

Association for Education and Rehabilitation of the Blind and Visually Impaired



Orientation and Mobility Division Update

Summer 2021

Volume 24 Number 2

From the Chair

Hello Orientation and Mobility Division,

We are midway through twenty-twenty one and the O&M Division has been busy. We have taken the mission of AER to heart....to serve and empower professionals to deliver standards-based practices that leads to improved educational and rehabilitative outcomes for individuals with visual impairment and blindness.

We have been working to review, revise, and in some cases create new draft position papers. I'd like to thank everyone who has shared their expertise, and time while working on revisions or the development of new position papers. Hats off to you!

By the time this edition is published, division members have had a chance to comment on the following draft or revised position papers: Teaching Street Crossing at Streets and Lanes Where There Is No Traffic Control, Orientation and Mobility in Naturalistic Environments, Teaching Street Crossing at Signalized Intersections, and Orientation and Mobility Assessments for Children. Comments will be read and reviewed. Final drafts will be presented to the Division membership for a vote.

Another one of our activities reflects how we apply the of mission of the Environmental Access Committee to... provide Division members with information about changing government regulations regarding environmental modifications which affect access to the built environment for persons who are blind and visually impaired...and they certainly delivered! Thank you for all your hard work, dedication, and tenacity!

Members of the Environmental Access Committee have reviewed the Notice of Proposed Amendments (NPA) for the Manual on Uniform Traffic Control and Devices (MUTCD). Over ten pages of comments on the proposed changes have been submitted. Thanks to AER for their support and Dr. *Billie Louise* Bentzen, Janet Barlow, and Lukas Franck for summing up the talking points. My three cents were also included in the summation.

Many of the proposed changes in this version impact issues that are of concern to individuals who are blind or who have low vision and to us, as the professionals in this field. Our overwhelming theme is to safeguard accessibility for blind and visually impaired road users.

New Crosswalk Markings

We are deeply concerned about the accessibility or lack thereof for pedestrians who are blind with the potential implementation of new colors and textures within the crosswalk markings and concerned that the revised terms used for crosswalk markings are not clear and understandable.

Accessible Pedestrian Signals

There are some changes related to accessible pedestrian signals (APS) that we strongly support or where we have minor changes to suggest, such as an updated and more accurate graphic about the location of pedestrian pushbuttons (and APS) and a clarification of how audible beaconing should be provided, based on research results. Other changes that we had hoped to see have not been made! First and foremost, this new edition of the MUTCD still does not require accessible pedestrian signals (APS) where pedestrian signals are installed. With the advances in the complexity and variability of signals, we are advocating, as we did in our 2009 Manual comments, for APS at all pedestrian signals.

We understand that the MUTCD, like the Americans with Disabilities Act (ADA), does not require immediate changes to facilities but would require future installations and renovations to include APS. Currently, many cities are installing signals that are intended to make intersections safer for pedestrians, such as Leading Pedestrian Intervals (LPI) and Exclusive Pedestrian Phases (EPP), that make traditional orientation and mobility techniques obsolete because they provide the pedestrian walk signal before vehicles begin moving parallel to the crosswalk. The Environmental Access Committee is advocating strongly for the principle of equivalent information where pedestrian signals are implemented, especially at LPIs and EPPs.

Autonomous Vehicles

We were surprised and disappointed that the word 'pedestrian' did not come up in a search of the new section on Connected and Autonomous Vehicles (CAV)! We would caution that much more needs to be understood about how automated vehicles will safely interact with pedestrians, bicycles, and other vulnerable road users and that the evolving automated vehicle guidance needs to focus as much on the safety of these users as on the operation of the automated vehicles themselves.

Thank you for being a part of the AER Orientation and Mobility community and working together to learn and grow. If you have news related to the division to share, please reach out to Susan Langendonk, Newsletter Editor at susanlangendonk@gmail.com

I welcome questions, suggestions, comments, or any topic related to Orientation and Mobility, you can reach me at aeromdivision@gmail.com. Thank you for the opportunity to serve the AER Orientation and Mobility Division.

