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**Public Meeting Transcript**

Transcript of meeting from November 12, 2020.

**A recording of this meeting is also available for anyone who desires to view it. This transcript starts at 00:24 of the recording. Comments is parentheses were added following the meeting for clarity. This transcript has been revised for clarity.**

*[Slide 1]*

***00:24 John Travis Helmkamp:*** Excellent! So, before we get started, we honestly want to thank you for taking the time to join us today. We think that we'll be able to get some good conversation going today and make this plan the best possible plan that it can be.

*[Slide 2]*

A couple housekeeping items, this session is being recorded. A sign language interpreter has been provided, Erin Stumpf. If you hover over your screen, you can pin her, it's on the left-hand side of her block and that'll pin her so that you can see the sign language interpreter during the presentation. There is also an option for captioning if anybody who would like captioning, they can get to that on the bottom of the screen on the right-hand side. This is very much intended to be a question and answer session. So do not feel like you need to wait until the end of this presentation to ask questions. We do ask if you can wait till the end of a slide to ask a question, we will be taking a break after each slide to give the opportunity for questions. So, if you'd like to ask questions, just feel free to ask away. There is also a chat box and Mike Busch will be monitoring the chat box throughout the entire meeting. So, if you would like to submit a question that way, that is also fantastic. If the question is more appropriate for a later part of the session, we may hold on to a little bit for the question, but we will answer every question today. Finally, this presentation is available for download. If you, anybody in your organization or anybody in your neighborhood would like a copy of it, please email out to us. Our email is at the end of the presentation and we will certainly get that out to you. It might take us a couple of days to get it together, but we'll certainly get it out to everyone. With that, before we get going, does anybody have any questions or anything technology-wise before we jump into this? *(Little Break)* Not hearing anything, Eric. I will hand it over to you.

*[Slide 3]*

***02:57 Eric Bothe:*** All right. Hello everybody! My name is Eric Bothe. I'm the project manager with the Board of Public Service (BPS) and I am here with David Newburger, the commissioner on the Office on The Disabled, and Andrew Lackey, the Deputy Commissioner.

*[Slide 4]*

You have already heard Travis Helmkamp, the Project Manager with Oates Associates. Then there's Mike Busch (from Oates Associates) and Jim DeYoung with National ADA Consultants.

*[Slide 5]*

And we also have some people who are not with us today, Gina Hilberry, who is with Cohen Hilberry Architects and Sean Martin with M3 Engineering as subconsultants. I'm going to talk about why we prepare an ADA transition plan. That'll be gone over by David Neuberger. And we'll also talk about ongoing City efforts. And then we'll hand it over to the Oates Consulting team to talk about current city self-evaluation efforts and community engagement. Now I'm going to hand it over to David Newburger for him to describe why prepare an ADA transition plan.

*[Slide 6]*

***04:50 David Newburger:*** Thanks, Eric, Travis and everybody. We appreciate your being here. I'll go through the technicality in a minute. But what I hope everybody will think about is that, as we do projects like this, we are required by the Federal Government and we would want to do it to have citizen input into this process. So, this is one of the mechanisms that we are both seeking input from you and your organizations, but also from the public. At the end of this, there is going to be a discussion about a survey of various kinds of barriers that people can tell it about, and rank and so forth. Under the ADA, it was passed in 1990. At that time all state and local government were supposed to have evaluated all their barriers to access. It was called a self-evaluation and then they were proposed to create a plan about how they were going to eliminate all those barriers. And incidentally that plan was supposed to be done by 1992. The reality is, I don't know of any city that seriously accomplished that because it is a very major effort for all of us. We have 2,000 miles of sidewalk and it's something that needs to be worked out. They need to be accessible, but at the same time these are big projects. It is required that organizations that have more than 50 employees should have this written transition plan. We're aiming towards and we are covered by what's called *“Title II of the ADA”.* One of the features of the Title II of the ADA is that, we must have both our physical facilities and our programs be accessible. We're not just looking at architectural and engineering issues, but they obviously play a big part in this discussion. So what we're looking at here is the City's assets and we are going through a process of trying to figure out what we should work on and then we are also in the process of setting priorities and for what we're going to do, which is “Transition”. We are not going to finish the entire evaluation before we start working on stuff. We've already been working on stuff and we continue to go forward.

