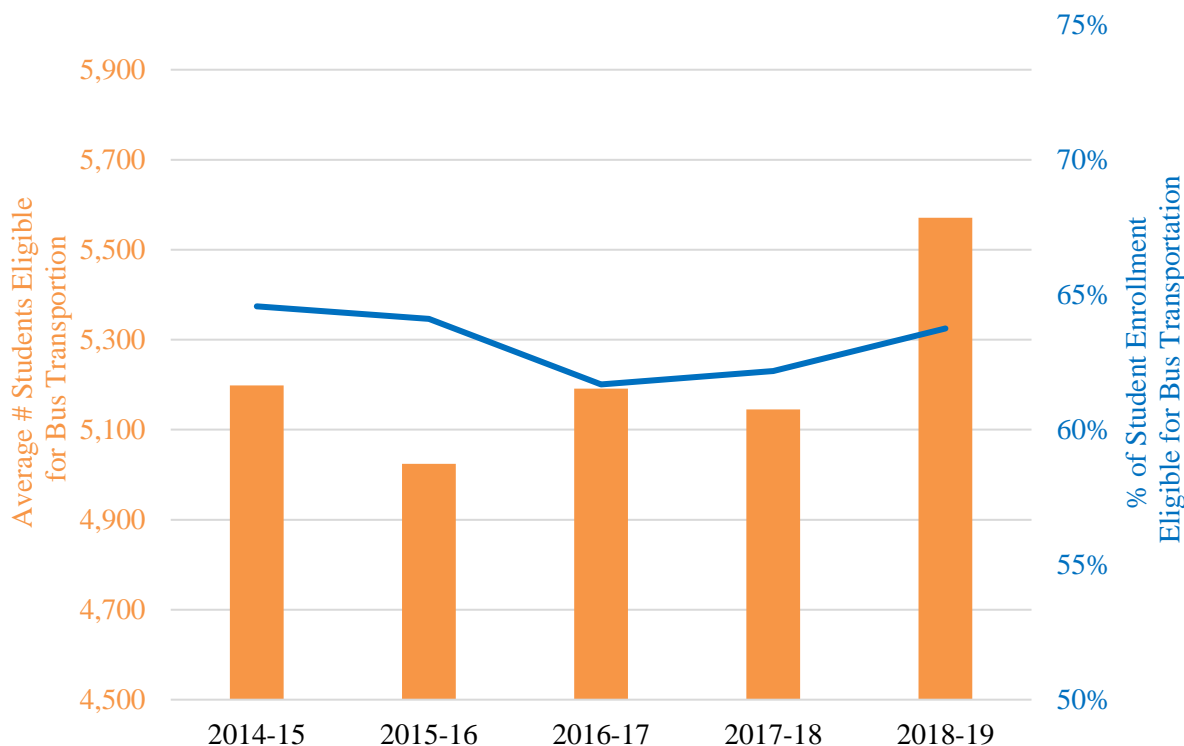
Exhibit 2-1 Locations of YPS Schools



Source: <https://www.mapcustomizer.com>, October 2019

The YPS fleet includes 46 buses used for regular education transportation and seven buses used for special needs transportation. More than 5,500 YPS students, 64 percent of all district students, are eligible for route bus transportation. The number of students eligible for route transportation grew in 2018-19, but the proportion of the student body eligible for transportation remained fairly steady (**Exhibit 2-2**).

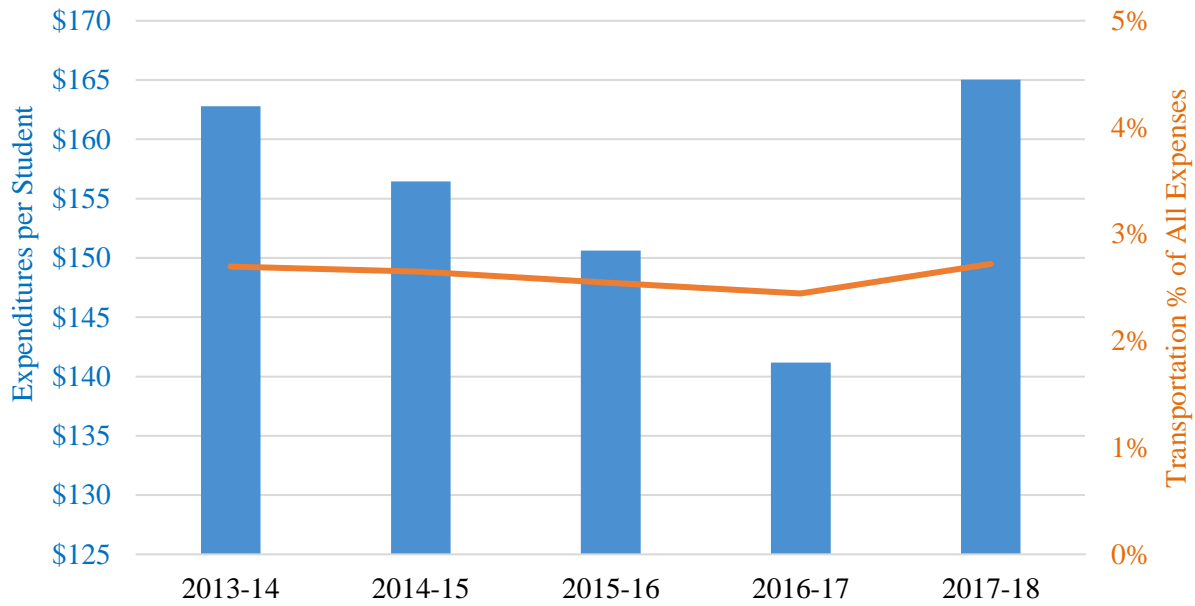
**Exhibit 2-2
Number and Percent of YPS Students Eligible for Bus Transportation**



Source: YPS Annual Statistical Reports, 2014-15 through 2018-19

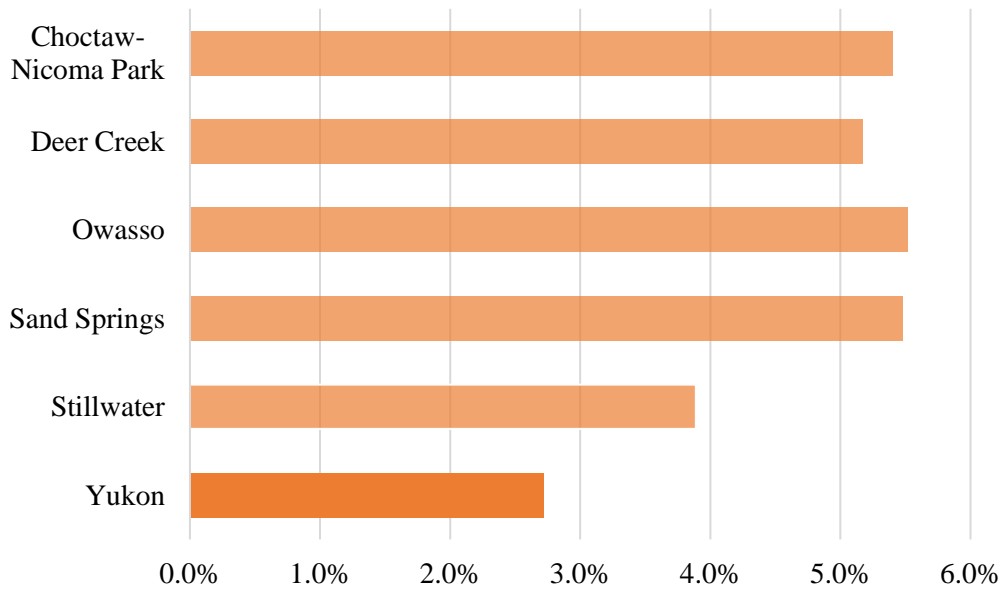
Exhibit 2-3 provides a five-year comparison of YPS transportation expenditures as a percent of total general fund expenditures as well as the annual transportation expenditures per student. Over that time, transportation expenses have ranged from 2.5 percent to 2.7 percent of general fund expenditures. Per student, the transportation spend has ranged from \$141 to \$165. A number of industry benchmarks suggest that transportation spending in an average school district should range between 4.5 percent and 6.0 percent. Yukon has been below this range for the past five years. As shown in **Exhibit 2-4**, Yukon’s 2.7 percent spent on transportation was the lowest of the peer districts – four of the five peers spent in the benchmark range of 4.5 to 6.0 percent.

Exhibit 2-3
Trend in YPS Transportation Expenses



Source: SDE OCAS and Prismatic calculations

Exhibit 2-4
Transportation as Percent of General Fund Expenditures, 2017-18



Source: SDE OCAS and Prismatic calculations

Exhibit 2-5 compares YPS’ transportation costs over time. In the past five years, benefits, purchased services, supplies, and property have decreased while salaries and other have increased. Overall, total expenditures have increased by 5.6 percent in the past five years.

Exhibit 2-5
Trend in YPS Transportation Expenditures Operating Costs

Category	2013-14	2014-15	2015-16	2016-17	2017-18	Percent Change
Salaries	\$677,147	\$679,862	\$737,579	\$735,617	\$883,084	30.4% ▲
Benefits	\$179,113	\$143,893	\$137,921	\$142,911	\$165,414	(7.6%) ▼
Purchased Services	\$102,663	\$61,225	\$63,822	\$69,003	\$76,041	(25.9%) ▼
Supplies	\$430,108	\$402,469	\$301,651	\$271,751	\$363,119	(15.6%) ▼
Property ¹	\$26,531	\$313,600	\$139,796	\$0	\$0	(100.0%) ▼
Other	\$110	\$500	\$1,616	\$1,082	\$7,906	7,087.0% ▲
Total	\$1,415,672	\$1,601,549	\$1,382,385	\$1,220,363	\$1,495,563	5.6% ▲
Annual Percent Change		13.1% ▲	(13.7%) ▼	(11.7%) ▼	20.6% ▲	

Source: SDE OCAS, District Expenditures Reports with Exclusion (All Funds), and Prismatic calculations

Exhibits 2-6 and 2-7 compare the change in YPS and peer transportation costs over time. The first exhibit includes all transportation expenses from the All Funds account recorded in the Oklahoma Cost Accounting System (OCAS) by each district. This includes transportation-related property expenses, which are typically for bus purchases. As shown, YPS' transportation expenses were the second highest among its peers in 2017-18. The second exhibit excludes transportation property expenses, such as bus purchases. As shown, YPS' transportation expenses were the lowest among its peers in 2017-18.

Exhibit 2-6
Comparison of Transportation Costs Over Time (Including Property Expenses)

Entity	2013-14	2014-15	2015-16	2016-17	2017-18	Percent Change
Yukon	\$1,415,672	\$1,601,549	\$1,382,385	\$1,220,363	\$3,077,934	117.4% ▲
Choctaw-Nicoma Park	\$2,262,111	\$2,255,081	\$1,683,262	\$1,645,776	\$1,794,008	(20.7%) ▼
Deer Creek	\$1,084,548	\$1,479,468	\$1,693,129	\$1,743,959	\$1,729,826	59.5% ▲
Owasso	\$4,338,852	\$4,040,022	\$3,764,780	\$4,866,864	\$3,837,705	(11.6%) ▼
Sand Springs	\$2,185,713	\$2,644,103	\$1,980,293	\$2,483,124	\$1,913,749	(12.4%) ▼
Stillwater	\$2,009,678	\$2,300,242	\$2,179,462	\$2,195,944	\$2,059,465	2.5% ▲
Peer Average	\$2,376,180	\$2,543,783	\$2,260,185	\$2,587,134	\$2,266,951	(4.6%) ▼

Source: SDE OCAS, School District Expenditures, All Funds, 2013 through 2018, and Prismatic calculations

¹ The 2017-18 Report with Exclusions, All Funds does not include bus purchases expenditures. The same OCAS reports for prior years appear to include bus purchase expenditures. This appears to be a change in OCAS accounting methodology.

Exhibit 2-7
Comparison of Transportation Cost Over Time (Excluding Property Expenses)

Entity	2013-14	2014-15	2015-16	2016-17	2017-18	Percent Change
Yukon	\$1,389,141	\$1,287,949	\$1,242,589	\$1,220,363	\$1,495,563	7.7% ▲
Choctaw-Nicomma Park	\$1,928,845	\$1,834,371	\$1,676,286	\$1,645,776	\$1,751,500	(9.2%) ▼
Deer Creek	\$1,084,548	\$1,265,195	\$1,271,360	\$1,440,212	\$1,729,474	59.5% ▲
Owasso	\$3,338,852	\$3,356,043	\$3,335,785	\$3,141,549	\$3,159,721	(5.4%) ▼
Sand Springs	\$2,135,820	\$2,058,600	\$1,977,214	\$1,906,244	\$1,802,399	(15.6%) ▼
Stillwater	\$1,580,385	\$1,736,513	\$2,076,734	\$1,958,898	\$1,724,166	9.1% ▲
Peer Average	\$2,013,690	\$2,050,144	\$2,067,476	\$2,018,536	\$2,033,452	1.0% ▲

Source: SDE OCAS, School District Expenditures, All Funds, 2013 through 2018, and Prismatic calculations

A. **POLICIES AND PROCEDURES**

Board of education policies set the standard for administrative procedures created by transportation staff. Transportation policies should support a safe and economical operation. Although numerous state regulations govern transportation services, school districts have the flexibility to establish procedures that can enhance operations such as strategically setting bell schedules, designing more efficient routes, and fostering sound maintenance procedures.

FINDING 2-1

YPS lacks a formal policy concerning bus-loading capacity.

The transportation director and routing lead are primarily responsible for determining bus routes, which must necessarily begin with a desired maximum number of students per bus. Both staff members indicated that 71 passengers are used as the maximum number of students for planning purposes; however, this figure is not adopted in district policy, nor written into documented procedures. Currently, all YPS buses are rated as holding 71 passengers.

In onsite morning arrival observations at the high school, middle school, and five elementary schools, the consulting team did not observe any buses to be overly full. Bus counts reported by bus drivers support this observation. Based on the most recent bus counts from drivers, none of the buses are filled to capacity.² Most drivers reported their buses as being filled to less than half capacity (**Exhibit 2-8**). Based on the data available, it was not possible to separate out all special education bus counts, which would be expected to have low counts. Regardless, the bus count data show that approximately one-third of morning buses and one-half of afternoon buses are running more than half-full.

² It should be noted that not all bus drivers reported counts.

Exhibit 2-8
Counts of Students on Buses, September 2019³

Count Type	Morning	Afternoon
Maximum # of Students on a Bus	69	66
# of Buses with 50+ Students	10	17
# of Buses with 36-49 Students	22	23
# of Bus Counts Reported	106	81

Source: Compiled by Prismatic from YPS Bus Driver Count Reports from April and September 2019

In a focus group, principals provided anecdotal evidence that buses are sometimes overcrowded. One stated that four times in the previous two weeks a bus was overcrowded at an intermediate school. The school staff had to pull students from the bus and have them wait for another bus. Others noted that overcrowding is more of a problem in the afternoons than the mornings.

A bus capacity policy establishes what the district considers to be a full bus. A common misconception is that the manufacturer's rated bus capacity can be considered an expectation of actual capacity. The National Association of State Directors of Pupil Transportation Services (NASDPTS) developed a position paper on the seating capacity of school buses. This paper notes that the typical school bus seat is 39 inches wide and generally considered to have a maximum seating capacity of three students. However, this maximum is derived by assuming a 12.8-inch hip breadth of a fifth percentile female adult. As specified in the Federal Motor Vehicle Safety Standard 208, a fifth percentile female adult stands approximately 4'11" and weighs 102 pounds. The NASDPTS position paper notes that many high school students exceed that height and weight.

The highway safety guidelines *Pupil Transportation Safety*, issued by the National Highway Traffic Safety Administration, advised, "Due to variations in sizes of children of different ages, states and school districts should exercise judgment in deciding how many students are actually transported in a school bus." The Oklahoma Department of Transportation guidelines suggest four students per seat in grades K-3, three to a seat in grades 4-8, and two to a seat in grades 9-12.

RECOMMENDATION

Develop a policy on the bus-loading capacity by grade level to be used in route planning.

The transportation director should draft a policy for board review and approval. Once adopted, the routing lead should use the guidance to develop maximum acceptable numbers of students per bus and gear routing efforts to achieving bus occupancies at or near the maximum acceptable number. The efforts should include regularly reviewing bus count data in order to modify and improve overbooking of buses to help achieve full bus usage.

³ In the few cases where September 2019 data were not available, April 2019 counts were included (if available).

FISCAL IMPACT

This recommendation can be implemented with existing resources, but the adoption of the policy may lead to long-term expenses, as the transportation department currently uses manufacturer capacities for routing.

FINDING 2-2

YPS has an informal 1.5-mile walk zone in use, but this is not formalized in policy or procedure. It is also not enforced consistently throughout the district.

Staff in the transportation department indicated that they currently provide transportation to students who live further than 1.5 miles from school. Students who reside closer than 1.5 miles from their school do not receive transportation services. In addition, 4th and 5th grade students are expected to walk to their elementary school to catch a shuttle to their intermediate school. This procedure results in the district offering transportation to approximately 65 percent of the YPS student enrollment, based on the district's *Annual Statistical Reports*.

Routing staff noted that there are some exceptions to the 1.5-mile walk zone due to hazards. For example, a student who lives closer than 1.5 miles from school but who would have to cross railroad tracks in order to get to school is provided with transportation. However, staff also noted that in at least one area of the district transportation is provided within what should be the walk zone. Staff stated this exception was made due to parental pressure and not necessarily any known walking hazards.

The Oklahoma funding formula for a district's transportation supplement does not include any provision for students who live closer than 1.5 miles from school. Providing transportation for students living closer than 1.5 miles is a courtesy, and the district bears the full cost of providing this type of transportation. Avoiding this expense saves dollars that can instead be spent in the classroom.

Several of the district peers have incorporated a walk zone into their policies. For example, Policy CN of Stillwater Public Schools reads in part:

Transportation is a privilege extended to students in the district only when necessary for the accomplishment of one of the following purposes: 1. To transport children whose homes are more than a reasonable walking distance, as defined by regulations of the State Board of Education, from the school attended by such child. Provisions of state law limit state funds paid for such transportation to a child residing at least one and one-half (1 ½) miles from the school attended. Except as otherwise provided by law for children with disabilities, students residing less than one and one-half (1 ½) miles from the school they attend are not eligible for school bus transportation services. Exceptions may be made, at the discretion of the transportation director, when no safe walking path exists.

RECOMMENDATION

Develop and enforce a walk zone policy.

The superintendent should propose that the school board adopt a walk zone policy similar to that of Stillwater Public Schools. Once adopted, the transportation director and routing lead should review all areas currently provided with transportation to determine whether services can be reduced or need to be enhanced.

FISCAL IMPACT

This recommendation can be implemented with existing resources and may result in cost savings from reduced transportation services in some areas of the district.

FINDING 2-3

The district lacks policies regarding school bus and support vehicle replacement schedules. Historically, the district has requested bond referendums to support the purchase of new or used buses or support vehicles. Purchasing practices have led to a fleet where no bus purchases have been made in multiple consecutive years.

YPS does not have a board-adopted policy to address a specific school bus or support vehicle replacement schedule. Over the past several years, buses have been purchased with the passage of bonds.

Exhibit 2-9 provides the breakdown of the YPS school bus fleet by age. Excluding the 2020 models, the average age of the fleet is 7.5 years.

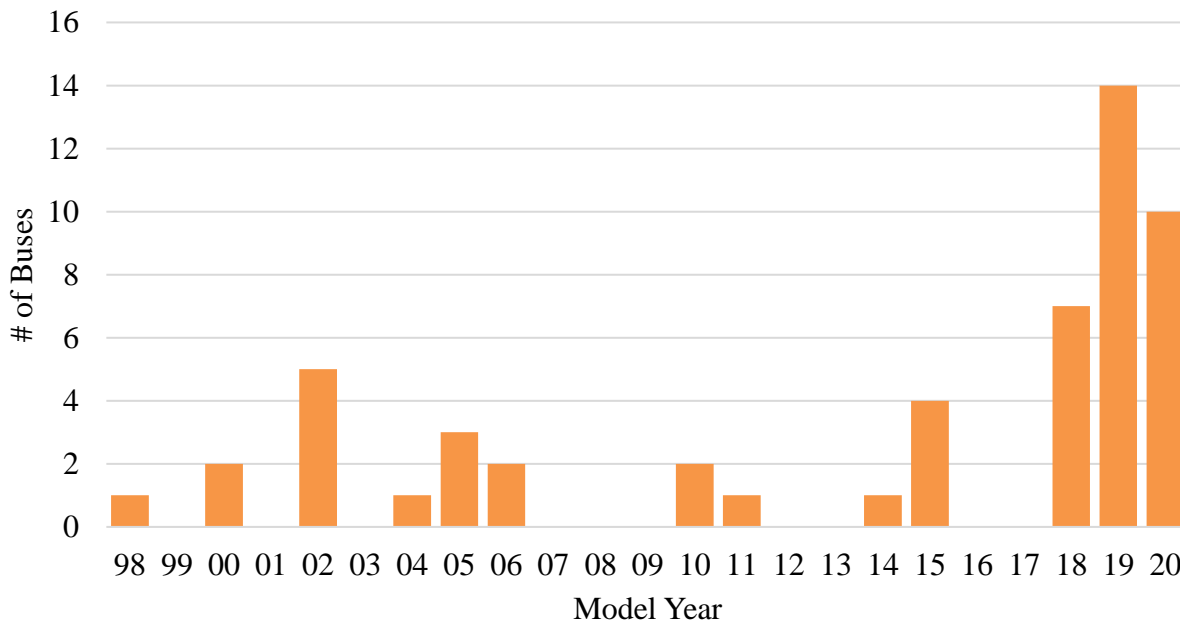
**Exhibit 2-9
Current YPS Fleet**

Model Year	Current Age	Number of Buses
1998	22	1
2000	20	2
2002	18	5
2004	16	1
2005	15	3
2006	14	2
2010	10	2
2011	9	1
2014	6	1
2015	5	4
2018	2	7
2019	1	14
2020	0	10
Total		53

Source: YPS Transportation Department, October 2019

However, the district has not adhered to a regular replacement cycle and has instead purchased 31 buses since 2017. Most of the recent purchases were primarily made as part of participation in an Environmental Protection Agency grant program. Considering the entire fleet, the oldest bus is a 1998 model; 14 buses are currently 15 years of age or older (**Exhibit 2-10**).

Exhibit 2-10
Current YPS Fleet by Model Year



Source: YPS Transportation Department, October 2019

In the undated *Transportation 10 Year Plan* document provided to the consulting team, YPS noted that its route buses were an average of 11 years old, with 32 over 14 years old. Charter buses were noted as having an average age of 19.5 years. In the same document the district noted that it came to be in this situation due to “lack of commitment to a well-defined plan,” that it “has been difficult to create a long-term vision in the past” and that “other expenses have disrupted a regular purchase cycle of new vehicles.”

YPS has committed to a goal of a fleet with no buses older than 12 years of age and no more than 150,000 miles. Other documentation provided to the consulting team indicated that transportation staff was developing a 10-year rotation plan that was “mostly completed” at the time of the onsite visit. Neither of these goals has been grounded in school board policy.

School buses are a high-dollar capital expense. For a district to be successful in providing safe, reliable, and fiscally responsible transportation, a long-term comprehensive plan is critical. This includes planning for the regular acquisition of school buses. Not planning for the regular acquisition of school buses to refresh the fleet results in years where a district is forced to make a large purchase of buses at once, thereby squeezing the general or capital fund budgets.

Bus replacement is one of the most important transportation policies a school board can establish to maintain a sound fleet and stable budgeting. Oklahoma does not mandate that districts adhere to school bus replacement timelines or mileage limits, but 11 other states have maximum ages for school buses. As noted in one of its white papers, “the National Association of State Directors for Pupil Transportation Services believes the timely replacement of school buses must be a planned process.” The association further recommends a replacement cycle of 12-15 years, mitigated by local operational conditions and the extent of preventive maintenance. Buses older than 16 years are often not compliant with evolving regulations and policies. An aging fleet with significant mileage generally has a higher cost of operation, in the form of lower gas mileage, more frequent repairs, and higher repair costs.⁴

RECOMMENDATION

Develop a formal bus and support vehicle replacement plan.

Bus replacement is one of the most important transportation policies a school board should establish. In essence, the school board determines the age of the school bus fleet, which then drives maintenance costs and service quality.

Planning for a regular replacement cycle makes annual budgeting easier and helps guard against a tendency to avoid bus purchases in lean budget years. A regular cycle also encourages a consistent, gradual purchasing schedule that avoids expensive replacements of large numbers of buses at one time.

The transportation director should draft a policy for board review and adoption that ensures the replacement of all buses older than 15 years of service. Once that task is completed, the policy should direct the superintendent and transportation director to ensure that the average age of the route fleet not exceed 10-12 years. This standard will ensure buses are compliant with evolving regulations and vehicle specifications. The school board should consider a similar policy for support vehicles and non-route buses as well.