JoAnne Chalom

Division Announcements

2021 Donald Blasch Scholarship Winners

Each year the Orientation & Mobility Division awards two \$1000.00 scholarships to students currently in an O&M Program which has AER approval. It is my pleasure to introduce the winners of the 2021 Donald Blasch Scholarship competition. A big thank you to the panel of judges who read submissions from the fifteen applicants.

Susan Langendonk,
Blasch Scholarship Committee Chair

Tina Johnson
Portland State University

I had not intended on adding more certifications to my professional resume, but there is a great need for orientation and mobility services in the northern, rural areas of Idaho. Being an orientation and mobility specialist gives me greater influence and credibility for addressing a healthier lifestyle that includes sports, physical fitness and higher expectations of independent travel for the students or clients that I work with. I want to create an awareness for the public that those with low or no vision are not amazing people because they can travel independently, but are people with amazing abilities beyond their travel skills.



Lindsey Thompson
University of Pittsburgh



I am provided with immense satisfaction when my students grasp a new concept that they believed without a doubt they may never be able to do. Whether they have these doubts because of others or their own self, I am determined to ensure they no longer view them as closed doors, but more so as just obstacles. I have felt a gravitational pull towards orientation and mobility due to its lasting impact on my clients' lives. Having that great of an impact on someone's life makes me grin from ear to ear-- literally.

Donald Blasch Scholarship Background

Raychel Callary

Congratulations again to Tina Johnson and Lindsey Thompson for receiving the 2021 Donald Blasch scholarship! I'm so glad that our field honors this important leader by supporting new colleagues. Donald Blasch was the first director of the first university O&M program (Western Michigan, 1961) after learning from Russell Williams at the Hines V.A. center. Over the years he received more than a dozen awards, and his contributions have been recognized by organizations throughout the blindness field. After retiring in 1984, he served as President of the Michigan Foundation for the Blind and Visually Impaired where he established an outreach program to introduce individuals to rehabilitation and encourage them to enter a comprehensive rehabilitation program. Thank you to American Printing House for this biographical information.

Below is a list of past recipients. If you can help fill in missing information, please email me at raychelcallary@gmail.com. Thank you!

1995	Sandra Benson	
1996	David E. Scott	
1997	Susan Slay	
1998	Julie Harding	Kathryn Roeser
1999	Lyssa H. Daniel	Carole S. Moorehouse
2000		
2001	Maya Delgado	Theresa Whyte
2002	Holly M. Lawson	Jackie L. Matthews
2003	Joan Chun	Natasha Mlotok
2004	Kerry Ann Birchall	David Rumer
2005	Sook Hee Choi	William Closson
2006	Tami Gomes	Amber Wilde
2007	JoAnne Chalom	
2008		
2009	Mike McDonald	Mary Jessica Chandler
2010	Amy Powell	Teryl Boland
2011		
2012	Sarah Bussey	Gretchen Fisher Orr
2013	Sigalu Epenesa	Faye Miller
2014		
2015	Lynn Campbell	Ashley Peterson
2016	Kirsten "Rishi" Connelly	Allison Zocchi
2017	Christine Guilbeault	Adrienne Shoemaker
2018	Michael Foster	Jacob Thistle
2019	Sheri Hoffert	Julie Heil
2020	Brittany Larkin	Sherri Hoffert
2021	Tina Johnson	Lindsey Thompson

Environmental Access Committee Report

As mentioned in the O&M Division Chair's letter, in addition to making comments on the Manual of Uniform Traffic Control Devices (MUTCD) Environmental Access Committee members have been working in their communities becoming a part of conversations with traffic, transit and designers who work on public right of way issues. Any COMS can begin to have an impact on the changes within your local communities on public right of way issues which impact pedestrians who are blind or have low vision. Getting on email lists of local transit, community development agencies or state/county DOTs, will give one information on future projects or public meetings, which most likely impact the areas that you practice in. Sometimes just being a regular attendee, who raises the needs of pedestrians who have vision loss in the planning of projects, will raise awareness that accessible improves will include those which impact pedestrians who are blind or VI. When teaching an intersection or route, wondering "What the heck? Who design this?" as it is, presenting a barrier to a Ped who is blind. If COMS and Peds with vision impairments are not in the room when these design construction projects are being considered. As COMS we have a unique knowledge of what poor design means to decreasing the independence of our students. By educating ourselves on different public right of way issues, such as traffic calming, intersection treatments, etc., we will become better teachers and advocates. The following are some stories of the impact of having O&M professionals at the table when decisions are being made. Please send me your public right of way advocacy stories, so I can include them in the next OM newsletter at Mobilitymeg@aol.com

