

City	Comments
Aliso Viejo	A lot of people depend on the smaller routes to transfer to major connections at the transportation centers. Also a lot of kids depend on smaller routes to get to school.
Aliso Viejo	Bus 187 serves the core of Laguna Niguel, Laguna Woods and Aliso Viejo. Without service, those residents are not able to reach the Laguna Hills Transportation Center, where most people transfer to work-related routes. If eliminated, you lost 187 customers and revenue from transfers???
Aliso Viejo	Considering everything please maintain Route 87 as is. If it is not possible to keep Route 87 as is please apply Strategy C.
Aliso Viejo	Please try and maintain Route 87 as it is now. If it is not possible please apply Strategy C.
Aliso Viejo	I was wondering why we are cutting lots of budgets. How long will the bus take when it comes to hours and securities? We have been having problems with OCTA so much. How do the employment opportunities help us? Look forward to hearing from you.
Anaheim	Try to make it possible to not cut so many buses, because they are necessary to everyone.
Anaheim	I vote for Strategy B. The Buses already do not run often enough or late enough. The 26 is the only bus to get me out of Yorba Linda on the weekends and during the week. I am unable to work night shifts because I would be stranded at 10 p.m. after my shift. Please think of how many people will not have a ride.
Anaheim	I'm the Disneyland cast member who came to this year's earlier public hearing. I was allowed to speak at the podium and address the board, explaining that I and my fellow Disneyland Resort workers will lose our jobs if we are unable to guarantee 24-hour transportation and availability. We heavily depend upon your Night Owl service, as I had explained to the board. I was hoping everything had been settled. I'm very worried and distressed to see that Night Owl services may still be eliminated, and I am physically unable to attend this upcoming meeting on October 26 to speak again. I'm pleading with you, please do not cancel Night Owl, as I and others will lose our jobs. Thank you.
Anaheim	I favor Strategy B.
Anaheim	I think it's really important to keep Route 24, as I am a student, and I know quite a lot of other students who need the bus route. I understand reducing times, but to eliminate it altogether is extremely inconvenient for many people. Also, I think Strategy B is the most positive change. Another suggestion: Have the long trip for Route 57 more frequent. Please listen to my advice about Route 24!
Anaheim	I depend on the bus service to run all my errands like going to the doctor, work, the store. In the end its my tranportation for everything.
Anaheim	I think it is an injustice that you would take away the bus service because it is the mean of transportation i have to go to work.
Anaheim	I use the bus to get to work 5 days a week. I have no other means of transportation and I don't drive. If my bus #52 no longer runs, I don't know what I'll do. It's too far to walk and too much money to take a taxi. I have many friends who take the #52 to work also and will be in this dilemma. Please please do not stop our bus or change hours or stops.

Anaheim	The service was never good. The service is bad now. You will only make it much worse. Why not charge for bus book schedules? Better yet: everyone take a pay cut. You stink!
Anaheim	It is important to me that these routes are available at night, especially the 43 and 50.
Anaheim	Your Strategy C seems like the best plan. But I need the 50 Night Owl. Also, can you email me more information regarding the restructuring of routes 29, 43, 47, 53, 57 and 59?
Anaheim	Please raise sales tax to fund bus service. That's the fairest way to get necessary funding for bus service. Please keep late night 47 buses from Fullerton College southbound and from orange Coast College northbound. Thank you.
Anaheim	I ask that you select Strategy B, which reduces all routes proportionally--many of us depend on those routes you want to delete--at least reducing all keeps all the routes
Anaheim	Raise the fare prices on the buses until you maintain normal service as before. I would still prefer the bus over a taxi.
Anaheim	Why dont we increase the bus fares to keep the busses as they are. Without any cuts. A taxi round trip cost a lot of money.
Anaheim	Yes on Strategy B.
Anaheim	I have been taking the bus to work for over 5 years. I work at the Santa Ana Public Library and rely on bus service to get to work. When OCTA eliminated bus service to the Civic Center Bus Terminal, I switched from the 64 bus to the 62, since the 62 travels from Beach/Hazard and uses Civic Center Drive. If I took the 64 at Beach/Bolsa, I would have to walk 4 blocks to the Library instead of having the bus stop by the Library. PLEASE DON'T ELIMINATE THE 62 BUS!!! Strategy B reduces the frequency, but at least I could take the 62 from Hazard/Beach to get to the Library. There are also a number of students and bus riders who need to get to school and to the Civic Center (for court appearances). By eliminating Route 62, you will deny those bus riders the opportunity to use OCTA. Many riders who use Route 62 do not have cars and would have no way to get to the Civic Center (unless they took Route 64 and walked 4 to 6 blocks to their destination). Hopefully, you will keep Route 62 and not eliminate this route!!!!
Anaheim	Strategy B would be best. Maybe Night Owl can run on Saturday, Sunday and Friday on the 43 and 57 on game nights, or one hour after the stores at The Block close. Maybe Route 43 buses can run one hour after Disneyland closes.
Anaheim	Strategy B. Reduce service proportionally system wide.
Anaheim	I work at Disneyland, along with many other cast members. We depend on the Night Owl bus routes. I for one will have no way at all to get home after work. It's not going to be fair to any of us if the Night Owl is discontinued. Please find another way. We need you! Thank you.
Anaheim	I suggest Strategy C.
Anaheim	I'm developmentally disabled and can't drive. The buses are my only means of transportation, and I don't qualify for ACCESS. Please keep the buses the way they are.
Anaheim	I use the 46 and the 33 for work Monday thru Friday. The other routes when I go with my mom to the store or UCI Hospital. But the routes that I use the most are the 46 and 33. Please do not reduce the routes. Also, there are a lot of students on the 33. Medical Students.

Anaheim	It is important to me because that's only transportation I have.
Anaheim	It is very useful because it is the means of transportation that I use to get to work.
Anaheim	Do not take any buses out of the cities. Please keep all routes. Strategy B.
Anaheim	From Sunday-Saturday I would like to see the Night Owl services be there for passengers to go to work on routes 43, 50, 57 and 60. Keep up the good work. The bus is always clean. I like the cameras in the buses for suspicious activity.
Anaheim	Please keep Route 50 running for 24 hours. I work the 3rd shift and this is my only way to work. Thank you.
Anaheim	Yes on Strategy B. I don't want any line eliminated or cut off.
Anaheim	YOU GUYS ARE FULL OF S*** CUTTING THE ROUTES GO TO H***.
Anaheim	I use the above routes to train adults with disabilities. Many rely on the bus service for doctor and clinic appointments, especially on weekends.
Anaheim	I understand the cost and I know they are high to have the quality buses that we we have. But my job is at nigh and the bus is the only means of transportation I have. My job is tiring and exhausting and without the night owl service my life would be more exhausting.
Anaheim	I am a disabled person who relies on bus service completely. I use the routes I listed on a regular basis. Some of the routes listed I feel need to be increased @ 46 @ 35 respectively the most traveled. I understand the financial troubles businesses are going through., but there has to be better options than reducing or eliminating routes. If I can't get the transportation I need to survive I will be in a world of hurt. Perhaps you should look into selling the business to a private entity so you do not have to rely on the state of california which has been badly and extremely missed managed.
Anaheim	Any word about the BRT Bravo! service of when it is coming out? Will these bus lines be affected? Routes 83, 43, 50, 29 and 30. Why is \$75 million getting used for road construction than operating OCTA buses? And why is Night Owl going away?
Anaheim	I am very busy because I get to work at 9am. Every weekend I get to work late because the buses don't come often enough on the 38 and 57 and I don't agree with it.
Anaheim	I ride the bus seven days a week, ranging from 5 a.m. to 10 p.m. I could not deal with day time eliminations. I could handle reduction in service similar to June/Sept cuts. If more drastic cuts are made OCTA would not be worthwhile.
Anaheim	I would prefer Strategy B. I feel it is better to wait a little longer for a bus than to have buses eliminated. I am on the first westbound 38 and the second southbound 25 in the early a.m. so to eliminate early buses would hurt us that need to be to our jobs early. I recommend drivers make sure windows are kept closed on the buses. Many passengers open windows. I've been told by customer service that this makes the bus work harder. Good luck and God Bless the board, as they make decisions that will affect a lot of people.

Anaheim	<p>I've rode the bus to and from work for approximately 13 years, so I feel I can be a good spokesperson to voice out against the coming bus cuts in 2010. This will be at least the 3rd bus reduction in about 1 year's time. I understand the economic situation and that there is less funding available, and that even though we the passengers attend the meetings the reductions are probably a done deal. If I do not speak out for myself and for those that can not speak out (the many handicapped and elderly I see on the bus) than I would feel bad. Many of the buses I ride are full with standing room only, even though I know this is not the case with every bus. My main buses are the 38 La Palma and 25 Knott. I am one of the lucky ones and can read a bus schedule and try my best with the latest schedule reductions to adapt it to my work schedule. Presently I've changed to the 25 Knott to Ball Road 46 to State College 57 then walk a little further and get home 10-15 minutes later. Now 10 minutes might not sound like much but that's 50 minutes a week and almost 4 hours a month. Remember too it will be rainy season soon and if the wind blows a certain way one gets soaking wet. Imagine an elderly or disabled person in this situation. In my own situation I am a family of 4 people- 2 adults and 2 kids. We make pretty good money but barely stay ahead because of the high cost of living. We have only two cars- my husband drives one to work and my son drives one to college, both close to home. I ride the bus to work- I'm the farthest from home and my daughter rides the bus to school. We can not afford 4 cars. Besides what about environmental impact and extra traffic if everyone that rode the bus drove a car. Lastly I am on the bus at 4:45 a.m. and would like to invite or challenge any board members who may not have ridden the bus to bring their morning coffee and come ride with me. We will sip coffee and chat a while. I am on the 38 La Palma at the stop after Sunkist at 4:45 a.m. Tuesday-Friday, and have every other Monday off.</p>
Anaheim	Strategy B.
Anaheim	Lowering fares would be a good idea, especially for us passengers. The fares are kind of expensive these days and I feel that your company will have more passengers if the fares were lowered, even if just a little bit.
Anaheim	The Goddammit- Blue Blazes OCTA!! I've ridden in Japan and the E.U. I am not with the Board of Directors nor the planning team. You guys, us guys, have the best system, in the OCTA. Do your best; ridership thanks you all for the service you provide.
Anaheim	In my opinion, Strategy D would be the best to follow. Strategy C the 2nd best, then B. Least A.
Anaheim	Do not totally cut down 24 hour bus run. Do not cut any route. Just cut down trips during the day. Shorten some. Maybe create a new route. Strategy B is best for now.
Anaheim	Please do not cut down service for the above routes if all is possible. This will hurt my work with multi-agencies as I am very much dependent on the bus service to go to different work places in Orange County from time to time. I use the 57, 76, 86, 33, 30 and 43 daily. If you cut the service, it will put me out of work.
Anaheim	I think OCTA is wasting too much money in good quality and designing publicity. The quality of the services to the customer should be more important than publicity. Changes affect everyone.
Anaheim	I cannot drive and depend on the buses to get to work, doctors appointments, board meetings, and anywhere else I have to go. Many times, I ride a bus after 10 p.m. after meetings, work, etc. I am developmentally disabled and am not eligible to ride Access.