FISCAL IMPACT

The adoption of the recommended policy can be accomplished with existing resources; however, the most likely effect of the policy will be a cost associated with replacing a percentage of the fleet in the next several years. With 14 buses older than 15 years of age, the district will likely have to make substantial purchases in the next few years, but this should be balanced with a critical look at the district’s actual route bus needs. It may be that, with the improved use of routing software and the planned change in bell times, the district’s base need for route buses is lower than the current figure.

The calculation of a fair market price for school buses in Oklahoma is subjective. Per *70 O.S. § 9-109 Section 219*, “Price List and Description of Transportation Equipment”; *all bus purchases shall be made under a sealed bid and contracts will be awarded to the lowest and best bidder.*

⁴ Source: SDE, OCAS, School Bus Replacement Considerations

The consulting team contacted each of the approved vendors to obtain the prices, shown in **Exhibit 2-11** as averages.

Exhibit 2-11
Current Bus Prices from SDE-Approved Vendors

Entity	Condition	Model	Estimated Cost per Bus
Blue Bird	New	Blue Bird	\$86,000
I.C. Corporation	New	International	\$95,000
Mid Bus	New	Thomas	\$95,000
Starcraft	New	Thomas	\$78,300
Thomas Freightliner	New	Thomas	\$95,000
Transnational	Used	International	\$95,000
Average Cost			\$90,717⁵

Source: <https://sde.ok.gov/sites/ok.gov.sde/files/busdealers.pdf> and Prismatic, October 2019

FINDING 2-4

YPS lacks a stated goal for bus arrivals in the morning. The consulting team observed many instances of buses arriving well before the start of school.

In observations at seven YPS schools (including the middle and high schools), the consulting team found that 56 of 66 buses⁶ arrived more than 10 minutes prior to the start of school. At three of the schools, no staff member was observed providing supervision of bus unloading or as students entered the school building. At one elementary school with a start time of 8:00 a.m., the consulting team observed two daycare buses dropping students off before 7:30 a.m., when the school doors were still locked. At the high school, no one was on duty to supervise students unloading from YPS buses from 6:35 a.m. until 7:05 a.m., even though some buses arrived during that time period. Staff at one of the seven schools noted that they track when buses arrive each day, but only for internal purposes. Staff at that school texts the principal each morning with a photo of the last bus to arrive. Staff in the other six schools did not report tracking when buses arrive.

In the focus group, principals noted that extra-early arrivals are not something that they have requested. They acknowledged that at some schools there is no supervision in the mornings if the buses arrive too early. Principals also noted, however, that some buses are routinely arriving after the start of school.

Although extra-early arrivals was not specifically surveyed, some stakeholders expressed concern regarding bus timeliness in general (**Exhibit 2-12**). A sizeable proportion of teachers (43%) do not feel that buses run on time. A smaller proportion of parents also do not feel that buses regularly run on time (23% for regular education parents and 19% for special education

⁵ It should be noted that vendors only quoted past pricing as each school district may have different specifications that would affect the exact pricing.

⁶ In a system where buses are double- or triple-tiered, a bus will arrive at more than one school. For example, a double-tiered bus will arrive at the first school to drop students, then go on another run and arrive at the second school. Each arrival is counted separately.

parents). Student survey respondents (mostly middle schoolers) were less negative; only 27 percent of them say their bus does not typically run on time.

Exhibit 2-12
Survey Results Regarding Bus Timeliness

Survey Group	Survey Questions	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
Teacher	Buses arrive and depart on time each day.	9%	39%	10%	32%	11%
Parent	My child's school bus runs on time nearly every day (regular education).	25%	50%	2%	15%	8%
Parent	My child's school bus runs on time nearly every day (special education).	24%	52%	5%	5%	14%
Student	My bus runs on time nearly every day.	27%	36%	11%	16%	11%

Source: Prismatic Survey Results, November 2019

RECOMMENDATION

Develop a written department statement on the earliest acceptable bus arrival times.

The transportation director should solicit input from the principals as to the ideal drop-off time in the mornings. This is often 10-15 minutes prior to the start of school. The routing lead should then assess route timing and adjust as needed to have buses arrive at schools at the desired drop-off time.

The transportation director should work with school administrators to develop a reporting process regarding the arrival times of buses at schools in the mornings and afternoons. This process should help proactively identify routes that are not meeting timeliness goals so that the routing lead can work to improve operations.

FISCAL IMPACT

This recommendation can be implemented with existing resources.

B. ROUTING

In a school transportation system that is 100 percent efficient, every available seat is filled on every route and all buses are exactly on time to school. Of course, no district achieves this level of efficiency, but good routing and planning should lead to buses that are as full as possible and routinely on-time arrivals.

For the purposes of this report, a run is a single trip by a bus from a starting point to a school in the morning, or from a school to an end point in the afternoon. Similarly, a route is the

combination of runs assigned to a bus/driver that make-up the morning or afternoon assignment.

The district uses the routing software platform Transfinder to develop and modify routes. Transfinder also provides a variety of reports. **Exhibit 2-13** shows the current route statistics.

**Exhibit 2-13
Current Bus Route Statistics, 2019-20**

Statistic	Morning	Afternoon
Total Regular Buses Operated	30	27
Total Runs Operated	52	45
Total Runs Per Bus	1.73	1.66
Total Students Transported ⁷	2,448	2,049
Average Run Length (Planned)	42 minutes	44 minutes
Standard Deviation	7.5 minutes	7.0 minutes
Average Riders Per Run	47	46

Source: YPS, October 2019

At the time of the onsite work, YPS was using a fairly compressed set of school start and end times, with just 35 minutes between the first and last school start. Not long after the onsite work, YPS adopted new school start times, to begin in 2020-21 (**Exhibit 2-14**). The new school start times have 55 minutes between the first and last school start. As with any new school times, these new times will require substantial reworking of current YPS routes.

**Exhibit 2-14
Current and Planned School Start and End Times**

School	2019-20		2020-21	
	Start	End	Start	End
Yukon HS	7:35 a.m.	2:43 p.m.	7:50 a.m.	3:07 p.m.
Yukon MS	7:40 a.m.	2:40 p.m.	8:25 a.m.	3:25 p.m.
Independence IS	8:10 a.m.	3:10 p.m.	7:40 a.m.	2:40 p.m.
Lakeview IS				
Central ES	8:00 a.m.	3:00 p.m.	7:30 a.m.	2:30 p.m.
Myers ES				
Parkland ES				
Ranchwood ES				
Shedeck ES				
Skyview ES				
Surrey Hills ES				

Source: YPS, October and December 2019

⁷ Based on student count data reported by YPS drivers, when available. As some drivers did not report student counts, these figures may be somewhat lower than reality.

FINDING 2-5

The transportation department has implemented a number of routing efficiencies.

Where it is more efficient, the department is transporting students from multiple schools on the same bus for some of its morning and afternoon routes. This includes students K-12 being transported on the same bus for certain “country” runs as well as combinations where students in grades K-5 or 6-12 are picked up on one run and delivered to multiple schools. In another instance, 4th and 5th grade students are required to walk to their neighborhood elementary school in order to catch a bus to their intermediate school.

These kinds of routing modifications from the typical bus runs of only picking up and delivering students of one school at a time provide efficiencies. That can translate into substantial cost savings.

COMMENDATION

The YPS transportation department has developed multi-grade, multi-school routes that offer the district cost savings.

FINDING 2-6

The district does not routinely use the ridership data that drivers collect to refine bus routes.

YPS drivers are supposed to turn in bus counts weekly. This is done on paper. Although these data are available, they are not easily used for analysis, given their paper format.

The bus counts show that the district has a number of instances of where buses are only lightly loaded, despite substantial overbooking of the bus by the routing lead. **Exhibit 2-15** provides drivers’ student counts and compares them to the manufacturer rating and the OKDOT suggested capacities by student level.

**Exhibit 2-15
YPS Regular Route Bus Student Counts Compared to Bus Capacity, September 2019**

Bus #	Bus Capacity	Student Counts			Percent Rated Capacity Using Manufacturer Rating			Percent Rated Capacity Using OKDOT Rating		
		HS/MS	Early ES	Late ES	HS/MS	Early ES	Late ES	HS/MS ⁸	Early ES ⁹	Late ES ⁷
02	71	57	20	49	80%	28%	69%	95%	24%	82%
05	71	52			73%			87%		
06	71	47		24	66%		34%	78%		40%
07	71	39	73		55%	103%		65%	87%	
08	71	47	23		66%	32%		78%	27%	
10	71	14		8	20%		11%	23%		13%
11	71	44	23	42	62%	32%	59%	73%	27%	70%
12	71	37	19	11	52%	27%	15%	62%	23%	18%
13	71	115			162%			192%		
18	71	10	6	2	14%	8%	3%	17%	7%	3%
19	71	51	10	28	72%	14%	39%	85%	12%	47%
21	71	49	44		69%	62%		82%	52%	
22	71	41	18	22	58%	25%	31%	68%	21%	37%
36	71	67			94%			112%		
41	71	43	21	29	61%	30%	41%	72%	25%	48%
45	71	69			97%			115%		
46	71	51			72%			85%		
47	71	59	38	2	83%	54%	3%	98%	45%	3%
48	71	44			62%			73%		
49	71	47	49		66%	69%		78%	58%	
52	71	53	16		75%	23%		88%	19%	
53	71	40		36	56%		51%	67%		60%
54	71	29	19	9	41%	27%	13%	48%	23%	15%

⁸ Averaging OKDOT recommendation of two per seat in grades 9-12 and three per seat in grades 4-8, used 2.5 per seat times the number of seats to determine maximum occupancy.

⁹ Averaging OKDOT recommendation of three per seat in grades 4-8 and four per seat in grades K-3, used 3.5 per seat times the number of seats to determine maximum occupancy.

Exhibit 2-15 (continued)
YPS Regular Route Bus Student Counts Compared to Bus Capacity, September 2019

Bus #	Bus Capacity	Student Counts			Percent Rated Capacity Using Manufacturer Rating			Percent Rated Capacity Using OKDOT Rating		
		HS/MS	Early ES	Late ES	HS/MS	Early ES	Late ES	HS/MS	Early ES	Late ES
56	71	49		46	69%		65%	82%		77%
58	71	44	26	17	62%	37%	24%	73%	31%	28%
59	71	37	31	28	52%	44%	39%	62%	37%	47%
61	71	57	54	30	80%	76%	42%	95%	64%	50%
62	71	87	21		123%	30%		145%	25%	
63	71	66			93%			110%		
Average		50	28	26	70%	40%	36%	83%	34%	43%

Source: YPS Transportation Department, Driver-Reported Bus Counts, and Prismatic calculations, October 2019

On the parent survey, most parents noted that their child's bus is too crowded (**Exhibit 2-16**). However, some parents indicated their child's bus is not often overcrowded (22%) and some noted that their child's bus is usually less than half full (6%).

Exhibit 2-16
Parent Survey Results Regarding Student Bus Counts

Survey Questions	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
My child's bus is usually too crowded.	37%	20%	20%	17%	5%
My child's bus is usually less than half full.	1%	5%	28%	21%	46%

Source: Prismatic Survey Results, November 2019

RECOMMENDATION

Use ridership data to refine bus routes.

The transportation department should review the bus count data routinely to identify both buses that are overly full and those that are operating well below capacity. Both situations call for corrective action that could include adjusting routes and bus assignments.

As an alternative to driver counts, hardware/software is available that will enable auto-capture of the student when they board the bus. This can be made available on a temporary basis allowing the district to obtain actual ridership data or it can be a permanent solution to always track student bus riders.

FISCAL IMPACT

This recommendation can be implemented with existing resources and should lead to adjustments in bus routes that provide cost savings.

FINDING 2-7

In morning arrival observations, the consulting team noted a number of buses transporting only a few students each.

As noted previously, the YPS transportation department engages in overbooking of its buses, which is the process of assigning more students to a bus than can be accommodated, knowing from past history that a substantial percentage of eligible students do not ride the bus. Overbooking is a best practice, similar to the practice in school cafeterias of planning meals with the average daily student attendance figures in mind. Despite this practice, a number of YPS buses are less than half full on apparently a regular basis.

Based on the *Annual Statistical Report* for 2018-19, YPS had approximately 5,500 students eligible for transportation. However, the driver counts show that only approximately 2,500 are riding the morning buses and even less are riding the afternoon buses.

The transportation department does not proactively ask parents whether their student will be regularly riding their assigned bus. Doing so would provide the district with additional information about potential ridership and allow the transportation department to better plan routes for the upcoming school year.

Greenwich Public Schools in Connecticut is of similar size to YPS. In years past, Greenwich has asked parents to let the transportation department know of their transportation plans for the upcoming school year (**Exhibit 2-17**).

Exhibit 2-17

Example Form Used to Determine Student Busing Plans for the Upcoming Year

Dear Families Eligible for Bus Transportation,

We are asking those who are eligible for transportation to let us know whether or not you plan to use the school bus service. Knowing this information in advance will help us eliminate any unnecessary travel time on the routes, identify appropriate bus stops, and generally allow for more consistent service delivery.

We would very much appreciate it if you would complete and return the tear-off sheet provided below (or the form available on the website) indicating whether your child will be using bus service during the _____ school year. Please complete a separate form for each child. The completed form may be returned to any school office and it will be forwarded to our attention via inter-office mail.

Sincerely,

Student Transportation Services Participation Form (2012-2013 School Year)
 Return by April 30th to Greenwich Public Schools
 ATTN: Transportation Office

Greenwich, CT

Student's Name	School	Grade
_____	_____	_____

Please check one:

Address

YES My child will be taking the bus

NO My child will not be taking the bus

 Parent's Signature Date

Source: Greenwich Public Schools, 2018

RECOMMENDATION

Ask parents each year if they plan to have their students use school busing.

The transportation department should use online resources to ask parents whether their student plans to use school bus transportation in the morning and afternoon in 2020-21. Once a family has responded, the student can be coded in the routing system as one that does or does not need to be included in route development. The transportation department should also develop a form that will allow a family to notify the department during the school year if the student's situation has changed and bus transportation is now needed or no longer needed.

FISCAL IMPACT

This recommendation can be implemented with existing resources and should help reduce the need for some runs/routes.

FINDING 2-8

Although the department has automated routing capabilities, it has not yet fully utilized that system to examine all routes and reduce unused capacity.

At the time of the onsite work, the routing lead had only been working in the district for 1.5 years. YPS had routing software prior to the lead's arrival, but had not begun to use it. The routing lead was also new to using software for routing; in his previous district he routed without software. Thus, it has been a learning process for the lead and the other transportation staff in using the routing software and adjusting operations based on the software's capabilities.

The routing lead has digitized all the previously existing routes and created new routes that were needed when two teachers gave up their routes. In the Fall 2019, the routing software was first used at back-to-school open house, when parents were able to type in their home address and get bus route information. This capability is also featured on the district's website (**Exhibit 2-18**). Likewise, the routing software is used to provide drivers with a roster of students who should be on their bus, based on the address provided to the enrollment center by parents.

Exhibit 2-18
Example Bus Route Information Available to Parents with InfoFinder

The screenshot displays the Yukon Public Schools website interface. At the top, it says 'Yukon Public Schools' with links for 'Bulletin' and 'Contact Us'. Below is a search bar with the following inputs: '600 S 9th St' (with a clear button), '73099' (with a clear button), and a dropdown menu set to '04 - Grade 04'. A teal 'Search' button is below the search bar. The results section is titled 'Results for 600 S 9th St, 73099' and has three tabs: 'All', 'Stops', and 'Schools'. Under the 'All' tab, it lists 'Lakeview Elementary School (4 - 5)'. Two bus routes are shown, each with a green cross icon: 'PU LES at Central' (Bus Rt 11 Lakeview Elementary PU LES... 7:46 AM) and 'DO LES at Central' (Bus Rt 10 Lakeview Elementary DO LES... 3:26 PM). To the right of the search results is a map showing the area around Lakeview Elementary School, which is marked with a green cross. The map includes streets like W Main St, S 9th St, and S 10th St, and landmarks like Yukon Cemetery.

Source: YPS website, October 2019

Although these developments are important, the district has not yet tapped the full potential of the routing software to analyze potential scenarios and find efficiencies. The department is not yet comparing routing options or adjusting routes to improve efficiency throughout the year.

Routing software can also be used to determine eligibility and generate revenue. For example, Edmonds Public Schools used their routing software to identify any students living 1.5 miles or more from their assigned school. This led to more students being counted as eligible, which increased the overall transportation funding from SDE.

RECOMMENDATION

Examine all routes and reduce unused capacity.

Effective and efficient routing is dependent on the optimal use of buses in transporting students to and from school. The district should review all routes and schedules to see where greater efficiencies can be obtained.

FISCAL IMPACT

This recommendation can be implemented with existing resources and should help reduce the need for some runs/routes. Based on the data available, the consulting team estimates that at least four high school and six middle school runs are not needed in the current bell time structure. This would result in an annual savings of approximately \$50,000, based on the assumption that a reduction of approximately 10 percent of all runs would result in an approximate 10 percent reduction in driver wages, bus fuel costs, and associated mileage-based maintenance. In 2017-18, YPS spent approximately \$500,000 in driver wages and \$200,000 in fuel.

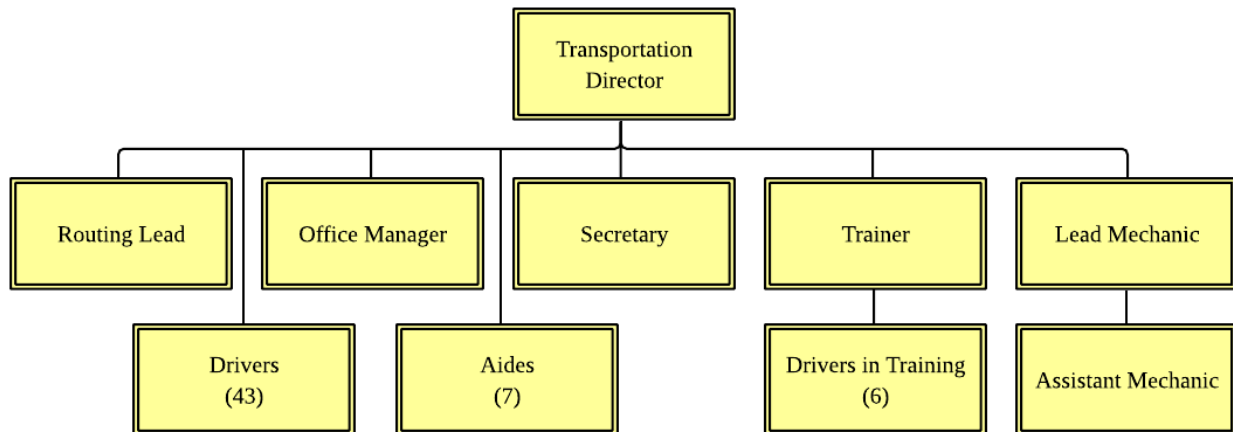
Recommendation	2020-21	2021-22	2022-23	2023-24	2024-25
Review all routes.	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000

C. OPERATIONS AND STAFFING

The management of student transportation does not differ from any other department in that it is incumbent upon management to select, organize, maintain, and adjust staff to meet current and future demands. Establishing and reviewing action plans, training employees, and adopting new methods and technologies are part of the ongoing efforts required for a transportation department to be efficient, effective, and ultimately successful.

Exhibit 2-19 shows the current organization chart of the YPS transportation department.

**Exhibit 2-19
YPS Transportation Organization**



Source: Prismatic, September 2019

The Oklahoma Department of Public Safety (ODPS) requires bus drivers to obtain a specialized school bus endorsement to their Commercial Driver’s License (CDL). The SDE requires bus drivers to obtain bus driver certification and training and to pass a license history review. YPS conducts criminal background checks on all new employees, including bus drivers, and annually evaluates the motor vehicle records of personnel who drive school vehicles. New bus drivers must also pass an initial alcohol and drug test, with subsequent random drug tests that are administered annually.

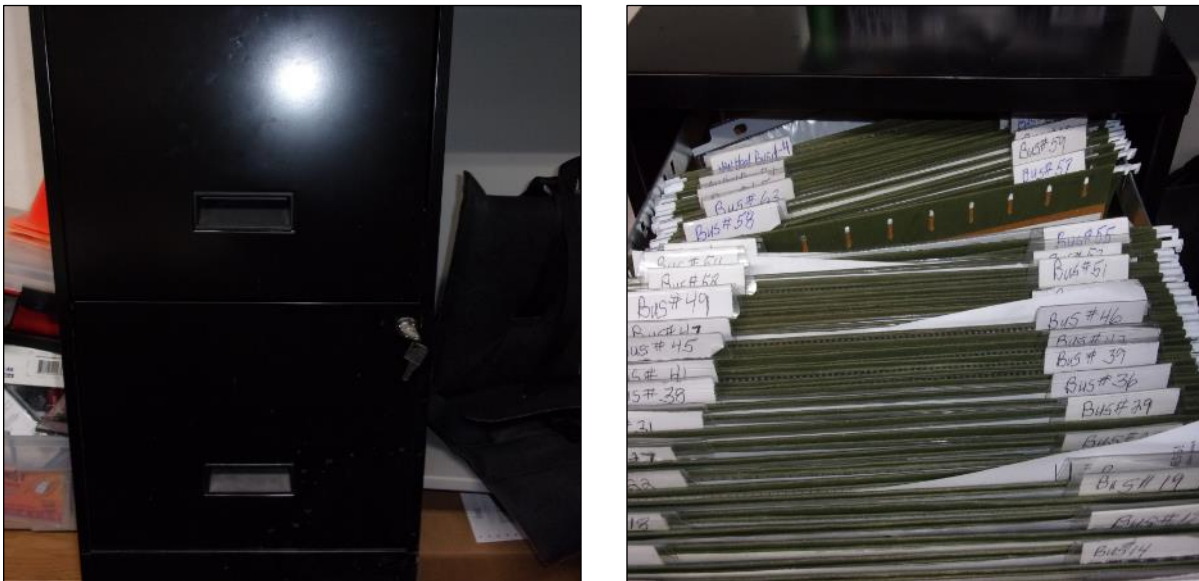
Currently, the district has 43 Oklahoma CDL-certified drivers to operate school buses. At the time of the onsite work, there were six student drivers (**Exhibit 2-20**) in training who were expected to obtain full CDL licensure with the next several months. Drivers maintain a current Oklahoma CDL, with the proper endorsements and must report any moving violations to the transportation director. Before the start of each school year and before any drivers are permitted to drive a school bus, drivers must submit to a full license review. YPS then reviews the licenses for proper endorsement and infraction history. The maintenance shop staff files driving records, bus maintenance logs, and other records in the lead mechanic's office (**Exhibit 2-21**) that comply with the ODPS. The department maintains these records for the duration of the school year.

Exhibit 2-20
CDL Students Learning Pre-Trip Process



Source: Prismatic, October 2019

Exhibit 2-21 Maintenance Office Records



Source: Prismatic, October 2019

FINDING 2-9

The central office has limited all bus driver and monitor trainings to the start of the school year. Retraining of drivers involved in an accident is the only exception and can occur at any time during the year.

All in-service training is done before the start of the school year. This does not support continuous improvement principles and negatively impacts the department. Any updates on policy or law is resigned to memo form. This has caused questions and confusion on the part of employees. Most drivers and monitors go to each other for clarification instead of the transportation office. The lack of training was mentioned in both focus groups and three interview sessions. The inability to have in-service meetings throughout the school year limits the transportation director's ability to address safety needs as they arise.

Safety training consists of initial and ongoing training. Districts across the state have safety training throughout the school year. This enables the district to address accident prevention, patron complaints, policies and laws with employees.

RECOMMENDATION

Allow the transportation director to schedule bus driver and monitor trainings.

The transportation department should develop a training schedule for the school year. The meeting time can range from 30 minutes to one hour. Meetings should be spaced out throughout the school year.

FISCAL IMPACT

This recommendation can be implemented with existing resources.

FINDING 2-10

Communication problems regarding student discipline problems on buses were reported in focus groups and interviews. These issues have frustrated bus drivers and principals.

When students misbehave on the bus, the current procedure is for the driver and/or monitor to write a bus referral. This referral is reviewed by the transportation department to determine the completeness and severity of the incident before it is turned over to the student's school for consequences.

On the surveys, some stakeholders expressed concern with bus discipline (**Exhibit 2-22**). One-third of teachers did not feel that bus drivers effectively handle bus discipline. This sentiment was echoed by 38 percent of parents and 40 percent of students.¹⁰ Slightly more than one-third of the students also stated that bullying is a problem on the bus, and 44 percent stated that some students avoid riding the bus because of the behaviors of other students.

Exhibit 2-22
Survey Results Regarding Bus Discipline

Survey Group	Survey Questions	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
Teacher	Bus drivers effectively handle discipline on the buses.	2%	22%	43%	30%	3%
Parent	Bus aides/drivers effectively manage the students on the bus (regular education buses).	11%	23%	28%	25%	13%
Student	Bus drivers effectively manage the students on the bus.	14%	31%	15%	19%	21%
Student	Bullying is a problem on the school bus.	15%	21%	31%	17%	17%
Student	Some students avoid riding the bus because of the bad behavior of other students.	24%	20%	27%	18%	12%

Source: Prismatic Survey Results, November 2019

The school then reviews the referral and determines the consequence. Once the referral is in the hands of the schools, the transportation office and driver/monitor may or may not be informed by the school of the consequence. Not communicating the results of each issue back to the transportation department has resulted in drivers and monitors reporting feeling unimportant and ignored.

