

**Spring 2023 Volume 26 No. 2**

Association for Education and Rehabilitation of the Blind and Visually Impaired

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## **From the Chair:**

Hello Division Members,

I hope you are enjoying spring weather! The crocuses always rejuvenate me after a frozen winter.

The O&M Division will be hosting an open forum on **Wednesday, April 26 at 7 pm (Eastern Time).** Please join us for an update on division activities and to discuss current issues in the field. You can register by clicking here: [**https://us02web.zoom.us/meeting/register/tZ0oduGsqzstHNzLWHN\_MaXJ8Z7s5JuXqAlg**](https://r20.rs6.net/tn.jsp?f=001yTSxTn7KlaO_-Hrt-tuRMQBKxM0j605CaIudTgh6RmR5NYpo5yFOKqBrLZUCImtCl7Jw0VuJl6lisPbG5HGOnW5qNBdJldQ1iGzSwam9VLgHaCQ2tx2I8FJmStYE2pLSJjyLT8CQ7H7XdYPwUh_KlQ3FhRF6T2EMNhDsExXmfYj5piAbGU1k7lVgBRu_VIRvJi0dTu_pyLWM6rlq33lipaYiRIO-YAak&c=6-BVlEyuP-Dyv6Ut09Dh7bOZQGXY47_Se1BU9qL_hpqDsSifHjyZOw==&ch=di2ouQqfzJXT-lssY9DxQ3wNpthCjPfL69o7Su4UF91e9lthE6TjaA==)

In January, several members of AER’s Environmental Access Committee participated in the Transportation Research Board annual meeting in Washington, DC. This meeting is an opportunity to interact with people planning the future of infrastructure design and transportation policy, and provide education and advocacy regarding accessibility. It is also a great opportunity to learn about changes to anticipate, and to bring this information back to the membership. The Environmental Access Committee is planning a webinar to share later this year and attendees shared information learned in this newsletter.

There are places for additional members on several division committees. If you are interested in learning more about opportunities to be involved with division activities, we would welcome your participation. Please email us at aeromdivision@gmail.com.

Wishing you spring flowers!

Raychel Callary

AER O&M Division Chair

**O&M Environmental Access Committee Report**

# The City of Chicago Is Held in Violation of the ADA: A federal judge in Chicago held the City of Chicago liable for violating the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act by failing to provide accessible pedestrian signals at signalized intersections throughout the city to those who are blind or have low vision. ACB of Metro Chicago, an Illinois Council of the Blind chapter, filed the suit in 2019 alleging discrimination against blind and low vision individuals by the city. [Read the full DOJ press release.](https://r20.rs6.net/tn.jsp?f=001M6RQK0JAK30JfAzndfrkfa8_KP8biT9eIAO0uyuP3374-rUcgMZZqcohViV10NMf294tCF6OLJoQZdLCAkWr69XrEA378YRkH_UiyE75FRQC2HlpUWyQuY3KE-K_Nxp7cahgEQnBDpuR1AtNIcmte7SsS4PG9X139jY-HRvw_LijGU_bR-p5urGN2NLgrX62UpGSP9FgQ05zvHZACBPvYC2zLP_VzXP9qERB4JsYO_2VhvOb64qJ-8-1OR4JPY08VrZVvNl3uXJXtIF1lOgt15c4k49ZdjYUAL3SVcrGn4GLU4gVTOrtSli8TV8dII_9KH-qnTknOg1X3ax4CSb3Jh2mckQcG7dWXkQrGgCS4R-yP9bqRB00E5B8x6fhltas8lrYxGMobOSijwdxBexhS9NucSTmCGbKzwOmDfv2pTz4MthplSl9JHiHb-zTzuYhRHCt-Q_uNSna-WbguK0UNW9bTfvYTxR8VkaPEXGlcxIBAJBtN0OxJTXU8szZg3_d4BYq-UL335dfb1stYc5EtHcDJcwXPJNWXnfDv1qvu0oK_svojoEEj6uc5Cm7oM7v&c=sZC7l9rOAUJcRgZffSgfrfuaamr4dy_aUb0NbO-vfZLoEWVRdOdgoA==&ch=OHpjeXah4W85W_pv-XWqrM7AcoZy1vmUTKDemGn1R4ZtZOXKY5VHAQ==)  Janet Barlow, and since Janet’s death, Linda Myers, were primarily responsible for providing subject matter expertise.  Neither Janet nor Linda relished doing this work, but both recognized how necessary This follows the New York City settlement, which Janet was also instrumental with. Both Linda, Janet and Gene Bourquin were tasked with the enormous amount of detailed and exhausting work involved to improve street crossings for individuals with vision loss.

This past January, some EAC committee members were able to attend the Transportation Research Board Meetings. Some of the takeaways from these meetings are below.

**Raychel Callary: Micromobility:** Many of us have been encountering micromobility in our communities, where shared bicycles and scooters are rented with an app. Communities have had challenges enforcing rules regarding riding and parking on sidewalks.