The Power of Community Relationships: Advocating for Detectable Warnings at Transit Terminals

Liz Robertson, COMS Colorado

Recently in Colorado Springs, I was successfully able to advocate for accessibility at the city's downtown transit terminal. This win for accessibility was made possible because of a strong working relationship with community partners.



Over the past six years I have worked closely with Colorado Springs's Mountain Metro Transit (MMT), sitting as a member, and currently chairperson, on its Transit Passenger Advisory Committee. Through this relationship, members of the Transit Passenger Advisory Committee have come to trust my input when considering implementing changes to their fixed-route and paratransit services. This group recently reached out to me regarding detectable warnings at MMT's downtown terminal.

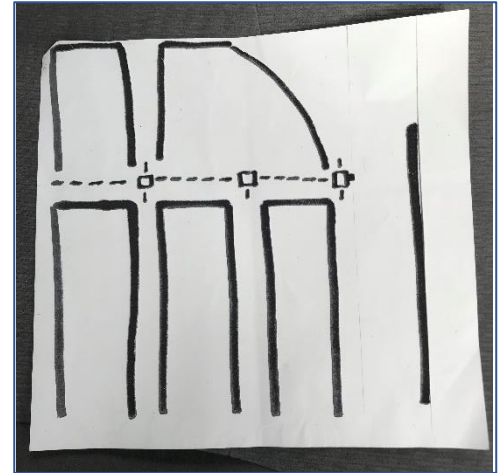
These detectable warnings were originally installed years ago with the guidance from the AER OM Environmental Access Committee (EAC).

The terminal is on the ground level of a parking garage, meaning it is covered with two of the four sides of the area enclosed by walls. The other two sides open to the street and sidewalks. This causes a great amount of echo, making it difficult for a visually impaired traveler to navigate.

The detectable warnings are crucial for accessible and safe navigation as they define the walking areas as well as outline each bus lane. My colleagues and I train our students on how to identify and walk along them, and we often use a tactile map in conjunction.

MMT recently reached out for input, as the organization was considering uninstalling these detectable warnings. The rationale was that they were difficult to keep clean in the winter season because the busses bring in slush, resulting in the accumulation of ice, making the terminal dangerous for pedestrians within the boarding areas.

This question brought the detectable warnings full circle back to the AER OM EAC. Together we brainstormed solutions for safe cleaning of these surfaces — manual use of shovels, push brooms, and snow blowers — instead of using truck plows that get stuck on and/or tear up the detectable warnings. It was also a great reminder to MMT of the needs and abilities of the visually impaired community, and that building accessible environments has a positive impact on *all* riders, as I've seen sighted transit riders follow the outline of the detectable warnings as well!



Because of these relationships and collaboration, MMT ultimately decided to keep these oh-so-essential detectable warnings and change from a plowing system to a push broom and shovel system (an easy switch in a medium-sized area). MMT's staff has been reminded of the need for accessibility, which in turn has helped them provide better customer assistance.

In summary, I, alongside the EAC, highly recommend getting involved with your local transportation providers, advocating for accessibility, and considering all options for the safety of the community as a whole. There is great power in establishing relationships with community partners.

In this situation, transit staff didn't know what they didn't know, and had they not had a contact to collaborate with, they may have unknowingly removed a vital aspect of accessibility to their service. It is through education and advocacy that we work together to build better communities!