Brea	The bus is my only means of transportation for shopping, medical appointments and any other necessary travel. Therefore, it is imperative that routes, especially 29 and 47, not be shortened. Elimination of Route 59 would also be a hardship. Thank you!
Brea	Keep the 29 and 47 buses running. I prefer Strategy A.
Brea	For a long time we did not have service on Imperial Highway, which leads us to some key places in this area. I hope that you not planning to discontinue the 20 line because it connects to so many of the major lines and to so many cities . It actually helps a senior person as myself get around without a car in Brea and LaHabra, traveling to most points in both cities, to other cities and key places of importance like the the St. Jude hospital. Also, the way the route is now set up now really needs some reconsideration. I have noticed after investigation that the bus keeps a continuous circle without giving the driver a break. I enjoy service with a company that gives consideration for their employees, namely the driver. Just remember without the expert service of the driver, you have no service or bus line. Up until now the service on 20 has been perfect. Please give careful thought in this matter. Everything for the bus company depends on your driver for service so honor him or her. Give the driver some time at one end to gather his sanity after dealing with the public and traffic, which can be extremely grueling on that particular route. Orange County a has one of the best transportation systems in California and I have ridden most of them and several others through out our county during my many years of travel . Please don't spoil your system to satisfy or solve our economy crisis. Two wrongs never make a right.
Brea	I hopt that service on Route 47 would not be reduced. After 6:45 p.m. the next bus leaved the Fullerton Transportation Center one hour later (going North). That is already a long gap!
Buena Park	Plans to remain the same. Hopefully they remain the same. Strategy B.
Buena Park	I am in agreement with another way to save money than reducing the buses.
Buena Park	Yes on Strategy B.
Buena Park	Orange County needs to make a stronger transition towards public transportation. Having the availability of more routes only serves to OCTA's and the public's advantage. If a plan needs to be implemented, then let it be Strategy B.
Buena Park	Yes on Strategy B.
Buena Park	Please don't change the routes too much! People need the excellent service OCTA provides. Thanks. I want Strategy B!
Buena Park	I really do need bus 33 to be on time and I think you should put more buses, not take them out. The people really need them. It's so important to get to work and back home on time. I don't have a car so OCTA is my salvation. Thank you!
Buena Park	I think the 21 and 24 should not be eliminated. This is my only way to school and if it is eliminated, I will not know how to get to school without being late. This is why I am choosing Strategy B!
Buena Park	I go to visit my mother at Knott Ave. Care Center everyday. Route 25 is how I get back and forth to see her. I also take Route 25 to get to the doctor's office, and Route 29 when my mother is at West Anaheim Hospital.
Buena Park	Yes on Strategy B.
Buena Park	I prefer Strategy B. Saturday and Sunday service should remain unaffected by the change.

Buena Park	Plan A will affect my family very strongly. My grandpa is a senior citizen pulling the weight for my family. I have been very ill, trying very hard to feel well again. I see kids going to school on Route 25. Special kids with disabilities and illnesses take Route 25. Military veterans and people in wheelchairs trying to get from point A to point B. Billions of dollars are lost every year. What is the problem?
Buena Park	I ride the 29 bus in Huntington Beach at Garfield at 4:55. It is almost always late and is jampacked full. As a female it is very uncomfortable to ride when there is no room to even more and a man's crotch is right there in your face. Please don't cancel 21 and 25.
Buena Park	I think you should go with Strategy B. That way there will be no riders stranded without a bus.
Buena Park	DON'T Eliminate routes 21 and 25. Add weekend service to Route 21. I need these routes to get to work and these routes are crowded. Divert funding from other unneeded projects.
Buena Park	I think this is bad for me and bad for the community! I can't believe you are considering doing this even after the rate increases. DON'T DO THIS. I'm disabled. It will really hurt.
Buena Park	We've seen many times drivers ignoring our stops. Line 42 gets too packed and when there's no more space the driver keeps lifting people. But my main concern is that now they are taking a little longer to pass. Some drivers drive way too fast which I believe puts us all in danger.
Buena Park	I agree with Strategy B. I am a student at Fullerton College and I take Route 25 or 21 to get to the Park and Ride. From there I take the 24 or 26 to get to school. So as a student, I would be affected if these bus lines get eliminated.
Buena Park	Yes on Strategy B.
Buena Park	Eliminating OWL is okay. During the weekdays the 42 is packed. When I come home there is usually no seat to be found. Same for the 47. You wrote about restructure for the 47. What would this entail? I know a lot of people depend on the bus just to survive and work. We depend on you mainly Monday-Friday. I think maybe you can lessen trips on the weekend.
Buena Park	Buses 29, 50, 60 and 460 are the routes I take. Thank you.
Buena Park	Strategy B. I need to be on time for work. I use the 21, 26, 25 and 460.
Buena Park	My opinion is don't reduce service too much so that we can still get to work.
Buena Park	
Buena Park	Strategy A makes most sense. Keep core (basic) routes. Basic is good. Strategy C would work too.
Buena Park	Please keep the 21 bus as it is busy for students and adults who go to work on Valley View and Cypress College and Cypress High School.
Buena Park	Please chose Strategy B. I use Route 24 everyday. It is a very important route serviceing two high schools, downtown Fullerton and two colleges. I work at CSUF. Yes on Strategy B!
Buena Park	I don't like Plan A. Weekdays I use the 25 and 54 to get to cancer treatment at the UCI Medical Center. 3-4 hours travel time and doctor treatment time. I don't have a car. I leave the driving to you. I am 71 years old.
Buena Park	I DON'T LIKE THE REDUCTIONS OF THE NIGHT SERVICES ON 60, 42 , 43.

Burbank	I just currently got my feet on the ground. I was laid off and didn't have a job for 2 years, and lost my car. Finally, I recently got a job in Brea and have been doing well for a few months, catching up with my bills. Cutting my only way of transportation will put me back in that position. The way the economy is going, cutting routes will just add people under social security rather than keeping them afloat with a job.
Burbank	I have been commuting since 2003, I've probably met 15 different drivers from OCTA. Please do not cut my route, this is how I take my kids to the community pool and this is also my way of transportation to work. Losing this transportation will cut me off, I already have difficulties to meet end's meet. I am willing to pay more for mine and my kid's fares. Just don't cut my route. Thank you for your time.
Cerritos	Yes on Strategy B.
Cerritos	I do not want any cuts at all so I want Strategy B. I cannot drive since I have a disability and buses is the only way for me to go and come back from college and do grocery shopping and be independent.
Corona	Strategy B would be the best for me.
Corona	I take both Routes 26 and 24. I would not want a trip reduction on either one of them. I also would not want to change anything on Routes 24 and 26. Thank you. Strategy B.
Corona Del Mar	Please choose Strategy A. It would keep all the core routes and even though some of the routes I ride could be eliminated, most of them will stay the same. Thank you!!
Corona Del Mar	Rethink the options. It's taken years to identify which routes work. It's hard to say whether route reduction or frequency reduction is preferable, without analysis or numbers showing ridership impact projections. My first reaction is that it is better to preserve routes, with some frequency reduction, to maintain core service/reach. However, since frequency reduction can lead to ridership deterioration, as people tire of waiting for a bus seek alternatives, this also could be a self fulfilling prophecy. If the core routes are maintained, with perhaps a slight increase in frequency, could overall service be better, while saving \$?
Corona Del Mar	1) The alternatives are hard to evaluate without ridership information and projected impact. 2) Routes from Newport Transit Center are key. As well as the 75 at the Tustin Train Station.
Costa Mesa	Strategy B would be best.
Costa Mesa	Strategy B. We need more buses to take us to school at Cal State Fullerton. Routes 57, 26 and 24.
Costa Mesa	I use OCTA Monday through Friday to get to work. If the money isn't there, it isn't there. Which strategy would hurt the smallest number? I doubt that will be a consideration. Money will probably be the deciding factor. An aside: how about less freezing blasts of air-conditioning on early morning routes?
Costa Mesa	What about the 60 route? The only place on the strategy list that it is mentioned is the "Night Owl". It is not listed under "no change or frequency." Why not?
Costa Mesa	I am requesting that you promote Strategy B.
Costa Mesa	Buses are 2000-2001 model years. Mileage is around 80,000 miles.
Costa Mesa	
Costa Mesa	I dont understand why you want to eliminate the route that I need the most. If you could only see that I have to take 4 different routes just to get to work. I work in Newport Beach and its been 10 years that I have been using these buses. Please maintain a good service as you make these reductions.

Costa Mesa	I am in favor of Strategy B. Speaking on behalf of the developmentally disabled, they are not able to have their independence if they don't have bus access. Walking only goes so far. Please don't take away their access. Having to wait for a bus or sitting on a crowded bus is better than not having a bus at all. Thank you.
Costa Mesa	I hope you don't make week-day cuts on your #71 service. So many of us rely on that route for doctor and hospital appointments. Thank you for your first class service with the buses and your call-in service helpers. I appreciate it.
Costa Mesa	We have been using OCTA buses for 20 years. We don't have a car. That's our only transportation. Please! We usually take the 55, 47 and 43. My mom works very far in Laguna Niguel. Don't do that please! Thank you.
Costa Mesa	You just changed the 43 by 4-5 minutes during the weekdays. Now I am late for the 50 bus. So I am late for work. Buses are running every 30 minutes at peak time. Please keep the schedules or go back to the last schedules.
Coto de Caza	How can you completely strand all the residents of south east orange county from getting to and from work?
Cypress	You cannot stop the 46 down Ball Road. It is my mom's only route to her job at Disneyland and she does not drive. She's 68 years old and she doesn't have any other way to get to work.
Cypress	I ride route 46 from Bloomfield & Ball to Ball & Sunkist Tues thru Thurs in the morning and make the return trip in the early afternoon. I choose to take the bus when it would be faster to drive because I feel it is more responsible to take public transportation where it is available, In June, when service was reduced, I was lucky enough that my employer was willing to adjust my work hours to accommodate the bus schedule. If service is reduced again, I might have to stop riding the bus. I don't worry so much about myself, but more about the riders for whom the bus is their only current option. Making bus service more convenient rather than less seems a better way to attract the new riders that could help support continuing at least the current bus service. Thank you for the opportunity to comment. Unfortunately, I am unable to attend any of the community meetings.
Cypress	I vote for Strategy B - I'm all for reducing service on some routes, but don't eliminate them.
Cypress	Greetings OCTA Bus management. Please do not eliminate Route 25. There are many who would be adversely affected. You may reduce some trips at noon but not in the morning or afternoon. Please remember us. There are many of us near Knott Ave./ Cerritos Ave. who take the bus for convenience and other various purposes. Route 25 is the most convenient for us, to go shopping, to pick up our medication, to go to church, or to go to the swap meet. Our welfare should also be your paramount concern. Thanks.
Cypress	As a regular OCTA bus rider, I am hopeful that Routes 21, 46, 42, 50, 38, 25 and 29 will remain in service, as I rely on them to get around. Even if there are not as many routes available, I am still hopeful that they will provide at least some regular service daily and on weekends. I do, however, understand the current situation.
Dana Point	I can't walk very well and depend on the bus to get to work. My social services can not drive me and I need to make money. My boyfriend can't walk or drive. This is scary. What would we do? Please limit any more reductions to service. There has already been a lot.
Dana Point	It would seem unfair to fully cancel some lines because of possible disabled people or elderly people that have no other form of transportation. Strategy B seems best.
Dana Point	I work in an Adult Transition program in the Mission Viejo area. The students in our program rely heavily on the buses to get to work, school and social events. As you can see, any changes to these routes impact our students.

Dana Point	I just started using the bus to get to and from work and I'm enjoying my ride. The route is convenient, the drivers are friendly, the buses are clean, and there's one less car polluting our busy streets. Please DO NOT ELIMINATE bus route #187. Thank you.
Foothill Ranch	I believe that a comprehensive approach should be taken where complete routes should not be eliminated but rather a spreading of the pain by reducing the frequency of every single route so that you do not halt the transport of the entire County. Strategy B.
Foothill Ranch	Strategy B is the fairest. Eliminate bike racks. They take time and only benefit a few. Implement a single fare system for all riders. Will save time and make the drivers' job easier. Will also avoid conflict and confusion and improve customer satisfaction.
Fountain Valley	Strategy C meets my daily needs. Reduction of routes is much better than eliminating routes. Route 33 is always 1/2 full or more in the morning and afternoon. People depend on them for work and school.
Fountain Valley	Please do not reduce service on #33. It is nearer to my home than #35, although I take these both. I am 85 years old and have been disqualified from using the Access buses.
Fountain Valley	I favor Strategy B.
Fullerton	Need not to cut. Bus service is good now. Current driver of the Route 26 bus is very helpful with directions and time tables. New to area. Great service. Strategy B.
Fullerton	I currently take the 53S to the 57S to get to work, and then (due to timing issues) I take the 26E to the 53N to get home. Looking at the map for the proposed Route 153, I would only need to take the 153 from my doorstep to my work, and back again, eliminating my need to transfer buses and generally making my commute much more convenient. I would happily support Strategy C or Strategy D if it will get that route instated.
Fullerton	Please select Strategy B for reduced service, as this is a better option than having no service on some lines. Plus, it should be easier for individuals to manage their time rather than having to experience the inconveniences of having to travel further, or backtrack to get to their destinations.
Fullerton	Out of all the strategies, Strategy B would be the only one that will keep me working. Cutting my route will put me on unemployment. Please help me and others to keep our routes. I would suggest to increase fares based on the distance of the travel. Maybe no more day fares. People can easily have others use them.
Fullerton	The Route 24 is my primary route to and from work. Without it, I would have to take two buses, and the connection layover can be long, depending on the direction and time of day. The elimination of this route would be fairly disruptive to my scheduling.
Fullerton	I feel Strategy B would be the best way to reduce service as it eliminates no routes.
Fullerton	I would pay if the bus fare was raised a little. I am an everyday rider of the 59 bus, the 54-57 buses and sometimes the 53. I know that the 54, 57-59 buses are very busy, and I am very much in support of the very busy bus lines. All of us use the OCTA buses, especially the very busy lines!
Fullerton	Yes on Strategy B.
Fullerton	Please try to maintain the current hours of operation including night owl. Perhaps it would be best to cut the midday trips when not as many people ride. Also, why can't light rail money be used to help fund bus operations?