*[Slide 7]*

What we do get out of this that is unique for us is that we get to consolidate all our efforts into a single place and that we can build coordination from all our departments. There are various opinions about what standards should be followed and the law in my view is consistent. But in any event in the document that Travis and Mike from Oates will give us will eventually specify standards that we should be doing and then all of this hopefully will help us to move forward with spending money on plans.

*[Slide 8]*

One of the things that I want you to know is that we've done a lot of stuff already in the city. There are mistakes, but by and large we don't build curb ramps that don't comply with standards. We try to make sure that we're accommodating all the citizens in an effective way. Things that we had to introduce is that there are water bills now in a format for people who are blind or have low vision. Also, you probably saw all those signs in front of people's houses that give them *(people with accessibility issues)* dedicated parking spaces. There are more than 2,000 of those permits out there. They are for people who don't have off street parking and they can only be placed in front of a residence. But if anybody's interested in those, you should contact this office. We also have a situation in which the city is able to give reduced pricing for elderly and disabled people for both transit and one of the things that we've done over the years is made sure we had deaf interpreters at those sessions when the prep passes are being distributed so that our deaf friends can deal in a big crowd and are able to participate. Our *Saint Louis Area Agency on Aging* does a lot of “*Meals on Wheels”* and congregate food. They also actually can provide some transportation for people who are disabled elderly. I obviously reattempt to in some ways we're separate from the public housing authority, but there are things that we can do about housing that we do. For example, the affordable housing commission for several years now has been attempted to make loans for people to support people and make sure that the designs are fully accessible for folks when they come out of that. And quite frankly, people weren't thinking about the accessibility standards in the building codes when I came along. But now everybody is up and thinking about that and we're trying to make sure everything is done by bike mode.

*[Slide 9]*

I've already said it, but the fact is that we've done a lot of physical work as well as a lot of programmatic work and we keep doing it. Hopefully one of the benefits of this plan that's being written is that, we'll have a record of all the work that we've done, and we will then be able to have a better and clearer idea of where to go. But some of you may be have been, in the park, we've seen a lot of work in making the restrooms in part the park accessible. We've done these when we took over the buildings. We've made sure that they were accessible. There's work to be done yet. In other building City Hall now has some more accessible lessons but not all of them and we're going where we can go. So, with that, I think I'm done.

***12:25 John Travis Helmkamp:*** Yes, we'll take a little break here. If anybody has any questions, this is a good time to jump in. *(Break)* Now I’m handing it over to Jim.

*[Slide 10]*

***12:47 Jim de Jong:*** Did someone have a question? Okay. We look at important evaluation effort for the transition plan which is very important. It is covered under self-evaluation which covers all aspects of city government. The ADA transition plan covers all these aspects and put in the solutions to create accessibility in place. One of the things we wanted to do too is recognizing the great work that had been done in the past by David and others and to consolidate all the past ADA efforts as well as develop new guiding documents. So, future efforts done by the city would be able to follow one critical code for accessibility that will incorporate local as well as federal and state code into one code and it would be predominant for everybody to follow throughout the city.

*[Slide 11]*

If we look right now at the progress we've had so far we have been able to make self-evaluation of the city programs activities and services which is covered under the Title II of the ADA. I think you can respect and understand the breath of what that if it would be across all the programs, services, and activities of the City government. We have not been able to complete all of that. But what we try to do is take an accurate sampling from various parts of the city as well as the various programs within the city to outline what needs to take place to make them fully accessible and usable for the people with disabilities. So that's what's been done in the transition plan if you look at it in the physical end of it, which is what the transition plan should have stated, the policies coming to self-evaluation. But under the transition plan, we're looking at the current condition of sidewalks and have done assessments on 170 miles of sidewalk so far throughout the city and one of the things that's very important. It’s not just a matter of fixing the curb cuts, but we are also looking at if there are any breakups in the sidewalk along that path to travel. Another question can be, is there a slope that is unacceptable that perhaps a person in a wheelchair would not be able to traverse that sidewalk, or a person, say who's has an ambulatory disability and uses a cane or crutches might find that uneven surface difficult to pass. And so, it was very important to look at all that. Looking at the city buildings, we're looking at accessibility throughout in the various properties and I think you can respect what the multitude of buildings, and the multitude of parts within the city again would be able to take examples to begin this project. So what we're looking at is to identify future improvements to focus on the barriers which have been identified, as well as conceptual costs to improve not only pedestrian network, but also access to all the city buildings and looking at program access for all the programs for the city. So, as we pull all that together, then we’ll provide a budget and scheduling for completing the remaining assessments to the city. I think folks can understand this is not something that will occur by next week. But this is a lifelong plan. It's something that would be looked at not only tomorrow but next year and throughout the following decade.