Guidance Tiles at MBTA Transit stations Meg Robertson COMS, Boston, Massachusetts

Recently, I was asked to comment on a design for the new MBTA Green line platform, Customer Assistance Area/CCAs. These CAAs, are defined area on the subway platform which includes, signage, brighter lighting, seating area, security camera and an emergency call box. This area was outlined by a guidance tile on either side of the seating area, leading from the detectable warning edge of the platform to the back wall, with a 3-foot gap, allowing for wheelchairs to pass through the area without rolling on the guidance tile. Although this design had been used as a demo project some years before, it had never been tested if passengers who were blind, knew it was there or what it indicated.

Below is a photo of a CAA. There is an overhead brightly lighted sign, additional lighting on the back wall, where the yellow emergency call box is located. The subway loading area is on the right, with a yellow detectable warning tile, the white guidance tile is perpendicular to the detectable warning tile,

starting at the DW, a 2-foot panel, a 3-foot gap, another white guidance tile starts up again extending to the back wall. These guidance tiles are outlining the CAA area on both sides.



They are also not in the same location at all stations, as the MBTA stations are not built the same due to the age of the stations. Somehow this design was codified into a MBTA construction directive for all CAAs. Issues for passengers who are blind, are, is that unless they were using their cane to trail the DW near the platform edge or along the wall area, there was a good likelihood they would miss the guidance tile. If one did locate it, one would have to search around to find the emergency call box to get assistance.

Due to this conversation, I contacted the MBTA Systemwide Accessibility Office, with my concerns as this design did not meet the needs of passengers with vision loss, in locating the emergency call button. I used the information that Elizabeth discussed above and research from Janet Barlow and Beezy Benston have done on guidance tiles and users with mobility impairments to pass on to the Accessibly office of the MBTA. Due to these conversations, the MBTA is now setting up a project to look at redesigning these areas.

The recommendation is to run one guidance tile from the detectable warning tile to the emergency call box, across the entire platform. This will enable blind and VI passengers to locate the call button quicker during an emergency. They are also now going to include passengers who are blind and VI in the testing of this design.

So, if you see there is an issue of access or a design problem for your students, say something. Contact the agency or manager to explain how a design or project might negatively impact individuals with vision impairments. The designers do not have any idea that the design being proposed is not meeting the needs of all users.

Due to involvement in different transit groups, transit agencies and accessibility meetings, the Mass. Commission for the Blind O&M staff have been invited to comment on floating bus stop designs and protected bike lanes in the city of Boston. Sometimes we have to invite ourselves to a meeting, rather than waiting for an invite.

If you have been working on accessibility issues around your community, the EAC, would like to hear from you. If there is an issue that has been perplexing you or your students, please contact us.

Meg Robertson, COMS, Chair of EAC
Mobilitymeg@aol.com

Members of EAC

Beezy Bentzen, Alaska
Raychel Callary, Washington
Jen Graham, Michigan
Claudia Libis, New Hampshire/New England
Elizabeth Robertson, Colorado
Dona Sauerburger, Maryland

Janet Barlow, North Carolina
JoAnne Chalom, Florida
Melanie Hughes, Virginia
Meg Robertson, Massachusetts/New England

Gene Bouquin, New York
Lukas Franck, New Jersey
Laura Park Leach, Missouri
Linda Meyers, California

Spotlight on District Directors

Claudia Libis, District 4

I am Claudia Libis, teacher of the Visually Impaired in the Manchester, NH school district, dually certified founding member of AERBVI in Vision Education and O&M (I keep my COMS current), northern northeast representative of the Environmental Access committee. Although I do little active direct teaching in O&M, I have always maintained my membership in Division 9 (our old identity) because there is always something exciting going on with this group (often a conflict) and I hold the importance of this field in very high regard. The group is passionate about what they do. You don't find too many Mobility instructors just putting in the time from day to day. Maybe it's those lessons in the pouring rain, or the 10th 8-foot snowbank you go up and over in a day's time in pursuit of a whining client, or the frustration you feel with yourself when a client just can't seem to find their way out of a paper bag. If you didn't love it, you wouldn't be here. Because of the life-or-death nature of O&M, there's bound to be conflict, and as a group we are more thoughtful than many. If you can't see that good dialogue leads to a stronger field of practice and close ties that last a lifetime, you maybe shouldn't be on the National Board!