Fullerton

I support Strategy B. I am a volunteer worker and I would like to continue doing it.

Fullerton	<p>Looking at the "March 2010 Bus Service Reduction Strategies" pamphlet, I see that many of the strategies include the elimination of Route 24. I am a 22-year-old Cal State Fullerton student and I rely on that bus route to get to and from campus five days a week. Although it would be considerably more inconvenient, I can rely exclusively on the 26. However, I know for a fact that people who attend many other academic institutions also use that route. In addition to those from Cal State Fullerton, students from Fullerton High School, Troy High School and Fullerton Community College use the 24. The elimination of that route would make their commutes a lot more difficult. Budget cuts have already hit students hard. At CSUF, tuition has gone up and classes have been reduced, and I imagine it's the case with other schools. By and large college students are either too lazy or too occupied with the rest of their lives to give any great protest. I get the feeling that this docility among people my age is what makes OCTA comfortable with completely</p> <p>eliminating Route 24. I cannot attend the Public Hearing, which is scheduled at 9 am on a Monday when I, like most adults, have to be at work. So I hope that someone actually reads this online comment thing. Please don't do this to students. We may not be as politically active as much as some other people, but service reductions still hurt us.</p>
Fullerton	Yes on Strategy B.
Fullerton	Strategy B.
Fullerton	I have been taking Route 213A and 213 from the Fullerton Transportation Center to Irvine. Sometimes I have to take the 24 to the Fullerton station. I have been taking this for the past year. This is the BEST service and I have no need to drive to work. Keep it up.
Fullerton	Please keep the #26 bus 5:11 westbound bus if possible. There are usually 7-12 riders. I catch it at Bradford and Yorba Linda but there are 3-4 that catch it farther out.
Fullerton	<p>I am writing to protest the elimination of Route 24. I use this bus to get to work M - F. I am most often traveling about 11:00 am. Even at this midday hour, I see many students going to and from Fullerton College as well as to CSUF. I would use Route 26 as an alternative, but the extra walking distance can be problematic for a person like me who has a chronic pain disorder, in my case it's Fibromyalgia. I have often taken the 26 home from work, but making that walk twice a day will be difficult. Not only that, but when I do use Route 26 to come home, like today, it's usually standing room only. Where are all the riders that would be displaced by the elimination of 24 going to go? Route 26 could not absorb the impact. My son is also a rider. He is a student and employee at CSUF. He rides Route 24 five days a week, sometimes</p> <p>making two round trips in one day. It has helped our family better afford his education to have this service. My husband is a teacher, I also work in education part time, and I have another son that is also in college. To lose Route 24 would mean that we would have to endure the expense of purchasing a car, it's already difficult to make ends meet now. I would rather see you begin charging a reduced fare to CSUF students, (as of now, they ride free with valid school ID) than to see Route 24 eliminated entirely. Thank you for your careful consideration of my comments.</p>

Fullerton	Before eliminating service and routes, why don't you eliminate about 13 of 18 board members? Also, why are the County Supervisors on the board? They can be the first to go. Or at least cut out car and gas allowances. Give them a bus pass instead. Let them see what we riders are going through with these cuts. Get rid of the fat at the top.
Fullerton	An OCTA policy against always annoying cellphone use by riders is long overdue and required for regularly schedules route coaches. There is too much stress on personal freedom as lack of such policy would indicate. Thin non-use of cell phone except in immediate medical emergency should be clearly posted on all OCTA coaches.
Fullerton	Fares go up; service goes down. Lots of riders will be hurt. Thanks. No on Plan A.
Fullerton	I understand having to reduce the service on some lines, and eliminating others. But for the riders' sakes I would hope those whose decision is it will go with Strategy B, as it is the least damaging for us riders.
Fullerton	Strategy B.
Fullerton	I vote for Strategy B. It's better to reduce the schedule then to eliminate a bus line completely.
Fullerton	I would like to have Strategy B.
Fullerton	Why not a reasonable fare increase? Please send via mail for future notices. Reducing Saturday and Sunday service would probably be the best solution as too many working people depend on present schedule and routes.
Fullerton	Please do Strategy B. I need to get to work on time. Thank you.
Fullerton	Of all the options you have presented, I sincerely hope you go with Strategy A. The routes I take more of the time, especially on weekends, are the 26 and 30. Any cuts to these two routes would be unacceptable. These routes don't run enough as it is on Saturdays and Sundays.
Fullerton	Please keep Route 53 as it is, with no changes. It is vital to the Cal State University Fullerton community. Thanks.
Fullerton	Strategy B.
Fullerton	Strategy B. No service change.
Fullerton	I read about the different strategies but none of them make sense. The person or persons proposing these strategies have never been on any of these buses before. In All of them they are suggesting to eliminate route 24. There are so many schools and colleges on this route and all the kids ride this bus all the time. My children went to Ladera Vista junior high on it than to Fullerton High school on it and now to Fullerton college. Whoever has come up of this plan of eliminating this route I would like to ask them how do they expect those children to go to school or colleges. When OCTA increased the fares our family has to pay \$38 more every month still we did not complaint about it but when you talk about eliminating the routes that we usually take how do you expect us to travel. I don't understand why someone would propose to eliminate a route that is always busy with passengers. I would seriously suggest to first eliminate the person or persons who has made these proposals as they have no idea of what they are suggesting. My family has been riding route 24, 7days a week for the last 9years. After increasing the fare usually the services get better instead they are proposing to make them worse. I would suggest not to eliminate any of the routes. There should be other ways to cut down your cost. People are facing enough hardship in this difficult time please do not burden us with another one.
Fullerton	Strategy B. Bus 26.

Fullerton	My career requires me to travel a lot through the day and I sometimes work until the early morning hours (2-3 a.m.) By eliminating Night Owl on routes 43, 50 and 57, you will cause those who rely on late commuter buses to walk at 2:30 a.m., which can be unsafe. I would like you to reconsider this part of the reduction. I would feel much more at ease if I could rely on a bus at 3 a.m. Thank you.
Fullerton	Strategy B.
Fullerton	I have read over the proposed strategies for the service cuts in March 2010 and found all 4 to propose eliminating or reducing frequency of Route 24. As a CSUF student, I have to say that is the biggest mistake OCTA can ever make. Route 24 was described as one of the least used routes and that is not true, as it is a highly used route, often packed with students from here and other schools along its route. I please you to not eliminate service around CSUF. Many students are transit-dependent and parking is bad enough as it is here. Thank you.
Fullerton	Please do not get rid of the 24. So many students, including myself, use it tog et to Fullerton College and Cal State Fullerton. Everytime I go on it, it is crowded, and it's hard to believe that it doesn't generate revenue.
Fullerton	I favor Strategy B as i use the bus for work and school with the handicapped.
Fullerton	No on Plan A. Yes on Strategy B.
Garden Grove	Please do not cut route 33. I have been using it for 9 years and it is necessary for me. I need it for work and my kids need it for school. Although I would have to walk 30 minutes more , so long as I know I have the service I would do it but without it I don't know what I would do.
Garden Grove	As the Regional Director for Special Olympics Orange County, we endorse Strategy B.
Garden Grove	The supposed service reductions to routes 56 and 21 are really bad news for me. Being a student, going to Cypress College, 56 and 21 are my only means of transportation. If these routes were to be reduced or even eliminated, it would be devastating, not just for me but for all the elderly people who use Route 56 as their means of transportation as well. Route 56 is also the route to the one stop center, where all the people in search of jobs go. Please, rethink your decision about the 56 and 21. This will affect me and many others as well.
Garden Grove	The best option for me is Strategy B. I use the bus service a lot and the truth is these changes affect me negatively because I use the bus everyday. The service is good and I see the a lot of people benefit from it. I have not heard anyone say that they are in agreement with these changes. The reduction of bus service affects us all.
Garden Grove	I favor Strategy B.
Garden Grove	Do not cut span or frequency of the 54. Do not cut span or frequency of the 37. Do not cut span or frequency of the 47. Do not cut span or frequency of the 43. Do not cut span or frequency of the 55. Do not cut span or frequency of the 66. Do not eliminate the 25. Do not eliminate the 56
Garden Grove	You run a mickey mouse operation!
Garden Grove	My only mode of transportation is the bus. I go to Cal State Fullerton and some of my classes end late at night. To completely eliminate some routes wouldn't help. There will be a lot of people affected this way, and since cuts have to be made reduction to all the routes seems more fair to me.

Garden Grove	I think it's great how your reducing services, but I don't believe it's a good idea to eliminate routes. I'm 15 and I rely on the bus to get me places, such as school, the library, a friends house. My parents are working all the time. Especially people out there with children who rely on the bus to get home or to work.
Garden Grove	I think that either Strategy A or Strategy B should be implemented. I feel that keeping the core routes is essential. Using a combined strategy or modifying days/hours of operation doesn't seem to have any benefits for passengers. I think it may drastically reduce the number of people riding the OCTA.
Garden Grove	I have low income, and use the bus. I see many people need the bus to go to the market, hospital and shopping.
Hanford	
Hawaiian Gardens	If all the Owl (night routes) are eliminated, I think the regular hours of those routes should be extended by a few hours later, and earlier, that would overlap into the owls hours, so less people are stranded in the middle of the night.
Hawthorne	Strategy B.
Hesperia	All strategies seem extreme. However, I do realize that we are in a recession. So I would hope Strategy B would be OCTA's choice. It would affect me the least.
Huntington Beach	Hi, I use the bus for transportation every day to get to work. It is the only means of transportation I have to get there. Please do not eliminate this route because like me there are many others who use the bus to get to work. Thank you for you time and please take into account that we are hard working people.
Huntington Beach	I use the 178 Monday through Friday to get to and from work. I take the first eastbound 178 in the morning. Often I'm on the 10:05PM 178 at night. I work very late. I use the 29 (or the 35) & 38 to get to and from church in Yorba Linda. I use the 76 to get to and from work on the weekends. (I work near John Wayne Airport and the 178 doesn't go that direction on the weekends.) I use the 43 for my grocery shopping. And the 25 & 70 to get me to and from my dance class late at night. I don't have a car or even a license so these routes are EXTREMELY necessary for my transportation. Please keep these routes in place. I know they mean a lot to others as well. Thank you very much.
Huntington Beach	I am completely dependent on the bus to get to the high school where I work. I am physically unable to drive. I have been dependent on bus service for 17 years. I am really concerned about the 29 service going all the way to Pacific Coast Highway at all times because I use it for work and recreation. Please leave all service as it is. Thank you.
Huntington Beach	If 72 is cut, I will lose my job. I work in Costa Mesa and it took me more than a year to find that job. It's hard enough without a car, but without buses I don't know what will happen to us. Warner is the main artery to the rest of OC for us.

