Appendix 5:
Coordinated Public Transit - Human Services Transportation Element

Adopted January 24, 2008

NOTE: This document has been prepared using Federal funding from the United States Department of Transportation. The United States Department of Transportation assumes no responsibility for its contents or use thereof.
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Transit Sub-Committee/Transit Advisory Committee (TAC)

2007 Members

Gary Agnes, Ramblin’ Express Transportation
Alyce Buoy, National Federation for the Blind
Brenda Broyles, Pueblo Transit, Transit Superintendent
Kristen Castor, Pueblo Access for All
Anna Ballou, John Ortega, Pueblo School District 60
Dan Centa, PE, Director Pueblo Dept. of Public Works
George Chintala, Citi-Lift
Laurie Clark PE, PACOG Citizens’ Advisory Committee
Clark Engineering
Arnold Gallegos, Shuttle Service of Southern Colorado
George Kirby, City Cab
Leonard Samora, Colorado Blue Sky Enterprises
Gene Montoya, SRDA
Don Saling, Pueblo West Metro District
Todd Ahlenius, PACOG Metropolitan Planning Organization

Pueblo Transit Operations and Administration Building Relocation

HARP Phase III Impacts to Pueblo Transit
The “Grand Gardens” proposal is a $160 million development that will be constructed in and around the area encompassing HARP Phase III in downtown Pueblo. With such tenants as a movie theatre, bookstore, and fitness center, along side boutique shopping space and restaurants, Grand Gardens represents a catalyst development that will stimulate economic activity and growth for Pueblo.

In December of 2006, in a joint effort with the HARP Authority, the Urban Renewal Authority of Pueblo (URAP) co-published a request for proposals (RFP) in an attempt to solicit “Master Developers” to improve the parcels in and around HARP Phase III. In January 2007, two development proposals were received as a result of the RFP. In an effort to evaluate said proposals, and in conjunction with the City of Pueblo, Pueblo County, and the HARP Authority, a 21 member “Task Force” was created, which included representatives from:

- URAP, and URAP staff;
The recommendation of Grand Gardens, LLC, as the preferred developer for HARP Phase III, will result in the needed relocation of the Pueblo Transit Operations and Administration building from the current location at 350 South Grand Ave. A site selection process will need to be undertaking as part of the analysis of possible new locations for the Pueblo Transit Operations and Administration building.

Figure A5.1: Architect’s Conceptual Plans for HARP Phase III & Grand Ave.
Figure A5.2: Study Area for Transit Facilities Relocation Study
Assessment of Needs

Introduction

It is important in the assessment of need to consider both the “Who” and the “Why” people use Public Transit. Within public transit services, there are two components – Fixed Route Service and Demand Responsive Services. Pueblo Transit runs 11 fixed routes through the City of Pueblo.