***16:48 David Newburger****:* Jim, can I interrupt for just a minute? I'd like to add a point in there, and that is when we talk about sidewalks, I'm sure many people in this group are familiar with the 50/50 program for improving sidewalks. The problem with that program is that you don't really get the complete work done for a whole block. So, one of the issues that we're going to have to deal with the board of aldermen is finding a better way to finance correcting sidewalks so that we can do it on a more consistent and accessible basis.

***17:24 +1 314-\*\*\*-\*\*64:*** This is JoAnn Rankins-Cannon. I'm a mother of a child with Down Syndrome and I'm also working with the City. With the 50/50 sidewalk program if you give them the address, you can make plans to pay that often, not with one lump sum. You only (have to pay half the price) and you can break that payment up into quarters.

***17:46 David Newburger:*** Yes, I mean we have plenty of problems with the 50/50 program because it part of that the board of aldermen have, but they often don't have enough of a budget to deal with it. We also have the problem that the city is responsible for the trees that pop the sidewalks, for the trees that are in the tree lawns, but we don't have a budget for that right now. We do serious work on correcting that so there's a lot of sidewalk work but needs to be done.

***18:24 Jim de Jong:*** Any other questions or comments at this time? I think at this point I turned it back over to Travis.

*[Slide 12]*

***18:33 John Travis Helmkamp:*** Okay. Thank you very much, Jim. We spent a lot of time so far talking about how this is going to be a long-term process, but I think one tangible aspect that we're really looking at is, as (pedestrian facilities) are being built in the city, let's make sure that that the pedestrian facilities is being built compliant and is being built correctly. Part of that review of the city policies is looking at the current city policies and if there are changes that we can make to have consistent policies across the various City departments. Ultimately that all starts with establishing the ADA criteria to determine compliance that gives standards to the City to determine what is compliant and what is not compliant. And one big benefit of that it gives us an opportunity to look at post-construction inspections to really look at what was built out in the field and to make sure that what the final product is. This applies not only to the city projects, but also to developers by giving them a consistent standards and consistent expectations. It's going to lead to the city ultimately getting a better final product for what the developers are building on city right away.

*[Slide 13]*

Now, little bit about the Pedestrian assets themselves, as Jim previously mentioned, we are only able to survey a portion of those sidewalks and buildings as part of phase one. But really that portion we're surveying, we're looking at assessing the sidewalk fragments, the curb ramps, as well as the pedestrian traffic signals. As part of the 170 miles that we've already done, we have completed assessments in every single board in the city and really focused on getting representative samples of the broader array of sidewalks that exist from heavy pedestrian streets such as Grand or other the downtown area, to really getting into some of the local streets and taking a look at the condition of the sidewalks along those local streets. Ultimately, the reason that we're doing this is because we're looking to develop a way to score this data to allow the city to identify the sidewalk segments that are having the greatest impact on people's ability to get around the city. The way that we're proposing to go about doing this is a two-part scoring system. The first part is what we're calling a city-wide priorities map and we think that this is an opportunity in which you can really help us in that development. And what's really what we're looking at is, where are people trying to get in the city? When pedestrians walk somewhere, where are they trying to go (and where are they starting from?) The second part of the scoring system is what we're calling the accessibility score. The accessibility score is about assigning a value for each barrier. Ultimately something's either ADA compliant it or not ADA Compliant. But what we're really looking to do is identify what is the impact on the end user when it comes to that barrier.

***21:58 Jim de Jong:*** Travis If I could interject here, I think a perfect example of that is what I was speaking about earlier with the slope sidewalk. It's not just the slope, we must look at the surface of the sidewalk, (but also the curb cuts). As I mentioned, is there a problem with something that’s gone wrong with part of that sidewalk so that the access is not just at the curb, but you can go from one corner to the next corner and that link continues to your ultimate destination.