These devices are defined as low speed, meaning a top speed of 30 mph. They have a weight limit of 300 pounds. For the first 10 years, micromobility systems utilized docks, requiring charging in specific locations. Starting in 2017, dockless micromobility launched across the country. Electric scooters are used for nearly half of rides, and there were 107.6 million micromobility trips in the US in 2021. These initially addressed the issue of the "last mile" connection of a trip, but the addition of e-bikes have extended this ability to provide transportation throughout cities. Research is taking place regarding whether these have begun to replace auto trips. A lack of safe infrastructure could hold back the implementation of micromobility, and could increase conflicts with pedestrians as riders utilize sidewalks. Presenters noted studies indicating that available bike lanes and the presence of a parking corral in a parking space decreases sidewalk riding.

It was described that less than 10% of vehicles are improperly parked, although this can be perceived as more widespread. The presenter commented that having up to 10% of vehicles parked improperly and frequently blocking the street would create large issues and so this should not be trivialized. Incentives may be available to encourage proper parking, such as a subsidy to park at a transit hub.

Considering micromobility riders as vulnerable road users may lead to lax enforcement of rules against sidewalk riding. Advocacy for bicycle infrastructure should lead to better pedestrian accessibility. One presenter noted that community members are often bothered by micromobility at first, but that after a few years people stop complaining and he surmised that people are no longer bothered by them. If you have challenges with micromobility in your community, check into the procedures for submitting complaints. It may be that your city has a website which is separate from the company to whom you can also report. Adding to the collection of data may help in advocating for local policy.

**A shift from vehicles to people:** State Department of Transportation leaders discussed a shift in mindset in recent years from moving vehicles quickly to a multimodal focus aimed at slowing and reducing the number of vehicles and to people and quality of life.

Economic development and connecting communities were named as common themes. Leaders noted increased attention to the need to bring people together and to learn from the community rather than imposing ideas.

**Delivery robots:** Delivery robots have arrived in some cities, and may be on the way for many more of us. It was noted that in these testing areas there are only a few in use at a time, so there has not been much data collected. Remote assistance is currently available to delivery robots, which has been needed for issues including with street crossings. In testing some robots got stock and some tipped but reportedly did not create safety issues aside from becoming an obstacle. Street crossing issues included not having enough time and being hit by vehicles. Lack of curb cuts created issues with crossing, as well as encountering obstructions. It was noted that companies had been able to map where curb cuts are missing and program robots to avoid these.

**JoAnne Chalom:**  This year the Annual Meeting of the Annual Meeting of the Transportation Research Board (TRB) felt as if we had turned the corner with 10,000 attendees which was closer to the 12,000 to 14,000 people that typically attend TRB. Many international and domestic attendees traveled to Washington DC.

During the AME50 Committee on Accessible Transportation and Mobility ([Accessible Transportation and Mobility](https://www.trbaccessmobility.org/) ) meeting individuals from the Department Transportation, presented on topics related to the scope of the Committee on Accessible Transportation and Mobility.

Here are some highlights of their ten-minute presentations with links to their full power point presentations and contact information.

**National Geospatial Bike, Pedestrian, and Accessibility Infrastructure Data Project :** The Office of Spatial Analysis and Visualization at the Bureau of Transportation Statistics (BTS) is work towards filling that data gap by creating national geospatial data layers on the extent, connectivity, and condition of bicycle, pedestrian, and accessibility infrastructure in public rights of way and in transportation terminals, like train stations and airports.

The BTS is the coordinator in this space, building access to these data across the many organizations that already collect it, starting conversations to increase interoperability, supporting organizations to collect and share new data, and, ultimately, providing a place to aggregate and share data in the National Transportation Atlas Database. For more information access the link below.

[National Geospatial Bike, Pedestrian, and Accessibility Infrastructure Data Project](_blank)

**Open The Paths:** The Transportation Data Equity Initiative (TDEI) is a project led by the Taskar Center for Accessible Technology and Washington State Transportation Center, sponsored by the ITS4US Program, US Department of Transportation. They improve equitable access in travel services, travel environments and in transportation data. The IDEI builds open-source data collection and vetting tools, transportation data digital infrastructure, and governance frameworks that enable public-private transportation data sharing and interoperability. For further information contact tdei@uw.edu  or select this link [Open the Paths 2023: An Open Data & Transportation Equity Conference Tickets, Multiple Dates | Eventbrite](https://www.eventbrite.com/e/open-the-paths-2023-an-open-data-transportation-equity-conference-tickets-515043698567)

The Inclusive Design Challenge Winners presented by David Perlman from the Office of Policy Coordination and Development of the U.S. Department of Transportation Office of the Secretary highlighted projects to help people with a variety of disabilities access technology within passenger vehicles. The link has further information: [Inclusive Design Challenge](_blank).

Two more programs from the Department of Transportation focus on improving navigation and ITS4US project on Improved Navigation and data access equity. The links below provide detailed information.

[ITS4US project Improved Navigation](https://drive.google.com/drive/folders/1s8PnsS9yRIi6p5AEJqANkvPysQlLR6Yz)  Mark Hallenbeck – TRAC-UW

[ITS4US Deployment Program](_blank)  Elina Zlotchenko/Carolina Burnier – Noblis

Other projects that might pique your interest:

**Accessible Streetscape Design Project:** The Institute of Transportation Engineers and the International Parking & Mobility Institute is looking for volunteers from a diverse group of organizations and backgrounds to participate in drafting an informational report on accessible streetscape design. For more information Contact Benito Pérez at benito.perez@t4america.org

Art and Design Excellence in Transportation Subcommittee, AP045(1)

[Intermodal Transfer Facilities Subcommittees](https://sites.google.com/site/intermodaltransferfacilities/aboutus/subcommittees)

The biggest takeaway from this 102nd Annual Meeting of TRB is to take those impromptu opportunities to share issues impacting individuals with vision loss with a diverse group of people.