Figure A5.3: 2007 Transit Route Information

<table>
<thead>
<tr>
<th>Route</th>
<th>M-F Service Hours</th>
<th>Saturday Service Hours - HOURLY</th>
<th>Last Bus from Transit Center:</th>
<th>Service Frequency</th>
<th>Peak Half Hour Service:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 – Eastside</td>
<td>6:30am – 6:00pm</td>
<td>Same</td>
<td>5:30</td>
<td>Hourly</td>
<td>Yes</td>
</tr>
<tr>
<td>2 – Bessemer</td>
<td>6:30am – 6:30pm</td>
<td>7:00am – 6:30pm</td>
<td>6:00</td>
<td>Hourly</td>
<td>Yes</td>
</tr>
<tr>
<td>3 – Irving Place</td>
<td>6:30am – 6:00pm</td>
<td>Same</td>
<td>5:30</td>
<td>Hourly</td>
<td>Yes</td>
</tr>
<tr>
<td>4 – Berkeley / Beulah</td>
<td>6:30am – 6:30pm</td>
<td>7:00am – 6:30pm</td>
<td>6:00</td>
<td>Hourly</td>
<td>Yes</td>
</tr>
<tr>
<td>6 – Pueblo Mall *</td>
<td>6:30am – 6:00pm</td>
<td>Same</td>
<td>5:30</td>
<td>Hourly</td>
<td>No</td>
</tr>
<tr>
<td>7 – Highland Park</td>
<td>6:30am – 6:30pm</td>
<td>Same</td>
<td>5:30</td>
<td>Hourly</td>
<td>No</td>
</tr>
<tr>
<td>8 – Highway 50 West **</td>
<td>6:00am – 6:30pm</td>
<td>Same</td>
<td>5:00</td>
<td>Hourly</td>
<td>No</td>
</tr>
<tr>
<td>9 – University</td>
<td>6:30am – 6:30pm</td>
<td>Same</td>
<td>5:30</td>
<td>Hourly</td>
<td>No</td>
</tr>
<tr>
<td>10 – Belmont</td>
<td>6:00am – 6:00pm</td>
<td>Same</td>
<td>5:00</td>
<td>Hourly</td>
<td>No</td>
</tr>
<tr>
<td>11 – Red Creek Drive</td>
<td>6:00am – 6:00pm</td>
<td>Same</td>
<td>5:00</td>
<td>Hourly</td>
<td>No</td>
</tr>
<tr>
<td>12 – Lake Avenue</td>
<td>6:30am – 6:30pm</td>
<td>Same</td>
<td>5:30</td>
<td>Hourly</td>
<td>No</td>
</tr>
</tbody>
</table>

* New Service as of April 30, 2007 – Route extended to Eagleridge Shopping Center and Pueblo Crossing Shopping Center with service to VA Clinic
** New Route as of April 30, 2007 – Combined Centennial and Fairmount Routes

Through all public outreach efforts made in the preparation of the 2035 LRTP, a few specific comments were received repeatedly regarding transit services. The comments were to extend service into the evenings and to add Sunday service to all routes. The need for transit services and reasons why they are important to the overall community are included in the section.

Review of Previous Studies

In the socio-economic profile chapter and the Community Characteristics section of the Transit Element of this Plan, demographic information was included to show that there is
a significant population of the Pueblo Community that currently utilizes the Public Transit systems. The future forecasts for the community indicate a growing population that will benefit from an enhanced public transit system. Additionally, the operational fleet of Pueblo Transit has a critical need for major replacement of the rolling stock based on the age and mileage of the current fleet.

The need for enhanced public transportation services has been frequently documented in a variety of planning studies and documents. These include the Human Investment Plan (2001), Analysis Of Impediments To Fair Housing Choice In Pueblo (2001), Pueblo Regional Development Plan (2002), Colorado Department of Transportation; Mobility Needs Of Low Income And Minority Households Research Study (2006).

The Human Investment Plan and the Analysis Of Impediments To Fair Housing Choice In Pueblo did an excellent job documenting the existing needs of the Pueblo Community at the time they were prepared. Additionally, the more recent CDOT report specifically focused on the populations that are frequently transit-dependent.

**Human Investment Plan (February, 2001)**

Sections of the Plan that justify the provision of effective, efficient transit services are summarized below.

*Healthy Economy*

Good salaries, wages and a household income that can support a family in a decent manner are essential for people and families to fulfill their potential and contribute to the welfare of the community. A healthy economy depends on many factors, but certainly at the top of the list of important elements is the quality and capability of the labor force. This is a particularly germane to the Pueblo community given the level of wages and the limitations of today's labor force. Investment in people, especially in those aspects that enable them to work better, smarter and at increasing levels of technology is an investment in the economy.

A better-educated and technically trained work force is the core of economic investment. Many of the facilities that the community would invest in to advance the capabilities of the workforce are the same investments that attract new firms and retain existing employers. Quality basic education, technical training centers, job readiness facilities, transportation to work, childcare and many other so-called human investments are also economic investments. Human Investment does imply a shift in the driving force in one of Pueblo's competitive advantages - wage rates. One of the planned outcomes of human investment is clearly to improve the capability of the area's work force. The desired shift will be to depend less on low wage rates as a competitive advantage and replace it with an increasingly skilled (and higher paid) work force. The key to this shift is improvements to the community’s basic education system.