***22:35 John Travis Helmkamp:*** I think another good example of what we're talking about with the accessibility score is whatever we think about vertical displacements or those vertical barriers that can exist between slabs of sidewalk. Anything greater than a quarter inch unless it's beveled is technically considered not compliant. However, when it comes to usability for people of wheelchairs, people with strollers, even runners who are running down city sidewalks, there's a big difference between a quarter inch lip and a two-inch lip. That's really what we're sort of looking at is how do we identify not just at this sidewalk is not compliant, but that this sidewalk is truly stopping someone from getting to where they need to go.

*[Slide 14]*

Going back to the Citywide priorities map for a second, really that's based on two different pools of data that we collected. The first pool that we looked at was what we call pedestrian traffic generators. Those are the areas in neighborhoods that we know people are trying to get to. If you do have the Power Point up in front of you, if you look over at the right hand side of your screen, this is *Grand and Dr. Martin Luther King* area of north city and highlighted on here are some of the different traffic generators that people are trying to get to. A good example is the Metro bus routes. One thing that we've heard over and over from especially the disability Community is that if I can get access to the bus, I can get access to the rest of the city. So that's one of the key pedestrian traffic generators that we're looking at is those pedestrian routes along those bus routes. Another good example of pedestrian traffic generator are City buildings schools, parks, and especially a commercial corridor. Not only is that where people are walking to shop to buy goods and services, but there's also a lot of employment that it's along those courts as well. The second part of the scoring system that we looked at was socioeconomic data. This was data that we received from the East-West Gateway Council of Governments. What we use that data for was to identify parts of the city in which there is a likelihood that people who are walking to get to work, to get to goods and services, really just sort of the possibility of increased pedestrian traffic. We looked at a couple different elements when it came to the socioeconomic data. Some examples are percentage with zero car households. If you're in the neighborhood in which a lot of people don't have access to automobiles, it's fair to assume that those people are walking to get to places. Another component we looked at was population density. An area where there's a lot of people living near each other, increases the likelihood that people are going to be out and about walking. Another key social economic data that we looked at was the percentage of people living with a disability. Looking at studies, people with disabilities have lower access to automobiles and there's an increased sensitivity to those barriers that we talked about. So really at the end of the day, all this data comes together and allows the city to really start to identify where the locations and all the different parts of the city that it's reasonable to expect that there's going to be heavy pedestrian traffic because it connects a large apartment complex to shopping district. It connects a large housing area to that neighborhood school that the kids are going to, and it really allows us to start to identify how are people traveling throughout the city.

***26:32 Mike Busch:*** Hey Travis, we've got two questions from the chat if I can jump in.

***26:36 John Travis Helmkamp:*** Certainly!

***26:37 Mike Busch:*** Okay first question. Who is responsible for broken up sidewalk at a driveway? Is it technically a sidewalk or is it the commercial business driveway?

***26:56 Eric Bothe:*** Yeah, I think it's the responsibility of the owner of that property.

***27:02 +1 314-\*\*\*-\*\*64:*** Yeah it is the responsibility property owner. This is Joanne with City.

***27:13 David Newburger:*** When we're evaluating driveway, sometimes there's a tendency to make a big slope in them. That goes right across, where the technical requirement is that, the portion that is sidewalk should be at the same slope as any other sidewalk, which the standard is called 2%. But it varies like enough to get the water off the sidewalk and not tip people over.

***27:47 Mike Busch:*** All right, very good. One more for now. Is street creep being considered here? I know along *Hampton in Chippewa*. They have a couple of areas where there is a bus shelter that in times of heavy rain. This becomes a splash zone for those using the sidewalk.

***28:06 John Travis Helmkamp:*** So, one thing that we are looking at on this is, number one, the minimum width of the sidewalk and we're also looking at the terminology we use is assistance between the back of the sidewalk to that face of the sidewalk. The federal government and the city in following those standards do have minimum requirements of those widths with the goal of those widths really being that it provides an opportunity for someone to get as far away from the curb, not only for water and things of that nature, but also just for general safety as well. So that is the information that we are cataloging as we go along and that is going into that accessibility score that we have previously mentioned.