¹⁰ Most of the student survey respondents were from the middle schools (76%).

In the other direction, principals also view communication as lacking. Principals believe that the proper process is for drivers to report issues to their supervisor who then reports the issues in PowerSchool. However, this process is not always followed – sometimes principals get only a phone message about a problem, or the driver returns to school with the student offenders still on the bus, expecting immediate disciplinary consequences.

In the focus group, some principals reported that they are not being informed about incidents that drivers believe they have reported or that drivers may have overreacted to a discipline issue. Principals did report that drivers' student management skills have improved in the past two years, but that more improvement is still needed. Principals also reported that assistant principals want to be more involved in bus discipline issues but that drivers often do not provide sufficient information for effective follow-up.

In Edmonds Public Schools, the assistant director for transportation handles all bus discipline issues, serving as a bridge between drivers and school administrators. At the time the consulting team reviewed the Edmonds operation, the assistant director was receiving all bus discipline referrals, supervising their input into the district's student information system, meeting with school administrators on each incident, and informing drivers of discipline consequences administered. Edmonds staff reported high satisfaction with the use of a single point-of-contact within the transportation department for discipline issues. **Exhibit 2-23** shows the forms used by Edmonds Public Schools.

RECOMMENDATION

Assign the driver trainer as the primary point of contact within the transportation department for managing the student discipline process.

Making this assignment would support equitable treatment of incidents and provide both drivers/monitors and school administrators with a consistent contact for bus issues. In addition:

- The reduction in time spent chasing referral details and potential eventual reduction in referrals overall will free time for the school administrators.
- The driver trainer can provide coaching as needed to bus drivers and monitors.
- Employee morale should show an improvement as drivers/monitors receive updates on their referrals.

FISCAL IMPACT

This recommendation can be implemented with existing resources.

FINDING 2-11

The transportation department does not have a Standard Operation Procedures (SOP) manual for the staff and drivers. Drivers and monitors are dependent on the information they receive from more tenured employees.

During the focus group and employee interviews it was determined the district does not have an SOP manual for the department. The current tenured employees know their duties and operational functions. These employees are required to share their knowledge with any new employees and typically do so only verbally. During the focus group, it was stated “if it wasn’t for the other drivers’ help, they would not have known what the district expects from them.”

Focus group attendees also described the communication problem with the transportation front office. There is a perceived lack of consistency because things are not written down.

Organizations only operate effectively when the expectations and procedures are documented. The national Pupil Transportation Safety Institute recommends a transportation department handbook listing the employee roles, responsibilities, and safety procedures for the department. The SOP is critical for the training of new employees in the districts policies and procedures.

As an example, Edmond Public Schools provides its transportation employees with a 52-page handbook that covers all aspects of employment as well as directions on how to pick up and drop off students, road courtesy, and what to do in case of an accident. **Exhibit 2-24** provides the table of contents for the Edmond Handbook.

**Exhibit 2-24
EPS Transportation SOP Table of Contents**

Table of Contents	
Welcome to Edmond Public Schools Transportation	0
Table of Contents	4
Sexual Harassment	6
Harassment/Intimidation/Bullying	6
Employee Leave	6
Criminal Record Questionnaire	7
Family Educational Rights and Privacy Act and Health Insurance Portability and Accountability Act	8
Evaluation	8
Ethical Conduct Code	8
Dress/Appearance	9
F.M. Radio	9
Inclement Weather	9
Injuries At Work	10
Omnibus Act of 1991 (Drug Testing)	10
Performance Expectations	11
Drivers' and Monitors' Section	12
Requirements	14
Responsibilities	14
Assignment of Routes and Activity Trips*	14
Clocking In and Out	14
Time Centre and Payroll	15
Care of Bus	15
Flag Out Procedure	18
Loading and Unloading Students	19
Routes	20
Accidents	20
Student Management	21
Key Procedure	22
Bus Street Use and Parking Procedure at Office	22
Information You Really Need to Know!!! A Practical Guide for the Edmond Public Schools Transportation	
Department	24
Thriving at the Transportation Department	26
Employee Lounge	28
Bus Compound	29
Pick Up/Drop Off	29
Bus Loops	32
High Schools	32
Middle Schools	33
Late Elementary Schools	37
Choice Schools	40
On the Road	41
Road Courtesy	41
Accident Processing	42
Administration	43
POLICY ON ALCOHOL AND DRUG TESTING FOR DRIVERS	45
Notes	55

Source: EPS Transportation, October 2013

RECOMMENDATION

Develop a transportation SOP manual that provides comprehensive direction for all transportation employees in procedures and processes.

The transportation director should develop and distribute a SOP, specific to SDE Guidelines. General topics covered in the manual should include:

- Mission Statement / Vision / Goals
- Organizational Chart
- School Bus Operator Qualifications
- Driving Record Standards
- Driver Duties and Responsibilities
- Disciplinary Guidelines
- Student Conduct Form
- Student Management Techniques
- Cellular Telephone Use
- School Bus Idling
- 2019-20 Payroll Schedule
- Dress Code
- School Bus Crash/Accidents
- Incident Reporting Procedure
- Student Injuries and Illnesses
- Bus Stops and Walk-to-Stop Distances
- Field Trips
- Loading and Unloading Students
- Certificate of Absence
- Leave Request
- Employee Agreement Form

Distribution of the manual should be given during the mandated in-services held each school year and to any new employees throughout the year. The transportation director should also set aside time during the in-service to brief and instruct employees on the SOP manual, then give staff time to ask questions and seek clarification.

FISCAL IMPACT

This recommendation can be implemented with existing resources.

FINDING 2-12

The transportation department is insufficiently staffed during the summer months. The summer is typically when key planning activities take place in transportation departments.

During team interviews, it was learned that during the month of July 2019, only the transportation director and mechanics were working. This inhibited their effectiveness, since they had to also handle receptionist and secretarial duties in addition to their usual ones.

The contracts of the three office employees is 195 days or 11 months. They have historically worked the month of June and then taken off the month of July.

Having office help year-round allows department leaders to concentrate on their responsibilities. Businesses often have different work schedules to accommodate the specific needs and seasonal cycles of specific departments.

RECOMMENDATION

Assign the 195-day contract employees to work staggered schedules that cover June and July to free department leadership from clerical tasks.

The transportation director should work with the 11-month office employees to stagger their schedules in June and July to provide for continuous office coverage. This will allow the department to evaluate the need for the router and trainer when deciding the schedule.

FISCAL IMPACT

This recommendation can be implemented with existing resources.

D. BUDGET, PROCUREMENT, AND CONTRACTING

Transportation is a vital support service that requires sound management. Capital investments in bus fleets and annual expenditures required for fleet maintenance and operation are substantial. An efficient, effective administrative staff ensures the transportation department delivers regulated, consistent service to its students and is responsive to their needs.

FINDING 2-13

Due to the transportation department's participation in two successive fiscal years in a now-expired Environmental Protection Agency (EPA) grant program, the district replaced a total of 19 diesel-fueled buses with gas-fueled ones.

As per the rules of the EPA grant program, the district received a \$20,000 rebate for each of the 19 replaced buses, for a total of \$180,000. The benefits of the district's participation include:

- Eliminating 19 older buses and replacing them with new buses reduced the average age of the bus fleet. Newer equipment requires less repair time than older equipment.
- The unit cost of the replacement buses was lower than buying them without the program.
- More funds were made available for future bus purchases, since the rebated dollars were put back into the Transportation bond fund.

COMMENDATION

Yukon Public Schools are commended for recognizing the EPA grant opportunity and actively pursuing participation in a limited-time program that helped refresh the bus fleet while also saving taxpayer dollars.

FINDING 2-14

Yukon Public Schools has managed its transportation-related bond repayments in a manner that has saved taxpayer money.

On September 12, 2017, YPS voters approved a bond referendum in the amount of \$44.68 million. Of this amount, \$1.0 million was a separate bond sale specified for transportation, as required under Oklahoma law.

School bonds are generally limited to a 25-year term per Oklahoma state law, but bonds for transportation equipment are limited to five years. The Bond Issue History & Projections information provided by the district shows a payback period of less than four years for the bonds approved in 2017 bonds. The last payment will be made on November 1, 2020. The district's bond history data also show that a previous \$92.4 million bond issue was paid off in 11 years, with the last payment made on August 1, 2018.

COMMENDATION

Yukon Public Schools saved taxpayers money because the earlier a bond issue is paid off, the less interest cost there is for the bonds.

FINDING 2-15

The district's process for approving purchase orders is not in keeping with best practices. This can cause delays in vendors payments, including vendors to the transportation department.

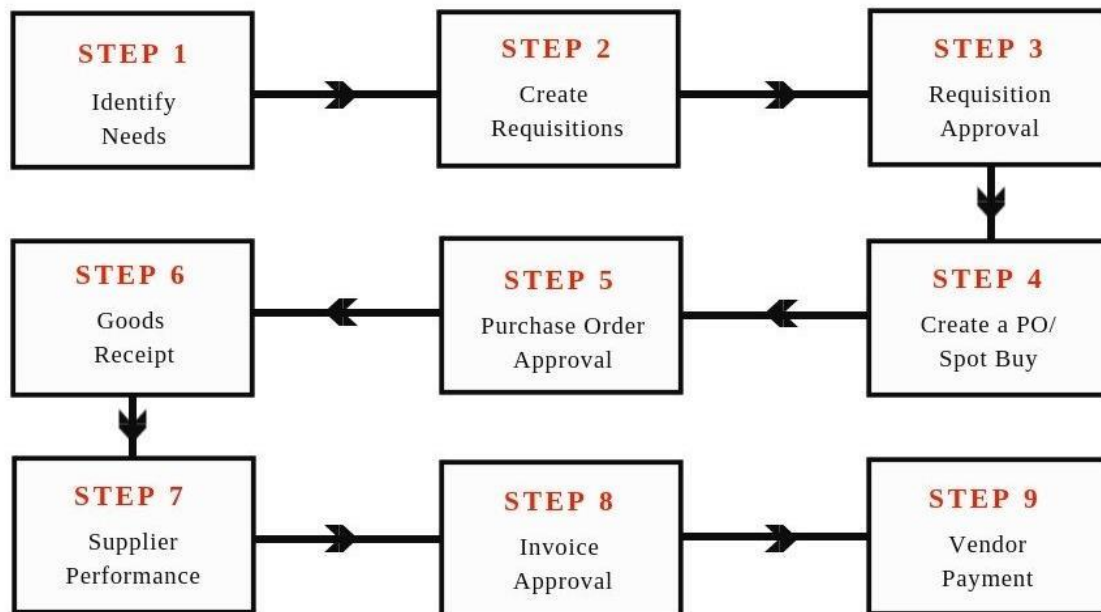
The YPS board of education (BOE) is provided monthly a listing of all purchase orders that have been issued by the district and approves those purchase orders as part of its consent agenda, i.e., items considered routine and not necessarily requiring board discussion. Because the BOE normally only meets monthly, however, a purchase order can be processed by the district, printed and sent to a vendor, the order can be fulfilled by the vendor, and the school/department can confirm completion of the order before the BOE "approves" the purchase order as part of its monthly meeting.

Although the YPS business office does not process payments for purchase orders that the board has not yet acted on, it is entirely possible for the merchandise or service to have in fact been provided to the district before board action is taken. The board action is not then really an approval, as the purchase orders have already been sent to the vendors – and in some cases – fulfilled.

This occasionally causes situations where the business office must suspend payment for some purchase orders, i.e., those where the good or service has already been provided, but the board has not yet had its monthly meeting.

Exhibit 2-25 shows a recommended procurement-to-payment process. As noted, purchase order approval (Step 5) occurs before the purchase order is sent to the vendor and goods are received (Step 6).

Exhibit 2-25
The Procurement-to-Payment Cycle



Source: <https://www.kissflow.com>, October 2019

RECOMMENDATION

Require approval of purchase orders before they are sent to vendors.

The BOE should consider delegating its approval authority for purchase orders below a certain dollar threshold to the superintendent and/or his/her designee. The BOE could still receive a monthly listing of all purchase orders which were issued as background information but would not have to “approve” a list of transactions – of which numerous ones have already been completed and in essence only lack payment authority.

This would also allow for a smoother flow of requisition input through approval process and order fulfillment to paying for the product or service, without having to wait on a monthly board action.

The recommendation could be readily implemented by board action directing the purchase approval process to be designated to the superintendent and/or his designee. The board might want to set a dollar amount above which it wanted to approve purchase orders before they were sent, but if so this would need to be at a high enough dollar level that ordering goods and services for the schools would not be delayed.

FISCAL IMPACT

This recommendation can be implemented with existing resources.

FINDING 2-16

Accounts payable is a one-person operation in YPS. That individual is also responsible for processing and sending out purchase orders, as there is no formal purchasing department.

The district continues a practice from years past, when it was smaller, of having just one person with Accounts Payable duties. That person is also responsible for the processing of purchase orders once they have gone through their approval processes, which vary based on the type of good/service being ordered and the dollar amount of the purchasing request.

Although other central office staff can assist in covering her duties in her absence, any time spent paying bills or processing purchase orders is time away from their regular duties. Additionally, it would be expected that a district of Yukon's size would have a dedicated purchasing staff. By comparison, neighboring district Mustang Public Schools has two staff members with "accounts payable" in the title.

One of the apparent impacts of the small staff is that it appears that few purchases are based on Requests for Proposals (RFPs) or bids. A review of the YPS website under "View awarded RFPs and bids" tab shows just one RFP awarded in each of the years 2019, 2018, and 2017, and zero in 2016. Competitive bidding, when possible, is typically viewed as providing assurances that a school district is realizing the best combination of pricing and quality.

RECOMMENDATION

Hire an additional Accounts Payable person to provide assistance and backup in this growing district.

Alternatively, the district might consider relieving the accounts payable incumbent of her purchasing responsibilities and adding an individual whose job would be to take care of all the work required to coordinate district purchases. A full-time purchasing person would be better able to assist schools and department in meeting their purchasing needs, as well as perhaps be able to obtain better pricing on some items via the increased use of RFPs and bids.

FISCAL IMPACT

The specific fiscal impact would depend on the direction the district chooses to take to deepen its accounts payable/purchasing staffing.

E. DEPARTMENT FACILITIES

Transportation facilities typically include space for parking buses, office space for department staff and leaders, and maintenance facilities. Some districts choose to park buses in the parking lots of various schools while others have a central parking facility or let drivers take them home each night. Maintenance facilities can vary depending on the level of maintenance services the district provides in-house versus what is outsourced – higher levels of services provided in-house require greater space for diagnostic tools, repair equipment, and replacement parts. Some transportation departments maintain their own fueling stations, bus washing areas, and/or driver training space.

YPS has one central transportation facility, located apart from all other district central offices and school sites (**Exhibit 2-26**). The site includes bus parking, offices, driver break area, diesel fueling, and bays for bus repair. With the exception of two, all buses are parked at the central facility. The two buses that do not park there are a special circumstance: two teachers who also drive a bus park at their assigned school during the work week.

Exhibit 2-26
YPS Transportation Facility



Source: Prismatic, October 2019

FINDING 2-17

The current transportation facilities present several challenges that impede efficient and effective operations.

As shown in **Exhibit 2-27**, the bus parking lot is unpaved. The often dusty and muddy conditions result in dirty vehicles, slowing repair and maintenance work and tracking dirt into the bus garage. Without a paved bus washing area or drive-through bus wash on site, it is difficult to keep bus exteriors clean. Dirty buses driving in the community could lead to a negative

perception about the way the district takes care of its taxpayer-funded equipment. Several district leaders noted that buses tend to appear to be dirty and that this should be improved.

The unpaved lot creates difficult working conditions for drivers. Rain pools in various spots and mud makes walking difficult. Yukon staff reported that at least one employee has sustained injuries walking on the uneven surface of the parking lot.

Exhibit 2-27
YPS Transportation Parking Lot



Source: Prismatic, October 2019

It is questionable whether the current parking lot is of sufficient size to easily house all of the current fleet. Some staff noted that it is currently a tight fit in the parking lot. As the district is a growing in enrollment, the fleet will likely need to grow as well, exacerbating the parking challenge.

The facilities at the department site are also lacking in some regards. For example:

- There are diesel fuel pumps available, but not gas pumps. Drivers have to go offsite to fill up the gas buses.
- The transportation department is not co-located with any other central office department or function. This can create an “out of sight, out of mind” mentality.

- The building leaks in some areas when it rains. Rain damage occurred in ceiling of one of the bathrooms. One staff member noted that the vents fill with water when it rains.
- The driver break room is small and not especially welcoming.
- Staff complained that the office lighting is poor.

RECOMMENDATION

Allocate some of the uncommitted bond funds to expand and pave the transportation department's parking lot or explore options for other accommodations.

Paving the current parking lot might be possible using the specified transportation bond fund (because this would be a transportation-related expenditure), and perhaps using some General Obligation bond monies as well to assist with the cost. Oklahoma law requires no less than 85 percent of all bond issue proceeds must be spent on the list of projects included on the bond resolution and approved by voters. The remaining 15 percent can be spent on similar-type projects as approved in the bond issue election.

The district should confirm with bond counsel that it can use 15 percent of the transportation bonds for equipment, as opposed to just the purchase of buses. In a similar manner, the district should confirm with bond counsel that it can use 15 percent of its General Obligation bonds for items not specified in the bond proposition. While the proceeds from the bond sale are spoken for in the four-year plan laid out for the expenditure of the bond funds, there might be some monies that become available if the projects listed do not require of the dollars initially budgeted.

Alternatively, the district may decide to pursue alternative accommodations. If so, it should prioritize a site that allows for some future growth and more closely locates the transportation function with the other central office functions.

FISCAL IMPACT

The specific fiscal impact of this recommendation will depend on the option selected and whether there is sufficient bond funding that can be used.

FINDING 2-18

The consulting team observed the lack of personal vehicle parking at the transportation office. District staff often parks their vehicles in the grass and on/around an existing septic tank.

Due to the lack of designated employee parking areas, the current employees park wherever they can. This includes on the grass along both drives and beside the building. The consulting team was informed verbally of a septic tank along the parking locations. Employees seem to all be aware of its location, but there is no signage to alert visitors that there is a septic tank to avoid.

A designated parking area would be in the districts best interest to makes sure employees can get to work easily. The current lack of an area may lead to disgruntled employees and absenteeism if there is no place to park.

RECOMMENDATION

Delegate some of the areas within the gated area to employee parking.

The district should make some parking available behind the building. Moving buses on the west side further north and expanding the parking on the east as shown in **Exhibit 2-28**.

**Exhibit 2-28
Recommended Reorganization of the YPS Transportation Yard**



Source: Prismatic, October 2019

FISCAL IMPACT

This recommendation can be implemented with existing resources.

F. VEHICLE MAINTENANCE

Vehicle maintenance and repair is both an internal and external service that supports the delivery of transportation services. A proper maintenance program is critical to the success of any school transportation operation.

Vehicle maintenance in YPS is the responsibility of two full-time mechanics. They diagnose and repair all gasoline/diesel vehicles. If the repair work is too complicated or requires equipment or tools the district does not have, the mechanics manage the process of sending the vehicle out for servicing at a local repair shop.

FINDING 2-19

The transportation department uses many state-developed forms pertaining to pupil transportation (Pre-Trip, Bus Evacuations, and Specifications Guide) as part of its on-going transportation records management.

The transportation mechanics maintain and have incorporated all required and recommended user forms in their daily operation. Further, the transportation mechanics have incorporated required standards from the SDE in the areas of safety and regulation and provide these materials

to the staff during mandated in-service meetings. Some of the information and training has included:

- YPS Pre-Trip Sheets, developed by YPS;
- Emergency Evacuation Sheets for Bus Passengers from SDE;
- Oklahoma School Bus Inspection Guide from SDE;
- Evaluations of Bus Routes from SDE;
- Pre-Trip/Post-Trip Bus Inspections Forms from SDE; and
- Guidelines for Transportation of Students with Special Needs from SDE.

As the scope and implementation of the available materials from SDE suggest, the transportation mechanics have partnered with department leaders and other stakeholders to best learn, plan, and direct the overall development of best vehicle maintenance practices with limited resources. The transportation mechanics continue to garner information relating to the records management, proper documentation forms, and the retention of all records that affect the functionality of vehicle repair and maintenance.

Although most of the maintenance information gathered in daily operations is still kept by hand and manually stored, the mechanics have developed methods to retrieve needed information in a timely manner.

COMMENDATION

YPS mechanics have developed outstanding records management strategies.

FINDING 2-20

The consulting team found YPS buses to be in generally good condition. However, there were some cleanliness, safety, and mechanical issues that were not addressed.

District bus drivers are required to clean and inspect buses for mechanical malfunctions on a daily basis. They are required to perform a pre-trip inspection before the vehicle is placed into operation. The current daily preventive maintenance inspection form is shown in **Exhibit 2-29**.

Exhibit 2-29 Yukon Bus Pre-Trip Form

**YUKON PUBLIC SCHOOLS TRANSPORTATION
DRIVER PRE-TRIP INSPECTION CHECKOFF**

BUS # _____ ROUTE # _____ DATE _____ MON TUES WED THUR FRI
(circle day of week)

STARTING MILEAGE _____ ENDING MILEAGE _____

DRIVER: (first initial, last name, please print) _____

<p>Exterior:</p> <p>Lights, Lenses and Reflective material _____</p> <p>Windshield _____</p> <p>Windows _____</p> <p>Wipers _____</p> <p>Service Door _____</p> <p>Mirrors _____</p> <p>Bumpers _____</p> <p>Fuel (1/2 tank min.) check cap, fuel door _____</p> <p>Drive Shaft _____</p> <p>Exhaust _____</p> <p>Frame _____</p> <p>Suspension _____</p> <p>Stop Arm _____</p> <p>Battery Box _____</p> <p>Horn _____</p> <p>Radio (On, VOL Up) _____</p> <p>Camera system _____</p> <div style="border: 1px solid black; padding: 2px; margin-top: 5px;"> <p>Pedal test done _____</p> <p>Emergency hold done _____</p> <p>Air Brake check done _____</p> </div> <p>Engine Compartment:</p> <p>Engine, Trans fluids _____</p> <p>Power steering level _____</p> <p>Brake fluid level _____</p> <p>Coolant level _____</p> <p>Belts and Hoses _____</p> <p>Breakers/Fuses _____</p> <p>Alternator wiring _____</p> <p>Water Pump _____</p> <p>Steering assembly _____</p> <p>Suspension _____</p> <p>Frame _____</p> <p>Tires _____</p>	<p>Inside:</p> <p>Step well _____</p> <p>Emergency equip. _____</p> <p>(1st aid, clean up, fire, reflect) _____</p> <p>Driver seat/Belt _____</p> <p>A/C (if applicable) _____</p> <p>Switches/Gauges _____</p> <p>Dome lights _____</p> <p>Emergency exits _____</p> <p>Seats (meet standard) _____</p> <p>Aisles (clear) _____</p> <hr/> <p>Lift Buses:</p> <p>Lift operates, secure _____</p> <p>Chair tie downs _____</p> <p>Safety belts _____</p> <p>Fire blanket _____</p>
--	---

WEDNESDAY ONLY (STUDENT COUNTS)

SCHOOL NAME	AM	MID	PM
TOTAL			

Post Trip Child Check _____

To be completed at end of day when parking bus in lot:
WALK THE BUS! NO CHILD LEFT BEHIND!!!

Source: YPS Transportation Department, October 2019

In addition to this pre-trip sheet YPS drivers report defects to the mechanics using the repair form shown in **Exhibit 2-30**. If necessary, the mechanics remove the bus from service until the deficiencies are repaired. All vehicle information is cataloged and filed for records retention and warehoused in the bus garage office, as required by the SDE.

**Exhibit 2-30
YPS Repair Form**

BUS/VEHICLE REPAIR FORM- TRANSPORTATION

BUS # _____ ROUTE # _____ DATE OF REPAIR REQUEST _____

DETAILED DESCRIPTION OF REPAIR NEEDED:

CURRENT VEHICLE MILEAGE (REQUIRED): _____ DRIVER NAME: _____

REPAIRS COMPLETED BY _____ DATE _____

RETURNED TO SERVICE (DATE) _____ BY _____

Source: YPS Transportation Department, October 2019

Despite this process, upon inspection of a 10-bus sample of the 57-bus fleet, the consulting team found several buses that were not clean. In one instance, the consulting team found a head light that was improperly repaired with clear tape. **Exhibit 2-31** provides the results of the consulting team’s inspection.