**MaryBeth Cleveland**: With my second opportunity to attend TRB, I am very grateful for the experience.  If you wonder what happens at TRB, it is quite busy.  Each day, participants have the opportunity to attend poster sessions and interact with the researchers; join meetings, with opportunity to share thoughts, ideas and concerns about pedestrians with vision loss, and collaborate in transportation workshops and discussions. Workshops tend to break into smaller groups and in one workshop I attended, my group wanted to know how to better reach out and include people with vision loss-what an opportunity (that I took full advantage of!) The was not lost on the small group because the ideas were then shared with the entire room at the end of the workshop, and the presenter really highlighted our points. Throughout the week, we had opportunities to discuss with engineers and planners and share concerns and solutions about the built environment. The most exciting part of this experience is that the Orientation and Mobility profession seems is no longer completely foreign to the others in the room and building an environment accessible for everyone seems to be so much better understood, thanks to the environmental access committee's hard work in past years attending and contributing to TRB.  I believe that the Environmental Access Committee might soon find an opportunity to offer a workshop to this audience.  Lastly, if you have not heard of Justice40, go and look it up.  It was mentioned several times throughout the week and it states: “All Justice40 covered programs are required to engage in stakeholder consultation and ensure that community stakeholders are meaningfully involved in determining program benefits”

The Dept of Transportation is one of the "covered programs" included, by the way.  So, there you have it, because you use transportation, including roads, sidewalks, bus, rail, and traffic lights, that makes you and your students community stakeholders and you are necessary to make the funded programs successful.  Of course, you don't have to be invited to contribute to your community, but now you are officially invited.

**Claudia Libis:** As a second year in-person TRB attendee, this time attending committee meetings rather than workshops, I was pleased with the reception I got when introducing myself as a representative of the interests of Blind and VI persons.  At least one person in each room would smile and nod or turn to see who I was. Baby Steps sometimes.

The Transportation and Public Health Committee was very well attended and huge.  Committee members are from the CDC, Emergency Room doctors, urban planners, nutritionists, departments of aging, nutrition, obesity, environmental health, and a CRC (Community Health Coordinator).  I wasn't sure why I had been asked to come to this meeting until they started talking.  One person said, "We know how our systems impact cars, we don't know how our systems impact people."  BINGO.  A woman from Iowa, Heidi Guerin, spoke of a program funded by the US DOT called ITS 4 US that is being piloted in Dallas County, Iowa.  They were interested in transportation to health care facilities and roadblocks faced by non-drivers in their rural community.  They were faced with a lack of drivers, but also found that there was no transportation late at night, and transportation home when people were discharged from the hospital was a significant problem.  The program they developed to address these issues transported people *and their caregivers*to medical appointments and the hospital as needed.  Doctors' offices, patients and the transporter were all in communication with each other.  If a medical appointment was changed, for example, the doctor's office notified a central database which informed the patient, but also the transporter.  Medicaid billing was also informed.  Information was tailored to the patient's preference:  they might get a text message, a phone call, or an email.  The State University provided data analysis.  This program has been tried in Buffalo, NY, Georgia and the University of Washington, all with positive results.  I found myself referring to this project at other meetings as well.

 I made myself known to both the Rural, Intercity Bus and Specialized Transportation committee chair Jill Hough and the Intercity Bus Subcommittee chair Kai Monast and will become Friends to those committees.  I also introduced myself to a couple of Committee Research Coordinators, not as a researcher myself, but as a potentially valuable consultant to many of the research projects they were discussing.

In the Exhibit Hall I had some valuable conversations with vendors who might not have been the most obvious choices to be of value to us, but through our common interests may generate some products or webinars that will serve the Blind and VI populations in the near future.  For example, Joanne Chalom and I had a great conversation with Kevin Elliott of ARA Applied Research Associates.  Mr. Elliott does quite a lot of work with the Federal Highway Administration and specializes in rural issues.  He was very interested in having us present a webinar on the issues posed by blind and visually impaired persons travelling in rural areas.  Another vendor, with a company called Omnisight/minisight, says on their website that they "enable smart facilities/roads/cities through smart sensors".  The representative had been at a committee meeting I attended where there was much excitement about a product from his company (I think) that was loading the schedules of inter-city bus companies all over the country.  I suggested (and he was listening) that it might be only a short leap to provide, through this venue,  pricing, route plans, bus station information, schedule changes, etc. that would be incredibly helpful to blind and visually impaired persons who might want to, for example, travel from Johnson City, TN to see their brother in Atlanta, GA, but also to many other potential bus passengers.

Finally, I was able to go into the Poster Sessions and have some valuable conversations with young researchers who are addressing the disabled and aging populations, but may not have previously thought about the unique needs of the Visually Impaired.  One poster in particular, conducted by the IDB (an international organization), studied walking speeds when crossing the street by different groups of people in a study called "Transportation for Inclusive Development".  Not only did they study different disability groups, but they also looked at the elderly, mothers with small children, pregnant women, and persons compromised by alcohol and drug use.  The researchers, Luis Miranda-Moreno and Bismarck Navarro, are from Brazil.  The resulting information is obvious to us but may be very useful in convincing the Highway Administration and other intersection planners how essential it is to extend the length of pedestrian cycles.