*[Slide 15]*

Moving on. We're now going to shift over to the City buildings properties and parks. Ultimately again, we're only able to look at select buildings. We are focusing on those buildings that can receive a lot of heavy pedestrian traffic. So that includes “City Hall” and “1520 Market”. It includes a community centers, the couple of the large city parks. So, those are the buildings that we're looking at as part of Phase I. Again, with this is a good opportunity of what we want to make sure that we're not missing buildings that we know the public uses on a daily basis. So, if anybody has any buildings that they can pick up that, either they know they have challenges getting into or that City residents use a lot, we would love to hear from those as well. Ultimately our evaluation of these buildings, properties, and Parks start with how people are arriving at the site and that goes beyond just automobile traffic and parking in the parking lot, but it also includes if someone is arriving by bus. How do they travel from the bus stop to the city building if someone is using the public sidewalk to get to the city building? How do they access the city building from that public sidewalk? Is there a dedicated sidewalk that leads them to the city building or do they have to use the driveway to get there? It’s important because ultimately the first step in providing those accommodations is being able to get inside the building itself. The next item that we look at is really digging into the programs and services that are offered at each city building. Looking at where they are at in the city building, where they are trying to get to when there's an employee for the city, how do they get to the restroom- things of that nature. And really looking at- what are those barriers to access that prevent someone whether it's an employee of the city or resident of the city to get access to those programs and services?

***31:30 Jim de Jong:*** And Travis, if I might add, this is not a construction answer always. It may require some reconstruction or modification to an existing building. But what we're looking for under the ADA is that there be program access. And so, what's very critical here is, say there is a two-story building without an elevator, and we need to provide access to someone like myself who uses a wheelchair. We can move that program down to the first floor to make it accessible to those who wouldn't be able to gain the second floor. Under the ADA that would be perfectly acceptable. If you had a situation where a person could get to a program in one part of the city, you might look at relocating that or you might look at offering that in a tangent area to that zone. Obviously as I stated earlier, this is not something that happens overnight, but it's something that will happen, you know the decade to come and in the meantime, you might have to move a program to a more accessible location while modifications are occurring in other locations. So, I just want to clarify to all the participants that under the ADA, what you're looking for is access to those programs and services. It's not necessarily construction answer always, but sometimes could be the movement of the program or reconfiguration of that program.

***33:08 David Newburger:*** Well and let me just add to that if I made Jim.

***33:11 Jim de Jong:*** Please go.

***33:12 David Newburger:*** When we're talking about our programs, my office will help make sure that everybody gets access to something so if we don't have to wait that's today's stuff. And if for example, somebody is having trouble getting an audio bill and they let us know. We would work with that agency. If somebody is holding meetings and buildings that you can't roll into, well, we would be a seeking there if they change where they put their meetings and we would have a direct conversation right now. So, we want everybody even though we got all this physical stuff to worry about we want everybody to be fully involved and have the full opportunity within the community.

***34:04 John Travis Helmkamp:*** And I think that's one of our key goals for today is that you are those neighborhood leaders who know that the Office on The Disabled is ready and certainly willing to assist the residents of this thing to get access to things like that. And really, it's not only talking about the ADA Transition Plan, but also a bit of education on just sort of those programs and services that are available to City residents. The last step is to prepare City staff to start to identify what I'll call “Low-Hanging Fruit”. These are things that can be relocated to provide more accessibility while ultimately, we work towards that goal of complete accessibility so that these reports that we're doing can be used as guides moving forward to really start to increase accessibility throughout the city. And with that I will hand it back over to Jim.

*[Slide 16]*

***35:13 Jim de Jong:*** Yes, and I think you can all respect and understand now the breath of the plan that we're trying to put together and obviously what we need to do is be aware of what our next steps are. We've gathered data from the various buildings. We've gathered data from programs, input from the disability community, and other important players in the city. Also, we're gathering data to look at finalizing a city-wide priorities map that we can put together for the city to be able to0 look at and establish a budget to schedule to complete that self-evaluation, which is an ongoing process as I've indicated. Also, to identify a potential project to really Kickstart the elimination of these barriers and increase accessibility. So, the city-wide people are aware of what we're doing here with the leadership from David's office and Eric's office. We want to put this all together into one neat package as we're moving forward.

***36:22 David Newburger:*** And I would just say that it's not just us. I mean, the mayor's office is what's given us the power to do this.

