

Executive Summary

Generated September 26, 2026 · Illustrative data, real methodology (see the live page for the full disclosure)

39.2

avg. wait, minutes

82

worst single wait

101

complaints logged

30

dismissals observed

Finding 1 - baseline, not a point average

Wait time decays over the school-year adoption period, then stabilizes. The stabilized value is the honest baseline to plan against, 32.4 minutes, not the elevated average from the decay period.

Finding 2 - the reframe

55% of repeat-complaint families are already extended-day families who've separately said they want a bus. Complaint frequency correlates with bus-readiness rather than being randomly distributed across the population, 16 families total (of 65) would take a bus today. This reframes part of the problem from pure carline throughput to unmet transport demand.

Honest caveat: a real 95% confidence interval at a $\pm 5\%$ margin needs roughly 384 families surveyed; this sample has 22. This page sketches the method, it isn't a finished study.

Three independent levers, not mutually exclusive

Option	Approach	Effort	Timeline	Effect
A	Earlier, organized check-in	Low-medium	Weeks	~15% wait reduction
B	Stagger dismissal by grade	Medium	Weeks	~20% wait reduction
C	Afternoon bus route for bus-ready families	High	A semester	16 cars removable