In general, I felt that I was better able to have a positive impact, and that the number of AER attendees we had, contributed to the difference we were able to make.

**Linda Myers, COMS:** “WOW” is the first thing that comes to mind when I think back on the TRB (Transportation Research Board) 102nd Annual Meeting. Fortunately, TRB had an app which allowed me to find the lectern sessions, poster sessions, workshops, and exhibits. Attending those are very informative but if you want to go where the action is, attend the committee and subcommittee meetings. However, you’d better come with your acronym list, or you may not understand what is being discussed. I will share a few acronyms with you. My list is long, but I have included just a few which you may find helpful if you find yourself dealing with a traffic engineer to make the environment more accessible for those pedestrians who are blind.

***Acronyms (with some links)***

**AASHTO** = American Association of State Highway and Transportation Officials [ [http://transportation.org](http://www.facebook.com/l.php?u=http%3A%2F%2Ftransportation.org&h=EAQGJQvmT&s=1) ]

**APBP** = Association of Pedestrian and Bicycle Professionals [ [http://apbp.org](http://www.facebook.com/l.php?u=http%3A%2F%2Fapbp.org&h=cAQEPJqzG&s=1) ]

**APTA** - American Public Transit/Transportation Association

**FHWA** = Federal Highway Administration [ [http://www.fhwa.dot.gov](http://www.fhwa.dot.gov/) ]

**Green Book** = AASHTO Guide for the Development of Bicycle Facilities [ <http://safety.fhwa.dot.gov/ped_bike/docs/b_aashtobik.pdf> ]

**MDMLS** = Model Design Manual for Living Streets [ [http://modelstreetdesignmanual.com](http://modelstreetdesignmanual.com/) ]

**MUTCD** = Manual on Uniform Traffic Control Devices [ [http://mutcd.fhwa.dot.gov/kno\_2009.htm](http://www.facebook.com/l.php?u=http%3A%2F%2Fmutcd.fhwa.dot.gov%2Fkno_2009.htm&h=SAQF4Oz0k&s=1) ]

**NACTO** = National Association of City Transportation Officials [ [http://nacto.org](http://www.facebook.com/l.php?u=http%3A%2F%2Fnacto.org&h=dAQFa0drT&s=1) ]

**NACTO Urban Bikeway Design Guide** [ <http://nacto.org/cities-for-cycling/design-guide> ]

**NCUTCD** = National Committee on Uniform Traffic Control Devices [<http://www.ncutcd.org/>]

**NCUTCD-BTC** = Bicycle Technical Committee [<http://www.ncutcdbtc.org/>]

**PROWAG** Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (U. S. Access Board)

Just a few more to Google if you are unfamiliar with these terms:

**ADT** - Average Daily Trip

**CMF** crash modification factor

**LPI** leading pedestrian interval

**PHB** Pedestrian Hybrid Beacon

**RRFB** Rectangular Rapid-Flashing Beacon

The Environmental Access Committee would like to thank the following organizations which supported attendance at TRB. AER, Campbell Company/Ped Safety, Polara Engineering, Novax Industries, StrongGo, and Vanguard.

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Visit the O&M website for a list of O&M Committees: [https://aerbvi.org/oandmdivision](https://aerbvi.org/about/divisions/orientation-mobility-division/)

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 **Orientation and Mobility Updates**

**White Cane Day Activities**

This newsletter is a good resource to submit your White Cane Day activities and events. What are your plans for 2023? White Cane Day is celebrated on October 15. Start planning now! Send ideas and plans for your region’s celebration to the O&M division newsletter editor.

**Conferences/Workshops**

***The International Mobility Conference IMC18*** will be held in Warsaw Poland May 22nd-26, 2023. Check their website at [www.imc18poland.com](http://www.imc18poland.com/)

The ***National ADA Symposium***, in-person event is scheduled for May 21 – 24, 2023 in Kansas City, Missouri, or the virtual event scheduled for June 12 – 14, 2023. Go to [https://www.adasymposium.org](https://www.adasymposium.org/) for more information.

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## **Call for Papers: Strong Roots…Many Routes Joint AVRT & NE/AER Annual Conference** Portland, Maine November 1-3, 2023**:** This year’s theme, “Strong Roots…Many Routes”, is the acknowledgment that with our strong professional foundations, we are all able to help our clients reach their ultimate goals even if we are coming from different directions. Ideally, we are seeking to hold sessions in the track areas: education, rehabilitation, technology, orientation & mobility, guide dogs, employment, and research. Consider topics such as assessment, teaching methods, transition, self-determination, and collaboration.