**Exhibit 2-31
Bus Inspections Completed by the Consulting Team**

Bus	00	49	8	7	13	4	62	51	47	2
Mirrors	✓	✓	✓	✓	✓	N/R	✓	✓	✓	✓
Glass	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Tires	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Body Damage	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Seats	✓	✓	✓	✓	✓	N/R	✓	✓	✓	✓
Flooring	N/R	✓	✓	✓	N/R	N/R	✓	✓	N/R	✓
Emergency Door	✓	✓	✓	✓	✓	✓	N/R	✓	✓	✓
Clean Inside	N/R	✓	✓	✓	✓	N/R	✓	✓	N/R	✓
Clean Outside	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Fire Ext.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
First Aid	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Body Fluid Kit	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Triangles	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Placard (Sleeping Kids)	✓	✓	✓	✓	N/R	N/R	✓	N/R	N/R	✓

Source: Prismatic, October 2019
Index: ✓ = OK, N/R = Needs Review

Exhibit 2-32 shows the deficiencies the consulting team found. As shown, some repairs are needed to prevent future safety issues. In addition:

- Four buses had debris on the floor.
- Four buses needed interior cleaning.
- One bus had its exit door blocked by a trash can.

**Exhibit 2-32
Observed Bus Deficiencies**

Bus 00 – Unsecured Trash Can



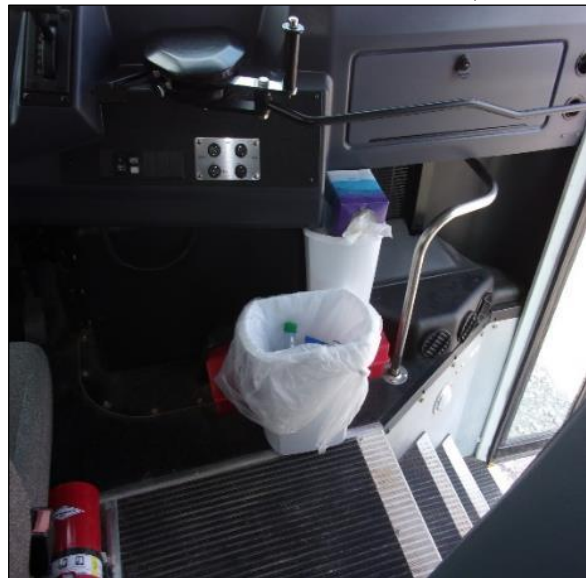
Bus 00 – Behind Drivers Seat



Bus 2 – Unsecured Trash Cans



Bus 02 – Unsecured Trash Can, Aisle



**Exhibit 2-32
Observed Bus Deficiencies (continued)**

Bus 4 – Taped Lens Cover



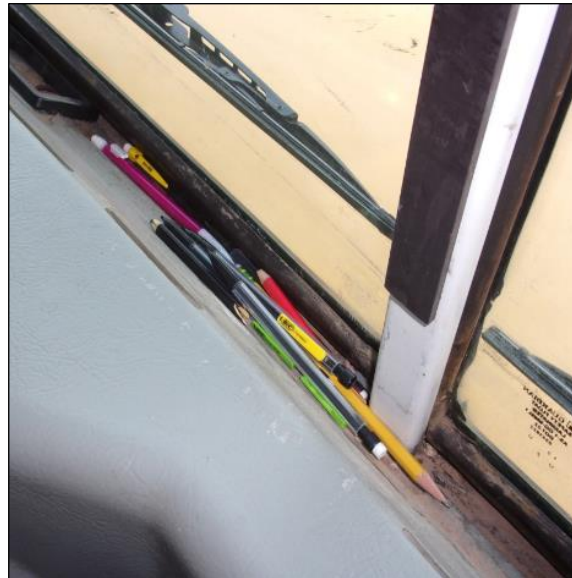
Bus 4 – Drivers Area



Bus 4 – Back Seat Undone



Bus 4 – Debris in Front Window



**Exhibit 2-32
Observed Bus Deficiencies (continued)**

Bus 7 – Trash Can Overflowing



Bus 7 – Driver's Area



Bus 7 – Driver's Control Area with Debris



Bus 8 – Driver's Area



**Exhibit 2-32
Observed Bus Deficiencies (continued)**

Bus 13 – Unsecured Trashcan Overflowing



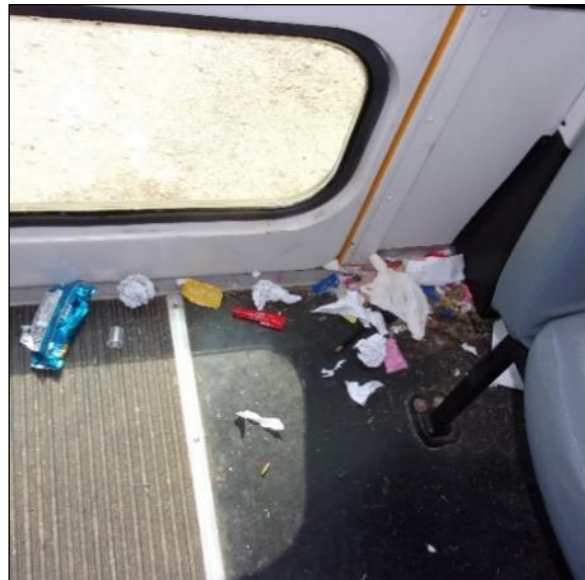
Bus 13 – Driver's Seat



Bus 47 – Overflowing Trash Can



Bus 47 – Debris at Exit Door



**Exhibit 2-32
Observed Bus Deficiencies (continued)**

Bus 47 – Trash Under Seats



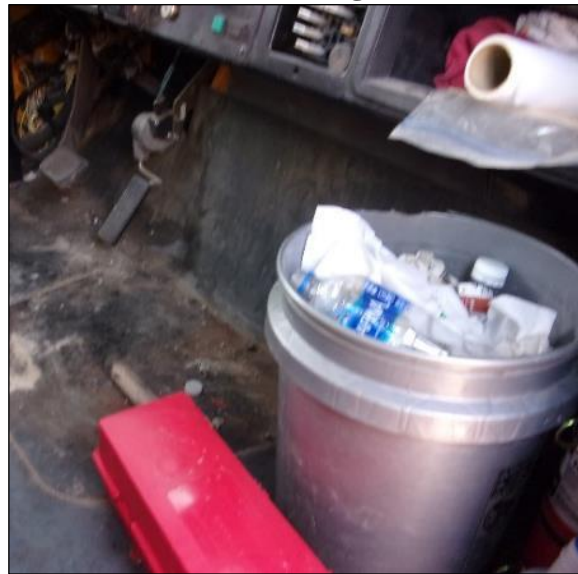
Bus 47 – Trash Under Seats



Bus 49 – Glove Box Above Driver



Bus 51 – Overflowing Trash Can



**Exhibit 2-32
Observed Bus Deficiencies (continued)**

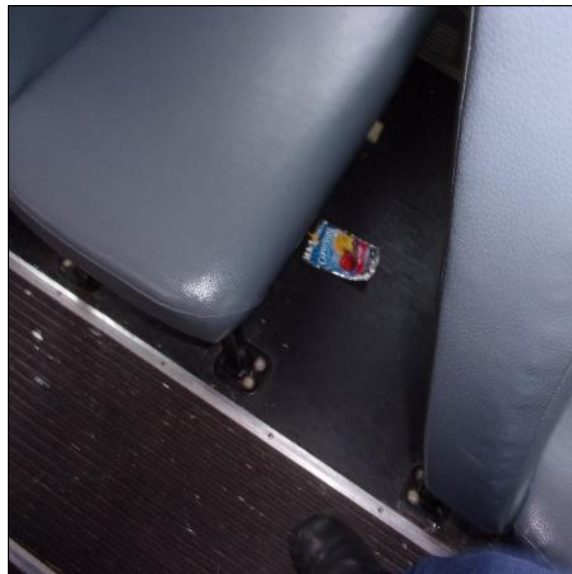
**Bus 62 – Unsecured Trash Can
Blocking Exit Door**



Bus 62 – Driver's Window Obstructed



Bus 62 – Trash Under Seats



Source: Prismatic, October 2019

RECOMMENDATION

Address the conditions of buses as needed.

The YPS transportation department should implement a procedure to regularly verify bus drivers' daily pre-trip sheets. The department should spot check at a minimum; two times a week

for compliance with the standards spelled out in the pre-trip log sheet. Further the district should institute a training session on the expectations of each bus driver to ensure that: the documentation is complete and correct in content.

Due to conditions in the YPS gravel parking lot constant bus exterior cleanliness is nearly impossible. The transportation department may consider a location and time to give to drivers the ability to pressure clean or hose off the vehicles on a regular basis.

FISCAL IMPACT

This recommendation can be implemented with existing resources.

FINDING 2-21

The district's mechanics effectively manage bus maintenance operations.

Daily inspections are performed on all buses. The transportation mechanic prepares a list of repairs according to most needed, and proper attention is given to each issue. The transportation mechanics maintain the daily inspections records for the school year.

The lead mechanic is responsible for parts inventory, fleet maintenance, and vehicle readiness. Before assuming the position in pupil transportation, the lead mechanic was in the sales force for school buses. Over the past several months, the lead mechanic has established professional relationships with local automotive vendors, bus sales vendors, and local repair shops to better serve the district.

The mechanics have instituted a 120-day preventive maintenance (PM) schedule that allows buses to be checked on a more frequent cycle than the one-year cycle accepted by the State of Oklahoma. The implementation of the 120-day PM schedule gives the mechanics the time to schedule service, diagnose, and repair school buses in a timely manner.

COMMENDATION

The YPS mechanic have developed outstanding vehicle maintenance procedures.

FINDING 2-22

The district does not provide bus mechanics with ongoing training. Both YPS mechanics are full-time employees with more than 40 years of combined experience in the maintenance and repair of school buses, but the industry is rapidly evolving, with myriad new school bus technologies.

The only training the mechanics receive is from annual Oklahoma Association of Pupil Transportation (OAPT) periodicals/meetings and what may be offered by school bus vendors. The OAPT offers some minimal training through "round table" sessions. The OAPT also offers training sessions as part of its annual conference, but these may or may not meet specific Yukon needs each year. Likewise, training offered by school bus vendors is typically limited in scope and can sometimes be more of a sales presentation. The lead mechanic has taken some classes in gasoline and diesel engine repair and continues to take available classes as technology changes

and repairs become more complex, but this is not part of a district-supported and organized program of study.

The gold standard for mechanic training is ASE certification. There are eight automotive areas in which mechanics need to pass tests to achieve ASE certification:

- Engine repair
- Automatic Transmission
- Drive Train and Axles
- Suspension and Steering
- Brakes
- Electrical Systems
- Heating and Air Conditioning
- Engine Diagnostics

RECOMMENDATION

Develop a plan and secure on-going training for mechanics.

Just as the district encourages teachers and school administrators to seek continuous improvement through professional development, it should do the same with its non-certified staff, including school bus mechanics. The field of bus repair is always evolving and becoming increasingly technologically sophisticated.

The transportation department should make training and ASE (or comparable) certification for school bus mechanics a priority. The department should:

- establish a timeline of available and relevant training events and incorporate it into a plan of professional development annually;
- partner with industry professionals and develop a plan of training needs per each make of school bus in the current fleet;
- log and record specific trends on school bus repairs to include factory recalls; and
- create a library (on-line if possible) of repairs to be kept on file and where the training was received.

The transportation mechanics should have a clear understanding of their training needs and what classes are available. Each mechanic should receive certifications in as many areas of maintenance and repairs as each vendor or institution is offering.

FISCAL IMPACT

The cost for training classes varies; the consulting team estimates an annual figure of \$2,500 to be sufficient. The cost for ASE certification exams is minimal. The consulting team recommends that the district provide a \$150 supplement per month once mechanics achieve certification.

Recommendation	2020-21	2021-22	2022-23	2023-24	2024-25
Provide ongoing mechanic training.	(\$2,500)	(\$2,500)	(\$2,500)	(\$2,500)	(\$2,500)
Provide ASE-certified mechanics with a monthly supplement.	\$0	(\$3,600)	(\$3,600)	(\$3,600)	(\$3,600)
TOTAL	(\$2,500)	(\$6,100)	(\$6,100)	(\$6,100)	(\$6,100)

FINDING 2-23

The maintenance shop area is sufficient in size for the operational bus fleet and support vehicles but lacks the size to do undercarriage work relative to vehicle repairs. Tire changes are done by hand, and the parking lot is hard packed gravel.

The maintenance shop area is insufficient in size for the operational bus fleet and support vehicles (**Exhibit 2-33**). This negatively impacts the efficiency and safety of the mechanics.

**Exhibit 2-33
YPS Vehicle Maintenance Area**

Bus Garage Middle Bay (Low Ceiling)



YPS Bus Garage Car Lift (Not for Buses)



Source: Prismatic, October 2019

Yukon mechanics are currently changing tires by hand, which requires approximately one hour per tire, rather than using a modern tire changer. The mechanics are also using an antiquated system whereby buses are lifted from the rear to complete work on the undercarriage of the buses (**Exhibit 2-34**) or using a sliding floor “creeper” to maneuver beneath the bus to complete repairs.

Exhibit 2-34
Example of Rear Bumper Lift Similar to That of Yukon



Source: Prismatic, October 2019

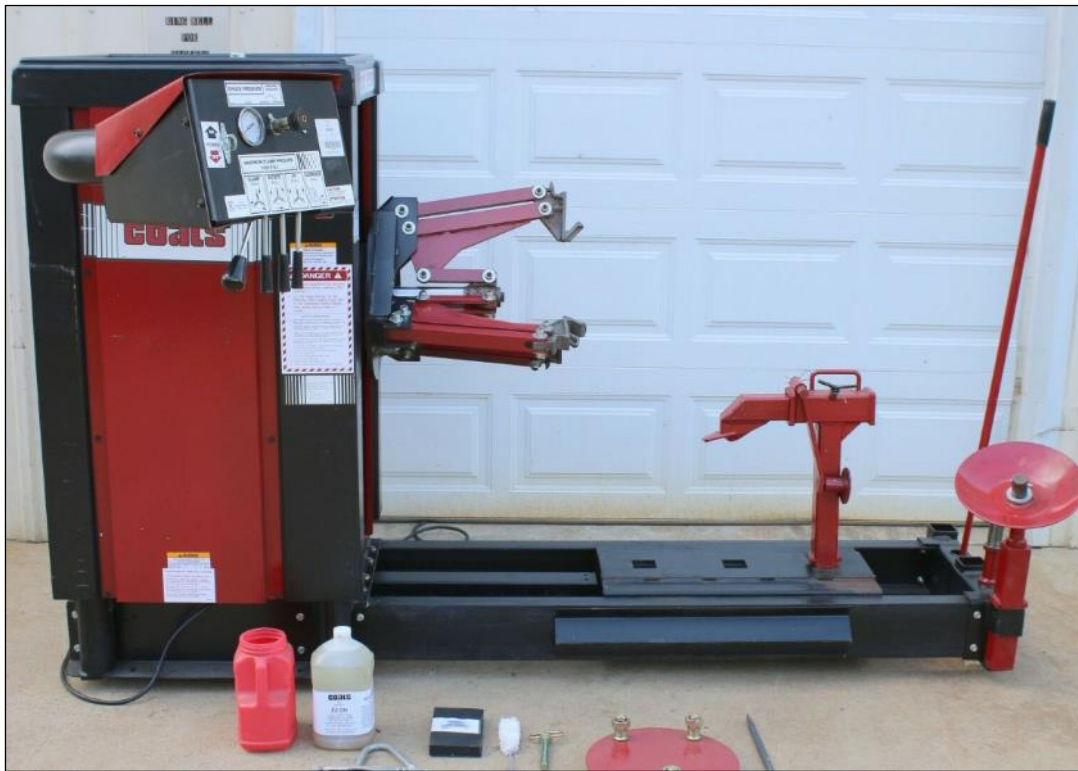
During the site-visit the mechanics indicated that there have been discussions about retro fitting the garage with a “pit.” No specific decisions had been made, however.

RECOMMENDATION

Upgrade the current transportation facility to include a working bus lift and tire changer.

Improving the equipment available to the mechanics will improve efficiency and reduce potential safety hazards. **Exhibits 2-35** and **2-36** provide examples of recommended equipment.

Exhibit 2-35
Example of a Recommended Tire Changer



Source: Prismatic, October 2019

**Exhibit 2-36
Example of a Recommended Bus Lift**



Source: Prismatic, 2019

FISCAL IMPACT

The consulting team estimates that a school bus lift could be purchased for a one-time cost of \$15,000 to \$20,000. A tire changer would cost \$10,000 to \$15,000.

Recommendation	2020-21	2021-22	2022-23	2023-24	2024-25
Purchase school bus lift	(\$20,000)	\$0	\$0	\$0	\$0
Purchase tire changer	(\$15,000)	\$0	\$0	\$0	\$0
TOTAL	(\$25,000)	\$0	\$0	\$0	\$0

Appendix A:
Teacher Survey Results

Teacher Survey

Surveys Completed: 105
Totals may not add to 100 percent due to rounding.

Statistical Data

How long have you been employed by the school district?	
1 - 5 years	36%
6 - 10 years	32%
11 - 15 years	12%
16 - 20 years	8%
21 years or more	12%
This year, at what school are you teaching?	
Central ES	7%
Myers ES	5%
Parkland ES	6%
Ranchwood ES	6%
Shedeck ES	7%
Skyview ES	5%
Surrey Hills ES	4%
Independence ES	14%
Lakeview ES	7%
Yukon MS	17%
Yukon HS	21%
This year, what grade(s) are you teaching?	
PreK - 3	38%
4 - 5	23%
6 - 8	19%
9 - 12	23%

Survey Questions

Survey Questions		Strongly Agree	Agree	Don't Know/No Opinion	Disagree	Strongly Disagree
1	Buses arrive and depart on time each day.	9%	39%	10%	32%	11%
2	There are enough working buses to meet the needs of the district.	5%	15%	37%	29%	14%
3	Buses are often broken down, disrupting school schedules.	0%	9%	48%	36%	6%

Survey Questions		Strongly Agree	Agree	Don't Know/No Opinion	Disagree	Strongly Disagree
4	Buses arrive early enough for students to eat breakfast at school if they wish.	11%	37%	18%	25%	9%
5	There are enough working buses to meet the district's extracurricular transportation needs.	4%	15%	59%	17%	5%
6	Bus drivers treat students with courtesy and respect.	15%	49%	28%	9%	0%
7	Bus drivers treat other district staff with courtesy and respect.	19%	64%	14%	2%	0%
8	Buses are clean and free of trash.	11%	43%	37%	8%	1%
9	The process for requesting a field trip is efficient and effective.	7%	41%	38%	10%	4%
10	Bus drivers effectively handle discipline on the buses.	2%	22%	43%	30%	3%
11	My school's bus loading area is well supervised in the morning and afternoon.	29%	50%	8%	12%	2%
12	My school's bus loading area is safe from other traffic.	24%	64%	5%	3%	5%
13	My school's bus loading area is large enough to easily accommodate all the students waiting for buses.	31%	58%	4%	5%	3%
14	My school's bus loading area is sheltered.	5%	18%	9%	43%	26%

Written Responses

If you would like to provide any additional comments on the school district in regard to transportation, please do so here. Where is the district doing well in transportation? In what areas of transportation could it be improved?

- I appreciate how efficient the buses are able to exit the high school in the afternoon without the help of the SROs directing traffic. The buses must park in the middle of the front intersection so that they can efficiently leave the school. Also, several parents pick up their students at the south east loop/teacher parking lot. This causes additional traffic in that area clogging up the exit. These buses must sit in the high school drive for several minutes instead

of having a quick exit. If SROs are unwilling/unable to direct traffic, then maybe add traffic signs.

- Students often comment on the crowded buses and 3 to a seat. It creates stress for students at the end of the day as the rush to get a “good seat” on the bus.
- My students have much too long to wait each day before the buses arrive in the afternoon. Not sure what will solve that problem, maybe additional buses.
- Students are waiting 35-45 minutes after school is out to be picked up and then they have the ride home. This is a long time for children to be waiting for a bus.
- Arrival times seem to be very inconsistent, especially in the afternoons.
- Is it essential for a bus at the curb in front of the school to have the stop sign out while students are unloading? They are right at the curb and well supervised. Cars that have unloaded are stuck and get backed up, which seems more dangerous. Just wondering what the actual law demands, if it doesn't require it in that particular situation, it would sure help to keep things moving. Love how well the communication flows in this district while buses are out - well done!
- The Director needs to communicate better with the schools. She is rarely available. She has insulated herself and does not support building administrators with parents.
- I'm concerned about the heating system on the buses. Last week, one of the buses that drops off and picks up from our school-Ranchwood, had a Lakeview student that got “burned” because they touched the heater pipe that runs along the floor. I wasn't on the bus, so I'm not sure if I got all of the information and if it was correct. But I was surprised to hear that the heat delivery system runs along the floor and is so close to student's feet, legs, and clothing, and gets very hot. Perhaps this one pipe wasn't properly insulated, or I didn't hear all the details to be accurate.
- I only deal with the buses during the summer, but I have witnessed the drivers running red lights on more than one occasion, I have been on the bus that has ran the light. The year before we had a driver who had on headphones while driving, even after being asked not to by staff and supposedly by management. That driver did not work this last summer. Most of the time I feel safe when riding on a bus with a bus load of littles that We are in charge of.
- We have used school buses twice this year for field trips. Both of the drivers were fantastic!
- Two of our buses after school don't arrive to Central until after 3:30. It is hard on our young students to wait so long after school for their buses. Having to wait any more than 25-30 minutes, they start getting hungry and restless.
- I believe Yukon Transportation department does an amazing job but finding dependable bus drivers is a struggle. It is something beyond their control.

-
- We are a Pre-K-3rd site. It seems like an awful lot to ask these young children to wait 40-45 minutes to be picked up. I don't know the answer...more buses would help. All of the bus drivers that I have interacted with have been courteous and kind. Their job is hard when there seems to be no consequences for poor behavior on the bus. I appreciate what they do. Bus monitors?
 - At IES, buses drop students off before the bus ahead has left and staff do not have a clear view of students exiting the bus.
 - Between dismissal and the last bus arriving, students may wait upwards of 30 minutes for the bus. This is too long to have students waiting for the bus and there are too many students to manage effectively. The buses do not always communicate with the school that they are late/running behind leaving us to guess when they will arrive or have to call transportation and try and find out ourselves. I think our district does a good job with bus scheduling for trips and events, but day to day needs improvements.
 - We REALLY need to find a way to get an aide on every bus that can assist the driver and take care of disciplinary needs. Also, we need more buses and drivers, many buses are overcrowded.
 - The air conditioned buses are so nice this year! The field trip drivers seem to be more professional and dependable this year.
 - Discipline on the bus is a joke. I am a teacher & bus driver. I've turned in multiple incident referrals for the same issue. I have no idea if anything was done due to the lack of communication. Daily my students push & shove to load the bus. I've asked principals for help. They help for a day or 2, then it's business as usual. I see the principals standing chatting daily while my students push & shove. I try to reach the principals over the radio but have yet to ever get a response. Eventually, this will lead to a student injury. Also, despite the fact I've driven a bus route for over 10 years, I'm paid at the bottom of the scale. I've been given no reason why besides that's the way it is. That is unacceptable.
 - The district should follow the board policy and not give into parents. Bus riding is a privilege. If students aren't going to behave on the bus, they should not be allowed to ride the bus. Students are being permitted to get away with way too many behavior issues on the buses which creates an unsafe environment for too many other students. The bus drivers cannot be expected to drive and deal with discipline. If the students were worried they would receive a consequence and if their parents were inconvenienced, they might learn to have some self-control on the buses. If a student gets removed from the bus and doesn't come to school, the attendance policy should be reinforced. In an ideal world, it would be nice to have a monitor on the bus to help with discipline, but that is unrealistic. Morning buses frequently run late and students get to school late. They miss the first part of class in order to eat breakfast. It is the same buses. Students are at school until 3:45 waiting for buses to pick them up to take them home when school gets out at 3:10
 - I feel most of the people in transportation want things to be great for the kids. Finding ways for us to support each other is key.