Huntington Beach	This is the only route that goes near to HBHS and that is how my son gets home from school. Even with that route he has to walk a mile home because there are no buses that even come close to our house. Instead of eliminating routes, you should just reduce the frequency of routes. My other son takes the 25 to the train station to go to school. The elimination of routes is going to mean that people are not going to be able to get where they need to be or will have to walk or drive and many of these people do not have cars. How are we suppose to help the environment, if everyone is going to have to drive. These changes are going to adversely effect the economy if the routes are eliminated. Strategy B.
Huntington Beach	I disagree with changing anything! If there must be changes, I go with Strategy D. This will affect the least amount of people.
Huntington Beach	Please do not eliminate Route 25 or 72. I depend on OCTA to get to school and work on these routes. Thank you!
Huntington Beach	Get rid of straight line in Laguna Hills Transportation Center. Reinstall old bus lines in this section (to San Clemente.)
Huntington Beach	These cuts are disproportionate to the scale of the problem. There has not been a 30% reduction in the collection of taxes. OCTA should reduce road projects instead. Other systems manage much better- San Diego has red cards, yet OCTA still doesn't have similar. OCTA board demonstrates conflicting priorities.
Huntington Beach	<p>I have a big problem with all of your plans. You are going to L.A., Riverside and San Bernardino counties and you want to keep them the same service while cutting service the the people that actually live in this county. For the longest time you didn't have bus service to these counties so why aren't you cutting those routes before cutting routes in O.C. I don't understand it at all. You want to inconvenience those of use that for one reason or another can't drive. Most of us have a disability that make it impossible for us to drive to work and other places that we have to go to. With these disabilities you expect us to walk over a mile to get to a bus so we can go were we need to go without spending any longer than we do now. If you discontinue the 25 route I would be forced to walk over a mile twice a day to and from the bus and spend two hours on the bus to get to a job that is only 7 miles away. This would be hard on me, because I</p> <p>have problems with my feet and my knees. Even though I don't mind walking I would have problems, because I do a lot of walking at work and with my health issues I would have to much stress on my body. That would be ridiculous. Do any of the Supervisors and the CEO even know what it's like to have to take a bus everyday to work from there homes. I doubt it. I doubt that they even have been on a bus for more than just to pose for pictures or to ride a couple of blocks. This route is not only used to go to work, but it serves at least 5 schools along the route along with a mall and all kind of shopping centers. I work at a school that serves special needs kids and if you eliminate the route or even reduce it we would be forced not to use the bus for field trips and teach our students to use the bus. What bothers my is I have lived in Orange County for over 26 years and it seems that the bus service would be worse now than it has ever been. I don't understand why you don't cut South County also. They were some of the last places to get</p>

	<p>bus service, but there bus service would stay the same. You have got to understand that a lot of people depend on the routes as they were with reliable services and better service and as you take that away less people will stop riding the bus all together and then you won't have a prayer at keeping it going. It's the poor, elderly and disabled that depend on the bus and you are taking away the only transportation that we have to get to work and the doctor, grocery store and maybe a little entertainment. I depend on it to go to the beach which is the only thing that I can afford to do and if the route is eliminated or runs less frequently you will be limiting peoples lives. This is going to destroy the quality of life a lot. You guys don't care, because you have your fancy cars to get to work and everywhere else and as long as you can stuff you pockets with tax payers money you could care less about those of us that depend on the service that you are suppose to be providing. Maybe somebody besides Supervisors that are only concerned for them selves should be looking after the bus service. I doubt that anybody other than the customer service reps might read.</p>
Huntington Beach	<p>Please do not reduce or eliminate the hours of service to: routes 1, 29, 33, 35, 43, 71, 72 and 173. I totally depend on the above routes for employment. If anything happens to these routes my job will be lost. I have no other way to get to work! I can not afford cabs and have no one to drive me.</p>
Huntington Beach	<p>Vote for Strategy C. Have the last bus run from at least 8 p.m. from the starting point. Don't make the bus end before 9 p.m. I sometimes leave late at 8 p.m. on Routes 178, 35, 29, 25, 64 and 172.</p>
Huntington Beach	<p>It would be great to get reduced bus fares, but if the only way to do it is to cut bus runs, the night owls or the bus drivers, I would rather pay the bus fare I pay now. As it is I take approximately 8-10 buses daily. My bus pass gets its money worth.</p>
Inglewood	<p>Yes on Strategy B.</p>
Inglewood	<p>I'm a student at CSUF and I'm also substitute teaching at Fullerton schools. The 24 is the only one that takes be close to the school.</p>
Irvine	<p>I support Strategy B... I'd rather be on a crowded bus, than have NO bus!</p>
Irvine	<p>Projected Strategy B is the best plan. Plan A, which eliminates some lines, is the wrong solution to the problem. If you eliminate lines, ridership will suffer much more than reducing frequency of all lines.</p>
Irvine	<p>I catch the bus at Irvine Valley College. There are no other options.</p>
Irvine	<p>As a mother of a disabled young adult who has relied on OCTA services because he is unable to drive, I have grave concerns about the proposed reduction in OCTA transportation services. Route #75 is especially important to us, but all routes are critical to some portion of our population. If there is no way to avoid reducing OCTA services, Strategy B seems to be the better choice. Crowded bus are better than no buses at all. Please carefully consider the impact your decisions will have on many portions of the population least able to absorb the impact of the current economic downturn. Thank you for your attention.</p>
Irvine	<p>Nice.</p>
Irvine	<p>Eliminate the least used trip times. Eliminate weekend service, and shorten the least used route segments. Do not reduce the hours of operation or have less frequent service. Keep attendant rider free. It is much appreciated!</p>

Irvine	I could see reducing some of the midday trips but not the morning or the evening as there are alot of people that use this route to get to work and school. If there was a reduction it would be nice if the 24 was on a different schedule so we could walk over to Chapman and use that as a backup to get to the University.
Irvine	Witout knowing what reductions are planned, I cannot support schedule changes. Strategy A is the best for me.
Irvine	In my humble opinion, I think the combination of Strategy A and Strategy D will be the best solution. I would like to emphasize that the best way for OCTA is to increase ridership by being more rider-friendly. OCTA should provide connections at most of the transfers (junction points so that riders have not wait for connecting buses.) If this is done, then I think riders will increase and OCTA will be earning good profits.
Irvine	As always, I have to tell you that the service should be made more rider friendly. Secondly, the transfers should be made more easily available. At present, we have to wait 15-65 minutes at transfer points. All buses should match the other buses at transfer points and no one should have to wait for more than 10 minutes at the maximum. OCTA will get more riders and more income if my suggestion is accepted and put into effect. Instead of cutting services, OCTA should try to attract more riders. Attract more riders by making the system more rider-friendly.
Irvine	I catch the bus at Irvine Valley College. There are no other options.
Irvine	I am a care provider for four young ladies who use Access for transportation to and from work and an Adult Education program. Without Access curb service they would not be able to attend any programs as they are not cognitively independent enough to go alone on the regular bus. I understand cuts need to be made but taking them from the population that needs your help most is not the best choice.
Irvine	I would prefer Strategy B. Fewer buses is preferable to cutting routes, which would seriously impact people's ability to get to work and school. My daughter uses ACCESS. If she loses that, she will be unable to go to work and class. Essentially, she will be home-bound as she is developmentally challenged and I work and am unable to provide transportation for her. Additionally, my stepson uses the 79 route, which has already been impacted with longer wait times.
Irvine	Please choose Strategy B. We need the existing routes.
Irvine	The bus is my primary transportation from home and to work. My pickup is at Irvine Valley College.
Irvine	Strategy B seems pretty solid to me.
Irvine	Please vote for Strategy B. For those citizens who are disabled and depend on the bus system for transportation to work, medical appointments, and, in general, quality of life, please do not make further cuts to service! Thank you.
Irvine	Strategy B
Irvine	I have been traveling by bus for the last 8 months. The best-suited route for me to reach my office is: Route 74, 7 a.m. - 9 a.m. from Irvine. Route 74, 6:20 p.m. from Redhill towards Irvine. It will be highly appreciated if you continue the service at those times.
Irvine	Please go with Strategy B if you have to cut bus service. Better to have to wait a bit longer for a particular bus than to see it eliminated entirely. My son who is developmentally disabled uses the bus (not Access) every day to get to work and visit his friends. Thanks.
Irvine	Strategy B is the best strategy. Having some bus service is better than none at all.

Irvine	I have been using OCTA service for over a year now. Please don't remove Routes 74, 59, 53 and 86. These routes serve the best connectivity to my house. Humble request: Please have 74-59 connectivity between 6 and 9 a.m. and between 5 and 7 p.m.
Irvine	My son is in Special need class at Legacy Creek Side, they need OCTA's bus to go to job training every day. Please don't cut it. My favorite is Strategy B. Thanks.
Irvine	My son has autism and I am very concerned about OCTA bus cuts. My son is at Legacy Creek Side School and they need absolutely the OCTA bus to be able to go to training's cites every day. Our young adults cannot live independently without bus service. Please don't cut them. My favor is Strategy B.
Irvine	I implore you to use Strategy B, if cuts are made. It is the only equitable and ethical choice. I'd rather stand on a crowded bus, or wait longer for one, than to have no bus at all. My developmentally disabled son depends on the 75 to get to and from work during peak hours. No bus, no job -- a little prospect of finding another one since he is disabled. The 75 and 66 service an Ability First apartment building for the disabled in Irvine, and cutting the 75 would severely limit their independence. Thank you for your consideration.
Irvine	Please do not cancel Route #59. I use it every weekday to commute from work to home. From beginning (UCI) to end (Brea Mall) for 1.5 hours. There is no alternate route. You need #213 to go through University Center to get more ridership.
Irvine	I strongly support Strategy B!!!!!!! Please retain this.
Irvine	I suggest a hybrid solution between Strategy A and Strategy C. Eliminate only ten routes but protect the majors, like 1 and 70, by reducing only the "short turn" schedules. Redesign the 86 route off from Alton onto the entire length of Barranca, which will cover what the 74 now does. Give better access to the Irvine station, to more people, work and shopping. A bus down Sand Canyon in Irvine would access both hospitals, the main post office, Verizon, etc. Maybe the #66 could loop down Sand Canyon?
La Habra	Yes on Strategy B.
La Habra	I take the buses on Routes 24, 29, 26, 43, 57, 59, 20 and 60 to go to work, the doctors, to pay bills, shopping, and to the market to buy food. I depend on the buses for everything, because I do not drive. Thanks.
La Habra	I strongly believe that the March 2010 service reductions will hurt and destroy people's lives. But, I would ask that Strategy A is the final plan, because I need the 29, 37 and 43 the most. All routes are fundamental to my life.
La Habra	I take the buses to the doctor, the market and to Riverside. I don't drive, and need money to pay bills. Thank you.
La Habra	Yes on Strategy B.
La Habra	I need the bus because my family and I don't have a car. We use the bus for everything.
La Habra	My family needs the bus. We don't have a car and need the bus service for everything. Strategy A.
La Habra	If you eliminate 147, 59 and 20 all together, workers can't get over to the last side of Brea to work anymore. No one can get any further east than Brea Mall. Not a good idea! Leave something to get east of the mall!
La Habra	I take many buses to work, the doctors, the mall, to Fullerton and to Santa Ana College. I don't drive.
La Mirada	For me the changes are okay but what I would like is for a flier or bus book with the new changes and schedules be sent to me instead of having them on the buses.

La Palma	People rely on the bus system a lot. There are more and more people riding. You are making it harder and harder for people to get around. They have to wait longer. For the people working late, they may have no way home, and have to walk.
La Palma	
Laguna Beach	I need the bus to get to school and work. It's an important source of transportation to go places. I need the bus because I don't know how to drive. Do not cut the 85 because I take it to work.
Laguna Beach	Based on the four options, Strategy A would work the best for me. If the 85 is eliminated, is there a way to get between Coast Highway and present stops before Niguel Road? The bus I take already has poor Saturday and Sunday service because of frequency. Please don't discourage more riders in South County.
Laguna Beach	Please do not make any changes to the 1, 76 and 85. Strategy A for Route 1. Strategy B for Routes 76 and 85.
Laguna Beach	The 89 in Laguna is my omnly way to get to work or shopping. It still works for me but more reductions of schedule will make it more difficult. Weekdays are most important! I am 74 and have no car, and do not drive. Strategy A is best for me.
Laguna Hills	I vote for Strategy A I use route 70 every weekday and I use the bike rack on the front. Thank you for doing the best that you can.
Laguna Hills	I use the 87,91 to connect with the 83. Actually I take these buses earlier and I wait longer for the 83. The 91 goes to Saddleback school and San Clemente. If you reduce this route it affects a lot of people that goto school and the people who live in San Clemente who take the bus at night. If you continue to reduce the number of hours what is going to happen to public transportation? The state budget continues to be poor, therefore are there goin to more bus cuts. Why cant the federal funds you recieve per city by partially given to public transportation. You have to have more ways to get money.
Laguna Hills	It is already difficult to travel in South County areas due to the fact that the buses do not run on many busy and important streets in So.Co. A reduction would make it even more difficult. A proportional cut would mean that So. Co. would be more affected.
Laguna Hills	I am a developmentally disabled adult in the FUTURES program. I need OCTA to get to jobs, community based instruction, leisure activities, etc. OCTA helps me to be independent.
Laguna Hills	I need the bus to get to school and work.
Laguna Hills	I need the bus to get to school and work.
Laguna Hills	Please do not eliminate services in south county. We already have very limited service. North county has more choices.
Laguna Hills	I need the bus. I take the 87.
Laguna Niguel	I understand that severe budget cuts are causing the need to trim back services. Given this limitation, I would highly prefer to see something like Strategy B implemented - eliminating routes to certain areas will extremely limit my and others mobility - frequency and hour reductions would be most acceptable, particularly during off-hours, as I am a heavy user of commuter-hour bus service. Thank you-
Laguna Niguel	Strategy B would be a fair option. I don't drive and I am 61 years old, so I bought my condo in 2007, because it is near a bus stop (although it is more than a half mile to the bus stop one way.)