Serving on this board, perhaps as your representative, does not require a huge amount of time, yet the benefits are immense. We discuss the business of the day, but also get a feel for issues affecting our field in TX, Washington state, FL, VA, IL, etc. The tidbits I have gathered from this group would not be available anywhere else, and often make me more appreciative than ever of my own situation.

Valery Kircher, District 6

My name is Valery Kircher and I am a COMS and TVI. I started my career at Kutztown University where I graduated with a BS in Elementary and Special Education, Visual Impairment in 1986 under the tutelage of Harry Lasky. Once I was a TVI, I worked as an itinerant in PA, NJ and United Kingdom, as well as my current place of employment in Virginia. I also earned a law degree, and a Masters in Orientation and Mobility for Children at Western Michigan University, and later passed ACVREP assessment to become a COMS.

Currently I am working through the Cortical/Cerebral Visual Impairment Certification program at UMass, Boston. This program will allow me to become well versed in working with children who have a brain based visual impairment.

This type of visual impairment is becoming more widely known about with assessment, interventions and applications more readily available during COVID due to virtual trainings. I currently work at the state of Virginia's Department for the Blind and Vision Impaired where I am an Education Coordinator for the Tidewater/Hampton Roads region.

District Director Reports

District 3 – Maggie Winn

Illinois, Indiana, Michigan, Minnesota, Ontario and Wisconsin



Bryan Young, GDMI 52, of Fort Wayne passed away unexpectedly on Saturday, May 15, 2021 at Lutheran Hospital in Fort Wayne. Bryan was born November 26, 1968, in Rochester, Michigan, where he began his career working with guide dog organizations, starting in 1994 at Leader Dogs for the Blind. Bryan's career of nearly 30 years spanned not only the United States, but included learning and observing dog behavior abroad.

Since July 2018 Bryan was in Field Services at Guide Dog Foundation and America's VetDogs serving mostly the Midwest. Bryan's skills and talents impacted the other organizations he worked with since 1994 including Leader Dogs for the Blind, Guide Dogs of the Desert, Guide Dogs of America, Eye Dog Foundation and Paws with a Cause. Bryan dedicated his life to improving people's lives by training guide dogs and helping people reach their independent travel goals.

Those that were blessed to know Bryan can all agree he was tenacious and a true educator, always willing to share his knowledge and learn from others.

Surviving are his beloved wife, Julie Young of Fort Wayne; his pets, Fergie, RJ, and Gigi; his father, Ernie Brown of Haslett, Michigan, and many, many loved ones. He was preceded in death by his mother, Mattie Sue Strunk.

There will be no visitation or services. In lieu of flowers, please consider donating to Guide Dog Foundation and America's VetDogs, 371 East Jericho Turnpike, Smithtown, NY 11787-2976, or online at www.guidedog.org.

Illinois

Second Sense

Make sure to check out the upcoming events for clients at Second Sense at 65 E. Wacker Place Suite 1010 in downtown Chicago.

<https://www.second-sense.org/calendar/>

Indiana

Indiana AER

For information on the upcoming 2021 Indiana AER conference, follow the link below to receive updates.

<https://www.in-aer.net/2121-conference>

Bosma Enterprises has an opening for an Orientation & Mobility Specialist. Applications can be submitted online at Bosma.org or by mailing your cover letter and resume to:

Bosma Enterprises

Attn: Human Resources

6270 Corporate Dr.

Indianapolis, IN 46278

Michigan

Macomb ISD in northeast Metro Detroit has an opening for a full-time Certified Orientation & Mobility Specialist. This position will serve students birth to 26. Join a team of 9 TCVI's and 4 COMS. Visit the link below to apply:

<https://misd.tedk12.com/hire/ViewJob.aspx?JobID=412>

Michigan AER

Motivation. Access. Excellence. Resilience.