-
- We have a bus, #21, that arrives at our school to transport students home at 3:45 or LATER! Our school is dismissed at 3:00 and these children are waiting at least 45 minutes after school to go home. The other buses arrive between 3:20-3:35. It's not appropriate for the students of bus #21 to be waiting so long after school to get a ride home.
 - Many of the buses are overcrowded and arrive late in the mornings. As a result, the students are having to eat breakfast in a rush, and after the allotted breakfast time, which is also causing them to miss the morning assembly and advisory class. In my opinion, there are not enough bus routes to handle the number of students, especially in the north area of the district (Surrey area).
 - Overcrowded buses cause more problems. The bus driver can only do so much. Kids need to be removed from the buses for even the smallest infractions after a written warning. Riding the bus is a privilege.
 - It's ridiculous that students in elementary school don't get home until an hour or more after school has been out. The bus routes could be more effective in picking up students. It's not fair to staff and students to wait everyday until 4 o'clock to leave.
 - Students arrive at the high school as early as 6:40. school starts at 7:30. These students are the first to arrive and the last to arrive home, which makes for an extra long day.
 - Honestly, it's a district zoning issue. I think we have buses driving too far across town to deliver kids, because the elementary schools are zoned inefficiently. For example, Central elementary kids are then bused from their homes west of Garth Brooks across town to LES. We have trailer parks on 10th that all go to different elementary schools....it seems we could more efficiently bus kids to each site by zoning better. Also: buses should not be allowed to pick up or deliver kids to schools in parking lots. In the past, Shedeck elem kids are loaded and unloaded in the farthest parking lot instead of at curb next to building. Some schools need to rethink the loading/unloading of buses along with car rider traffic in a safer way.
 - Students need to be picked up in a timely manner and not forced to wait for 45 minutes for a bus to arrive.
 - Elementary students need to be picked up first after school. Some kids are not leaving until almost 4:00.
 - As far as my interaction with the transportation department is concerned, it has all been positive. I did after school bus duty last year, and I am doing early morning bus duty this year. The only problem I have noticed is that with our bus 18, those poor kids have to wait a really long time to go home at the end of the day. I know that probably can't be helped because of outside circumstances, but I feel bad for them. That makes for a really long day for them.
 - Children should not have to wait 30 - 40 minutes after school is out before their bus arrives to pick them up.

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- Parents and students talk about how students are sitting 3 kids to a seat.
 - I do morning duty. I always hear the bus drivers who drop off at Shedeck tell the kids have a great day.
 - Need proper equipment to safely transport medical equipment, i.e., oxygen, trach stands, etc.
 - There are not enough buses to accommodate all the students in the evenings when the students leave school. There are often students sitting on the floors or having to stand in the aisle because there are too many students on the bus. We may need to increase the number of buses running in the evenings and/or re-evaluate the route distributions.
 - I think transportation is doing a spectacular job! I appreciate their willingness to be flexible and accommodate our needs. I would like to see drivers get training in reporting procedures for discipline and be very clear on what is considered high priority, as in need to call in immediately vs. can be reported at end of route. Thank you for all you do!
 - We have always been treated well by transportation. One area I would like to see improved is the way in which transportation charges programs for the use of their vehicles for non-OSSAA events. Would it be possible to only pay fuel rather than mileage for an out of state trip in a school van?
 - The only time I interact with buses is on morning duty. One area that is a concern is that some buses do not pull up far enough for us to see the students get off the buses. In order for there to be supervision, the buses need to pull up far enough for us to see them exit. Also, we continually have buses that arrive after the designated start of our day which means students are missing in structuring one order to eat breakfast or just from being late. At IES this has been even more trouble this year because we have started an advisory period for social emotional learning first thing in the morning. It would be ideal to have everyone participate.
 - For the most part everything at transportation is great. If we need a lift bus before routes are finished it becomes a problem. The problem has become much better with some new staff but sometimes it is still a problem. I love our transportation department! As with all of us there is always room for improvement!
 - Kim is awesome at the bus barn. Consistent communication. Buses arrival and departure have improved over last year!
 - We have students who are not picked up to go home until 3:50 each day. I feel that this is an area that could be improved.
 - We could improve by not having elementary school kids waiting to be picked up from the school at the end of the day for almost an hour after the day has ended. We have one bus that doesn't pick up from the school until almost 4:00pm.

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- The drivers are doing their best. We need extra support on the buses to help the driver handle any behaviors that may be happening. We also need to find a way to get out kids here so that they have time to eat breakfast and not be late to class.
 - Bullying still occurs on our buses and the drivers are either ignoring it or aren't competent to control it.
 - 1) The high school needs SROs to provide traffic management. The buses, themselves, are having to block traffic to efficiently depart from the high school. Also, parents are picking up their children at the south east entrance causing additional traffic around the loading area. 2) Currently, K-3rd cannot have transportation if they live in specific neighborhoods. This causes some children to walk over half a mile to their homes. While middle school and high school kids are being dropped within just a few houses from their home if not at their doorsteps. Maybe, the high school and middle school students can be dropped at the front of their neighborhoods. I believe that if a 1st grader can walk half a mile so can a 9th grader. This idea would help save time and gas expense.
 - Buses are overcrowded. Students should lose bus riding privileges for being disrespectful to the driver.
 - Working with extracurricular activities only, I just feel like there is a lot to do, to request a bus. Most of the time, as a teacher/coach, we have to run out of class, to go pick up a bus, and don't have time to do a walk around. I would think, that it would possible for the bus to be ready to go when we get there to pick it up. Also, Activity buses are at a premium. I understand. It would be nice to have more activity buses. Also, it seems like were more worried about paperwork than being functional.
 - Buses continue to arrive after the dismissal bell so that students eating breakfast are late to the first class of the day every day. It is the norm for some buses to arrive more than 30 minutes after school has been dismissed for pick up. Drivers are very frustrated due to a lack of consequences for discipline issues from frequently offending students. Our district has a policy for bus discipline and consequences, but it is not followed. Students are rarely removed from the bus, especially if parents threaten to keep them out of school. Riding the bus is no longer seen as a privilege, regardless of the safety of other students and the driver. Most other districts have nice activity buses for extra-curricular activities (band, sports, etc.) Our students are still coming in old, yellow school buses. It is embarrassing for a district of our size and means not to have nice things for our students. Our students deserve better! Also, teachers who drive before and after school routes are not paid on the same scale as non-teacher drivers. This is absurd! If teachers have been driving for x number of years, they deserve the same incentive pay that other drivers in our district receive on the pay scale. The drivers are a big positive to the district. They deserve a lot of recognition for the important job they do and what they put up with every day.

Appendix B:
Parent Survey Results

Parent Survey

Surveys Completed: 1,023
Totals may not add to 100 percent due to rounding.

Statistical Data

This year, how many child(ren) do you have enrolled in Yukon Public Schools?	
None	0%
One	39%
Two	40%
Three	15%
More than three	5%
This year, in what grades are your child(ren)?	
Elementary (pre-K through grade 5)	62%
Middle (grades 6 – 8)	45%
High (grades 9 – 12)	39%
Other	0%
This year, in what schools are your child(ren)?	
Central ES	5%
Myers ES	5%
Parkland ES	5%
Ranchwood ES	5%
Shedeck ES	5%
Skyview ES	8%
Surrey Hills ES	13%
Independence ES	17%
Lakeview ES	12%
Yukon MS	44%
Yukon HS	39%

Ridership Data

Do any of your children enrolled in regular education currently ride the bus to school on most days?	
Yes	62%
No	38%
What are the reasons your child(ren) do not regularly ride the bus?	
We live within 1.5 miles of the school.	25%
My child walks or rides a bike to school.	5%
I prefer to take my child to school in my car.	50%
The school bus pick-up/drop-off times are too early or too late.	24%
My child rides in a car pool.	1%
My child does not feel safe on the bus.	10%
My child's bus is too crowded.	11%
Do any of your children receive special education transportation as part of their IEP?	
Yes	3%
No	97%

Questions Related to School Start Times

Do you have children in high school and elementary school this year? (n=564)	
Yes	39%
No	61%
Do you rely upon your high school student to babysit your elementary students after school? (n=234)	
Yes, every day	12%
Yes, sometimes	21%
Only in unusual situations	13%
No	54%
Do you have students in high school this year? (n=712)	
Yes	25%
No	76%
Does your high school student work an afterschool job? (n=395)	
Yes	19%
No, not right now, but has in the past	10%
No	71%
Does your family rely upon the wages from your high school student's afterschool job to make ends meet financially? (n=119)	
Yes	2%
Yes, sometimes	9%
No, not usually	7%
No, not ever	82%

Survey Questions – Regular Education Bus Riders

	Survey Questions	Strongly Agree	Agree	Don't Know/No Opinion	Disagree	Strongly Disagree
1	My child's school bus runs on time nearly every day.	25%	50%	2%	15%	8%
2	My child feels safe riding the bus.	19%	46%	6%	22%	7%
3	Bus aides effectively manage the students on the bus.	11%	23%	28%	25%	13%
4	The length of my child's bus ride is reasonable.	20%	48%	5%	17%	11%
5	My child's bus driver treats students with courtesy and respect.	23%	36%	25%	10%	6%
6	My child has an assigned seat on the bus.	6%	14%	33%	23%	24%
7	Buses are clean and free of trash.	9%	29%	47%	11%	4%
8	My child's bus stop is too crowded.	12%	9%	16%	45%	18%
9	My child's bus stop is in a safe location.	36%	54%	2%	6%	3%
10	My child's bus is usually too crowded.	37%	20%	20%	17%	5%
11	My child's bus is usually less than half full.	1%	5%	28%	21%	46%

Survey Questions – Special Education Bus Riders

	Survey Questions	Strongly Agree	Agree	Don't Know/No Opinion	Disagree	Strongly Disagree
1	My child's school bus runs on time nearly every day.	24%	52%	5%	5%	14%
2	My child feels safe riding the bus.	27%	36%	14%	14%	9%
3	Bus aides effectively manage the students on the bus.	36%	32%	23%	0%	9%
4	The length of my child's bus ride is reasonable.	14%	32%	9%	27%	18%

Written Responses

If you would like to provide any additional comments on the school district in regard to transportation, please do so here. Where is the district doing well in transportation? In what areas of transportation could it be improved?

- I believe it is unreasonable to expect Lakeview students to walk a mile just to get to the nearest bus stop at Central. Traffic in that area picks up just as they are do to catch the bus. In addition the distance to the bus stop has them walking 20 to 30 minutes just to sit even longer in the cold weather. By the time these children are on a bus they have been outside in these cold temps for over 30 minutes. This same bus could make the same trip down Poplar towards 1st street and stop along the way. Many kids walk this street in the dark just to catch the bus.
- Last year my child had an assigned seat with another child that was not in special education, but exposed and pleased himself in the bathroom in the school's bathrooms and on the bus on the way home. My child came home and made me aware of the situation. I made one call to the Transportation department and my child was moved to a different seat and the other child was not on his bus any more. This year my child bus had cameras over every seat. I would say that the school district has done everything possible to protect the student from discouraging students from making poor decision and protecting the innocence and safety of all the students riding their buses. They handled the problem after 3:00 pm and before the next morning. I would say that was quick action on their part. I truly appreciated it. I think the bus drivers know their riders and care about them.
- The bus drivers seem to be overwhelmed. My son tells me daily about how the bus driver yells at the children on the bus and stops in the middle of the road if children are misbehaving (puts all kids in danger!)
- Please keep deer run addition in the lakeview district next year. It is a lot closer for the kids and buses.
- Drivers are speeding. Drivers don't keep a calm enough setting and are easily distracted. Drivers yell at students, not just the ones whom need the reprimand. The buses noise levels are too loud and rowdy. Students cannot physically sit three to a seat. It's just ridiculous and unsafe to even try. Aisle sitting is also inappropriate and dangerous!
- It would be beneficial to have a more secure location for the children to wait on the bus. As of now my son stands in someone's front yard to wait on the bus with all of the other students. There is nothing to shield them from rain or wind and a lot of those children end up destructing property around the homeowners yard while waiting on the bus.
- There is not a bus stop at the intersection of Montreal, Summerton and Andrew. We need that!!!! Although it is second hand information from my child he speaks of cussing, verbal abuse and minor physical violence

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- The buses are far too crowded. My ies student has to share seats with two others and often feels like he's going to fall out of the seat on turns etc. The HS bus is waaaaay too early for the school start time. My hs student is picked up at 6am and ends up waiting at school for over 45 minutes in the morning. I've been told this is due to the bus having to do another route for another school. That is far too early to be picked up.
 - School bus is too crowded. Plus it takes 1.5 hrs for my child's school bus to drop her off. The bus stop is 2 miles from the school. Sometimes the HS students that ride the bus are disrespectful to the MS and they say the driver doesn't care. Plus they rarely have the same driver twice.
 - I haven't had any huge complaints! I think it's going okay!
 - My elementary kids are out of school at 3 but do not arrive home until 3:45. They are not picked up until after 3:30, They don't mind now since they are young but that is a long time to wait, since they leave the classroom before 3 to start waiting for the bus.
 - My sons middle school bus comes WAY TOO EARLY in the mornings. He has to get up at 5:45am just to have time to quickly get dressed and rush out for the bus to come at 6:10am. That's not reasonable for a 12yr old kid. I've also heard multiple stories about how they seat 3 and even FOUR kids to one seat! That is not taking their safety seriously.
 - Sped bus takes at least an hour and a half to get him home and I live barely not even a mile from the school!!!
 - The 8th hour bus availability is problematic at the high school for families in which both parents work. When we had a child at the high school, there was no bus for him after 8th hour.
 - The only issue I have with the buses is that the teens are vaping on the bus without being disciplined for it. this is been expressed to me by my daughter.
 - Kids fighting on the bus, chanting profanity (including the N word, F word, and others). Bus driver does nothing
 - With having the school bus going to more than one school it is harder to control the bullying. The bus driver can only do so much and when the children do not go to the same school it's difficult to resolve the issues.
 - Need different routes. The buses are overcrowded and it takes way to ling for the MS and HS to get home. My child should never be walking in the front door after 4 pm because the bus just pulled in the addition at 4! This is why we don't ride unless we have to!
 - 21 has been late for morning pick up and afternoon drop off since drivers changed. Hopefully this is just because the person is new and not used to the route yet.

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- I've heard the middle school buses (from Surrey to the middle school) are COMPLETELY overcrowded with children sitting three to a seat and in the aisles/floor of the buses. The bus from Surrey to IES (both morning and afternoon buses) are not quite that bad. These buses have three children to a seat. Hopefully with the addition of Redstone next year (which my kids will attend), we will not have to deal with the middle school overcrowding buses. This does not feel safe at all and I would be very uncomfortable with my children on a bus like that. Can another bus be added to help with this issue? My daughters bus driver is Mr. Awesome (that is what the kids call him) and to my knowledge he is a good driver.
 - The morning pickup time for my child's bus stop is 6:22 am, over an hour before school starts. There are high school and middle school students on the bus together.
 - The buses are too crowded. My children have told me about kids having to sit on the floor when the seats have 3 kids each in them. There have also been students left at the middle school because there was not enough room on the bus. The behavior on the buses that my children ride is out of control. Filthy language, vaping, unsafe behaviors. My daughter has had her backpack taken and almost torn apart. She has also had full water bottles thrown at her head. I can't imagine the difficulty of trying to drive a school bus with so many kids. I know a lot of the behaviors are beyond your control. I also know it is beyond difficult to transport that many children, something needs to change.
 - Buses seem too crowded after school and my student at Independence doesn't get home until almost an hour after school releases.
 - The school bus has a lot of kids. 4 per seat. Also my daughter thinks the bus driver is to nice to the kids in the back seat. They are loud and need to be stopped.
 - The buses are really full! My child does ride the bus home.
 - The bus ride is way too long. 1.5 hrs is ridiculous. We have had so many issues from the bus arriving late for pick up and drop off(no consistency). Along with this the assistant on the bus tends to handle situation with little to no professionalism or patience. You would think someone assigned to a special needs bus would be required to possess these qualities.
 - The buses are too crowded. Go forbid to there is an accident.
 - My main concern is the amount of children on the buses. Also, it takes about an hour for my kids to get home. That's a long bus ride. That is the biggest thing they talk about and how loud it is on the bus. Even on the IEP bus. I hear stories of some kids looking up porn and a lot of cussing.
 - I'm concerned with our kid's safety on the bus due to other kids bad behaviors. Several kids on the middle school bus are very disrespectful to the driver, principals, and local law enforcement when they have had to come on the bus and discipline them. They are known to cuss out the driver and bully other bus riders.

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- The first day of school was a real mess and the bus was over an hour late from the time stated. The driver was unprepared for the route and yelled at the children. The children also yelled at him. One day was enough for me. It was my child's first day of kindergarten. So my first impression was very poor. I see the bus coming and going to pick up and drop kids off and it seems to be a fairly consistent program. I would like to see better preparation and information prior to the first day of school.
 - Have you thought and is it even possible to impose mandatory parent bus duties so that there are always 2 bus monitors on the bus each day? Maybe each parent should be required to do once quarter or 6 months? This may relieve potential behavioral issues on the bus and relieve the bus drive from having to be distracted by this as well.
 - We had our child ride the bus during her 6th grade year as having the bus drop her off after school would accommodate to our schedules. She said that the bus had a mix of MS and HS kids, and that many were talking about inappropriate things such as vaping, weed, and sex, so we no longer had her ride the bus. The bus was also the first to pick up in our neighborhood and the last to be dropped off, so we felt bad that 1.5 hrs of her day would be spent on a bus, so we made accommodations with family to pick her up after school.
 - 6:27 am is way too early for morning pick-up time, especially since we live 2 miles from the school. My child has to leave the house earlier to catch the bus than she does on early morning practice days for band. That is ridiculous! The pick-up time in the morning got to be so inconsistent anyway that we just found another way to get her to school. The bus pick up time could vary a good 10 minutes in either way of the posted schedule. Also, why does our district not have nice activity buses like other districts? When our kids go to events, they are arriving in old, beat up yellow school buses while every other metro district has nice charter-type buses. I wish the money that our district spent on all the fancy video/audio equipment would have gone to purchasing an activity bus since it has not seemed to help curb any bad behaviors as intended.
 - The afternoon bus route coming home from school is awful. The Highschool releases at 2:47. My child has to wait for a bus to finish a middle school route and doesn't get home until after 4:00. I have called the bus barn numerous times to be told "we're working on it." Nothing has changed.
 - Kids sit on dirty yucky floors and it's unsafe due to too many kids on one bus
 - Although we do not use YPS transportation, I do find the enhancements to video and audio, as well as the police partnership valuable to helping improve safety for all students who use YPS transportation. Well done Yukon!!
 - Three middle school students with backpacks and music instruments is a tight fit. My kids rarely ride the bus for this reason between myself, grandparents and other parents carpool we provide our own transportation. They do plan routes well so after the first stop it's not nearly so crowded.
 - Lack of consistency. Either comes way too early or too late.

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- My MS child bus route is too long. There were additional children added to her alt school and she went from first to drop off to last. This pushes her time back a full hour.
 - YMS buss is extremely overcrowded. Kids sit on floor in isle. Bus driver cannot monitor students and safely drove bus. My children absolutely dread having to take YMS buss. It has progressively gotten more and more crowded since 6th grade to 8th. Recently I've adjusted my work schedule so I can take kiddos to school in morning this year. Now kiddos only ride bus home after school. If they could avoid riding YMS they would.
 - Too many kids on bus. Mine have had to sit on the floor before.
 - Only my high schooler is willing to ride the bus. The other two are too overcrowded. My middle schooler was also struggling with kids looking at pornography on their phones and showing it to him.
 - summer camp bus driver was driving dangerously, no seat belts, etc...
 - My kids have complained of no A/C in the bus and a lot of inappropriate behavior. One child will not ride the bus unless he has to, one will only ride the morning bus and the other will only ride the afternoon bus.
 - Bus driver [deleted] is rude and never EVER slows down for the speed bumps. She hits the ones in our community Welcome Home so fast I don't know how the kids don't fall out of their seats. My daughter has told me repeatedly that she drives fast and constantly yells. I am a single working mother and have to use the bus for my daughter but I under no circumstances feel comfortable or safe putting my child on it. Yukon has enough money to change this crap but they refuse. Absolutely absurd to me that this is how our children are being "taken care of."
 - Keeping the bullying off the bus would be a great improvement. The stories I hear are horrible and the bus drivers do nothing
 - Bus barn or schools don't care what happens to our kids why on the bus cops had to bring my child home b/c the bus driver made her get off on the wrong stop and always skipped her bus stop very unsafe will never allow any of my children to ride a school bus again will find other ways for them to get home and when calling with the issues no one care or does anything about it very sad that u can't even trust bus drives to bring ur kids home safe something needs to change and when calling the cops on issues that is going on they say call the school or bus barn and when I nothing changes
 - My child doesn't ride the bus to school but does ride it home. I appreciate the consistency of bus transportation this year. Last year there seemed to be much more confusion. My child has noted that sometimes the bus is cramped and very full.
 - Considering how difficult it is to retain bus drivers, the school is doing really well.

- My child has missed the bus 3 times this year because bus driver arrives early sometimes and doesn't wait for my child, nor does she even stop if she is not outside. And her bus driver doesn't correct or take action when my child is being bullied.
- For the most part no complaints. However, they do tell me that there are discipline issues. Rowdy kids on the bus, also there were a few instances they told me the bus driver was telling inappropriate stories
- more routes and more supervision on the buses
- Doing a great job!
- Our bus driver is great! The students however are not. They are out of control and cause trouble on the bus, throw trash out of windows, and bully other students. Student discipline is an issue on the bus.
- My middle school children are forced to share the bus with High School kids. I think it's in appropriate to mix older kids with younger kids. In some cases the high school kids are rude, act inappropriate and tease the younger children. I think the policy of bus sharing between high school and middle school children is ripe for disaster.
- My child rides the bus from Surrey Hills to the pre-k center for Surrey.
- Informing the bus drivers of the correct route. My child's bus driver never goes to the correct spot and has to reroute.
- The children's bus is very overcrowded in the mornings and a lot of times my child is sitting on the edge of the seat. My child has addressed this with the bus driver but he hasn't done anything about it.
- Personally I think Ranchwood should get some transportation. For example. I was a parent that didn't have a car at the time and had to walk my kindergartener to school with an infant. At that age kids are too young to be walking to and from school. It really sucked during the winter.
- the jr and high school bus is too crowded. The special ed bus takes a long time to get home.
- The bus that my children ride on to school currently arrives at a different time every day. Originally at back to school nights the bus schedule stated that it would pick up at 6:38 am. Our bus pickups anywhere between 6:32-6:48 am. I've even had one of my kids miss the bus already this year due to the unreliable bus pickup time. We have called the bus barn and have expressed our concern for this issue and they stated they have had a massive turnover of bus drivers due to the permanent driver leaving. I don't know what that has to do with the bus scheduled pick up time being all over the map. Consistency of being on time would be a great benefit to my family.

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- My Kindergartner rode the bus for the first time this year. On the 3rd day of school, she was left on the bus and was not discovered until the bus driver had parked the bus at the end of the day. When my older children who pick her up from the bus stop asked the bus driver where she was he told them she probably just got off at the wrong stop and drove off, discovering her later. My older daughter ran to the school to tell them that nobody knew where she was and when they tried to contact her bus driver, the walkie talkie did not work so they were unable to communicate with the bus driver. I believe that Kindergarten age children should have a bus buddy or teacher on the bus to make sure that they get off at the correct bus stop.
 - Changing bus assignments need to be in email form or use the app. My daughter got on the wrong bus bcz their were papers passed out for assignment change on a day she didn't ride the bus. She has college classes 2 days per week and so she didn't get proper info. I liked the app update for schedule changes last year. So helpful. Thank you. I am still very happy with the bus system.
 - The bus from the middle school in my neighborhood is very overcrowded. My 2 boys have to sit in between the rows of seats because there isn't any room. The high school bus in the morning comes between 6-645 AM. this seems a little ridiculous to have such a large time range to where my child has to be outside waiting for it. Our neighborhood is lakeview Estates.
 - Safety on the bus! Aggressive behavior! Cleanliness! Overcrowding.
 - I have no complaints. I feel that the school district does a great job and think my students are well taken care of when they need to ride a bus.
 - I know it is difficult to find bus drivers. Our kids used to love to ride the bus. When they had a substitute a few times, I personally heard the lady yelling @ them & they told me she would repeatedly tell kids to shut up. Those aren't words our kids are allowed to say. So we decided to pull them off the bus.
 - There was a new driver for HS pm bus route who consistently got lost or the return trip took twice as long as other drivers. Need standardized bus route with enforced compliance and tracking.
 - Put monitors on the bus
 - Each bus my kids take, be it morning or afternoon, are too full. Kids sit in the isles. My middle schooler, nor her friends, are treated with respect by the bus driver. He picks and chooses who he likes and his punishment is NEVER consistent with the infraction. I've had to move her to a different bus altogether because she does not feel safe. He speeds and is unsafe - I drive behind him on a daily basis. The bus ride is way too long leaving kids less than 5 minutes to get to their 1st class. I can't say much is done well. Seems the shortage of bus drivers gives the drivers they do have the ability to do whatever they want. Any issues I've ever addressed with the transportation department directly have never been resolved. What could you do? Save videos of 'issues' longer than 1 week so that by the time the school

administration has a chance to review the video it is still available. I have been told on numerous occasions that they will review the tape only to find out it was no longer available. If it isn't available, then the child shouldn't be punished.