Laguna Niguel	I do not support plans A, C and D. Route 85 goes to Saddleback College in Mission Viejo. Students need that route. Route 187 is useful in South Orange County. It's 1 of 2 routes in Aliso Viejo (besides 490). I would agree with Strategy B.
Laguna Niguel	I wouldn't vote on any of the planned route cutbacks for the simple fact that I use a majority of the routes.
Laguna Niguel	Strategy A would have the least effect on passengers on buses in South County. Please use options that would least impact most people. Please make mass transportation a priority in your budget discussions.
Laguna Niguel	I live off La Paz Rd. and work in So. Laguna Beach. I take #85 to PCH and connect to # 1 North to get to work. I don't have a car. The 85 is the only line to service Crown Valley from PCH to Mission Viejo and for a lot of people it is a life line. I have no other way to get to work. It would be detrimental for a lot of people, if you eliminate this line as proposed in 3 of your strategies. Please, please rethink!!!! Moms drop of the kids at school, housekeeper's get to work, senior citizens get to the pharmacy, high school students get to school, students get to Saddleback College and others like me (I teach) get to work. There is no other bus line at this part which could take over and we would be stranded. I've been taking the bus for 20 years now and we did not give up when the drivers struck- please don't leave us stranded. I'm out of solutions if I can't get to work and would lose my house and lifestyle. Please reconsider. Strategy B is the best solution, since South Orange County needs service too. I realize Anaheim and Santa Ana have more riders, but we need you down here even more, since there are not as many routes and frequency to begin with. We need the buses especially in the mornings and afternoons, maybe during the day the frequency could be spaced out more. Please don't leave us hanging.
Laguna Woods	Preserve Route 21 at all costs. Part of Strategy B. Your maximum diligent efforts are required in this project. We appreciate all of your ideas and strategies. Thank you.
Laguna Woods	As a senior still working two jobs in Lake Forest, which is serviced by Route 177, I desperately need you to maintain service Monday through Friday during the day time hours of 9 a.m. to 5 p.m. Either Strategy C or Strategy D would enable me to keep working in Orange County. I have spoken with many other people who are also in need of your service during these working hours.
Laguna Woods	Strategy A would be the best for me because I only use the 70 and 91 routes. I'm not sure if Strategy A is the best for others, however, because people depend on some of the routes that may be canceled.
Lake Elsinore	Although budget has been an issue, if I had to choose with the proposal, the only one that would benefit me and my other co-workers is Strategy B that rides this route. I also don't mind if there was an increase in fares. Other suggestions I would also like to address to you that most of the riders get upset about and causes them to ride less is, the punctuality of the drives, helpfulness of the drivers, knowledge of the routes/map. We have experienced a number of drivers who almost caused our jobs due to inexperienced drivers they put in our route, and from day to day, some riders just decide to stop riding the bus. I would also suggest friendly user catalogue for elderly seniors, I always see elderly riders to be confused and ask the drivers but the drivers always give a rude response. I think these little things make a difference to riders. Hopefully you'll find my suggestion helpful not just for my route but for other routes also.

Lake Elsinore	There are other options. We can change the strategies. Cutting lines will just cut off people's way of transportation and they won't have a way to get to their job. In OC, we improve streets so much even if it's unnecessary. Why can't we redirect some of the funds to transportation? Cutting routes will affect taxpayer's with less income. Strategize for a user-friendly route schedule and friendly drivers. We have so many seniors who ride the bus, they are often confused. Also, we can extend the routes instead of having different buses connect. This may balance the budget. I don't mind paying, so please don't cut my route.
Lake Elsinore	I was informed that my route(147) might be cut but of this happens I will not be able to make it to work any more. Seeing that I am the sole source of income for my family this would be a big burden.. I am asking please to not cancel route 147. Thank you for your time.
Lake Elsinore	If I have to choose, Strategy B would be the only thing in my favor. Please do not cut Route 147. We really need this as it is a big part of our transportation. We are willing to pay for extra fare.
Lake Elsinore	Strategy B is the best choice. Suggestions: friendlier bus drivers, punctual bus drivers, and a user-friendly map and bus schedule. Resolution: Increase the bus fare.
Lake Foest	I like Strategy A, Strategy C or Strategy D. No more service cuts on the 89. One 89 service northbound at 5:45 to 6:45 p.m. Before there were 3 services between 6 and 7 p.m. Now there is only one. The waits are too long. Soon I may buy an old car.
Lake Forest	My disabled son used this route (177) to go to his school programs in Mission Viejo. I know how hard it is nowadays with the budget cuts but please keep route 177.
Lake Forest	Need to run all south county buses on weekend. Keep nightowl. Keep access running. Keep bus schedules, take out back cameras. Access at night. Veolia should run at night.
Lake Forest	I need the bus to go to school and work. Please don't cut the buses.
Lake Forest	I favor Strategy B. I'd rather be on a crowded bus or wait longer for one, than to have no bus at all. And tell them you favor Strategy B. I'd rather be on a crowded bus or wait longer for one, than to have no bus at all.
Lake Forest	I love to ride the bus. Do not take away the bus.
Lake Forest	I am a developmentally disabled adult in the FUTURES program. I need OCTA to get to jobs, community based instruction, leisure activities, etc. OCTA helps me to be independent.
Lake Forest	I need the bus to get to school and work. Please save the 177.
Lake Forest	Eliminating any of these would cut off my independence to get around my community and to important medical offices and work places and social activities.
Lake Forest	I ride the 177 bus everyday. Please don't eliminate this bus. Could you use smaller buses to save gas? I need this bus. I don't drive.
Lake Forest	I am a developmentally disabled adult in the FUTURES program. I need OCTA to get to jobs, community based instruction, leisure activities, etc. OCTA helps me to be independent.
Lake Forest	I favor Strategy B .
Lake Forest	I need the bus to get to school and work. Please save the 177.
Lake Forest	Please don't eliminate Routes 76, 86 and 89, because I use them to go to my work and go back home. Not only me but other people who have to use the buses so early in the morning will have a lot of problems. I hope you can find a solution.

Lake Forest	I am a developmentally disabled adult in the FUTURES program. I need OCTA to get to jobs, community based instruction, leisure activities, etc. OCTA helps me to be independent.
Lake Forest	Please try hard to keep buses running. Thank you.
Lake Forest	The bus is about the only way some people can travel. I am one of them. I have already been affected by all the changes. Any more changes will make it more difficult for me or anyone to travel by bus. The bus is already a very expensive way to travel now and inconvenient with all the changes.
Lake Forest	I am personally begging you not to get rid of any buses or routes because there are a lot of Latinos that need the transportation, we ask that you take into consideration our needs. There are a lot of us depending on the bus.
Lake Forest	My son is a young adult with epilepsy and relies on OCTA as his primary mode of transportation. Reduction or elimination of bus routes and operation hours would significantly limit his prospects for getting to and from employment opportunities.
Lake Forest	I need the bus to get to school and work. It is important to not have the buses cut because most people don't have a car. Also, we need all the transportation buses to get to our destinations. I would appreciate it if you could not cut all the buses.
Lake Forest	We need the buses for our Futures Program. Our SH students can not be without transportation. To discontinue this service would be an unjust decision for those unable to drive.
Lake Forest	Please do not change the 89, or eliminate the 86, because I ride it often.
Lake Forest	Do not eliminate these routes. I need them to get to and from work.
Lake Forrest	We know of the current situation with the state and federal government. But for all the people who need the bus service and don't have another means of transportation I ask that you do not eliminate routes.
Lake Forrest	Please do not eliminate these routes. It's better to accommodate the schedules so that no one is late to work or school. Thanks for your attention and service. Please use Strategy B.
Lakewood	Reduce the hours of operation, or have less frequent service. Do not eliminate the least used routes or weekend service. Strategy B.
Las Vegas	
Long Beach	I hope you'll go with Strategy A. (Preserve service on core routes.)
Long Beach	You are already the worst service of southern California.
Long Beach	I work Monday through Saturday. I take the 60 at 5:30 a.m. at the Long Beach Hospital stop. Raise the fare!
Long Beach	Strategy B. I don't think all of this is fair. People have families and children to worry about. Everybody needs a job to stay off the streets. If you take that away, you may be taking away their homes.
Long Beach	Favor Strategy B. Some service is better than none. Present service- Morning: East Long Beach to Western Ave/Garden Grove Blvd. 2 hours. Evening: 1 hour 15 minutes back home. 4 & 3 buses. Saturday: Long Beach-D, OCTA 60 walk 1.6 miles. Sunday drive; OCTA 25, 60 LB-D
Long Beach	I see that quite a few of the changes include eliminating route 24. This is a mistake! I take the Metrolink in from LA and ride route 24 or 43 to 24 in order to get to work at Raytheon. If route 24 is cut, there will be no access for the Raytheon Company.
Long Beach	Please keep the core routes. Strategy A. The core routes greatly benefit both Orange and Los Angeles counties. Thank you.

Los Angeles	If reduction is needed, than Strategy B is the one that should be utilized.
Los Angeles	I prefer Strategy B. Personally I noticed that most routes that were considered for elimination are used by many students and are generally packed. This is why it is the best proposal.
Los Angeles	Yes on Strategy B.
Los Angeles	Strategy A. Preserve service on core routes.
Midway City	Do away with all freebies. One pass pays for one seat only. No more multiple seats. Size of packages should be limited. Airlines do it, why not you? Cell phones turned off before boarding.
Mission Viejo	I need it because I don't drive.
Mission Viejo	I am a teacher in the FUTURES program. My students have become more inpedendent because of the bus service. They are happy and have a lot of dignity. I am very proud of them. Please do not take away the routes listed above.
Mission Viejo	My son is autistic and will need to the ride the bus to go to school and to work. He cannot drive. There are many disabled people who rely on the bus service. Those who are severely disabled absolutely need ACCESS to get to doctor appointments and other outings. When my mother had her massive stroke, using ACCESS to get her from the nursing home to our home for a visit was our only option. As the economy continues downward, bus service may become even more important. Limited routes, lack of bus shelters and low frequency are three reasons why current bus service has not been popular to many people. To cut even further may be neccessary, but to take away the one source of mobility to the physically and developmentally disabled and the elderly is not right. Cutbacks will also result in even lower ridership. Looking at the options, I would choose Strategy B as it causes the least effect to the ACCESS system and keeps most routes intact.
Mission Viejo	Please do not eliminate bus routes. Southern California needs buses. Our routes are as important as routes that have more ridership. Keep us being able to go to school or work.
Mission Viejo	My son is developmentally disabled, and though he never uses the bus there are SO MANY DISABLED people who NEED to use the bus. Please don't eliminate their buses! For many of them it is the only way they have to get around!
Mission Viejo	I need the bus to go to school and work.
Mission Viejo	Please do take away the 87-89-91-85-187 because I dont have car. The bus is my transportation for myself and my family. Thanks for everything.
Mission Viejo	Eliminating the 85 or 86 will be a hardship for many, many people. I don't understand how anyone at OCTA came up with this plan. The 85 is always full during work hours & weekends.
Mission Viejo	Keep routes 70, 82, 87, 85, 91 and 191. Use Strategy B.
Mission Viejo	I use bus route 85 to get to and from Saddleback College ten times a week. It is the only form of transportation for me to get to college. It would pose a huge inconvenience for me if route 85 was eliminated.