*Community Systems and Strategic Focus*

Adopted January 24, 2008
Human Investment requires the engagement of a number of the community's major systems. Foremost among them are the human services system, the educational system, the health system, family support system, the transportation system, the community’s housing resources, the political system, public safety system and the spiritual resources of the community. All these systems are, of course, already in place. Each functions with intent and purpose to deliver the services defined by their particular mission. Human Investment planning suggests that these systems look to the individual in a more comprehensive way - considering the total person and all of his or her needs as they deliver the essential service that is their charge.

Thinking about the Human Investment strategies instead of community service units may be helpful. For people to thrive, a comprehensive and strategic focus must be embraced by the support systems that allow people to develop to their full potential and partake in the community's quality of life. These systems all exist in the community at present. However, individual services or resources are not always perceived as part of a system. Adopting this perspective is useful in linking services to Human Investment goals and objectives and promoting efficiencies in future investment. In the Human Investment realm there are five basic systems to consider.

1. **Economic Empowerment**
   - Technical Training Center
   - Job Preparedness
   - Child Care
   - Elder Care
   - Entrepreneurial Options
   - Life Long Education
   - Technical College

2. **Personal and Community Wellness**
   - Physical Health
   - Pre and Post Natal Care
   - Drug and Alcohol Prevention
   - Family Abuse
   - Suicide Prevention
   - Teen Pregnancy Prevention
   - Mental Health
   - Self-esteem
   - Emotional and Relationship Health
   - Public Safety

3. **Access to Places and Resources**
   - Transportation Services
   - Communication
   - Information
   - Internet
   - Technical Assistance

Adopted January 24, 2008
4. Youth Support
   • Early Childhood Education
   • Mentoring
   • Support for Problem Children/Families
   • Youth Programs and Activities
   • Tutoring Support

5. Special Care
   • Elderly Services
   • Persons with Developmental Disabilities

6. Leadership/Networking
   • Promotion of “Culture of Self-Sufficiency, Self-Development”
   • Establishment of a Network of Providers Centered on Clients
   • Provision of Human Investment and of Needs on an On-Going Basis.
   • Connection and Marketing with Economic Development Objectives and Programs

The public input to this plan corroborated the conclusions stated above.

Analysis Of Impediments To Fair Housing Choice In Pueblo (May, 2001)

Sections of this plan providing a rationale for effective, efficient transit services are summarized below.

An important attribute in any community is to have transportation available to and from one’s home to their respective employer. The public transportation system serving Pueblo area residents is currently primarily within the city limits. As stated earlier in discussing trend one, that from 1990 to 1999 more housing permits were authorized for areas outside the City of Pueblo. This would indicate more people are residing outside the city boundaries. However, as demonstrated in Map 1 (page 18), the public transportation system has not expanded with the population growth outside the City of Pueblo into surrounding areas of the county.

Connecting workers with low cost transportation routes from their home to their prospective employers is an important aspect of a public transportation system. Illustrated in Map 1 are employers who are located outside of the city public transportation routes. New employers will more than likely build outside the city of Pueblo near the airport or Pueblo West, as there is more land available in these areas. Employees seeking opportunities with these new employers, who include low-income workers, would find an advantage in having transportation accessible to these areas. Lack of access from low-moderate priced housing to employers has more consequential effects for the lowest income groups. For example, while there is technically migrant worker housing available within the city of Pueblo, the workers do not have reasonable access to their place of employment by means of public transportation.

Regardless of income level, decisions are required regarding how to spend one’s
earnings. People who have low wages often live within their means through the use of public transportation. Private transportation requires insurance, maintenance and repairs, so a greater percentage of people with low income may depend on transportation that will provide them with economical and time saving alternatives. For those who cannot afford private transportation, a reasonable alternative is offered through public transportation. When a community provides public transportation, the community will attempt to offer it in such a way that it is as effective and efficient (or more so) than private transportation.