*[Slide 17]*

***36:30 Jim de Jong:*** Correct. I failed to include that, and I apologize. So, from this point, where do we go? Well, we have an online survey which you can see listed right there. We encourage anybody and everybody to please input to this. This is a chance for the community to give feedback to their government and we're excited by it. Personally, I know the disability community is responded and greatly so far, but we want to hear from all aspects of the community. We recognize as the ADA did that disability is not a singular event. It's a family event. And so, we make sure we get that it’s important. It's a neighborhood event. And so, we're very encouraged that you're listening today. We hope you will encourage your communities to take advantage of the survey and provide feedback to it how residents are using this City facilities. I think it's an exciting time personally myself being involved along with David with the ADA for the past 30 years. We're now getting great input from the community to be able to put this all together. So, please share this with as many people as they can take advantage of this survey. And if we need to share with you in a different format, please let us know but pass it on to others. We have alternative formats available upon request from David's office, the Office on The Disabled, at 622-3686 and there will be future community meetings that will be holding obviously with current conditions today. We'll be holding those virtually in the future, but we really appreciate all your time today. We hope you are encouraged by this as we are as well as the fact that you will distribute this as broadly and widely as you possibly can. I thank you for your time. And I turn it back to Travis, David, and Eric.

***38:33 John Travis Helmkamp:*** As Jim said, there is going to be a public meeting that will be open to new the entirety of the city. We thought that we would like a smaller meeting with the leaders of the neighborhoods first. There are certainly going to be an opportunity for everybody in the city who would like to join us for a meeting and I think we will be sending that out to you guys tomorrow with the hopes that you can help us to send that information out to your neighborhoods additionally.

***39:05 David Newburger:*** If I may repeat what Jim and Travis are saying that anybody who needs any kind of accommodation in dealing with this survey or anything else, call our office, and the number is again, 622-3686 and we'll get it worked out and we'll get you to be able to work with communication that is clearly effective for you.

***39:32 +1 314-\*\*\*-\*\*64:*** Okay, and I just want to say, thank you. I just want to thank everybody on this committee that has done all these works so far. It's been very helpful for me and my daughter who is 40 years old has Down Syndrome and Cerebral Palsy. I just want to thank God for the book that you've been doing. This makes it much easier for me to get around with her.

***39:58 David Newburger:*** Good and may things only improve.

***40:01 +1 314-\*\*\*-\*\*64:*** Yes.

*[Slide 18]*

***40:05 John Travis Helmkamp:*** That's really sort of the end of our little presentation today. Again, if at any time, you would like to reach out to one of us, there is contact information within this Power Point. The email address is ADA\_STL@stlouis-mo.gov. This is one of the best ways to get hold of us. If you need anything from the Office on The Disabled, about the ADA Transition Plan, or anything else involving accommodations, please reach out to the Office on the Disabled. With that we're ending this part of the end of our formal presentation and now we’d like to open it up to any questions that we might have.

***40:53 Jim de Jong:*** And I know Travis, we wanted to thank Erin for doing the sign language interpreting for us, you know.

***41:00 John Travis Helmkamp:*** Yeah, apparently. Thank you very much.

***66:14 Andre Logan:*** Hey Travis, I have a question, if a developers doing a large development proj41:5ect for commercial mix use, are there any services that you guys will provide to them in reference to doing an assessment scoring or funding or anything like that?

***41:32 David Newburger:*** Let me jump in on that. First of all, this is part of a large thing where Eric comes from, if they're doing anything in the public right-of-way, the sidewalks, driveways, and so forth right and that to do all of that construction, we look at that permitting process and make sure that they are complying with the relevant ADA standards when people do projects internally. The building Division issues building code and the codes have standards in them. The architects are supposed to know what they're doing. But there are many occasions in larger projects where people from this office and lot of people from disabilities have had a chance to make suggestions to designers and we creep time to do that. Now, it's not always true that the developers are interested in that because there is very much the slicing dimes kind of view of the world, but to the extent that we can get their attention. We're here to help.

***42:44 Andre Logan:*** Thank you.

***42:51 Tina Siebert:*** Hi, I'm Tina Siebert with the Southampton neighborhood association. Would someone be available to maybe talk at one of our neighborhood association meetings so that we can talk about what you guys provide from the city to our residents? I mean, is that something that you guys would be able to do?

***43:15 David Newburger:*** Yes. It might be Eric’s team, or it might be my office, but will be delighted to do it.

***43:22 Jim de Jong****:* Or it might be both.

***43:24 David Newburger:*** Or it might be both.

***43:31 John Travis Helmkamp:*** Yeah, and if you would like to reach out to that ADA\_STL email address, we can have further conversations. But yeah, certainly all of us are willing to take part in any conversation that God helps to promote accessibility in the city. So yes, please reach out to us.