Mission Viejo	Cutting early and late bus service, cutting routes, or changing routes will prevent hundreds of adults at our school from attending classes and work programs in South County. If a change is made the least impact for our school programs would be to adjust the mid-day (noon) bus services only.
Mission Viejo	The elimination of Route 85 would be a great hardship for many people young & old. We depend on this bus to get us to and from work, to the doctors hospital & shopping. To eliminate it would mean many people would loss their jobs. I moved to this area from a different state because of the great public transportation system. While many other states are improving their public transportation Orange County is eliminating it. What a great injustice to your passengers. A reduction or price increase would be more acceptable then to eliminate the 85. We would not be able to get to any other connecting bus without the 85 from all areas. Things are hard enough on your seniors without making it harder for them to get around. Please DO NOT eliminate this route.
Mission Viejo	I am a developmentally disabled adult in the FUTURES program. I need OCTA to get to jobs, community based instruction, leisure activities, etc. OCTA helps me to be independent.
Mission Viejo	I need ACCESS and I am concerned that if Route 85 goes away ACCESS service along that route will go away. All but one of the Strategies calls for eliminating bus routes. Plan A eliminates more than any other but 2 others eliminate 11 bus routes each and all but Plan B would eliminate the 85. A number of Regional Center clients depend on 85 to get them to and from home and their supported employment jobs at stores on Crown Valley and Marguerite Parkway and to jobs at Mission Viejo City Hall on Marguerite Parkway while more rely on ACCESS to get them to their jobs or Vocational Visions workshops. While some people might be able to walk longer to another bus, many disabled persons can't and must depend on transportation as near as possible to where they live. This needs to be taken into account when deciding which plan to follow. If bus routes do go away, there must be some kind of provision made for ACCESS users either not have ACCESS pegged to those bus lines going away or create alternatives that ACCESS users can use. These are important considerations to keep in mind. Thank you and best wishes.
Mission Viejo	I am an aide in an Adult Transition classroom and without buses it hampers teaching routes and prevents independence of being able to work in the community.
Mission Viejo	Please do not eliminate Routes 85, 86, 87 and 89. Vocational Visions clients use the #86 and #87 routes. These routes need to be saved. Also, eliminate all the short trips on all routes.
Mission Viejo	Cut the short trips on the 47, 53, 57, 60, and 64 routes and on all other routes that have short trips, to allocate money to keep the 85, 86, 87 and 89 routes.
Mission Viejo	I rely on Routes 85 and 86 to get to work and school. I work Monday through Friday and go to school afterwards. Please don't take this away from me. I am not able to drive a car.
Moreno Valley	Yes on Strategy B only.

Newport Beach	I choose to take the bus to support public transit & to keep one more car off the road. My morning & evening trips to work are an hour long, versus the 13 minute drive. With the recent changes to the 47, 71 & 178, I need to wake up 20 minutes earlier & arrive at work 30 minutes early. If I miss any one of these buses I am now almost 45 late for work, rather than only 20 minutes. The same faces (mainly people heading to work & school UCI, Orange Coast & Fairview) are on the buses that I take every morning, which I assume means every one is dealing with this change the same way I am. The reason people tell me they don't use public transport is because they have to wake up at wee hours of the morning to get to work on time. Any more reductions to these routes makes taking the bus unrealistic to anyone, like myself, who can afford a car and extremely inconvenient for those who can't.
Newport Beach	Eliminating the 76 is unthinkable for numerous seniors and disabled people. They are totally dependent on Route 76, which already has a slow schedule. Remote areas of Newport Beach can only be reached by the 76 route. That would be inhumane!
Orange	ROUTES 24 AND 59 ARE THE MOST DIRECT AND THE LEAST TIME CONSUMING WAY TO AND FROM WORK. IT TAKES ME 1-1/2 TO 2 HOURS EACH WAY EVERY DAY. ANY OTHER ROUTE IS MORE TRANSFERS AND LONGER TRANSIT TIME. AND INVOLVES LONGER WALKING DISTANCES.
Orange	After reviewing all four proposed strategies, I believe Strategy D would be best.
Orange	I use bus 167 and 24 to get to Cal State Fullerton M-Th. I no longer have a car because it was recently stolen from the Park and Ride parking lot at Tustin and Lincoln. This is the only way for me to get to school now. It will be hard for me if these routes are eliminated.
Orange	I am disabled and use bus service. So does my wife and daughter.
Orange	I need this route to get to and from work in a cost-effective way. I ask the board to please consider decreasing frequency instead of eliminations of the route. I work on maintaining buildings and want to keep making a living. Thank you. P.S. I used this route for over 3 years. Please do not eliminate.
Orange	I do not like this bus reduction schedule! However, Strategy D seems to be the lesser of three evils. The routes I take are common for workers as well as students. Restructuring needs to be considered very carefully! Please consider no changes if possible.
Orange	Of all your strategies, the best one in my opinion is Strategy B. However, even that strategy is sadly lacking. For some reason, no changes whatsoever are proposed for any of the 400 series of bus lines, and I feel this to be very worrying as these lines mirror others already in service.
Orange	First, I want to thank you for the many years of wonderful service OCTA has provided to thousands of Santiago Canyon College students who have traveled on the #54 bus route in order to attend classes at our college. Indeed, without OCTA service, most of them would not have been able to go to college to improve their lives and the future of Orange County. As President of SCC for the past eight years, I've had an opportunity to literally watch from my office window (which faces the bus stop) the growth in OCTA student ridership as the number of college-bound bus commuters continued to match the phenomenal growth of our college. You need to know that Santiago Canyon College is now the fourth fastest growing college in the nation (with over 10,000 students here at our main campus in east Orange and 8,000 at SCC's Orange Education Center in west Orange at Katella and Batavia), and more than two thousand SCC students ride the #54 bus each week relying on OCTA for their safe and timely arrival to classes each day provided

Orange	by your friendly, courteous and professional drivers. I certainly understand and commiserate with OCTA's Board of Directors regarding your loss of state funding and other revenues. Our college is in the same predicament, and we have had to cut millions of dollars as well as reduce our workforce in order to build a balanced budget for the 2009-10 fiscal year. Nonetheless, I must plead with you to consider the negative impact a cut to services on the #54 route would have on the future of thousands of students who share a dream of educating themselves in order to create better lives for themselves and their families. Therefore, on behalf of the thousands of #54 bus route students attending Santiago Canyon College, I urge you to support Strategy C. If this is not feasible, please support Strategy D, and finally I must ask that you not modify the frequency, nor reduce the number of trips on the #54 bus route. Thank you and my best wishes to you during your difficult deliberations.
Orange	I do NOT drive, so OCTA bus transportation is VERY important to me. I've been riding since the days of the wonderful "69" and have seen many changes in the service. The most recent schedule changes have already impacted those of us who rely on bus service to get to work on time. (I suppose your response could be "at least you can still get to work!") And I guess that's right...but it seems that the changes affect those who are most in need of the service--infirm people cannot walk the extra distance; people NEEDING to work later shifts NEED transportation. I respect the fact that there are fewer \$ to work with--we're ALL facing that serious problem--but may I ask you to be as careful, thoughtful, and creative as you can possibly be to avoid changes that could ruin job or education opportunities for people in serious need? Thanks for letting me comment....
Orange	59 is the bus that takes me to and from work; Glassell/LaVeta to Grand/4th Street. To work the early 6 a.m. hour, bus is full. The next bus (later than the 6 a.m. hour) bus is packed. 59 route is necessary to a lot of riders. I do believe the reduction is OK for the times where there are less riders. I know this is a difficult decision because it will be harder to get around with the lack of connecting bus lines. Is there some way for OCTA to have fund raising events? Or get wealthy sponsors to help funding for the buses? Thank you. :)
Orange	Strategy A. I think it sounds reasonable. My vote would be for Strategy A.
Orange	Strategy B. Keep it.
Orange	I am in favor of Strategy B. Don't further disable the disabled by taking away their transportation.
Orange	I favor Strategy D. But Route 46 is already at a frequency that makes it difficult to ride.
Orange	The change in the 54 schedule has created a great amount of hardship in getting to work in the morning. 54 is a busy route. Why would you shoot yourself in the foot and change a busy route, which is actually a money maker?? Also, the fact that 454 is provided for the sole use of those who come from the Inland Empire is bothersome. I travel North from Mission Viejo and none of the 454 buses in the AM will take me to work unless a train from the East is there. If they are delayed, then I, who got here on time, am delayed. Why is my group from the South not as important?
Orange	Introduce: Regular bus fares for peak hours and non peak hours! Cutting or eliminating Saturday and Sunday service are bad ideas!
Orange	I am trying to find work in North Orange County. The reductions would hurt my chances of locating employment. I am a disabled individual.
Orange	I am dissapointed that you would choose to eliminate the 46, and limit routes 56, 59, 71 and 53. Many patrons use that. I have ridden the bus for a long time and I don't want to see the bus service go backwards.

Pasadena	AbilityFirst owns an apartment building at the corner of Walnut and Harvard in Irvine. Every lease holder has either a physical or developmental disability and most do not drive. It is important for their well-being and ability to access the community to have public transportation come by their building. To deny this by eliminating the route will most certainly be detrimental to their ability to live independently. If cuts must be made we favor Strategy B.
Perris	I am a student who attends Cal State Fullerton. A lot of these plans are canceling Route 24. If this happens, I won't be able to attend college anymore. This will have a very big impact on students, and canceling a route that goes between Cal State Fullerton and the Anaheim Canyon train station basically stops students who come from Riverisde and that area from attending that school. It is a large number of students, and doing so will have a very negative impact on a large amount of students.
Placentia	Strategy B.
Placentia	Strategy B.
Placentia	Need the routes and time. Strategy B.
Placentia	Strategy B is best. People can go somewhere if all routes are reduced, but nowhere if the routes are gone. Keep the 24 to the mall, 2 colleges, near the train station and park and ride. Keep route 59 to the railroad station, Brea mall, UC Irvine and the connection to Route 83 in Laguna Hills. Orange County has poor service. Don't damp it completely. Many elderly should not drive. There will be more accidents if there is less bus service. There will be more bad drivers on the road.
Placentia	Strategy B. People must get to work and pay their taxes!
Placentia	Bus Route 213 should not be eliminated since this is my only way to get to work. I even had to wake up at 4 a.m. daily to get the first trip.
Placentia	Terminating the Night Owl on routes 43, 50, 60, 64 and 57 would be a disaster for me. I am disabled and sometimes I need to get to the emergency room at night. (I don't call 911 because it is too expensive.) We need more buses on Route 42 on Saturday and Sunday, for the swapmeet.
Placentia	Strategy B is the only one that makes sense.
Placentia	Frequency should be increased wherever large ridership is possible. Where small numbers use the bus, can a smaller, less expensive bus be used? As a potential riders, I found it helpful to preview the bus on campus at CSUF. Perhaps a bus parked at shopping malls with the opportunity to be seen by new riders would help to raise a number of users.
Placentia	I agree that Routes 24 and 26 are redundant for much of their routes. What if Route 24 terminated at CSUF? (Like half of the 26 buses do, but in the other direction.) You could still provide almost the same service through Fullerton, but could cut out half of Route 24, probably saving 10+ hours per day. Shorten the 24- don't eliminate it!
Placentia	Yes on Strategy B.
Placentia	Strategy B seems to fit best and works for all. It is bad to have routes cut.
Placentia	Strategy B fits my needs and the other 5 a.m. riders.
Placentia	Yes on Strategy B.