Please consider submitting a proposal using the following google form:

[**https://forms.gle/pXHG3r35cUNZYEU97**](https://r20.rs6.net/tn.jsp?f=001xe5zP1MPtaVJn2J-VE2oAmARrSp6VvGr2CountLvKoIA9hOg55s3fyNjGeqF8BKJgDrImg_-0E7UtklpaUcMInf94VFZHohVdfg6SYJRq2sdbqWcq1b51ZmU6xF7myxBYVYDyhAEtQbR1A3gAc3Q4pKeYmLN44R_JIYQgS8WGMlxQl00NpOjSYc5eGkL0PoYIXPDy6A4wihEeRdTlfh-hmcWYoR8AX7VirZEv_vk1pQ2J-iHUoB88Fh5ZXVePocI3gnuDGg40wDD4Qp9OhrtS8kWCC1348uGaL7QdFxurEZo3J8SE7YdAArbzmBIM9pScE9pm4iKhnMDiLpf02F6gXBPSqPGX70fLHhX376J8bFsnaAV2OlmV_Fn70t15v-Zj1-vyvWVbk26q2J6xCghhf_o9D-APZ8ZN_JMLsrD1I9Hic_VWAU3sFJIt9A0c2ijmRQksppPC8CvxumvFqJWt2cCAWsepxPgTSq-_5U9wJvlwzq7-C1uunaXzNkKLmPL7akYTKo91rW7s7hc2vMyzyoJDDE8-Shp5HEJfQN3jjXR1NdmG5SaigReqHQcGMQk2Z22RPLIMTu85peWY1lLTnYYmmIbP_BgbCQNq7_iMjy-CjUI-HKMSUJIpKXsMWm7tGAPeyvt_glQIUVrJtQIAX2Mm-4qyzbHG5qFHZVm-0aUERJF6EhiQf2078PGWNSAC7buQet_o2CupFyQVp_UVX7DpmCQsxGg&c=e5h3RGDrNb5hBCj_q9_v6U6Z933HciXqFNC6wLS3_vAcBiAGJKQicg==&ch=pSLlH7J2acR1DzPAcMoHPWeNIsi1cicDpUwtTaq-fpjPCCLGGqol3Q==). Additional information can be found at:

* [**www.nercve.org/ne/aer**](https://r20.rs6.net/tn.jsp?f=001xe5zP1MPtaVJn2J-VE2oAmARrSp6VvGr2CountLvKoIA9hOg55s3fyNjGeqF8BKJyoASYq9mBLTsxxJN3d_lVgP8NeNW5WDp_OXUp22EB0WEsF6gt0cIidHy344WxSmRsK4nyhNkKiKtVFkcITJKOw==&c=e5h3RGDrNb5hBCj_q9_v6U6Z933HciXqFNC6wLS3_vAcBiAGJKQicg==&ch=pSLlH7J2acR1DzPAcMoHPWeNIsi1cicDpUwtTaq-fpjPCCLGGqol3Q==)
* [**www.avrt.org**](https://r20.rs6.net/tn.jsp?f=001xe5zP1MPtaVJn2J-VE2oAmARrSp6VvGr2CountLvKoIA9hOg55s3fyNjGeqF8BKJO1EF5zhB1LJFZ_CZ9Ew24bovvQGfRkj81uaO2Ul0qmaiZ_-9bilYPO1yrmlu6pE9jE1CQmIc6S0=&c=e5h3RGDrNb5hBCj_q9_v6U6Z933HciXqFNC6wLS3_vAcBiAGJKQicg==&ch=pSLlH7J2acR1DzPAcMoHPWeNIsi1cicDpUwtTaq-fpjPCCLGGqol3Q==)
* Contacting us at **confprogram@neaerbvi.org**

Below is a listing of Conferences dealing with Road Safety, which are of interest to consider attending or to get on mailing lists to advocate for pedestrians with vision loss. If COMS are not involved with these types of trainings, we are not part of the conversation and cannot advocated for pedestrians with vision loss.

**Safe Roads by Design - Making Roads Safe for All Road Users, May 2-11, 2023, Online, International Road Federation (IRF):** According to the Safe System approach, death and serious injury in road collisions are not an inevitable price to be paid for human error. Well-designed and properly maintained roads can reduce the probability of road traffic accidents, while “forgiving” roads (roads laid out according to Safe System principles) can reduce the severity of crashes that do happen.

Selecting a road safety countermeasure can thus be a life-or-death decision: specifiers need to understand certain criteria with regards to available systems or design scenarios, and, also have a clear understanding of applicable standards, as well as site-specific conditions where they are to be used. This course reviews the state of knowledge and presents processes to determine appropriate road engineering countermeasures based on these site conditions.

For more information about this training, click on this link:
 [https://www.irf.global/event/srd23-online-training/](https://lnks.gd/l/eyJhbGciOiJIUzI1NiJ9.eyJidWxsZXRpbl9saW5rX2lkIjoxMjYsInVyaSI6ImJwMjpjbGljayIsInVybCI6Imh0dHBzOi8vd3d3LmlyZi5nbG9iYWwvZXZlbnQvc3JkMjMtb25saW5lLXRyYWluaW5nLz91dG1fbWVkaXVtPWVtYWlsJnV0bV9zb3VyY2U9Z292ZGVsaXZlcnkiLCJidWxsZXRpbl9pZCI6IjIwMjMwNDA2Ljc0NzM1ODgxIn0.SrNmzt_jFTCvtnH_G6tZyhDx9C8QD8eOiQaj2yEau4U/s/2960480796/br/157500996681-l)