Public transportation in Pueblo is an impediment to low-moderate income families as it is primarily available only within the city limits. As previously discussed, the current trend in Pueblo is that the dispersal of housing and employers has continued to grow beyond the city boundaries. There is an increased need for more accessible public transportation to these areas. There is a significant number of employers who are located outside the city, and many pay high wages. Besides the transportation access to county employers, another consideration is the available hours for transport. The public transportation system’s hours of availability are not as flexible as the working hours of major employment sectors such as service and retail. Many low-income families find both of these aspects problematic. The two examples provided below are used to illustrate the link between public transportation and affordable housing. This link is important for all income levels, especially those in vulnerable income groups that need planned public housing.

There are no planned low-moderate housing units available for migrant farm workers in the county where they work in the farm fields. The few housing units available to migrant workers are located within the east end of the city perimeters. Migrant workers have very low wages and their income is not enough to provide private transportation to and from their home to the farm fields. Therefore, migrant workers are not accessing the housing units provided since the public transportation system does not go beyond the city boundaries to the areas in which they work. This situation underscores the importance of linking public transportation system to public housing.

The Colorado Children’s Campaign has reported that in 1998 children born to single mothers in Pueblo County have increased to 42% of all births and almost half of those children are born to teenage mothers. Most of these single mothers who receive transfer payments in the form of Temporary Aid to Needy Families will be entering the work force when they reach the recently mandated five-year limit. At the same time, these single, working mothers will typically find jobs in the lower paying service and trade employment sectors. Therefore, single, working mothers will be more pressed to access reasonable and affordable public transportation. Taking into account the current transfer between routes, single working mothers do not have the time it takes for them to transport their children to day care, go to work and to respond to an emergency with the way the current public transportation system is set up. For example, some routes are served only once in an hour. To transfer between routes it could take two or more hours to
reach a destination. If a single working mother gets off of work during traditional working hours, which is typically 5:00 pm, she would need to get to her child care or home by 6:00 or 6:30 pm depending on the route she took. As illustrated, this would not be possible given the above situation.

When the community values everyone’s work and/or health care, it is possible to provide reasonable transportation with these attributes of efficiency and effectiveness. It is especially advantageous for a community to value all of its members enough to afford a type of transportation without the need to rely on privatized transportation. The current public transportation system has many shortcomings and it is time for community members and professionals to reevaluate the growing patterns and flexible work hours of employers in the community to meet public transportation needs.

**Study Conclusion**

The three major impediment classifications discussed in this report are affordability, accessibility and decent housing. Every obstacle often influences other barriers. Affordability is a complex impediment that spills over into the other areas of access and decent housing. From a recession in 1980’s to a shift to dominating low paying employment sectors in the latter part of the 1990s, affordability has remained an impediment to fair housing choices in Pueblo in the last twenty years. People with low-income have adapted to a community lacking in public transportation that is not adept in meeting their needs to access home to work in an efficient manner. As the public transportation system changes, it could mark the beginning of a pivotal change in Pueblo, such as using housing allotted to specific low-income groups of migrant workers and single working mothers. With a critical amount of aging homes and rental units, Pueblo is in a transitional period of reviewing its own standards of decent housing and committing to neighborhood reinvestment projects.

**The Pueblo Regional Comprehensive Development Plan**

Pueblo’s 2002 Comprehensive Plan provided numerous recommendations concerning Transportation system improvements. Most prominent among these are the following:

- Improved roadway maintenance
- Improved roads in Pueblo West
- Access to the Southside
- Introduction of light rail
- Bus line improvements with times/frequencies
- Improved Northside transportation
- Improvement of pedestrian and bike access
• Bridge improvements/ maintenance, and

• Provision of air service to Pueblo;

Mobility Needs Of Low Income And Minority Households Research Study (CDOT Report No. CDOT-2006-11)

Study Findings
Overall findings and conclusions were identified regarding how best to address the mobility needs of low income and minority individuals in Colorado in the future. In particular, providing reasonable travel options such as convenient public transportation and safe pedestrian facilities to individuals who do not own vehicles is a critical factor for low income and minority individuals to access jobs and to participate in the same quality of life as the general population. Based on the literature review and focus group research, many transportation barriers emerged such as auto-oriented land use and development contributing to longer trip lengths, higher energy consumption, increased traffic congestion and higher transportation costs. This type of development imposes a particular burden on low-income individuals given the high cost of owning and operating an automobile.