Rancho Santa Margarita	My daughter, who has Down's Syndrome, attends THHS rides these buses regularly for their community based instruction. If these buses are cut it will take away her ability to learn how to get around in the local community independently.
Rancho Santa Margarita	I understand you are looking into eliminating the local routes for us. My son has special needs, but is high functioning. He will never be able to drive, and will rely on the bus system 100%. We live in RSM and there is already very limited routes here. My son just qualified for the ACCESS bus, but since there are not any routes near us, we have to drive him to the local market to catch the bus. That does not lend itself to him ever being independent. If you eliminate even more routes, then we might as well forget it. By the time we drive him to the bus stop, it will be so far, we could just drive him to his work or activity!!! Please do not eliminate any more than you already have. There are special people who NEED the bus. I will not always be here to take him places. Thank you for your consideration. :)
Rancho Santa Margarita	My son has Down syndrome and is just turning 16. He has been using the Access service and is excited to learn how to use the public bus and has been taking the public bus home from school with help from his friends. It is disappointing that before he even has a chance to use this service it may be discontinued. As he grows older his world will become smaller, his opportunities diminish. I was so looking forward to his independence and that he could take the bus to Saddleback college, and have more variety of jobs available to him, without depending on others for his care and transportation. I am praying that you re-consider discontinuing these routes.
Rancho Santa Margarita	I prefer Strategy B.
Rancho Santa Margarita	Any changes to Routes 82 and 85 will put many stranded and may also cause them to lose their jobs since they cannot afford a car. Many students will be inconvenienced.
Riverside	Line 24 services Cal State Fullerton, the Mall of Orange, and students and workers who get off Metrolink at Anaheim Canyon. The timing is very efficient with our time. Eliminating Line 24 would be bad. Try Strategy B.
Riverside	Strategy B. No route cuts.
San Bernardino	Strategy B.
San Clemente	I do not drive anymore and live on a hill. My doctor says to never walk uphill, so I couldn't get in town if the 191A is cut. Please keep it going.
San Clemente	I live in a senior complex (Casa De Seniors.) The 191A comes by four times a day. Without this I have no way to go to the doctors, dentist or pharmacy. I would also go on the 193 but I would be unable to travel on the 193 without the 191A. Please help we the people who need this transportation. Thank you.
San Clemente	Shame on you! The cuts into the Long Beach area have already caused my and others never-ending grief, expense, wasted time, added stress and sickness. When will it stop?

San Clemente	This will be a very hard hit to riders who can't afford to have a car like me, and to senior citizens who don't drive anymore. I know this because I live in a senior apartment. I am a regular rider of Route 193, from Mondays through Saturdays on different schedules everyday. Since I read your plans, I have sleepless nights thinking about what will happen in the future regarding my job if you reduce the trips or eliminate the routes. I am requesting you to leave Route 193 as it is today if you can consider my solution. make the 193 go to Talega, and eliminate Route 693 to Talega. From Sears Plaza to Vera Cruz, turn left to Vista Hermosa all the way to Talega. Then Walmark to Metrolink, and back to Walmart and Talega. Then Vista Hermosa, Vera Cruz and Sears Plaza. The trip can be every one hours and 15 minutes or so from the starting point. Please don't eliminate trips or eliminate weekend service on Route 193. Thank you very much.
San Clemente	This is a senior home. I don't use the bus now. But I am 81, and you never know when I am going to need it.
San Clemente	If service is cut on the 91 and 191 I will have no way of getting around at all! I take it to the doctor, the pharmacy and more.
San Clemente	I am unable to attend the meeting tonight at the Community Center in Laguna Hills. My son is mentally challenged and uses ACCESS to get to/from work and school. Instead of eliminating bus routes why not ask your riders to pay a little more for your services (ie Saddleback Unified School District). My son has a subscription so maybe a monthly fee would be reasonable. Instead of leaving riders stranded and loyal employees losing jobs, you need to look at all options and not take the easy way out!!! Thank you.
San Clemente	Please don't stop the 191A buses, as we need it to go to the doctors, pharmacies and shopping.
San Clemente	I live at Casa De Seniors in San Clemente. The 191 bus only comes 4 times a day sometimes. I get new drivers that do know know to come to Casa De Seniors. I no longer drive so I use the bus everyday.
San Clemente	I have no car and thus, I am totally dependent on OCTA buses, especially buses #196, 193 and 91. I have been using OCTA buses ever since 1978, when I moved to Orange County. I receive OCTA bus news on the buses.
San Juan Capistrano	I use the bus as my sole mode of transportation- to get to work, to get all of my errands done, and to see my kids in foster care. The bus service is bad as it is. I get stranded at least 3 times per week. Leave it alone. Don't cut the Night Owl service.
Santa Ana	I am a single person that has two jobs and a small business. I need the 72, 74, 59 and 53. Desperate to maintain lifestyle! Thank you.
Santa Ana	I am 56 years old and pending surgeries that will render me wheel chair bound and require frequent doctor visits and theraputic visits. Please do not cut "Access" services or raise the cost again. Thank you.
Santa Ana	Please don't eliminate the bus route 72. I am a regular rider in this route in going to and from my work.
Santa Ana	This affects me a lot because I lost my job and think it's not good that a lot of people will be late to work . If you weren't in the office you would see a lot of people who ride the bus and work have to get up early and get home late.
Santa Ana	My comment is to not take away the buses. We use them because it is what we take to our jobs. If you take away the buses what are you going to use to get to work. Please do not take away the buses, we need them a lot.
Santa Ana	

Santa Ana	Please keep our buses on the road if at all possible. Strategy B.
Santa Ana	I support Strategy A or Strategy C, because the first priority of OCTA should be the core lines that serve the majority of riders. No changes should be made on the core lines. Also, night owl service should be continued for those riders going to or from work.
Santa Ana	I use Route 51 for school and it's very helpful. I think taking the bus is fun.
Santa Ana	I really depend on the 62 bus to get to work. I live in Santa Ana and work in Huntington Beach. If this bus route is eliminated, I will have to find an alternate route to work, which is difficult due to my inability to drive. This change will adversely affect me and my schedule.
Santa Ana	Please do not reduce the service on Route 79. It runs almost every hour. (The schedule says every 45 minutes, but it is not true. They never follow the schedule.) Do you want to reduce the service to every 2 hours? Unfortunately my schedule is from 8:30 a.m. to 1:30 p.m. What am I going to do? I vote for Strategy A or Strategy D.
Santa Ana	Cut what you must. Leave the OWL lines. If you must cut the OWL lines, make the wait from 1 hour to 2 or 3 hours. I love to take the OWL lines.
Santa Ana	I would not like it if you cut the bus service because I always use it because I don't have a car and without the bus how am I going to get to work everyday? Without the bus tell me how am I going to get to work?
Santa Ana	Instead of long-distance rides, cut some of the long to short, or half way, so that there can be more frequency. See how many people come on the bus at each stop and at different times. Have the correctly sized bus to accommodate that number. Save on big and small buses and routes.
Santa Ana	Please leave the 57 and 79 morning runs, and the 57, 59, 62 and 86 evening runs.
Santa Ana	I take the bus on Route 76 every morning to get to work. This is the only route I take to get there. If you take it away, there won't be a way for me to get there.
Santa Ana	Routes 51 and 57 are very important routes for our daily use. We go to school every single weekday. Some of us use Route 57 to go to work.
Santa Ana	Hello, I am a student at Santa Ana College. I am studying transportation, diesel, welding and automotive technology. The OCTA is my ride to my classes. Thank you.
Santa Ana	Plan A is too severe. Too many routes will be eliminated. Strategy C or Strategy D seems more reasonable.
Santa Ana	It is a bad idea to eliminate the Night Owl. Reducing service will add to an existing problem of buses not keeping schedules and overcrowding on coaches. Late and overcrowded buses = less reliability!!!
Santa Ana	Please don't take the 56 and 57 bus from me. I don't have a car. I can't drive. I could not go to my appointments. People couldn't go to work or school. Some of us are old.
Santa Ana	I have friends that bought bus passes from employees for less than half the price. You've been giving away free passes using YouTube and your company's net worth is in the 10's of thousands of dollars.
Santa Ana	I have been working in Newport Beach for 5 years and always have had to take the bus to get there. It doesn't seem fair to me that after offering fair service you want to eliminate the routes that I need to get to work. I will wait and please understand my words.
Santa Ana	I do not agree with plans A, C, and D. Strategy B is most convenient for me and my travels. I am one person and take the bus Monday through Friday. Please take my opinion into account.

Santa Ana	In my opinion don't eliminate routes or service. Kids go to school in the bus- it should come more frequently in the morning and when they get out of school. There are a lot of people who this would affect and it shouldnt matter the time of day- they are all necessary.
Santa Ana	Do not stop the 43 Night Owl. Too many people use it to get home after work. I am one of them. We close the store at 12:00 a.m. and get out at 12:30 a.m. I have to take the 43 at 12:41 a.m. to get home. I won't be able to if you stop the 43 Night Owl and neither will lots of others!
Santa Ana	Please do Strategy A. I use the 83 route everyday to get to work in Laguna Hills. The 83 route is very important to many people that travel to Laguna Hills and Disneyland areas. I get out of work at 11 p.m. 5 days a week and I and others have no car. So please keep it running the way it is. Thank you for all you do.
Santa Ana	Please keep running the 62 bus line. I have a storage unit at Hazard and Beach Blvd. I use the 62 to go to Target at Westminster Mall and to get to my storage unit. Please keep the 62 line. Thanks.
Santa Ana	I don't think Route 59 should be eliminated because Grand Street is a very busy street, and goes to UCI for students. Elementary schools need the #59 very much. Weekend service can be reduced to every few hours, but it should not be discontinued. It will hurt many people that need it to go to work.
Santa Ana	The bus service is worthless. The connections are never on time. It takes someone two hours on the bus to get somewhere where in exchange it would take 30 minutes by car. For that reason you lose customers. More are going to start to drive.
Santa Ana	I am a person that doesn't make much money. I don't want you to raise the bus fares. My family and I need the bus to go to work, school, doctor, and the market. I would like for you to listen to my opinion.
Santa Ana	Please do not reduce the bus service.
Santa Ana	I favor Strategy B. People with disabilities cannot achieve independence without transportation.
Santa Ana	Seniors depend on the bus. Can't we try to fix this problem without cutting more service? How is this going to affect the seniors? How are we going to get to work on time? I have been using OCTA buses for 37 years.
Santa Ana	Please do not eliminate the 56 route because I use it so much for doctor's appointments. I do not drive. I use it for shopping and visiting my mother who can't visit me. Please, please do not eliminate Route 56.
Santa Ana	Please do not eliminate the 33 Magnolia bus. I could not see my doctor or my friends. And what about those who live on Magnolia?
Santa Ana	Hillview High School has eliminated using school buses therefore, students have to find their own transportation to and from school. Majority of them ride 167, how will students that use this route get to and from school if its eliminated? Also bus 25 goes by Community Action Program in Garden Grove and you know most people that have no ride need help from that location.
Santa Ana	My commentary is for the future and not the present. It's that the majority of the people use the bus bring their kids that don't pay. They pass right along and occupy a lot of the seats. So we are basically paying for them as well. I am 76 years old.
Santa Ana	I feel that bus services for streets that people use to and from work should be improved and services that accomodate them to do so should be provided. This should be a priority and continue even at hours that may benefit the users that are not yet in effect. Thank you!