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|  **PSU Transportation Seminar: Confessions of a Traffic Engineer: How the MUTCD Impacts Everything-** Online **Thursday, May 25, 12:00 PM Pacific**Pete Buttigieg, USDOT Secretary of Transportation, has described the Manual on Uniform Traffic Control Devices (MUTCD) as “notorious.” For cities, it has been a challenging document to navigate to implement multimodal solutions. In this seminar, Peter Koonce, manager of the City of Portland Bureau of Transportation’s Signals, Street Lighting, & ITS Division, will share upcoming changes to the Manual, ideas for research to inform practice, and ways that cities can interpret data to make positive change in their community. The presentation will identify challenges with language in the MUTCD, describe what level of interpretation is applicable when seeking to implement policies, and provide examples where research has changed and improved practice. Join us in person or online! <https://trec.pdx.edu/events/professional-development/psu-transportation-seminar-06012023?utm_medium=email&_hsmi=255141867&_hsenc=p2ANqtz-_naQ82ae3FTy0IjSiY7zBt4wJo6prdZqOd1buHqzicl6jKIkqZp8r5UpMq-4_SZfO-JXBhqhJOD70BNkyhfdN_H9yAfg&utm_content=255141867&utm_source=hs_email>  |
| **Training: Safer Road Work Zones, June 5-8, 2023 Location: OnlineOrganization: International Road Federation (IRF)**Work zones are a well-recognized potential hazard on our roads. They can be dangerous both for road users who have to maneuver through less-than-ideal road conditions, but also for those workers who build, repair, and maintain our roads, bridges, and highways. For this latter group, a road construction zone also represents their place of work. For more information about this training, click this link:  [https://www.irf.global/event/wzs23-online-training/](https://lnks.gd/l/eyJhbGciOiJIUzI1NiJ9.eyJidWxsZXRpbl9saW5rX2lkIjoxMjgsInVyaSI6ImJwMjpjbGljayIsInVybCI6Imh0dHBzOi8vd3d3LmlyZi5nbG9iYWwvZXZlbnQvd3pzMjMtb25saW5lLXRyYWluaW5nLz91dG1fbWVkaXVtPWVtYWlsJnV0bV9zb3VyY2U9Z292ZGVsaXZlcnkiLCJidWxsZXRpbl9pZCI6IjIwMjMwNDA2Ljc0NzM1ODgxIn0.iKUzrqjhLa5Yk-7H8VzsWE-xiTWDBKDrKPN5bdbOloE/s/2960480796/br/157500996681-l) |