In addition, the relative lack of public transportation in many parts of the state places a high burden on low income individuals, including the inability to access essential life services without access to a car and a high percentage of income allocated to transportation costs. There is a desire among low income and minority populations to see more investment in basic transit infrastructure improvements such as bus replacement, bus stops and bus shelters. Transit service improvements within small communities and transit access from the outskirts of those communities were expressed as a need in focus groups.

Another key study finding is that better pedestrian facilities in both urban and rural areas would improve the travel safety and mobility of low income and minority individuals. Bicycle and pedestrian roadway safety is an issue for low income and minority populations who use these modes at a higher level than the general population.

Finally, creating carpool-matching programs based at human service agency locations could help individuals without cars find more carpool options and encourage individuals traveling alone to offer rides to others. Other new creative options could also be explored such as car sharing, rural vanpool services and telemedicine.
Public Comments to the Coordinated Transit—Human Services Plan

There were four Public Meetings & Open Houses advertised and held in different portions of the City of Pueblo. They were held at different times of the day in locations that were served by the Transit System to allow people with differing schedules to possibly attend one of these meetings. Table A5.1 below summarizes the meetings held and numbers of participants.

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Location</th>
<th>Number in Attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-09-2007</td>
<td>Colorado City (County, SW Quadrant)</td>
<td>4</td>
</tr>
<tr>
<td>1-23-2007</td>
<td>Pueblo West</td>
<td>29</td>
</tr>
<tr>
<td>1-30-2007</td>
<td>Rawlings Library, Pueblo (County, NW Quadrant, City North)</td>
<td>14</td>
</tr>
<tr>
<td>1-31-2007</td>
<td>Rawlings Library, Pueblo (City, south)</td>
<td>10</td>
</tr>
<tr>
<td>February 1, 2007</td>
<td>Pueblo City Hall</td>
<td>Transportation Advisory Committee Meeting, 12</td>
</tr>
<tr>
<td>March 1, 2007</td>
<td>Pueblo City Hall</td>
<td>Transportation Advisory Committee Meeting, 12</td>
</tr>
<tr>
<td>April 5, 2007</td>
<td>Pueblo City Hall</td>
<td>Transportation Advisory Committee Meeting, 12</td>
</tr>
<tr>
<td>May 3, 2007</td>
<td>Pueblo City Hall</td>
<td>Transportation Advisory Committee Meeting, 12</td>
</tr>
<tr>
<td>June 14, 2007</td>
<td>Pueblo Transit Authority</td>
<td>15</td>
</tr>
<tr>
<td>June 20, 2007</td>
<td>SRDA</td>
<td>12</td>
</tr>
<tr>
<td>June 22, 2007</td>
<td>City/County Dept. of Housing</td>
<td>1</td>
</tr>
<tr>
<td>June 28, 2007</td>
<td>AARP</td>
<td>3</td>
</tr>
<tr>
<td>Totals</td>
<td>12 meetings</td>
<td>136</td>
</tr>
</tbody>
</table>

Tables A5.2 and A5.3 below summarize the comments received at the June 14 and 20 meetings. Many respondents were happy with the existing system, but an equal number felt that service needed to be expanded. Sunday and night service were the most strongly recommended expansions. More routes and more frequent service were also clear preferences. Beyond service expansion issues, there were a number of management changes recommended, from better access to route maps to improved safety for riders.
Table A5.2: Public Meeting & Open House, Pueblo Transit Center
123 N. Court Street
June 14, 2007