- No child should be made to sit on the floor of the bus due to repeated overcrowding especially days when it rains because their clothes get wet and dirty from everyone's wet feet!
- My kids get out at 2:45 at the High School, yet the bus doesn't arrive until 3:20 to 3:30. As I understand it, the bus picks up students at the Middle School and then drops them off before going to the High School. The two schools end their days at nearly the same time. My son has actually walked home many times (over 2.5 miles) and beat the bus to the stop. If raining or a day of extreme cold, the kids wait inside the High School for the bus to arrive. However there is no announcement that a particular bus has arrived. Both of my kids have missed the bus in the past due to this issue. I don't like for my son to walk home as he has to cross a busy 66 Highway as we live North of the school. He will be driving soon but I know that other boys do the same thing because it is faster than waiting 30 to 45 minutes for the bus to arrive.
- I would like to see the drivers take the corners slower - my 4th grade daughter came out of her seat one day and hurt her back. They also need to drop the kids off in better locations - In Preston Park the driver finally blocked the front intersection w/the bus as drivers couldn't see the bus and were still driving thru as kids were getting out and running across the street. ALSO - It's bad enough the Middle School starts at 7:40 - but my daughter has to be at her stop at 6:20!! Why can't we have more buses for the middle and High School so the kids can get on the bus at 7:00? Seriously - why? She's also riding with High Schoolers - at 11 she looks older - but that doesn't mean she's ready for HS conversations.
- Getting students home earlier after school has ended. Getting home at 4:30 for a high school student is late and can negatively impact employment
- Some of the bus routes are ridiculously long. My HS students have never ridden the bus in the afternoons because they would be on the bus for over an hour and a half. We do not live outside of Yukon city limits. We are always trying to find other transportation modes. We do not use the bus systems for the morning time because the bus pick up times are so early and the span of time a student must wait is pretty long. Changes to the bus routes have occurred with only a day notice in the past. This is not acceptable. We would use the bus system to help alleviate carpool congestion if the routes were more reasonable.
- I am grateful we have transportation for my children. But, the bus my children ride is very overcrowded. The school district needs to add bus routes to busy neighborhoods.
- my children ride the bus home. I know the drivers are under an immense amount of stress dealing with students who are rude, misbehaving and at times borderline dangerous. I hate that these drivers have little to no power, and treated so poorly by "the bad kids" and have zero recourse. "Back in my day" these kids would have been kicked off the bus and made to find alternate transportation.

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- Too early in the morning
 - The survey did not have option about riding bus FROM school to home. So I was not sure how to answer Q2 if I select Yes to Q1. Some of the questions did not apply. SO I switched it back to NO to “ride bus TO school.”
 - I think that middle school and high school students should not ride the bus together. My 6 grader is riding with the HS kids each morning
 - The job of Yukon Schools transportation is to get students safely from one place to another. They do a great job. The problem is children’s behavior and that is the job of parents. A lot of parents and maybe most have failed to fulfill their responsibilities. I would love to see the schools have a class for parenting. Any improvement would help those poor people driving the buses.
 - Improvement on transportation times especially in the mornings. My child has to get up at 530am to catch the bus at 605am to ride it for an hour to a school that’s 6 miles away. She plays sports and sometimes those games have late night returns and make this bus schedule impossible.
 - My child does not feel safe on the bus, they complain about the amount of vaping, foul language, threats to other students, and bullying. It’s an everyday complaint when they ride the bus.
 - My daughter is a sophomore. She is constantly complaining about how crowded her bus is. She has also complained that the bus driver does not discipline and it is chaos. She has been made to feel uncomfortable by a male student on more than one occasion and the bus driver does nothing when she has told the bus driver about it multiple times.
 - I feel that Yukon works hard to accommodate families, and I appreciate it. I feel that it is unfortunate that my student in a Pre-K to 3 building has to wait so long after school for their bus to even pick them up.
 - The school did not notify the parents when the school bus was hit and the children may have needed medical attention outside what the EMS provided as my children will not tell strangers how they feel. Also, they did not warn the parents the children would be almost two hours late. This is unacceptable. My children had to call me to let me know and to ask to be picked up. This is a huge problem. Also, the school provided a time that the children would be dropped off at the bus stop in the evening at the beginning of the school year which was over an hour earlier than the actual drop off. I understand the school cannot be perfect in their predictions, but some notification would be appropriate
 - The times listed for the bus stop pick for IES are wrong says arrives at 721 but doesn’t pick up until 731
 - Among other areas in the YPS system, the area of transportation is NOT adequately equipped for the rapid growth Yukon has been experiencing. Consolidation of bus stops to where

Elementary students younger than 3rd grade are having to walk over a block to the stop because there are not enough buses/routes is unacceptable. Children sitting in the aisles, because they're "theoretically" supposed to fit 3 to a seat, but they really don't is unacceptable. The lack of flexibility on the school board, administration, and transportation's part when parents need to make other accommodations other than a "designated" stop in order to not have their children home alone and waiting for a parent is again- unacceptable. Transportation is abhorrent. Period.

- My son is constantly complaining about standing in the cold and waiting for the bus driver to show up. He says the bus is always late but doesn't want to miss the bus so he still goes outside 5 minutes before the bus is supposed to arrive.
- I am the head watchdog dad at Central Elementary. Although I do not see all of the buses. I do have contact with several of them every day. They are very professional and have great relationships with the kids.
- At the beginning of the year our bus driver frequently showed aggression towards the children and used profanity. He is no longer a driver. Our new bus driver ignores students that sit in the back of the bus playing music w/profanity. It makes my middle school child feel uncomfortable.
- In our experience, the amount of time my kids spend on the bus is perfect. They get to and from school quickly which is great because they both do not enjoy the loudness on the bus. However, my middle school student complains nearly daily about her ride home. She complains that the bus driver yells a lot, is rude to the students, and has used foul language a few times. Her biggest complaint is the overcrowdedness in the afternoon. She claims that they sit 3 to 4 to a seat and the bus driver screams at them if there are any legs in the aisle, which she says is sometimes unavoidable. She did not ever complain about the bus before the middle school and now it is daily. My 2nd grader does just fine and says that they usually sit 2 to a seat and it's not too crowded ever.
- My son frequently reports to us that a couple of students are misbehaving on the bus. There doesn't seem to be enough the bus driver is allowed to do to control the students (like remove them). Otherwise, great service.
- [Deleted] was the best bus driver we had last year! This year she was moved from our route. Everyday it is a new driver and runs about 10 minutes late. We want her back! Also the bus stop is at the corner of 71st Street and Meadow Lake. This house is not a bus riding house. The kids are all over the porch. If this was my house I would not want them all over my stuff. Maybe move it to the other corner?
- My child rides 2 buses actually because sometimes she goes home and others she has to go to her grandparents home. She tells me bus [deleted] is really bad and kids cuss and yell and it scares her. She said [deleted] is usually good except when they have a certain sub who almost hits cars and has hit a mailbox. She said he drives too fast and his driving scares her. She says that kids sometimes have to sit on the floor of both buses when there are a lot of kids on them or sit 3 to a seat.

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- The first day of school the bus never showed up in Settlers ridge. There is no disciplinary actions taken by the school to stop bullying or harassment by other kids on the bus. My daughter used to get off the bus in tears everyday ...sad my child cannot ride the bus bc of this. The buses need more security and the bullies need to be kicked off the bus indefinitely. Why aren't the same disciplinary actions that apply during the school hours do not apply on the bus??
 - The bus normally comes later than it is scheduled but my child has to be at the bus stop 5 minutes earlier than the scheduled time, resulted in him having to wait a long time in cold and/or rainy weather. When we have had him go later to the bus stop in the past he missed the bus because a substitute driver came on time, so we do not want to miss him missing the bus but hate that he has to wait in the cold for so long.
 - Requirement that IEP students have a parent at home is unreasonable. A child on an IEP is not inherently in need of additional supervision as IEPs can be put into place for a variety of reasons, not all of which prevent a child safely being home alone. This requirement directly conflicts with state statute regarding supervision of children and child protective services regulations regarding supervision of children. It is more reasonable that this requirement be on a case by case basis. In cases of disagreement between parents and school staff, should the parents, any professionals caring for the child, and child welfare determine the child can safely be unsupervised, this should be allowed.
 - Frisco Ridge is a growing community.
 - My child is dropped off at a different location then where her actual bus stop should be. I was told her bus stop is NW 23rd st and Alisa. She is dropped off elsewhere. This is bothersome because she walks quite a distance.
 - For the high school bus, the driver seems to change quite often. When a new driver is assigned, the kids are late by at least 30 minutes (they arrive at 4:15 instead of 3:45 PM). The bus goes outside our neighborhood around 3 PM (Kingsway addition), but only drops the kids off at 3:45 on the way back.
 - Making sure the bus arrives to pick up my child on time each morning especially when the colder temperatures arrive!
 - Only complaint is that my daughter says they have to sit three deep on the bus every day. And in HS, kids don't like to share and scoot over so it makes it difficult.
 - It takes almost an hour for my middle and high schoolers to get to school once they are picked up in the morning. This is entirely too long to be on the bus in the morning. My middle school aged child is on one of the most undisciplined buses I have ever seen. They have been through 4 drivers already this year. Harsher punishment should be administered to offending students who are a menace to the driver, or other students on the bus!
 - I feel we have a real lack of oversight and accountability on the school employees teachers and bus drivers police officers and front desk people and most importantly the

superintendent. not sure where the superintendent came from, but it's obvious he has no experience in how to run a school district. Replace him with someone who understands the operation of running an education system and we will see real change.

- My daughter has mentioned that the buses are so crowded sometimes that people have to sit on the floor or have over an hour-long bus ride. Adding more buses and drivers would fix this issue. I also think that having bus monitors would be good, because some of the stuff my kids have heard and seen on the bus are highly inappropriate.
- We have had children in the Yukon District for almost 20 years. In the beginning the bus was a great option for us. However, as the district began to grow it became a REAL problem. There were 3 to 4 kids in a seat and children having to ride on the floor. My husband and I switched our work schedules around to ensure that we would be available to drop off and pick up our children at school. According to social media outlets, this trend has unfortunately NOT changed. I just wonder what's going to happen now that there is another school opening up. It just seems to me that someone is going to be badly injured one of these days and it doesn't seem like the district is listening.
- School buses don't know how to slow down for speed bumps in the welcome home community. They bounce over all of them.
- The buses are so full that the drivers are unable to keep the kids under control. There is always fighting and bullying on the bus and at the bus stop.
- Be more consistent with discipline and makes the buses less crowded. The high school bus routes are way too long sometimes it takes 45 plus minutes to get my high school kid home. Just because we live on the edge of the catchment area should not punish the child and make them ride a bus for 45 min to an hour.
- For years, since IES the bus is overcrowded and has students sitting 3 and 4 to a seat. Students sitting on the floor. Bus drivers pulling over on busy streets to yell at kids.
- There is cussing, loud inappropriate music and the bus is overcrowded.
- Children say the bus is too loud comes home with a head ache, kids get out at 3 it takes 40 or more minutes before they arrive home
- I believe children who repeatedly hurt other children on the bus, should be kicked off. My son has an IEP but he must ride a regular bus, and a student on there has hit and threatened him many times. As well as done the same to other children. I'm not sure why he's still around on the bus, that is my main issue with the buses at this time.
- The bus arrives as early as 6:25 and as late as 6:50, REGARDLESS OF WEATHER, is too long to guess when the bus will arrive while kids stand in subfreezing temperatures.
- The mornings my children ride the bus, the arrival Time is never the same. It often runs 10-20 minutes late.

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- Afternoon bus drop off is extremely late and unpredictable by at least 30 minutes. This makes it difficult when planning pick up at the bus stop. Pick up in the morning is a breeze and very well done
 - The transportation needs to be improved by adding another bus from the HS to Surrey Hill. My child has to wait nearly an hour after school is over just for the bus to finish dropping the MS kids off and make its way back to the HS to pick them up. By the time my child comes home, it has been 2 hours since school had been over and only 30 minutes until 5 pm (dinner time or time for her to go work)
 - My child has stated that the bus sometimes has so many kids on it they have to take kids to another bus to make them fit.....sometimes they don't....that can't be safe. Also, will there be any help for the drivers to keep the bullying down on the bus. my child has already been apart of kids jumping off the back of the bus and the bus stopping when the certain children run a muck. You say you want to keep the children safe at school but on the bus as well...not only for them but the bus drivers as well.
 - I'm very disappointed in the process of picking up my child at the middle school. We have a empty parking lot and we are not allowed to use it .. it's ok to crowd the street and hold up traffic wtf Yukon??????????????
 - Drivers that I see on the road seem to have a really hard maneuvering the buses.
 - I take my elementary kids to school in the morning due to being picked up at 615, which in my opinion is way too early for Kindergarteners.
 - Bus transportation is horrible drivers are horrible its actually the worst bus system I have ever experienced and I'm not even from here it's very terrible and discouraging
 - My child takes the bus from Surrey Hills to IES. There are 2 buses, but yet they are scheduled to leave only 9 minutes apart. My experience has been the second bus frequently leaves earlier than scheduled. The last time, the bus left at 7:40 instead of 7:43.
 - Kids getting off at wrong stops and starting fights. Many times on 46th st
 - The one time she rode the bus in the afternoon, the bus was overcrowded and the older students were using inappropriate and foul language. That was our first and last time to ride.
 - I love Yukon Schools, I only wish there were more bus stops for Ranchwood in Preston Park.
 - Overcrowded ! There should not be 3 high school students to a seat and no one should be standing
 - We are so blessed with our bus driver, my son is in first grade and I feel my son is safe with her, bus [deleted]

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- The bus driver hits the brakes and makes my 5 year old who is in kindergarten slide off the seat into the floor when the kids are “too loud”
 - When trying to get information prior to school starting about bus routes there was literally no one who could answer questions. Then the first week of school the buses took entirely too long. You have plenty of time to work out drop off and pick up if you plan accordingly. It just seemed very disorganized as a whole.
 - The bullying on the bus is ridiculous. Nothing is ever done. My daughters have been assaulted by boys left and right. That’s not just bullying but a flat out crime! When a boy is trying to choke out a little girl and nothing is done that is disgusting. The verbal abuse is awful too. Nothing is ever done. These kids need punishment. Fines to the parents or out of school suspension. Maybe if the parents start paying for it they will step up and stop having their kids be abusive. My daughters are scared to go to school anymore because of the rampant bullying and abuse issue your school district has on and off the bus. I deeply regret picking Yukon for my kids. This district was supposed to be great. It is anything but.
 - Child sometimes complains of noise level and activity on bus. Assigned seats were chosen by my child vs being assigned by the driver. Would seem the driver should have more say in effort to break the more active groups up and lessen the stress/anxiety being caused to others.
 - We have been through multiple morning bus drivers making the pick up time vary greatly and also having our stop skipped multiple times.
 - The fact kids have to sit on the bus floor is very unsafe.
 - More timely and consistent information on when the bus is involved in accidents and such. There have been 2 instances this year that I had to hear about it from my child when they arrived home.
 - Our special needs child did not do well or feel safe on the van first provided with only a driver and no helper and several older children in day tx programs, and often seemed to be the one acting out, with out a second person to help supervise our autistic child was often thought to be the problem but was unable to express his distress at the teasing and bullying of the older riders . since moving to a bus with a helper/observer he is no longer fearful of going to school ,and eagerly waits for his bus, and has no problems with acting out because he feels safe.
 - Coming on time most of the time so far. Need to stop in front of house when picking up child that is by them self Waiting on bus in front of house not the house next to them a couple of feet will not hurt when the child is the only one at stop.
 - Kids vape on the bus and do not get in trouble. I hate that my daughter has to ride the bus with high school students who are nasty and disrespectful to her. The bus ride home is absolutely too long being near one hour before she gets home from school.

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- Carseat safety is a life or death matter. As my tiny one goes to school I know that the bus is not a safe option.
 - The buses are clean to begin with but the kids on the bus are disrespectful to the driver and the bus. The kids have major discipline issues and are unruly!! My kids are scarred on the bus even with cameras because nothing is done to the kids who disrespect the driver or other kids! It is a privilege to ride a bus NOT A RIGHT and these horrible kids who make students and the bus drivers fearful should be kicked off for the year!!!! Parents will figure it out some how to get their bully kids to stop disrespecting all of consequences happen to them!! You could hire and retain drivers if they were not expected to take crap like this from kids!! My kids tell me such horror stories how the kids on the bus act but never are the bullies taken off the bus they continue to ride and make it hell for all!!! No adult or child should have to put up with such behaviors!!!!
 - More drivers/buses my children are sitting three to a seat
 - Bullying needs to be addressed and not tolerated at all. Students should be suspended from bus riding for the school year for bullying on first offense. Bus drivers need to put problematic students up front and in view.
 - “The Coach” was a driver for a long time and that went well. Newer driver on H.S. Bus stopping at welcome Home bus stop at 14th and Life Style Lane is Very polite and great.
 - I think the route finder how been awful this year for the special needs bus. I don’t think my high school student should ride with the elementary students.
 - A bus drives right by my cul de sac but my child has to get off in the next neighborhood and walk home from there. Surely there is a way the bus that comes by my cul de sac could drop my child off there so he isn’t walking so far in inclement weather.
 - The bus is so overcrowded, particularly afternoons they are sitting on top of each other and in isles. This is NOT SAFE! Often make other arrangements.
 - Length of bus ride is reasonable, however my 5th grader has to wait for a bus to get back so they can start our route. He gets out of school at 3:10 but gets home a little after 4:15
 - There is too much bullying on the bus and in the school. When will it stop?
 - 6am is too early for a HS bus.
 - To be honest, I only have complaints. My son has been having issues with the same driver for over a year and a half. I have contacted transportation on numerous occasions, as well as the principals of both the 7 grade (last year) and 8th grade this year. Most issues have been disregarded and nothing has changed on the buses. They need to stop disregarding parent concerns even though they are short on drivers. The issues need to be addressed. They need less students on the bus.....at times the kids are riding on the floor since there is not enough seats available.

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- As a parent, I would feel more comfortable if my child only rode the bus home with students from his school, instead of with the upper elementary students.
 - My kindergarten does not use the bus system, a daycare picks her up. My oldest has rode the bus the last 3 years. We had lots of issues with the middle s
 - My son mostly rides the bus home because morning pick up is at 6:20 am. This makes for an extremely long day when he has to wake up at 5:15 - 5:25 am.
 - We live in the Parkland neighborhood on the west side of Cornwell. I am aware of the state law for the minimum distance of 1.5 miles from the school that transportation must be provided by the district. I have a serious problem with the “work around” YPS has chosen where you load a full bus of IES students and drop them off at Parkland ES and then say you have met your requirement. Do we live within that radius from Parkland? Yes. Do we live within that radius from IES? No. We have just recently moved into this new house. We have always loved the relationship we have with YPS, but when we learned of this treatment of the Parkland to IES students, I was shocked. We take our kids to school on our way to work in the mornings, but we rely on YPS transportation in the afternoon.
 - Two of my children ride the buses daily. They both have overly crowded buses- 3 kids to a seat with kids sitting in the aisle. One of the bus drivers has the music up so loud that it gives my kid a headache so much so that we try to take her to school as much as we can. Have also seen speeding by the bus on my life 360 app. On a good note they are always on time picking up my kids from the bus stop.
 - i like that there is a bus stop near me and I like that the times they drop off are consistent
 - The bus needs to be appropriately divided by age kindergarten and 5th graders should not be by assigned seats by each other. So far my 6 year old has see porn and been called a b*** by 4th and 5th graders she’s forced to sit by on the bus.
 - My middle child cannot ride the morning bus anymore due to being made to sit on the floor like he was a piece of trash due to extreme overcrowding. 3 students to a bus seat is extremely unsafe and goes against compartmentalization in which buses are designed to be safe. My children continuously complain about extreme bus overcrowding. Unfortunately we have no other option for them to get home. The situation is a terrible disaster waiting to happen for some families and massive lawsuit pending to occur for the school district. The extreme overcrowding of the YPS buses at all grade levels needs to be taken care of before something awful happens.
 - I appreciate the bus system. It seems to run efficiently.
 - I think it’s great that we finally have assigned seating but we also need more consistent bus monitors in addition to the bus drivers and the length of time my child is on the bus is getting later each day so time management needs to be a priority and would live to see safety belts enforced for all students

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- I'm so frustrated with the busing system. My kids ride home from school on the bus. It's beyond overcrowded, dangerous (the kids are out of control and hurt others) and many times the kids are forced to sit on the floor. Also, we live in Parkland 1 and my ten year old has to walk home from Parkland Elementary. He has to cross at least three different streets and has to walk by a busy street (Czech/Cornwell). There is NO reason to have ten year olds walking so far (about a mile, by himself) on a busy street, and when we live in an area that's top in the nation for child sex trafficking. I've relayed my concerns for years to Yukon PS and I've been met with nothing but disrespect and a deaf ear. It's sad that the school district only decided to do something when we took it to the media. Which, by the way, the statement that was made to the media that the school district didn't know the kids were sitting on the bus floor was a blatant lie. Many concerned parents, including myself, have made many phone calls over the years to the district and asked them to at least do something to fix the problem. I feel like up until this point I have done everything in my power to voice my concerns over these issues. If anything happens to my children because YPS's continued negligence I will have no problem sleeping at night after bringing a lawsuit against the district.
 - My daughter rode the bus regularly in her early elementary years... but as she aged, the transportation system seemed to degrade. She no longer feels safe, so I drop her off and pick her up every day. And will likely do the same for my son when he starts in YPS next year.
 - My children only ride the bus home in the afternoon. They get out of school at 3pm but do not arrive home until 4:15. They often talk about not enough seating and inappropriate behavior in the bus.
 - I have had my kids in Yukon school districts for the past 5 years and before having moved here I never had my children tell me they didn't have seats on the bus, never did they tell me they had to sit on the floor, never did Thursday the bus pulled away without them in seats but ever since moving to Yukon P.S I hear weekly that there are not seats on the bus, they're being forced to sit on the floor while the bus is moving.
 - Need to get all the cameras working. Need to handle discipline from altercations on the bus more strongly.
 - The bus is very crowded with usually 3 students to a seat at one time.
 - Bus drivers have not been trained in basic first aid. As a representative of Yukon schools and are the nearest adults in case of an accident during transportation of students, they should be provided basics first aid training by the district to mitigate risk and provide basic care until first responders can reach the scene of an accident.
 - The amount of children to one bus needs to be re-evaluated
 - When the bus is significantly late or early it helps to be notified. I worry when the bus is late.
 - The bus drivers are very supportive and loving toward my child. My child only rides home on the bus because the pick up time in the morning is so early. An hour and a half is too long for a child to have to be on the bus.

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- The crosswalk at Parkland Elementary rarely has the crossing guard at the crosswalk in the morning. Not until well after 7:15a-7:20a is someone there and the bus runs between 7:22a-7:25a. The traffic on Cornwell is dangerous and only a small percentage of drivers actual obey the speed limit.
 - From my perspective from talking with other parents, buses are overcrowded. Their child has been asked to sit in the aisle on the floor due to lack of seating.
 - It is frustrating that we live more than a mile away and not only is there no bus service. There is also inadequate lighting and side walks/trails that makes it very unsafe for both kids and drivers. It is also frustrating that the HS doesn't provide transportation for CV Tech students. I find it discriminatory.
 - The bus is almost always late picking them up in the afternoon and is pretty full.
 - My 2nd grade son asked to stop riding his bus home from school because the bus driver was yelling at the kids and he was scared of him and said he was mean. My son came home crying many times.
 - I have no complaints my kids have no problem with the drivers and they are always on time unless they have mechanical problems.
 - The bus schedule needs to be revamped, or the school start/stop times. Once my child is on the bus the ride is fairly short but they wait 45 minutes and some days almost an hour for the bus to arrive at SkyView because it has to go to LES first, and they let out later.
 - The high school buses are too crowded. I know they are not at capacity, but 3 high school students in a seat just doesn't work. Also, if a child is late to the bus stop, the drivers should never have to return to pick them up unless the driver was running ahead of schedule. That's not fair to the kids that follow the rules and show up on time.
 - It is unacceptable for children to have to sit on the floor of the bus and for bullying to be tolerated on the bus. It need to change and calling the schools and transportation department has not helped.
 - The middle school bus has to run high school and then my child. My child has to wait in the gym for 30 minutes before she gets picked up. It takes almost an hour in total.
 - Provide More buses to relieve overcrowding. Provide More bus drivers to be able to make bus routes as scheduled. Allow video surveillance on all buses if not already. Seat belts to avoid head injury during accidents. Provide adequate maintenance to the buses when needed. I.e. Leakey seals, heat, etc.
 - We need to refurbish or sell the charter buses. Those were nice to use for long road games, (Tulsa area) because the players had room for gear. We currently have to use the smaller yellow buses which don't allow much room to store equipment, (pads, helmets, etc.) when

travelling to team camp or games. The addition of AC to the buses was nice! As a parent, the cameras on each bus were very needed. Good Job YPS!