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| **International Conference on Road Weather and Winter Maintenance, Date: May 9-10, 2023, Washington, DC, Transportation Research Board (TRB)** This Conference will provide a unique opportunity for practitioners, academia, and the private sector to learn first-hand what techniques and technologies are being developed and deployed in the world of road weather and winter maintenance. For more information about this conference, click this link  [https://trb.secure-platform.com/a/page/wintermaintenance](https://lnks.gd/l/eyJhbGciOiJIUzI1NiJ9.eyJidWxsZXRpbl9saW5rX2lkIjoxMzIsInVyaSI6ImJwMjpjbGljayIsInVybCI6Imh0dHBzOi8vdHJiLnNlY3VyZS1wbGF0Zm9ybS5jb20vYS9wYWdlL3dpbnRlcm1haW50ZW5hbmNlP3V0bV9tZWRpdW09ZW1haWwmdXRtX3NvdXJjZT1nb3ZkZWxpdmVyeSIsImJ1bGxldGluX2lkIjoiMjAyMzA0MDYuNzQ3MzU4ODEifQ.L6ipsoBZxwKfr2eSakIaMAqkzN8xhoB2OC7opI_GEo0/s/2960480796/br/157500996681-l)**Vision Zero Partner Conference, May 16-17, 2023, Bismark, ND, North Dakota Department of Transportation**The Vision Zero Partner Conference is an annual event that brings together hundreds of 4E partners in education, enforcement, engineering, emergency medical services and other partners to provide information, best practices, and networking opportunities to build partner capacity to advance Vision Zero in North Dakota. For more information about this conference, click this link: [https://visionzero.nd.gov/events/partnersummit/](https://lnks.gd/l/eyJhbGciOiJIUzI1NiJ9.eyJidWxsZXRpbl9saW5rX2lkIjoxMzQsInVyaSI6ImJwMjpjbGljayIsInVybCI6Imh0dHBzOi8vdmlzaW9uemVyby5uZC5nb3YvZXZlbnRzL3BhcnRuZXJzdW1taXQvP3V0bV9tZWRpdW09ZW1haWwmdXRtX3NvdXJjZT1nb3ZkZWxpdmVyeSIsImJ1bGxldGluX2lkIjoiMjAyMzA0MDYuNzQ3MzU4ODEifQ.vOLebArtBYIfwSfXovNyGbsuYANOoGJ1vF0hW4iaHHg/s/2960480796/br/157500996681-l)**National Local Technical Assistance Program LTAP/TTAP, July 17-20, 2023, Columbus, OH, Organization: Local Technical Assistance Program (LTAP), Tribal Technical Assistance Program (TTAP)** The NLTAPA National Conference brings together LTAPs and other local transportation professionals from across the country for learning, connecting, and more!For more information about this conference, click this link: [https://nltapa.org/workgroups/conference/](https://lnks.gd/l/eyJhbGciOiJIUzI1NiJ9.eyJidWxsZXRpbl9saW5rX2lkIjoxNDMsInVyaSI6ImJwMjpjbGljayIsInVybCI6Imh0dHBzOi8vbmx0YXBhLm9yZy93b3JrZ3JvdXBzL2NvbmZlcmVuY2UvP3V0bV9tZWRpdW09ZW1haWwmdXRtX3NvdXJjZT1nb3ZkZWxpdmVyeSIsImJ1bGxldGluX2lkIjoiMjAyMzA0MDYuNzQ3MzU4ODEifQ.05QpIAAgJPNbh50wdAzhRIG960NpMWkoT4zkPXcNPso/s/2960480796/br/157500996681-l)**13th TRB International Conference on Low Volume Roads, July 23-26, 2023, Cedar Rapids, IA, Transportation Research Board (TRB)**The 13th TRB International Conference on Low Volume Roads will provide a global forum to examine new technologies and new techniques in the planning, design, construction, operation, maintenance, and administration of low-volume roads.  For more information about this conference, click on this link  [https://trb.secure-platform.com/a/page/lowvolumeroads](https://lnks.gd/l/eyJhbGciOiJIUzI1NiJ9.eyJidWxsZXRpbl9saW5rX2lkIjoxNDUsInVyaSI6ImJwMjpjbGljayIsInVybCI6Imh0dHBzOi8vdHJiLnNlY3VyZS1wbGF0Zm9ybS5jb20vYS9wYWdlL2xvd3ZvbHVtZXJvYWRzP3V0bV9tZWRpdW09ZW1haWwmdXRtX3NvdXJjZT1nb3ZkZWxpdmVyeSIsImJ1bGxldGluX2lkIjoiMjAyMzA0MDYuNzQ3MzU4ODEifQ.dysDrrYfxJx_LHIuDmtHmy-fulYHDbjEA_7QGZyf6VE/s/2960480796/br/157500996681-l)**2023 Colorado Traffic Safety Summit, August 7-9, 2023, Loveland, CO, Colorado Department of Transportation:** The Traffic Safety Summit is an opportunity to bring together law enforcement, engineering, community planning, education, advocacy, emergency response and healthcare professionals to share information and best practices to address critical issues on Colorado’s roadways. For more information about this conference, click on this link:  [https://www.codot.gov/safety/trafficsafetysummit](https://lnks.gd/l/eyJhbGciOiJIUzI1NiJ9.eyJidWxsZXRpbl9saW5rX2lkIjoxNDgsInVyaSI6ImJwMjpjbGljayIsInVybCI6Imh0dHBzOi8vd3d3LmNvZG90Lmdvdi9zYWZldHkvdHJhZmZpY3NhZmV0eXN1bW1pdD91dG1fbWVkaXVtPWVtYWlsJnV0bV9zb3VyY2U9Z292ZGVsaXZlcnkiLCJidWxsZXRpbl9pZCI6IjIwMjMwNDA2Ljc0NzM1ODgxIn0.THNBwNQFCb1gfTpgU4Plv3oHzcstAHyyqO-g6A_bolk/s/2960480796/br/157500996681-l)**Governors Highway Safety Association/GHSA 2023 Annual Meeting, August 12-16, 2023, New York, NY Organization: Governors Highway Safety Association (GHSA)** With traffic fatalities and dangerous driving at unprecedented levels, it’s critical to bring together highway safety, public health, law enforcement and business leaders from across the nation to address the ongoing roadway safety crisis. This year’s theme, “Connecting Communities: Putting Vision Zero into Action,” affirms the importance of involving communities of all sizes in implementing proven and innovative solutions for preventing crashes. General sessions will cover critical roadway safety topics that will inspire, inform and excite. Senior government officials involved in advancing the National Roadway Safety Strategy that calls for a zero fatalities goal are invited to speak at the Monday Opening General Session. Additional general sessions will explore equity and engagement in traffic safety, progress toward implementing the Safe System approach and ensuring non-motorized road users have a right to the road. For more information about this conference, click link: [https://www.ghsa.org/events/Annual-Meetings/2023](https://lnks.gd/l/eyJhbGciOiJIUzI1NiJ9.eyJidWxsZXRpbl9saW5rX2lkIjoxNTAsInVyaSI6ImJwMjpjbGljayIsInVybCI6Imh0dHBzOi8vd3d3Lmdoc2Eub3JnL2V2ZW50cy9Bbm51YWwtTWVldGluZ3MvMjAyMz91dG1fbWVkaXVtPWVtYWlsJnV0bV9zb3VyY2U9Z292ZGVsaXZlcnkiLCJidWxsZXRpbl9pZCI6IjIwMjMwNDA2Ljc0NzM1ODgxIn0.Wmwly_aSUifm-s-ZSw4C8miYxMg5AC2m4TcuuRZaJS4/s/2960480796/br/157500996681-l)**Conference: 2023 Joint ITE International Annual Meeting and Exhibition, August 13-16, 2023, Portland, OR, Organization: Institute of Transportation Engineers (ITE), ITE Western District:** Transportation connects people to their community. Whether it is across the street, across town, or around the neighborhood for work, play, or for other reasons, people walk, drive, bike, take transit, or other modes of transportation to get from point A to point B. ITE’s members seek to ensure transportation is safe, effective, and equitable for all users within a community.​This year’s theme for the Joint ITE International and Western District Annual Meeting and Exhibition is Connecting People and Communities. For more information about this conference, click on this Link: [https://www.iteannualmeeting.org/](https://lnks.gd/l/eyJhbGciOiJIUzI1NiJ9.eyJidWxsZXRpbl9saW5rX2lkIjoxNTIsInVyaSI6ImJwMjpjbGljayIsInVybCI6Imh0dHBzOi8vd3d3Lml0ZWFubnVhbG1lZXRpbmcub3JnLz91dG1fbWVkaXVtPWVtYWlsJnV0bV9zb3VyY2U9Z292ZGVsaXZlcnkiLCJidWxsZXRpbl9pZCI6IjIwMjMwNDA2Ljc0NzM1ODgxIn0.Wrbjzt_-N3qucFbTFaaN_hTEku7JGj4EGD1bGgcbWpU/s/2960480796/br/157500996681-l)**4th National Summit on Rural Road Safety, September 12-14, 2023, Oklahoma City, OK, Organization: National Center for Rural Roads Safety** The focus will be relevant rural road safety training and practical, low-cost ways to improve rural road safety. Sessions and trainings customized specifically for rural transportation practitioners.* Ideas on how you can partner with law enforcement and public health professionals in your area to make roads safer
* Networking with local and national rural professionals like you
* Practical takeaways you can use right away