Expressed Needs for Improvements

<table>
<thead>
<tr>
<th>Need</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Happy With System As Is</td>
<td>13</td>
</tr>
<tr>
<td>Night Service</td>
<td>13</td>
</tr>
<tr>
<td>Sunday Service</td>
<td>11</td>
</tr>
<tr>
<td>More Buses</td>
<td>2</td>
</tr>
<tr>
<td>More Routes</td>
<td>6</td>
</tr>
<tr>
<td>More Frequent Stops</td>
<td>3</td>
</tr>
<tr>
<td>Add Benches</td>
<td>5</td>
</tr>
<tr>
<td>Add Garbage Cans/Ashtrays To The Bench Areas</td>
<td>3</td>
</tr>
<tr>
<td>Add Overhead Protectors To All Benches</td>
<td>6</td>
</tr>
<tr>
<td>Shorter Wait Time Between Routes</td>
<td>1</td>
</tr>
<tr>
<td>Display Route Map/On The Bus Behind The Bus Driver Seat</td>
<td>4</td>
</tr>
<tr>
<td>Schedule/Route Map Posted At Each Shelters</td>
<td>3</td>
</tr>
<tr>
<td>Better PA Systems For The Buses</td>
<td>3</td>
</tr>
<tr>
<td>Bike Storage Rack Should Be Easier To Use</td>
<td>1</td>
</tr>
<tr>
<td>Pueblo West Service</td>
<td>2</td>
</tr>
</tbody>
</table>

Individual Passenger Comments

- Safety issues- cars drive in the bus lanes in front of the Transit Center. Unsafe for passengers to cross the street when they leave the bus or catch the bus in and around the Transit Center Area.
- RMS-provides city transit service fare for their employees.
- Red Creek Route-Waiting time is too long.
- Workers losing 2 hrs of work time in the Eastside/Mesa/ Salt Creek combo. The wait time is 15/20min. A taxi is too expensive.
- Safety issues at Tinseltown/Walmart shopping area where the bus stops now. It would be safer to stop/pickup (specifically the handicap passengers) in the shopping center due to the traffic on Dillon.
- Better service into Eagleridge Shopping Center.
- Later Hwy 50 bus service after 5pm to accommodate the passengers who get off work at 5pm.
Table A5.3: Public Meeting & Open House, Senior Resource Development Agency  
1st Floor Cafeteria  
230 N. Union Ave  
June 20th, 2007

Comments

<table>
<thead>
<tr>
<th>Obstacles:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Terrain</td>
<td></td>
</tr>
<tr>
<td>Curb ramps</td>
<td></td>
</tr>
<tr>
<td>Spaces between buses</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Suggestions:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Van circulars-airport/mall routes that run all the time.</td>
<td></td>
</tr>
<tr>
<td>Size of bus consideration-new buses small vs. large.</td>
<td></td>
</tr>
<tr>
<td>Federal dollars used to buy used buses (look in to it).</td>
<td></td>
</tr>
<tr>
<td>Gas prices-relate to options for mobility-future trends.</td>
<td></td>
</tr>
<tr>
<td>No sidewalk, curb ramps-annexed areas.</td>
<td></td>
</tr>
<tr>
<td>Sidewalk heaving-home owner issue? Who can afford that! Disability is functional not medical.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Comments Specific to City-Lift:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Paratransit comes to the door.</td>
<td></td>
</tr>
<tr>
<td>Travel training.</td>
<td></td>
</tr>
<tr>
<td>Get someone who can evaluate riders</td>
<td></td>
</tr>
<tr>
<td>Have to be disabled to qualify, but not too disabled</td>
<td></td>
</tr>
<tr>
<td>That you need help all the time.</td>
<td></td>
</tr>
<tr>
<td>What to do with people on the margins?</td>
<td></td>
</tr>
<tr>
<td>Draconian decisions being made.</td>
<td></td>
</tr>
<tr>
<td>Talk to high rises-Azteca.</td>
<td></td>
</tr>
<tr>
<td>3-bag limit on groceries.</td>
<td></td>
</tr>
<tr>
<td>Calling out on PA for major roads &amp; stops.</td>
<td></td>
</tr>
</tbody>
</table>