The Michigan AER 2021 Annual Conference went online for the second year and was a huge success with 225 attendees! Gerry Brooks gave a memorable keynote speech. Presentations were a mix of live and pre-recorded sessions. Attendees also had the opportunity to attend vendor sessions to learn about new products and services. The conference was a great success and let practitioners obtain a larger than normal amount of CEUs through archived sessions. Thank you to the MAER board for their dedication to the field and continuing to deliver the annual conference!

Lion Bear Lake Camp is Friday July 16-Sunday July 18th. Campers can register here:

<http://app.campdoc.com/register/lionsbearlake>

Leader Dogs for the Blind

Leader dog in Rochester, MI is accepting applications for Orientation and Mobility and Guide Dog Training. For current application information contact Client Services at (888) 777-5332 or clientservices@leaderdog.org.

To obtain an online application, visit <https://www.leaderdog.org/apply/>

Leader Dogs for the Blind now offers free virtual learning opportunities for prospective clients, graduates, family & friends and Blind Rehabilitation Professionals (ACVREP CEUs available. Check out these options at www.leaderdog.org/resources/virtual-learning/

Minnesota

Minnesota AER is looking for members to serve as Chapter President, Treasurer and Secretary. If you are interested, please send an email to aer@aerbvi.org.

Claudia Libis, District 4 director, Northeast U.S.

Connecticut, Massachusetts, Maine, New Brunswick, Newfoundland, New Hampshire, New York, Nova Scotia, Prince Edward Island, Quebec, Rhode Island, Vermont

As the world opens up because it's Spring, and even more-so because MAYBE we're getting a grip on COVID-19, let me tell you of a few things going on in the District. In RI, we were horrified to hear that all the Mobility people and most of the Vision teachers in the state were being pink-slipped. The next day they were approached by Perkins School for the Blind and invited to apply there. This despite the testimony to the RI State Legislature delivered by Vision leaders in many of the states of New England, which didn't seem to matter at all. Change.

Roundabouts are appearing all over New England, some with nice truck aprons and low foliage that facilitate better navigation for blind and VI persons, many without those safer features. There are almost never APS, or any pedestrian signaling for that matter, on the streets leading into these roundabouts.

More and more, mid-block flashing beacons are appearing. I have seen them work, but never with the auditory component that is an option activated. Blind and VI people never know if the signal is working before they step out into the roadway.

In Boston, bicycle and scooter rentals are appearing all over town. They are pretty much non-regulated, and bikes are scattered all over the sidewalk, making for a very hazardous or near non-existent right-of-way for pedestrians, especially those with little or no vision.

Everywhere, the street seating that became essential for the future of restaurant survival during COVID has grown kind of popular. Our municipalities are starting to look European as people bring their dogs out to dinner with them! Sadly, our towns and cities haven't kept up quite as well with helping these businesses maintain an easy-to-follow pedestrian plan so that ALL pedestrians can maintain their orientation to sidewalk travel while allowing the restaurants to share the space.

Finally, the future of the MUTCD, the Manual on Uniform Traffic Control Devices, impacts all of us in the O&M field more than you may realize. Members of the EAC have invested hours and hours becoming familiarized with the changes proposed for the new Edition being proposed and making our positions heard. Please support them in this work that is often critical to the lives of the clients/students we serve. Our work is certainly cut out for us!

I would love to hear from you if you are in the Northeast, and encourage you to be active in this vibrant and very relevant Committee (even if you aren't in District 4).

All the Best and Stay Well,
Claudia Libis, proudly COMS

DISTRICT 6 - Valery Kircher

Delaware, Maryland, New Jersey, Ohio, Pennsylvania, Virgin Islands, Virginia, West Virginia, Washington D.C.

This year has been rough on many with the pandemic. However, with the vaccine and numbers going down many camps and summer programs will be in person, though some will be virtual. In this newsletter I am including a few activities from around District 6.