For more information about this conference, click this link: [https://ruralsafetycenter.org/national-summit-on-rural-road-safety/](https://lnks.gd/l/eyJhbGciOiJIUzI1NiJ9.eyJidWxsZXRpbl9saW5rX2lkIjoxNTQsInVyaSI6ImJwMjpjbGljayIsInVybCI6Imh0dHBzOi8vcnVyYWxzYWZldHljZW50ZXIub3JnL25hdGlvbmFsLXN1bW1pdC1vbi1ydXJhbC1yb2FkLXNhZmV0eS8_dXRtX21lZGl1bT1lbWFpbCZ1dG1fc291cmNlPWdvdmRlbGl2ZXJ5IiwiYnVsbGV0aW5faWQiOiIyMDIzMDQwNi43NDczNTg4MSJ9.1K4GdMdq5hshVZ51I1MKmnPo01q_Qd_AuvM0BZQ627c/s/2960480796/br/157500996681-l) |

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| AER is pleased to announce that applications are opened for the 2023 AER Scholarship! This opportunity is available**to graduate-level students studying for a career in the field of Teacher of the Visually Impaired or Orientation & Mobility**. Three scholarships will be offered in the amount of $2,000 each. **The deadline for submitting the application is May 15, 2023**and the three recipients will be announced on our website in the summer of 2023.Please refer to the application for the specific eligibility criteria and for further details.Visit AER’s  [**website for more information**](https://r20.rs6.net/tn.jsp?f=001febT9zk9XmMU-aibbrM6ctWcs7rmTtKigb40gmV9Lk0HWWjA2ocTXbYu6xkNn7Hm9YrmryvLqt5PS7TByXJTZ3kW4HE41kaGcHRsfolGzxJzaMSzVUcns6LiFN4j63eJAJP0VPTCWcTRXsh5pScSjM0YnlW0ONHfrVSMXBXH78PeMusSVGeYdQ==&c=r0NusDJSiaRk67Elt9i_NmY44RP-_8VtnBexZSg2X50upk22qwHycA==&ch=AHrZ-6CE09XhAlDyhLM9A2Vm3GPZuh7ozOvsUZJdcAr2-BU3RV5dmQ==) or click here to view the [**scholarship application**](https://r20.rs6.net/tn.jsp?f=001febT9zk9XmMU-aibbrM6ctWcs7rmTtKigb40gmV9Lk0HWWjA2ocTXXQhuGxUjXBO1go8yWqJyJZnnj8yXRGEUdLcmRoF1054SL8RYt3ML5sNuojqNCFlDcaibT4yYRTGZxWt9nB_7c3OKaI362Bvzdp5fE7IuDgpumI_ivWcWQDZEZStnUQ2fKZxIvUTK52v0aEjV0upw5e2qMH2d0ALKfSdUhBtTkzAf6ZjXlIQQg0=&c=r0NusDJSiaRk67Elt9i_NmY44RP-_8VtnBexZSg2X50upk22qwHycA==&ch=AHrZ-6CE09XhAlDyhLM9A2Vm3GPZuh7ozOvsUZJdcAr2-BU3RV5dmQ==).  |

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##  *From the American Council of the Blind Newsletter:* The US State Department has phased out Times New Roman for Calibri. Sans serif typefaces such as Arial, Calibri Helvetica, Lucida Sans, Tahoma and Verdana, are more accessible for individuals with low vision. Recently, the Board of Publications for the American Council of the Blind adopted a new large print standard for the publication of the Braille Forum, which consists of: 18-point Arial for body text, 22-point Arial bold for main headlines, and 20-point Arial bold for subheadings.

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***The 2022-2024 O&M Committee and District Directors***

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Past Chair: JoAnne Chalom Treasurer: Megann Brousard

Secretary: Valery Kircher

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**DISTRICT 6**: **Dr. Tessa McCarthy** (Delaware, Maryland, New Jersey, Ohio, Pennsylvania, Virgin Islands, Virginia, West Virginia, Washington D.C.)

A newsletter needs news, so if you have something that you wish to share with the OM members, or feedback to improve this newsletter, please email Meg Robertson at Mobilitymeg@aol.com or at aeromdivision@gmail.com

Report any errors to the Newsletter Editor.

**Newsletter next deadline: June 1, 2023. Submissions are welcomed at any time!**