Santa Ana	My comment concerns some of your drivers. I've been riding the bus since January, usually at the same time. I lost my pass today and had no money. I asked 3 drivers (all the 47 route) if I could ride home, even willing to pay tomorrow. All 3 said no. I don't think this reflects very well for OCTA.
Santa Ana	I use the 51 to go to and from school. Without it, I would be wasting a lot of money for gas.
Santa Ana	The day passes went up a dollar, that was abusive as most of us who use the bus are poor. With making minimum wage and part time the bus is the only means of transportation. We are not rich. Raise the fares and cut service what is going on with that? Cut Night Owl- it is what affect the population the least.
Santa Barbara	Please keep the 29 to Buena Park Metrolink via Melvern & Beach Blvd. Keep the same times for Line 35 to Fullerton PNR.
Seal Beach	I choose Strategy B. Please retain ALL bus lines.
Seal Beach	The biggest concern is the elimination of the 60 bus. I have just given up my car and will rely on the bus service. The 60 bus is the only east/west service for all Leisure World seniors. It will create a hardship for many people in this area.
Seal Beach	I need bus route 164.
Seal Beach	I will not be able to go to school if the bus routes I use are eliminated.
Seal Beach	Retail will be hurt. Leisure World people will be devastated.
Seal Beach	I won't be able to go to work if the bus routes I use are going to be eliminated.
Seal Beach	Since I lost my car I am more dependent on the bus than ever. If 46 is eliminated I will be forced to walk a few blocks from Lincoln to Ball Road. I was nervous when I noticed I was being followed. I am saving for a car but it may take 6 months to a year by the time I am ready to buy.
Stanton	Please keep all current bus lines running. Access along all current lines is critical. Please support Strategy B!
Stanton	Please use Strategy B. All routes are important to all patrons. Reducing service proportionally is the best way for all to reduce costs to OCTA, and to retain and maintain availability of all routes, so patrons may continue to move about to work and play Monday-Sunday, even with reduction of service.
Stanton	Don't cut route 46. Please put route 46 every hour all day.
Stanton	I like Strategy D.
Stanton	I think it is a great idea, cutting services. This will free up money for pension funds and also if illegals can't get to work maybe they'll go home and some Americans can get their jobs back!
Sunland	A lot of college students rely on public transportation. As a commuter, I will go with Strategy A, because the less eliminated routes, the more convenient.
Trabuco Canyon	We live in Portola Hills and my daughters go to Saddleback College. I am able to take them to the 85 bus and from time to time I am able to take them to college, as we can not afford for them to have a car. There is no bus line in Portola Hills to start with. My one daughter has Asperger's Syndrome and will probably not get a driver's license due to her anxiety. She will have to depend on bus transportation. If something was to happen to me, my daughters would have hard time getting to college, as well as getting out of Portola Hills. Please vote for Strategy B, as this would be the best of all worlds. There are many people with Asperger's who depend on the bus, as well as many high school students and their parents, as the school bus system for high school students was cut as well.

Tustin	Strategy A. What we need to do is keep primary core routes and modify hours of operation by ever 30-45 minutes for pickup. Eliminate small routes. Increase monthly disabilities passes from \$18 to \$20, and increase regular passes to \$1 and regular monthly \$2.
Tustin	I would be willing to bet money that the majority of people who ride the bus have no other form of transportation. Most cannot afford the costs of owning their own vehicle. Once again, a government agency is balancing the budget on the backs of those who are least able to afford it. What about reducing the salaries and perks of the highest paid administrators?
Tustin	Vote for Strategy B. I am opposed to any further bus route cuts.
Tustin	I favor Strategy B. This would allow the routes continue running.
Tustin	PLEASE DON'T CUT THE BUS SERVICES. I IMPLORE YOU LEAVE THEM THE WAY THEY ARE, PLEASE. I'VE BEEN PRETTY BLESSED WITH THE BUS SO PLEASE PLEASE DON'T CUT THE ROUTES. I NEED THEM AND SO DO OTHER PEOPLE. AND PUT IN NEW BUS ROUTES ESPECIALLY IN IRVINE.
Tustin	I favor Strategy B. No cuts to the buses. How do you expect people to get to work? Please keep Route 75.
Tustin	I ride from Tustin to Newport. Keep routes please.
Westminster	Please put a bus schedule by each bus stop. Have more buses running on schedule. Be more courteous to passengers. I hope the buses keep running.
Westminster	Please do not reduce or delete routes.
Westminster	Please do not cut your 76 bus route. I really need to get home from school everyday. Please have more service on the 76 route. Thank you.
Westminster	I ride both the 21 and 74 buses to school. They should not be taken away, especially the 21. Strategy B.
Westminster	
Westminster	As a care provider for a home of 6 people, I use OCTA for work and for family trips. Please do not reduce day afternoon transportation much less eliminate routes. This meeting does not look like enough people could be here. Buses are usually packed with people. Thank you.
Westminster	Please don't reduce routes much less delete routes.
Westminster	I prefer Strategy A. Please do not lay off your blue-collar workers. OCTA can raise the price of multi-day passes for seniors and the disabled. For example, a 30-day pass can cost \$20 instead of \$18. Two children under the age of 6 can ride free with a fare-paying customer. That is fair enough. Not 3 children.
Westminster	Strategy B.
Westminster	I favor Strategy B. I'd rather be on a crowded bus or wait longer for one, than to have no bus at all.
Westminster	Please don't eliminate Routes 25, 33 and 72. I use Route 25 five times per week. I use this route to go shopping, to Huntington Beach Park, the library and the pier. I also sometimes use Routes 37 and 72 to visit my doctors at the Fountain Valley Hospital. I don't have a car.
Westminster	Can you put a bus schedule by each bus stop? Have more buses running on schedule. Be more courteous to passengers. I hope the buses keep running.
Westminster	Please do not reduce routes. Please do not eliminate routes.

Westminster	Please, don't eliminate Routes 25, 33 and 72. I use Route 25 to go to Huntington Beach Park, the library, shopping and the Huntington Beach Pier. I use Route 25 from 4-5 times per week. I take Routes 37 and 72 to visit my doctors at the Fountain Valley Hospital. I don't have a car, I use Route 33 once per week.
Whittier	Strategy A appears to be the most workable. It eliminates routes may be used by other passengers on the weekend so I worry that this will affect others if they use it for work.
Whittier	Yes on Strategy B.
Yorba Linda	Please don't eliminate the 20 or cut it anymore. If it stops running, I'll have to walk 20 minutes just to catch the 26 or 71. Also, since twice a month I take the earliest 286 I can, it would help to have the 20 at Brea Mall before 6 a.m. If I miss the 6:00 run, I end up waiting an hour for the next bus.
Yorba Linda	September 29, 2009 your 5:30 Huntington Beach bus breaks down so you decide to replace it with my bus? I was kicked off my bus and told to wait for the next one which won't be here for another hour. What the f*** is wrong with you? The 721 bus was re-routed to Huntington beach and we have to wait? Get a clue, it's c*** like this that is costing you money. We have monthly passes every month and this is not how you treat customers.
Yorba Linda	Strategy B works the best for me. I would like to request a stop at Village Center Dr. and Fairmont Blvd. for Bus 30 (Nob Hill) Westbound. Please modify hours of operation so that there is minimum time waiting when transferring buses.
Yorba Linda	I don't think that OCTA has done enough to resolve this problem without resorting to cutting bus service. I have yet to hear or read anything that OCTA has done to resolve this other than cutting service. I hear about meetings for the public and that's it and of course they aren't convenient for anyone other than those that live within close area to the areas where the meeting are, what about those of us who still ride the bus, but may live in more richer areas of Orange County, I'm tired of not being able to go because there would be NO bus that could get me home after. Please consider other means before cutting anymore, Orange County bus riders will not return if anymore cuts are done and where will that leave OCTA? Thanks.
Not Listed	Could employers and schools help with the money? The livelihoods of many families depend on the wage earners who require bus transportation to their jobs. Students have the same needs.
Not Listed	Save Route 33.
Not Listed	Save Route 76.
Not Listed	Save the 76 and 33.
Not Listed	We as disabled students need the 87 to get to and from work everyday. So please don't cut the service on the 87.
Not Listed	Make all the buses near John Wayne Airport go into the airport and make it integrated into a bus station.
Not Listed	Put zone fares in or return a dial-a-ride service to supplement connections.
Not Listed	Metrolink needs to run a train on Sunday from Irvine to Riverside on the same schedule as Saturday morning.
Not Listed	OCTA needs to meet Amtrak trains in South County. Sunday there needs to be a 6:30 a.m. bus northbound from Laguna Hills to Santa Ana.
Not Listed	91 bus does not go into the Laguna Niguel Station. The senior citizens from Laguna Woods can't walk the steep grade at San Juan Capistrano and still make the trains.

Not Listed	Run express buses from San Clemente to Long Beach via 405. Stops at Laguna Hills Transit Center, John Wayne Airport, Cal State Long Beach, Long Beach Airport and the Green Line Station. Connections needed. Add BRT buses. Double fare is okay.
Not Listed	The 83 bus at the Santa Ana Depot at 6:30 is packed. More rush hour service is needed. The 83 bus needs to continue from Anaheim to Fullerton Transit Center to connect to other buses.
Not Listed	You promised bus service if we voted yes on M. I think there should be a class action suite on OCTA for \$100+ million dollars.
Not Listed	Most people who depend on buses (not students) don't access online surveys. OCTA must fish where the fish are.
Not Listed	The 57 bus should not be eliminated because a lot of people use this bus and this is the only way of transportation that many of us have.
Not Listed	To whom this may concern: My concern with the proposed service reduction is twofold. First, I am concerned that it does not go far enough. What assurance does the public have that the additional service hours in March will actually make up for the revenue shortfall? Second, other than cutting service, what steps is the OCTA taking to re-coup approximately \$272-million over the next five years which was lost when the State Transit Assistance fund was eliminated? What is the proposed number of service hours the OCTA is planning on cutting? Last I saw the number was 400,000 (100,000 in September and 300,000 in March), but I had to dig around the OCTA website to find this information -- the documentation I have seen (e.g. the March 2010 Bus Service Reduction Strategies Summary Brochure) does not quantify the proposed reduction. What headroom (if any) is being factored into the service reduction (i.e. 5% of 300,000 service hours are being withheld for management reserve which, when all financial obligations have been met, can be put back into the pool for use)? On a related note, the public does not deal with the hours metric on a daily basis and so has essentially *no* visibility into actual dollars and cents needed. Along with service hours, can the OCTA please communicate to the public in U.S. currency? Regards.
Not Listed	Our company has a good rideshare program. That was why we heard about this. I am a regular OCTA customer. Due to financial restrain according to OCTA's automatic recording, we don't mind (at least I don't) the less frequency of the bus schedules, but we would be appreciative if at least the buses would run within scheduled time limit per the bus book. So that we can schedule our daily activity in a better way since I try to take the bus for almost every trip I go although I have a car. Thank you for your information. Good luck to everybody!
Not Listed	The problem we have in south county is that there is a lot of space between routes here, so taking some off means that some people will be stranded unable to get jobs or medical appointments. Some of the bus lines on OCTA's Plan C and Plan D would eliminate one or more routes like Route 85, important for many disabled persons. A number use this bus line to get to and from home and Adult Disabled Education classes at the high school and Saddleback College, while many disabled persons and seniors use it to get to medical appointments. Disabled persons in supported living programs and in group homes on or near the 85 route depend on Access to get to Vocational Visions workshops and there is a lot of concern that if the 85 goes away so will Access service on the 85 route. I have seen OCTA's Plan A and that would virtually end bus service in South Orange County as we know it. I have seen Plan B and I have seen the Alternative Plan of the Organization of Transit Advocates. I think what works best is a combination of those two plans. Strategy B would preserve the current bus routes and Access service while the Alternative Plan of the

	<p>Transit Advocates would move funding to bus services. A combination of the two is needed because we should also move forward on the Go-Local Program, preserve programs like Mission Viejo's Senior Dial-A-Taxi program, and Access service. But the parts of the Alternative Plan that could be implemented are projects 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 14A, 15, 17, 18, 19, 20, 21, 22, 23, 24, 25, and 25B. The combination of Plan B and the Alternative Plan would allow the fixed bus route system to stay in place, would preserve Access service for all parts of the county, and let those other programs move forward. I have a supported employment job with Vocational Visions in Mission Viejo and I am a member of People First, California, Orange County Chapter. Thank you and best wishes.</p>
Not Listed	<p>Strategy B. I'd rather my adult son with special needs be on a crowded bus than no bus at all.</p>
Not Listed	<p>I am currently a student at CUSD Adult Transition Program. OCTA reductions will have a negative impact on the ability for individuals with disabilities to have a productive way of living.</p>
Not Listed	<p>It would be unfair to lay off drivers or eliminate routes until you have collected all of the revenue to which you are entitled. Two months ago, I suggested collecting a fee for any non-medical package too big to put on one's lap. If implemented, in the first month I would issue a free pass stating, "Starting April 1, you will be charged a daily fee for you package, because it is not medical and too large to put on your lap. Along with the increased revenue, tidier buses will increase ridership. My second suggestion was to eliminate the bike rack. But here a fee could be charged. And last, if you don't put the schedules back on bus stands, how about a label that says, "Bus starts at 7 a.m. and ends at 8 p.m. Maximum wait time between buses usually 30 minutes." Thanks.</p>
Not Listed	<p>In regards of eliminating the 46, I and others do depend on this route daily. It is a very busy route. Please reconsider eliminating it. Without it I have no way to and from work.</p>