Ohio

Highbrook Lodge, in Cleveland Ohio is a camp for all people who have a vision loss from ages 1-99 years old. The camp allows people to come together and make and renew friendships, develop independence skills, enjoy the outdoors and in general be with others who share a similar disability. This year the camp will be once again virtual and will focus on such activities as mindfulness/meditation, piano, speaker series, and other activities. The website for this program is www.clevelandsightcenter.org

Delaware

Camp Abilities in Dover Delaware. This camp is an overnight camp for children 7-17 years of age who are blind or visually impaired. The camp focuses on sports such as golf, soccer, beeper kickball, boating and other activities, the camp helps children develop independence and self-esteem. This year the camp will also be virtual and the website is www.campabilitiesdelaware.org

New jersey

YMCA of the Pines in Medford, New Jersey. This camp supports students with visual impairments and other disabilities. Campers develop independence, development and learn new skills as well make friendships. The camp seems to be in person this year and the website is www.ycamp.org and is under Specialty Camps Inclusion at YMCA of the Pines.

Pennsylvania

Lions Beacons Lodge Camp in Pennsylvania. This virtual camp is five days long and focuses on different daily themes such as color of the day, hat day, and pet day; and is geared towards children who are visually impaired. There will be arts and crafts, story time, exercise, and camp fire talks. The website for this is www.beaconlodge.org

St. Thomas / St. Johns USVI

Voices on Zoom is a virtual summer camp for children 8-12 years old. While not per se a camp for children with visual impairment, the nature of the camp may make this virtual camp adaptable to children who are visually impaired. The campers will meet virtually and will receive coaching from an on island with the outcome of a recording of a musical production on YouTube. This is only for children who live in the US Virgin Islands. To register go to www.singstjohn.org

Virginia

Camp Easter Seals, New Castle Virginia. This camp hosts a one-week program for children who are visually impaired. Teachers for the visually impaired as well as Orientation and Mobility specialists work at the camp that hosts children from all over the state. Arts and crafts, water activities and ropes courses are some of the activities that go on during the one-week program. This year the camp will again be virtual. The website for this camp is www.easterseals.com

Division Executive Committee

CHAIR: Joanne Chalom
EMAIL: aeromdivision@gmail.com

PAST CHAIR: Chris Tabb
EMAIL: chris@sensorytravel.com

CHAIR ELECT: Raychel Callary
EMAIL: raychelcallary@gmail.com

SECRETARY: Jennifer Duncan
EMAIL: duncanj@d62.org

TREASURER: Robert Alminana
EMAIL: robert.alminana.56@gmail.com

DISTRICT 1: Loana Mason
EMAIL: loanam@nmsu.edu
(Alaska, Alberta, Arizona, British Columbia, Colorado, Hawaii, New Mexico, California, Nevada, Idaho, Montana, Wyoming, Northwest Territories, Oregon, Utah, Washington, Yukon Territories)

DISTRICT 2: John McAllister
EMAIL: jwmcallister@ualr.edu
(Arkansas, North Dakota, South Dakota, Iowa, Kansas, Louisiana, Manitoba, Missouri, Nebraska, Oklahoma, Saskatchewan, Texas)

DISTRICT 3: Margaret Winn
EMAIL: margaretkwinn@gmail.com
(Illinois, Indiana, Michigan, Minnesota, Ontario and Wisconsin)

DISTRICT 4: Claudia Libis
EMAIL: clibis13@gmail.com
(Connecticut, Massachusetts, Maine, New Brunswick, Newfoundland, New Hampshire, New York, Nova Scotia, Prince Edward Island, Quebec, Rhode Island, Vermont)

DISTRICT 5: Amanda Stolz
EMAIL: argordon08@gmail.com
(Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Puerto Rico, Tennessee)

DISTRICT 6: Valery Kircher
EMAIL: valeryherring@yahoo.com
(Delaware, Maryland, New Jersey, Ohio, Pennsylvania, Virgin Islands, Virginia, West Virginia, Washington D.C.)

Visit the O&M website for a list of Committees: <https://aerbvi.org/oandmdivision>

Susan Langendonk, Editor
susanlangendonk@gmail.com
Next deadline: September 1, 2021

Association for Education and Rehabilitation of the Blind and Visually Impaired
5680 King Centre Drive, Suite 600, Alexandria, VA 22315
aer@aerbvi.org ■ www.aerbvi.org ■ <https://aerbvi.org/oandmdivision>