- I've been told bus driver is reckless and this is a concern especially in the upcoming winter months. In addition they have to seat three to a seat which is terribly unsafe.
- There have been lots of issues on the bus. Too many kids, kids vaping on the bus and kids being able to turn off the cameras on the bus.
- Doing well be installing cameras and a/c. Needs improvement in that there needs to be an assistant on every bus. Cameras are "nice," but they can't control the children and are only useful "after the fact." The bus drivers should stay focused on the road and their route and not have to worry about controlling/handling discipline issues. If there was an assistant on every bus, they could help in this manner. Thus provide a safer route to/ from school for all students and the bus drivers.
- I am very glad to hear that my daughter feels safe but she does have some complaints. Everybody screams on the bus on a regular basis. Some kids cuss and use inappropriate words.
- The morning bus is overcrowded but the afternoon bus is not a full as the morning bus at the moment changing in the weather may change that. The morning driver is really good about making sure everyone is seated before he starts to drive the bus. The afternoon bus from time to time I've seen children hanging out the windows & yelling. But both morning & afternoon are far better than last year's buses. I could hear the bus coming from a block away in the neighborhood & it wasn't the bus it was the children yelling & screaming, they were hanging out windows in the afternoon.
- My kids rode the bus home from school once and I decided they would never ride the bus again. They waited outside in 100 degree weather for an hour waiting for the bus get them from school. Then they spent another 40 minutes on the bus, which they informed me was not air conditioned. It is absolutely ridiculous that Elementary school aged children are not getting home until nearly 2 hours after school ends. We moved here from Henderson, NV. We lived farther away from the school there than we do here, and they got out of school at 3:30 and were home by 3:50/3:55. I also know people who have children at multiple schools and getting them there and picking them up on time is a huge issue. In Utah and Nevada school times are staggered for parents and Buses. High school is from 7:20-2:20, middle school from 8:00-3:00, and elementary from 8:30-3:30; this allows the buses and parents enough time to take and pick up the kids on time. The system currently in place is very poor and needs to change.
- Bus for youngest is never on time according to schedule even after updating.
- I honestly feel sorry for some of the bus drivers. Especially the middle school ones.
- Kids in Surrey Hills get picked up way too early!!

- Timely, but not enough coverage
- More needs to be done about the unruly and disrespectful children on the bus. Also, the buses are overcrowded that it seems to be very unsafe.
- There is a HUGE lack of communication between the bus barns and parents. Twice this year pickup times have changed with no warning to parents. This summer during ESY my son was placed on the wrong bus and it took an hour to find him and even longer for him to make it home. We are very grateful for the bus service but it needs better communication and organization for safety.
- The districts needs more buses. The transportation director should answer emails and phone calls. When we have a concern about a driver. Don't just say they are a season driver. Then live it right there. We need to able to trust the driver with our children.
- To help save money and time, I would like to encourage the district to reconsider middle school and high school bus stops. My 3rd grade daughter must walk over half a mile home because our neighborhood does not get bus service. However, my middle school son can be dropped a block from our house. I suggest dropping middle school and high school students at the entrance of their neighborhoods. That would put them within a mile of their home in most cases and they would not have to cross a busy street. Which is the exact reason my 3rd grader daughter doesn't get transportation. Dropping these kids at the entrance would speed up the route allowing the buses to pick up elementary students earlier, relieving the schools of having to hold them until the bus arrives.
- I've had to have many conversations with my kid based on what he's seen on the bus. Girls kissing each other! Vaping. Bullying. And don't get me started on vulgar and sexual language. I didn't think I'd have to explain to my 11 year old what a dildo is... and a nearly 2 hr bus ride home is nuts! Looks like the district needs to prioritize getting/hiring more drivers. The drivers my son has had have been courteous and make sure he gets to our house before driving off. (We live 'outside' town.) That's very nice of them.
- Too many people on the bus. Three or more to a seat...
- I know we live close to the school but my son could still benefit from a bus ride to/from school. He is too young to walk alone
- Bus overcrowding is my biggest concern. I feel this poses a safety risk for my children. I am also concerned about lack of supervision/discipline on the bus. My children have not been directly targeted but have reported bullying, foul language, and general bad behavior by other students on the bus on a regular basis during middle school. Overcrowding is their biggest complaint now.
- Over crowding on middle school buses is a big issue 3 to a seat when a middle school child is the size of an adult now days is ridiculous. Children are in the isle aisle sitting or sitting on the edge of a seat and fall off due to rough roads.

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- Not all of our bus drivers are the best around children but as long as we have our normal driver we are good we love [deleted] and how much she cares for our children. Also the first stop in the morning I feel would be safer if one the parents didn't send their elementary children alone because the children run into the street but also the grass is always wet or has stickers. I liked it much better when the stop was at the first set of mailboxes in the welcome home community.
 - My child tells me daily that "5th graders" are cussing, watching porn on their phones, showing it to much younger students, and acting out certain acts with toys. I've reported it, my child has reported it.... it's still going on.
 - School bus is way too crowded kids sit in the floor and four to a seat. NOT ACCEPTABLE
 - Safety for all students. Pay attention to the extreme bullying!
 - The afternoon bus for IES is ridiculous. The past three years my student has had to change her bus during the year due to overcrowding. That's not fair to the students this should be straightened out within the first three weeks not after nine weeks. I have found that for the most part the bus drivers are courteous to the students.
 - The bus that runs in meadow lake has never been good at picking up on time in the morning. Sometimes 10-20 minutes late. It has been better lately since we have a new pick up time but now she has to be out at the bus stop at 6:50. Holy cow!! I'm not sure what time they get to school, but I imagine she's on the bus for quite some time.
 - Swastikas being drawn on windows, bus driver sub hitting a mailbox, kids sitting in the floor, calls go unreturned- it's a sh**show.
 - Communication is extremely lacking. In one situation, our child's bus was over an hour late, and the only way we knew was because Central Elementary put a message on their Facebook page. There was no phone call. There was no message on district social media or website. I have heard other parents experience this same thing, some in the case of an accident. It is also extremely difficult to reach the transportation department during route times. My children only ride in the afternoons because their morning pickup time would have them on the bus for over an hour before school.
 - Ask the police to drive through the neighborhoods more often in the morning. While walking our kids to school we see so many people driving way too fast. There are many children walking or riding a bike that these drivers are putting in danger.
 - The buses were way overcrowded last year. I have not let my kids ride this year due to injuries and lack of resolution of the problem. My high schoolers weren't getting home until 3:45 even though we are pretty close to the school.
 - Setting up for my child to ride the bus only took a phone call AMD coordination with his school. Very easy and he enjoys the ride to and from school.

- My daughter has said how kind [deleted] the bus driver is and she really appreciated it.
- The bus drivers can use more caution and not think they rule the road. They float stop signs, they almost hit cars except cars to move out of the way cause they are bigger even though they didn't have the right of way. Don't think of calling the Bus Barn they won't help you at all!
- My son's school bus ride is not long but he does not get picked up from LES until 3:45, he tells us a bus picks up kids from another school and drops some off on the way to pick them up. I am sure this works well for the school but he does not get home until 4:30-4:45. With that being said if he were to ride the bus to school and home he would be gone 10-11 hours out of the day and that seems a bit extreme for a 9-12 year old.
- I'm happy that they have cameras on the bus. My kids' afternoon bus driver does not take care of discipline. I have to go through the principal of the school to make sure kids get taken care of. She does not have a safe environment. It is hostile. If I had any other options other than bus, I'd use that instead.
- On your website it has a bus stop located down the street but the bus driver informed my 12 year old daughter that he doesn't want to stop there so he drops her on the other side
- I feel the bus goes too fast through our neighborhood - it's 15 mph but it seems he goes faster than that.
- I explained that bus rides were "long" as school gets out at 3 and we live about 1.5 miles from the school but the bus doesn't come until close til 4. Our morning driver is very courteous and nice. He has waited before while he has seen was walking towards the bus instead of speeding off which happened last year a few times. For the most part he is consistent on timing (within a few minutes) but we are the first stop so you'd think it'd be on time every day.
- YPS needs more buses. They are too crowded.
- When my children were younger and could have ridden the bus, we made other arrangements due to overcrowding.
- More buses to ease crowding on buses and not mix high school and middle school students
- To be honest I have been extremely disappointed in the transportation this year. This is the first year my son rides the bus to the middle school. We looked up the stop information online and the first day of school he was there at least ten minutes early and had missed the bus. Luckily we were able to take him that day but there were other kids that might not have been so lucky. Also, I understand there are a lot of kids but 3 to a seat when you have some bigger kids and band instruments/backpacks seems ridiculous. Kids having to sit on the floor is definitely ridiculous and illegal I'm sure. And today he had a sub who cursed at a kid....definitely ridiculous. There are a lot of areas that need improvement.

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- I would like to see bus routes that go further in additions than just dropping kids off by the park and then they have to walk 6 blocks through tons of house that we do not know who lives there. The world we are living in is not safe anymore for them to have to walk through all of that being so far from their homes.
 - As far as buses. The most complaint is sometime the kids say there are other kids in the floor because there is nowhere else to sit. That is not safe. I also don't like their bus stop being down the block from us and then coming right back by our house. Why can't they just stop here. I have three to ride and my neighbors have 2-3 that could all catch it here a lot safer esp since morning is still dark.
 - Communication with parents about late buses is not great.
 - My son shares that in the morning they don't have assigned seats but in the afternoon they do. He says for the most part the bus driver is courteous how sometimes they have to yell and say things like shut up. The bus this year has been really behind and when you call they just say we are working on it. Now that it's brighter outside I don't feel as scared having my child at the bus stop for sometimes over 25 meeting waiting. I do hope there are cameras on the bus. The many options in my neighborhood for the bus to stop is great.
 - My son rides the bus in the afternoon & states it is very crowded.
 - My child feels safe as far as the driving skills but doesn't like the amount of disruptive behavior caused by a few students that could cause distractions. The high school to Surrey Hills area bus is very crowded after 7th hour. We try to limit use for this reason but, due to work schedules, this is necessary transportation some days.
 - I like that the bus is on time but I do not like that there are three kids to one seat in the bus I don't feel that is safe for the kids
 - Great bus driver for bus #[deleted], handles students very well, is attentive to children. Regularly on time.
 - Buses are overcrowded and there are too many cars parked on the street near the bus stop.
 - No complaints
 - Too crowded! Some kids are sitting on the floor on the bus!
 - Really haven't had any issues. All things considered the bus service provided is pretty solid and the bus practically stops in front of our house which is always a big perk.
 - My son has reported to me (parent) There is a lot of yelling, cussing, and it is not controlled. Many times the children are riding 3 to a seat. He also said children are vaping. He said the driver is not conversational and does not intervene when the children are out of control.

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- Need more buses. Before my kids could drive I took them because it took them over an hour on the bus to get home.
 - The bus drivers sometimes drive erratically. I didn't believe my son knew what he was talking about till I actually watched the speed through the entire journey on our life 360 app. Top speed of 53 shouldn't ever be on the roads they take. But the treatment of the bus driver for middle school is ridiculous. They are already overcrowded and kids don't all always have a full seat to sit on. These are kids with huge backpacks and instruments sometimes too. Ridiculous!
 - My children ride the bus home everyday and sit 3-4 kids to a seat. They are on the bus for approx 45min to 1 hour. I think it's overcrowded and too long of a bus ride. They do say the bus driver is very thoughtful and nice to them.
 - My child has reported multiple times sitting on the floor of the bus or 3 to a seat. This is absolutely unacceptable and not safe for students. Please address this immediately.
 - I feel having two rounds of bus routes in the afternoon for earlier and later dropoff times. This worked well when I grew up in a different town. Parents would select preference of first or second round, and second round riders would watch movies or do activities for 45min-hour. It allowed for more routes with less stops, less crowded buses, and latchkey kids to have less time alone from the time they get home.
 - Sometimes there is 3 kids to a seat which can be overwhelming at times for others. Bus normally runs on time in the morning but in the afternoon it tends to run a little late. (Which is not a big deal to us.)
 - I have complained to transportation multiple times about the bus being overcrowded with 3 kids to a seat and some being forced to sit on the floor of the bus. These are large high schoolers and cannot fit 3 comfortably to a seat plus bags. Kids have also thrown chewed gum, snow cones & multiple other objects at other kids on the bus. Used all kinds of fowl language & subject matter on a regular basis.
 - Bus is consistently late and crowded. Takes a long time for transportation office to communicate back about concerns
 - Putting weather conditions into consideration when determining what is considered walking distance so kids are not having to walk a mile in snow and rain.
 - Need to pay more attention to surroundings, at Independence ES buses to notice when daycare vans are trying to leave to get to the next school. Great job at stopping at all railroads with yellow lights on.
 - The buses generally run right on time, if not a little early sometimes. The only negative thing I've heard is that the bus driver hit the brakes really hard just to get the kids' attention. It caused my daughter to hit her face on the seat in front of her... not the best way to grab their

attention when they do not have seatbelts! Other than that, we have been happy with the school transportation.

- Too crowded in the afternoons
- My kids do ride the bus home from school. They have commented on incredibly crowded buses, chaotic atmosphere, inexperienced drivers who have become overwhelmed, missed stops, and even required elementary children to get off at places that are not their regular stops. If my son (5th grade) is home sick, I do not feel comfortable having my daughter (kindergarten) to ride by herself. The buses have been extremely late many times because of missed turns and returning to the schools because of discipline issues.
- The elementary school busy, give me a bit! Ride is entirely too long my little ones are not home until almost 3:44 to 3:55....way to long for K through 3rd grade
- This year has been a struggle with the pick up times in the morning. There was a change in the pick up time from last year and has been an increased wait time on the bus from pick up to drop off. The managers at the bus barn have tried to correct the problem. It has gotten better but Still a lot of wait time and really early pick up time, when if they would do what they did last year it would all be fixed. Most of the issue was explained that it had to do with the new system. I am not sure why or what part of the system was to blame, but a simple 10 min later start time has proven impossible with the new program.
- I know it's hard to keep discipline on a bus. I do think time is a must especially when its 30s outside and windy my kids have to leave home early to get to the bus stop an have to wait up to 10min outside. Having better handle on any type of bullying. Kids tell me about how bus driver handle the situations and I have not agreed on things they have said. You'll be improving an appreciate the work. Thank you
- My kids generally sit three to a seat in the afternoon on their bus. They have complained of mean drivers in the past but this year said it is a new driver who has been nice so far. The bus stop is two blocks over, which I dislike bc I cannot see them where it actually stops, but there are several kids and parents who wait with their kids.
- Bus [deleted] Ask administrators and director for all unresolved cases..... no answer... Survey in my opinion is a fake way for YPS to act like they care...BS They ain't riding so they wash their hand... BS. They responsible, take a ride and find out
- My daughter's morning bus is consistently 4-6 minutes early EVERY day. While I believe that it's important to get there a little bit early I don't think it's necessary to be there that early. She's missed it several times because of this. 6:37 is early enough as it is and when the bus comes at 6:31 almost daily it's extremely frustrating. What about people who just move in and look online to see bus arrival times? It has never once been "on time" in my experience. ALWAYS EARLY. EXCESSIVELY EARLY. 6:35 would be fine but not before. Please adjust this!!!!!!
- Middle school bus is extremely crowded.

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- I really need my child to ride the bus but the drop off/pick up is way too far from our home and it's not safe to let my child walk.
 - I feel like the bus ride is perfect for us.
 - My middle school son rides the bus home from YMS. The bus he is on ([deleted]) is WAY too crowded.
 - My daughter has an AMAZING bus driver who does his best to handle every situation. However, with the sheer number of students who ride the bus, it is almost impossible for him to handle everything AND drive. It is absolutely RIDICULOUS how many students ride the bus- they are sometimes 3 and even 4 to a seat! That is NOT safe.
 - my daughter is now doing online school in the afternoon to avoid riding your overcrowded and very unsafe buses.
 - The morning bus driver has no control of that bus. He allows the boys to run the show including allowing them to be called b*** and other names. He just yells idle threats to the boys when they get too loud for him to ignore them. They throw things like pencils and water bottles. He is the beginning of their day and many days sets the tone. I think that he should not be allowed to drive the bus. I've heard he's a high school teacher so I don't know what to think about his behavior. The afternoon bus isn't nearly bad. The boys due to their behavior are required to ride in the front. I really wish this would be taken seriously.
 - They need video cameras to see what is going on in the back of the bus , they need more buses and drivers. Buses overall are overcrowded. Students are sitting in aisles or falling off seats or sitting in laps. Route time is hour or longer to get home if you're the last stop.
 - When she rode the bus it was overcrowded , she was on it to long, and she was very uncomfortable with the language and behavior of others on the bus.
 - We live more than 0.5 miles from the elementary school one of my children go to. That is entirely too far for an elementary student to walk or bike to school. My opinion is that there should be a bus to take these kids safely to school. Also not on the same bus as the high school kid.
 - Communication when buses are running late is good. But buses are overcrowded to the point of kids sitting on the floor sometimes.
 - Multiple issues never resolved, ask all principles of yms and the director about personal letters deliver to them about bus 4 and driver harassment charges they ignore, repeated targeting and attack of students for non assigned seats and driver rude, but this is probably another BS YPS addressing a problem BS Get on the damn bus and see... your job!
 - The brand new athletic buses are good but the other buses my daughter has to ride to and from sporting events and student council events are not good at all. Need to keep the buses up to date

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- Buses are way overcrowded! It is not safe to have children 3 to a seat or even on the floor!
 - When school is dismissed at 2:47 pm and the bus does not drop off until after 4 pm most days, that is a problem.
 - I don't think drivers could address discipline even if they wanted because their priority is transportation and not babysitting. Unfortunately I think kids take the lack of observation during bus routes to misbehave because they know the driver can't deal with it (nor should they be expected to). I also don't think high school kids should be combined with younger kids.
 - My child has told me that regularly they are sitting 3 children to a seat and in some cases kids have sat on the floors. He said they barely fit in the bus and the ride is very uncomfortable because of squeezing 3 children to a seat.
 - The last few years, we would receive texts when the bus would be late. I haven't received a single text this year, and the bus is RARELY on time. My phone number has been the same for years, so I guess they just don't bother anymore.
 - My middle school kids ride the bus home only. School ends at 2:40 and they don't get home until at least 4pm. Most days it's 4:10 - 4:20. This seems like an excessive length of time. The kids tell me the bus driver frequently pulls the bus over for minor infractions such as a foot in the aisle or kids talking too loud. Our neighborhood is 5 acres plots. We live at the end of the street. I can hear [driver] screaming at the kids all the way to my house from the road. I've complained to the bus barn and nothing has changed. [Driver] frequently makes nasty remarks about the kids who live in them country'. He has assigned seats for the 'country kids' and said the 'country kids' are badly behaved.
 - Bullying on the bus
 - Shutting down inappropriate words on bus. When you have Elementary students. With high school students. And cleaner buses. Floods are nasty less yelling. And less hitting the curb. My daughter says her driver is always hitting it cause kids to bump into bus causing harm to her
 - Sitting in the aisle is NOT safe
 - The district is doing okay, the only main issue I have is the bus it way too crowded. Students shouldn't be spilling into the aisle due to packing kids on a bus to get them to school. I worry about the safety.
 - The bus usually comes a few minutes early. There have been a couple of times my children leave 3-5 minutes before the bus is due just to come home and say they missed the bus 10 minutes later. It is frustrating. Especially on cold mornings.
 - The buses running from Surrey Hills to Yukon Middle School are overly crowded. My daughter normally is sitting three to a seat due to the overcrowding. My youngest child

attends Surrey Hills Elementary and is not offered any transportation causing the car lines and drop off/pick up to be extremely crowded and unsafe. I pay the same amount of taxes to the school district yet my children are not offered the same services as provided to other Yukon students.

- The middle school bus has been overcrowded for years, no one listens or seems to care anymore. This year even posted videos of kids 4 to a seat and riding on floor to social media and got nothing done.
- I would let my children ride the bus, and it would help me in the mornings, but to have to walk as far as they would to the bus stop with as young as they are it is not safe. We live in the front of a neighborhood where there should be a drop off/pickup but there isn't.
- I feel the children are safe on the bus for the most part. I have seen buses driving too fast and that concerns me. I also know that my son has been bullied on the bus this year and last year. The bus driver didn't do anything to fix the problem. He also tells me that the 8th graders on his bus are mean the everyone.
- A full bus with 3 kids per seat is not acceptable.
- Last school year we lived in a different home. My kids went to Shedeck, and were on bus 59. We had constant problems with being overcrowded, kids sitting in the aisles.
- A bus for our neighborhood for my youngest daughter. She has to walk a mile home because they told us we live too close to Lakeview. She is 10 and has to walk home by herself rain, snow or excessive heat because I am at work and have no one to help get her from school to home. Her older brother watches her for 2 hours till I get home from work, but it would be much easier and safer if there were a bus for ALL children no matter how close or far they live
- Too overcrowded buses and bus drivers are not pleasant to kids
- While I said that my students do not ride the bus to school on a regular basis, they do ride home most every day.
- My son starts at the 6th grade center, goes across town, picks up HS kids, comes back and is delivered to Blue quail. He lives 10 minutes away, but takes 1 hr and 20 minutes to get home. I know it's a rural route, but that's a long time to get home ♡
- Bus is way too full. 4 to a seat sometimes. My 6th grade girl has to share seat with high school kids that pick on her. They say sexual inappropriate things to her. She hates it. She tries to ignore them, but they will pull her headphones off to make themselves heard. Bus driver is oblivious.
- the website shows a different time so you never know when the morning bus will arrive. the afternoon drop off is 20 min later than what website says

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- More bus routes. My kids get out of school at 2:40 but on days they ride the bus they don't get home until around 4:30....2+ hours on a bus is crazy
 - My children are older now and I have only one who occasionally rides the bus but they are much too crowded.
 - The bus times are too early as are the school start times. My students have begun hating school due to the early start times.
 - The High school bus is always overcrowded, in the afternoon, all your Transportation people have done the best with what they have! And I feel they do an outstanding job!
 - Kids seem to be late daily due to buses running behind
 - Consistently arrive at the bus stop on time and when they are significantly early, then wait for the bus stop time. And the overcrowding is ridiculous
 - Buses are entirely too crowded!!!! The discipline is strongly lacking!
 - The bus drivers treat my students well and transport them to and from school safely each day. However, the middle school start time is 7:40 am and my children's bus stop pick up time is 6:18 am. I feel that is extremely early. Furthermore, the bus stop location for my children is in a rural neighborhood and they wait on a corner that has no street lights. The bus stop area is completely dark in the mornings. The Independence ES buses are too crowded. My children do not like to ride because they are on the bus too long and they must sit in a seat with 3 or more other children. The bus stop is also in an area with no street lights and it is too close to the busy road near the entrance gate of the neighborhood.
 - I have heard many parents complain about overcrowded buses and their children sitting on the floor. This is concerning for me as next year my daughter will have to ride a bus and her safety is my highest concern!!
 - My daughter will only ride the bus home but not to school. She was humiliated when there were no seats available and all the kids were older than her. She had nowhere to sit by the time it got to her stop.
 - More buses for the district would be amazing. The older kids must wait at the bus stop in the dark around 6am. This is to accommodate for the district sharing buses between all schools. This is sad for these children to be waiting in the dark for a school bus (this is even with daylight savings time). My child is also on the bus for 75 min after school to return home. Our bus drivers are simply top notch. In surrey hills the elementary driver implemented a bus rider of the week and provides the student with a certificate. My children love this! It really encourages them to be better on the bus. To sum it up we have great drivers and processes just not enough buses to accommodate the amount of students.
 - Both of my daughters who are in middle school have to sit on the floor of the bus many times during morning route.

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- I will not let me kids ride the school bus as long as there are no seat belts on the seats. I wasn't given an option to opt out for my kid who has to be transported to preK center from Surrey hills main campus. I think it is really unsafe and irresponsible from the district to put kids as little as 4 years old In buses without seat belts.
 - Summerhill meadows route needs to be better organized. My children tell me it does part of our area, leaves and returns near end of route. My son chooses to walk 1/2 mile to the earlier stop because if he uses the one off 97th & ashford the bus is so crowded kids are sitting in the floor
 - My daughter complains that on the afternoon bus, they have to sit 3 to a seat. The morning bus comes at 6:30 and they arrive at school nearly a full hour before school starts. Because of this, I drive her to school most mornings and she rides the crowded bus home in the afternoons.
 - More school buses would help with overcrowding.
 - My son's bus stop is 9 blocks away from our house. When I called transportation about trying to get a closer stop he refused to make the accommodation. If it wasn't for his grandma he would have to walk 9 blocks to his bus stop!! His grandma cannot be available every day. We need a closer bus stop.
 - My girls go to Skyview and the bus drivers drive careless through there. I hope that yall can improve on your drivers. Driving recklessly through there.
 - I appreciate the prompt, courteous response by the staff at the bus admin office that can give real time information about where the bus is on the rare occurrence it is late.
 - Students are often occupying 3 children per seat. Especially in the high school, this often means that children are seated in the aisle and blocking the exit. The bus ride for middle school takes 45 minutes and arrives 40 minutes prior to school start.
 - I have a child in Pre-k at surrey Hills and is transported daily to the Pre-K Center. I have watch, on several occasions, the process of loading and unloading the kids and I and very happy with the level of concern for safety the teachers and administrators have. I feel confident that my child is being safely transported every day.
 - I am very disappointed that a bus is not offered to students in the neighborhood behind Yukon Middle School. Because there is no straight way to get there from the school, it ends up being a one mile walk home, which is not very safe for students during inclement weather, or even due to poorly secured dogs, bullies, etc. This is an area that could be improved upon.
 - The bus is too crowded, not everyone gets a seat. I think this should be immediately fixed
 - Bus pick up in Surry Hills is lawsuit worthy. It's obscene how early these kids have to be up to catch the bus. There are studies all over that show the benefits of later start times, but Yukon ignores it.

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- Drop off takes over 45 minutes and I live 3 miles from school. It is unsafe to have no monitor. My child rode home bleeding from the head and there is nothing that the driver could do about it because they had to drive a bus full of children sitting three to a seat. Horribly unsafe I discourage everyone from using the bus if they have small children
 - I appreciate the fact that the buses arrive mostly on time and the location of the stops. I think 45 minutes on the bus before school is a little too long.
 - My children ride the bus home and are excited when they get a seat that doesn't have 3 across. Also, my daughter and others were left. Told they didn't fit on the bus. This was not probably communicated to my sophomore. Not ok. On the flip side I'm thankful that people are willing to bus drivers and I think with enough buses and staff, Yukon would probably do an ok job of managing the process.
 - I like how they let you know if the bus is running late for some reason. Thank you
 - My middle school child constantly has issues with high school students on her bus. Additionally, she has mentioned students are vaping on the bus. Lastly, she has said the driver has had multiple fender benders this year.
 - There should be seatbelts and all children should have to use them.
 - A.M. bus through Ranchwood South is entirely too full.
 - Discipline the drivers who lose children or force them to get off on the wrong stop. Then when confronted say, "I don't know."
 - Students have to sit 3 to a seat daily and even 4 sometimes on bus [deleted] in the afternoon.
 - I see school buses every morning make a left turn onto Yukon Pkwy from Ranchwood, there are signs posted saying no left turn, I have also seen them turn right onto Yukon Pkwy from Ranchwood and there are signs as well saying no right turn.
 - More buses my daughter had to seat on the floor multiple times and her bus is always to crowded I called the school transportation department and they didn't call me back like they said they would and nothing changed
 - Too many kids on the buses.
 - My child has to walk in the rain and cold 1 mile everyday each way. That's wrong. It's sad that with ALL the money the school system gets they can't pick up kids that live so far away!
 - Bus driver is very nice but doesn't care about disciplining kids that are out of hand, according to my daughter. The location that the bus picks up at is a dark area with no houses. Either my husband or I get up every morning to drive our 11 year old over there because it is several blocks away and does not seem safe, especially because it was so dark at 630am. I think a few more stops in Pikes Pointe to pick up would be good.

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- My son's bus [5th grade] could use a/c. I had gotten an email saying they had been equipped with them. It may have been in the newspaper.
 - I have seen comments about my daughter's bus driver on social media complaining about the bus driver and have spoken to my daughter in length about this and she has told me he is strict but lots of the children on the bus act disrespectful towards him and she doesn't feel he is a bad driver. She thinks the bus is overcrowded and he may be overwhelmed.
 - Needs more buses for the new neighborhoods being built.
 - The bus drivers are great but their buses are full and overcrowded almost continuously and they aren't allowed to do much about discipline issues.
 - My biggest problem with the transportation system is the fact that my elementary and middle school students are on the rural route in the mornings. We only live 10 minutes from the schools and my kids have to wake up unreasonably early at 5:30 to catch the bus by 6:35. This is way too early for them and they ride with the high schoolers also, going to multiple schools. My middle schooler arrives at school really early 7:05-7:10 where he sits and waits for school to start at 7:40. I don't agree with all of these age groups riding the bus together. My elementary child tells me that the middle schools boys "talk about their penises" and "hump the seats" and curse, which makes her very uncomfortable and I totally agree with her!! I wish I could just take my kids myself in the morning so they didn't have to get up super early and ride all around town to four schools for drop off with kids that are much older. Wish there could be some restructuring!
 - I have tried to get info on the bus schedule and how it's done etc but no one can help
 - The afternoon bus is consistently 20-30 minutes later than the posted time. Additionally, by combing Lakeview and Skyview for the afternoon bus, when it is so late getting home my daughter has wasted an hour of her afternoon. School dismisses at 2:55 and it has often been 3:50 before my daughter is home. I've called transportation multiple times and been told they'd talk to the driver but I don't see any significant changes
 - My children have both ridden buses in YPS district in the past. The buses are overcrowded. I also feel it is unsafe to have high school students riding the same bus as elementary students. Many times my child was forced to ride on the floor. I began driving my children after this became a regular occurrence.
 - My son finished high school last year, he couldn't even take the bus due to overcrowding, and when the bus barn was contacted they said they would look into and get back to us, but never did, the drivers had students sitting on the floor, the bus barn denied this even though the students recorded it on their cell phones as proof, bus barn never answered back on that, this year it has been fairly good, except running late quite often, and the fill in bus driver being rude to some of the kids
 - The bus is late both in the morning and in the afternoon.

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- My 6th grade daughter does not like riding with high school students. She said they very bad language and often are crammed with 3-4 kids per seat and a lot have to sit on laps or in aisle. We need more buses!!! She said she has learned some very inappropriate things on bus from kids much older.
 - My sons says that children are allowed to play music with cuss words loudly and kids are screaming profanity and racial slurs on the bus every morning. Nothing is ever done about it.
 - Yukon has the absolute worst transportation system. Bus drivers are mean to the children yell and curse. Buses are 10+ mins late majority of the time. When parents call to complain about the buses or bus drivers nothing ever gets fixed or transportation claims they will call you back but never do. Kids are sitting in the rows on the buses it's not safe at all. Need more buses and drivers.
 - The bus drivers are both really nice, however the bus is hardly ever on time in the morning, although it is getting better. The afternoon bus is typically 5-10 mins earlier than expected.
 - Both of my children have been bullied on the bus. They do not feel safe. Principals did not discipline students when they were told of the issues. Students on the bus would destroy other students' property. Cursing and verbal abuse is commonplace. Bus drivers do not get paid enough to deal with that level of disrespect.
 - A monitor on the bus would be greatly appreciated so the driver's focus can be on the road and not the kids. My kid was bullied and the driver couldn't do anything about it.
 - They need to provide a closer bus stop. My son's bus stop is 9 blocks away from my house! His grandma has to pick him up from home & take him to bus stop every day! As well as after school she picks him up & brings him home. When I contacted whoever makes bus schedule they refused to make a stop closer to me.
 - There is a child that bullies other kids on my son's bus. He's been scratched and messed with multiple times by the same kid. The child is constantly reprimanded but is still allowed to stay on the bus. I don't believe this should be the case. Other than this issue I've been fine with Yukon's transportation system.
 - My child's bus is overcrowded, some kids have to sit on the floor of the bus
 - Get drivers with common sense. My gra could have been hit since the bus driver took off with him at the bus door
 - Buses are way overcrowded
 - My son is 8 and we live within a mile from school it is near when you have a car but we don't have so we walk around 15-20minutes to school and 20 from school that's a little too much for a 2nd grader please do something to help me. My son really loves school.
 - Middle school bus has no heat or ac for the children.

- Sidewalks along Yukon parkway for high schoolers
- Bus in the morning that stops at Larry and Ronald had some issues being late a few weeks back. But has improved.
- Bus schedule is off most days.
- Bullying issues, son complained about homophobic slurs getting relentless still no response. Middle school bus [deleted]. Also he said on last bus they do lap dances for vapes, that is the one from Surrey Hills to Middle school.
- My son says that he does not like riding the bus because there is no seat belts.
- We never receive texts anymore when the buses are running late. It worries me when they are late, and I haven't heard a word.
- We would really like to see multiple pick-up/ drop off locations in Tara Plantation neighborhood. Our house is on the other side of the neighborhood from the current single stop. The bus drives right by the park, which would be an ideal stop point. My son really likes riding the bus, but it comes early and it takes him 7 minutes or more to walk to the bus stop.
- My children ride the bus home from school (but never TO school) and they say that the buses are overcrowded.
- Both kids ride the bus home but not to school.
- My only concern about my daughter riding the bus she has to go to bus stop at 6:30 to ensure she does not miss an early bus. Which is scheduled to stop at 6:50. Thank you
- I really do not like that the bus gives no signal that it is at my house to pick up. We have missed the bus on several occasions because I did not know it had been there. It has gotten to a point where I have to stand in front of a window waiting to make sure they are there.
- Pick up time is much too early - had problems with drop off end of last year in that they were picking up middle and high school kids and not monitoring them. Our route was one of only they mix this way we were told.
- Two kids ride the bus in my neighborhood... we live directly across from each other-why do the kids need to go to the corner? They could wait safely in front of my home
- We live in a gated neighborhood. The buses all fly through and disregard our 20 mph zone. One time my husband stopped the bus and told the driver they need to slow down and they said they can't make all their deliveries of the children on time if they don't drive fast. Our son was almost hit in our gated neighborhood because they were flying so fast. Had my husband not flagged them down, he would have been hit. Our son has special needs. He's on the mild end, but he does have an IEP. When we tried letting him ride the school bus, there

were issues on the second day. Kids had pants pulled down and the bus driver knew nothing about it. We have since not allowed him to ride the bus because we don't feel there's enough control of kids and because the buses go so fast. We even tried requiring him to sit at the front but the bus driver didn't make him. Also, a bus was backed into in our neighborhood. Although it appeared to be the person who lives here's fault, my first thought was it was due to the bus going so fast around that corner (like they always do) and not stopping before turning onto that next street where they hit the man backing out. If they would stop on that corner before turning, they wouldn't have been hit. So no. I have not had good experiences with YPS buses. I'm sorry to say.

- It doesn't make sense to me that there is no planning for transportation prior to the start of the school year to make sure there are enough buses. Every other district does this, yet every year Yukon scrambles to find enough buses to accommodate the kids after they realize they don't have enough for sure. This seems like a problem that could be solved pretty simply.
- Buses are overcrowded. 3 to a seat is absolutely ridiculous. I am a YPS employee and I depend on the bus to get my younger two boys home from school due to the duties at my school. I do not like the bus system. I feel like the drivers are over worked and too many kids and behaviors. It's not the drivers' fault. The school district needs to get more buses per route due to the growing population of Yukon as a whole. I am thankful for the bus but wish I didn't have to our my boys on it.
- Closer bus stops. It shouldn't take 45 min to drop off a kid that lives 2 miles away
- Daughter says it's 3/4 to a seat or kids sit on floor. I don't think that is safe AT ALL. More buses are needed for as fast as the district is growing.
- Buses are way to overcrowded, students sitting in the aisles or on other students laps due to lack of seating are a common occurrence and highly unsafe, assigned seating would make much more sense, sitting in age groups would be highly more appropriate
- 3 high schoolers to a seat is unsafe for students
- I believe the first question asked if my child received rode the bus "to" school. Neither do, but they both ride the bus home because I am a teacher in another district and am unable to get to them in time. Both have stated that occasionally kids will have to sit on the floor and that their buses are always overcrowded. I find this very concerning and think this problem should be solved quickly.
- My kids ride the bus home. They always say kids 'act up' on the bus. They say it causes a lot of disruption. Not sure what can be done about this.
- High school buses are running too late in the afternoon. There have been times my child has to wait over an hour to catch her bus home
- The bus is extremely overcrowded. There are times where children have to sit on the floor or have to stand. That is very unsafe.

- Some of the activity buses are in poor shape. Unless you get the new ones, the air conditioners are broken, shocks are shot. It's hard for an athlete to spend 40 minutes on a bus with no AC sweating and then get off ready to compete. The windows do not open so it's a hot box.
- I feel that the people who are on my son's bus [deleted] Valerie care deeply about our children & enjoy taking care of their special needs.
- My son has said he needs to be at the front of the line to get on the bus or he won't have a place to sit, but I have not been allowed to look on the bus.
- My 3 kids all road the bus in the younger years and had good experiences

Appendix C:
Student Survey Results

Student Survey

Surveys Completed: 376

Totals may not add to 100 percent due to rounding.

Statistical and Ridership Data

Do you usually ride the bus, catch a ride with someone else, or walk to get to school?	
Ride the Bus	73%
Catch a Ride	25%
Walk to School	2%
What are the reasons your do not regularly ride the bus?	
I live within 1.5 miles of the school.	18%
I walk or ride a bike to school.	4%
The school bus pick-up/drop-off times are too early or too late.	32%
I ride in a car pool.	38%
I does not feel safe on the bus.	16%
My bus is too crowded.	33%
This year, in what grade are you?	
6 th	37%
7 th	26%
8 th	13%
9 th	6%
10 th	6%
11 th	9%
12 th	2%

Survey Questions

Survey Questions		Strongly Agree	Agree	Don't Know/No Opinion	Disagree	Strongly Disagree
1	Bullying is a problem on the school bus.	15%	21%	31%	17%	17%
2	The length of my bus ride is reasonable.	17%	42%	13%	13%	14%
3	Some students avoid riding the bus because of the bad behavior of other students.	24%	20%	27%	18%	12%
4	Students feel safe riding the bus.	9%	22%	38%	21%	10%
5	My bus runs on time nearly every day.	27%	36%	11%	16%	11%

Survey Questions		Strongly Agree	Agree	Don't Know/No Opinion	Disagree	Strongly Disagree
6	My school's bus loading area is well supervised in the morning and afternoon.	16%	29%	22%	17%	16%
7	My school's bus loading area is safe from other traffic.	26%	49%	12%	7%	7%
8	My school's bus loading area is large enough to easily accommodate all the students waiting for buses.	23%	41%	18%	8%	10%
9	My school's bus loading area is sheltered.	7%	19%	18%	28%	29%
10	Bus drivers effectively handle discipline issues on the bus.	14%	31%	15%	19%	21%
11	I feel safe riding on the bus.	24%	31%	19%	15%	11%
12	At the end of the day, I often have to wait longer than 10 minutes before my bus arrives to pick me up.	13%	8%	13%	26%	40%
13	I feel safe when walking to/from school.	0%	0%	50%	0%	50%

Written Responses

If you would like to provide any additional comments on the school district in regard to transportation, please do so here. Where is the district doing well in transportation? In what areas of transportation could it be improved?

- My bus is always around 5 minutes early. The kids on the bus don't follow the rules nor listen the bus driver. The district does a good job getting kids from their homes to school.
- I think bus 48 needs to be moved back to the front of the high school
- Yukon transportation needs so fixing in the morning. the bus I ride has no seats for other and we are pretty much sitting on the ground or others laps and I don't think that is the right way to travel
- I feel the Y.A.L.E. students should have a bus. I have to walk 3.5 miles home everyday. I am still a Yukon high school student technically and Yukon schools offer free transportation to and from school. I feel discriminated against maybe even forgotten about. but in other news I really like the bus attendant. [deleted], she's really sweet
- My bus, it has not met capacity but it is very much overfilled. We have about maybe 60 people on the bus with people constantly sitting in the aisles or on people's laps. When trying

to get on the bus everyone is pushing and shoving each other sometimes resulting in injuries. On my bus there is usually a group of people yelling out bad things or abusing others, the bus driver doesn't do much. Buses need to actually spread out the number of people it carries because even though the number is high many people weigh certain higher numbers and everyone's body types are different plus some people just don't move or push you off of the seats.

- I ride the bus [deleted] home and the bus driver is very good.
- Every time I am on the bus someone is practically sitting in the floor because there is nowhere to sit if they get there like two minutes after everyone else. I do not have anything positive about the bus system at the moment.
- I wish all buses had air conditioning my morning dose but my afternoon dose not and it is when we need it most
- the bus driver is great
- Make the bus line better
- kids on the bus cuss a lot
- There are too many people on the bus 3 people to a seat
- I think the school does well with picking safe good bus drivers but there is to many people on one bus where we e having to fit 3 to a seat and some people are standing the three to a seat thing wouldn't be so bad if we were smaller like in elementary but making big high school kids sit three to a seat is bad because if we got into wreck a lot more people would be injured because there is to many people on the bus.
- The bus is way too packed and people don't have seats
- My bus is so crowded, my bus driver gets mad because "we are wasting his time" because we won't make room but our bus is too crowded, especially since we are his last stop and have no room to sit.
- I think that the bus shouldn't just randomly stop if people are being bad they should just automatically get detention or something cause other people have stuff to do after school
- Something to do on bus [deleted] like a movie or something we have a movie player but no movies I miss watching movies
- I ride the bus in the afternoon. It has been good so far.
- my bus driver is mean

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- The buses are really crowded to the point where no one sits comfortably and everyone is really uncomfortable.
 - well theirs no shelter at any bus stop and when its cold its cold so maybe put shelter as like warm and food would be there
 - the bus is so short, we need bigger buses
 - the bus is fine but there is too much yelling and cussing
 - the bus sucks!!!!!! and is loud bro
 - the bus [deleted] needs more room or a second bus because the bus is overcrowded and kids are having to sit 3 to a seat or more because of this
 - The bus is always heavily crowded in the afternoon, students often get off the bus and find other ways home because the bus does not provide enough room for its passengers. 3 to a seat in nearly every seat or every seat is not okay for our age group. We are no longer small children and we are too big to fit 3 to a seat. Often times more than a couple students are entirely in the aisle. This is not only a safety issue, but it is very troubling for one to hold on to multiple seats, or use their legs to support them on the bus just because they don't have any other way to get home. – [deleted]
 - The bus is really crowded and kids keep pushing people out of the way to get on the bus and it is hard to put everyone in a seat.
 - split high school and middle school.
 - The teachers are mean and so are students!
 - Get more buses, I hate people and sitting by them. Everyone is 3-4 a seat on my bus!
 - the bus is WAY WAY too small
 - there is not any space on the bus. we have 3 people per seat and have people often sitting on the floor sometimes we have the bus overloaded
 - too many kids on bus. we aren't middle schoolers anymore were almost adults
 - There are too many kids on every bus and the younger kids (middle school) refuse to scoot over for the us (high school) and it is ridiculous they are smaller than we are and should be made to sit three to a seat so the high school kids have room and are not sitting in the aisle.
 - Yukon is a wonderful school, but some of the kids are inappropriate and do mean things. I can't ride the bus without hearing kids yelling inappropriate words or yelling bad words through the window. It will really help the make something called a "bus monitor" where people monitor a particular bus every day and report the bad behaviors of the kids.

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- I think you should have someone at the stop there is a lot of bully and threats to get beat
 - My school bus driver is 8 in the afternoon he is yelling to kids that are doing nothing wrong and he moves them for no reason
 - The amount of cuss words and inappropriateness on the buses. I do ride the bus home tho.
 - It takes me 25 minutes to get home! In my opinion, I should get home faster. Almost every day after school I have some where I need to be.
 - I like everything about my bus except the bus driver. Also there is like four people a seat and we are very squished
 - [Deleted] is nice :), he's bus [deleted] for Yukon Middle School
 - this year a new bus driver pulled up and picked us up from school in the middle of the bus ride the driver hit someone's mail box got out the bus left us in there so he could see what happened he didn't bother to knock on the door and say something about it but instead he took a picture laughed and got back in the bus and continued on with the ride .
 - the buses are too crowded.
 - good job and keep up the good work
 - I don't know how the bus transportation is like since I drive to and from school but I like that you guys use that strategy after school when its all crazy and there's cars everywhere and the buses need to hurry so when they are filled with the students, they begin to turn and most the time a nice car driver lets them go in front of them and after that all the buses are super close to each other and all turn like their one big long bus and I think that is a great way to get out of school on time to drop off their students safely.
 - my sister is 6 years old and our bus driver punished us all for one kid yelling I almost could not pick my sister up from the bus stop.
 - on bus [deleted] every day she goes the wrong way every day and makes little kids cry.
 - The bus driver is rude and racist to black kids.
 - buses are WAY too crowded. 3 to 4 a seat for high school students the size of adults is absolutely unacceptable
 - I ride the bus after school and bus [deleted] is the best. I love the driver she's really nice, and the kids there are way better than bus [deleted].
 - I am on bus [deleted] and the bus driver is super mean. Like screaming for no reason and she won't let us six graders sit in the back and most of my friends are in 7th or 8th grade

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- in the morning at the last stop me and my fellow students hardly fit sometimes we have to put four to a seat also we have kids in the back screaming and cussing at a little girl that obviously has special needs and calling her racist and just being rude and the bus driver hasn't said a word about it! also we have kids slapping each other and trust me I would know IT HURTS but that's all I need to say!
 - I think that the bus driver should not get on the speaker and yell and that I think we should be able to sit were ever we want and I think we should get the freedom to eat cause I am now really hungry cause my last hour stopped letting us eat. and the things the kids on the bus talk about is super inappropriate.
 - I like my bus, but I don't know what it's like for others. I think all bus drivers should actually get on to misbehaving students, not just ignore them.
 - I think we need bad behaved students to find another route home. Not for a short period of time, but if they get 3 strikes they get kicked off for the rest of the year. Because some of the kid's behavior on the bus is just very unacceptable whether it's writing on the seats, or cussing another kid or the bis driver out. I mean come on our bus drivers need a break. It is not their job to discipline other people's kids and then get fired because "Mommy and Daddy don't like the way you treated me." Their job is to make sure we get home safely!!
 - In the morning when me and my siblings are waiting for the bus, the bus gets there like 5-10 minutes later than it's supposed to. That's only in the morning and sometimes I'm late to school. It's only with our normal morning bus driver. Our subs drive faster than he does. Please take this into consideration because we aren't the only ones who have this problem. Thank you.
 - I think that they should have nicer buses that air conditioning and heating for the hot or cold days.
 - The bus drivers are poorly trained and do not do anything to help students from bullying, however the cameras are not helping anything other than stopping a few drug use problems when bullying
 - You guys just need more buses, they are overcrowded. Not to mention you should have cameras in the back of the bus facing forward.
 - I ride bus [deleted] and our bus driver is soooo awesome
 - The bus was overly crowded when I did ride it in my 9th and 10th year. This made me not want to ride the bus, but also that the bus was always changing drivers made it hard to know when it was going to come making all the kids stay outside in the cold during the winter.
 - On lots of buses there are not enough seats, and find kids sitting 4 to a seat or kids on the floor.

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- Better supervised bus stops at the end of the school day. due to crazy drivers speeding by with the stop sign out.
 - The only thing I have to say is that we need more buses! My bus is always so crowded and my friends tell me theirs is to! We do not need to replace buses, we need to get more!
 - I think bus [deleted] can be improved by a couple of reasons because our bus driver goes the wrong way every DAY!!!!!! and she has made little kids cry.
 - The students on bus [deleted] cuss and make fake gun noises and say, “He has a gun!”
 - My bus driver doesn’t do much about bad behavior and pretty much lets the kids do whatever they want.
 - People should not be yelling on the bus all the time and blocking the walkway and making inappropriate comments
 - If I could change one thing about the buses, I would add 2 buses to each school in the district. I do like, however, that I always get to school and home on time.
 - the amount of students per bus we need more buses
 - i ride bus [deleted] in the afternoon and I and some of my friends have to sit on the floor and that is unsafe pleas fix this do not just brush it off and not do something
 - He is rude to us and he sits four people to a seat all the time
 - I only take the bus home and when I do I like it.
 - when I do ride the bus my morning bus driver speeds
 - great bus drivers
 - I do not like my bus driver. I got written up just for laughing a little bit too loud. and told us a couple of weeks ago that us girls giggle too much. in my opinion, he’ s basically telling us that we can’t laugh on the bus, which I think is ridiculous
 - my bus driver is awesome I think he is great
 - maybe try putting a aid on the school buses for safety reasons and to help the bus drivers out so they don’t have to stop to deal with some kids that don’t listen at all
 - I think it’s doing well. But I feel like since the populations increased, the buses have become more and more crowded. So crowded to where some students have to sit in the aisle; I would really like it if they got more buses. So students could feel comfortable on their way home.
 - The bus rides are too overcrowded. I have had to sit on the floor and sit on someone else’s lap before. I think we should have more bus drivers and my bus driver has been pulled over

before, Driven on the left side of the road causing the truck to pull of into the grassy area, give kids lunch detention 3 days for laughing (it was a normal laugh like people usually do),I don't know if he has asked to do this but he gives out cookies and they look home baked.

- Everything is working smoothly and safely.
- My morning bus (bus rt [deleted]) is overcrowded. My neighborhood (The Orchard) is last to be picked up and at least 6 people are having to sit "3" to a seat, meaning they are practically sitting in the center aisle. If this could be fixed I would greatly appreciate it.
- I think that the buses are very crowded. I do not feel safe riding the bus sometimes because it has so many people riding.
- the stops to be later, and have more buses so there not too crowded
- mandatory quiet, arrive later, bigger buses
- Bus [deleted] driver is not a good driver. Last year, he got pulled over by the police and blamed it on the students. A couple weeks ago I got Lunch detention for laughing on the bus which meant I got my name and some other students got their name written up just for laughing. I try all of the time to avoid this bus driver but I just can in the afternoon. This bus driver basically hates me.
- I sometimes ride the bus after school and it is not fun I don't feel safe.
- I wish that my bus would come just a tad bit later so I could catch it at the end of 8th hour :(
- The bus to surrey hills is overcrowded and there is no room for kids, and band interments. Also some of the kids don't find discipline as a bad thing.
- My current afternoon bus is very full every day. Usually 3 to a seat in every seat towards the front which leads to some discomfort.
- Have the buses on time and not early or late.
- make the school bus driver not drive like they want to kill us
- we need more seats and we need to ban pencils and other art supplies on the bus due to them being thrown
- Less crowded buses.

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