***43:51 Judy Redlich****:* This is Judy Redlich and I'd like to talk about the pedestrian signals, the audible pedestrian signals, and who determines where they go. I've got some ideas for some new ones. Is that part of the survey or should we just call you all about that? And, the cut-curve e.g. the northeast corner at *Hampton and Chippewa*. The cut curb is really not ADA Compliant for blind people, because if you cross at the wrong angle, you could possibly run into ongoing traffic. So, how is that some of the things that you want us to put in our survey?

***44:37 David Newburger:*** I mean that's exactly an example of where people are aware of a particular problem. And you know, the citizens are telling the city. We need to solve the problem there and that enhances our ability to prioritize those issues. So certainly, if everybody has these things that they want to tell us about, please do. I hate to say it, but I think Eric and I are both familiar with that intersection and what a problem it is, but we're really need to get it fixed and it is a difficulty.

***45:12 Eric Bothe:*** Yeah.

***45:12 Judy Redlich:*** Also, I wanted to thank you all for putting the four-way stop at *Weary and Galore*. That is so much appreciated for those of us who use guide dogs and canes.

***45:24 David Newburger:*** Okay.

***45:25 Jim de Jong:*** And it's on my dad Judy.

***45:25 Eric Bothe:*** All right.

***45:27 Jim de Jong:*** This is Jim de Jong. That is also when you were mentioned the aps, there are as we looked to bring one standard together to the city to be using there are suggestions as to what that should be within those standards.

***45:45 Judy Redlich:*** Okay.

***45:46 David Newburger:*** But we take the view that PROWAG requires APS not chirping birds or know it signal.

***45:54 Jim de Jong:*** Absolutely.

***45:55 David Newburger:*** Yeah.

***45:56 Judy Redlich:*** Okay. Good. Great. Thank you.

***46:00 John Travis Helmkamp:*** Yeah, David correct me about misspeaking here. But I think, in addition to the survey, you could always reach out to the city as well.

***46:11 David Newburger:*** Absolutely. I mean we are the place it's expressed in terms of grievance. That's under the law. But I almost don't look at it that way give us a problem and we'll do the best we can to work on it.

***46:23 Judy Redlich:*** Great. Thank you.

***46:31 MiguelCarla Alexander:*** Hi, this is a Miguel and Carla Alexander with the Jeff Vander Lou Association. We just want to thank you again for the opportunity to be a part of this meeting. We did get some feedback from some of the residents that are in power chairs here in the neighborhood, and our school, and our senior center. The resident travels from our neighborhood directly up there on *Martin Luther King and Grand*, in her power chair and she doesn't have any problems for that travel back and forth to her house. There were no complaints with some of our senior residents that stay in the senior facilities in the neighborhood. And then our school- that's in the neighborhood. The gentleman that was talking about a relocating. I think that's one of the solutions that the Saint Louis Public Schools. They have relocating like if they have a child in a wheelchair that needs services, they just relocate them to another school. So that that pretty much will take care of that. But I do have a question about the survey and the timeline on everything. Is there a time period that you want all the feedback, you know from the neighborhood in order to do that? You know the Citywide priority mapping or anything else. Is there a cutoff time?

***48:04 John Travis Helmkamp:*** I think we'll probably be doing sort of initial assessment probably in December. So, if we can get it back by the next month, that'd be fantastic, but really the intention of that Citywide priorities map is that it is constantly evolving. So, I think even at going on, you know beyond the next month or two, feedback is always welcome as the city's constantly changing. I think a good example of that was NGA. So, five years ago, what would not be a pedestrian traffic generator or a priority, now that's changed by set development comes in. So as the way that this plan is being designed is that the Citywide priority map is not a static map. But instead is one that is going to be consistently updated as the city continues to evolve. So, with that in mind I think feedback is always welcome. But if we could get part of that immediate feedback back in the next month, that would be really helpful.

***49:06 MiguelCarla Alexander:*** Okay. Thank you. We will let the community know. Thank you.

***49:12 David Newburger:*** And I remember we are a permanent open door if somebody needs to talk about a problem, please talk to my office.

***49:41 MiguelCarla Alexander:*** Okay. Thank you.

***49:43 Mike Busch:*** Nothing else on the question board.

***50:26 John Travis Helmkamp:*** Okay, seeing no more questions from the chat. We will want to meet up again. Thank you very much for taking your time. We (appreciate) it. If you need anything else, please leave us an email. We are here to help. Please contact your neighborhood associations and if anyone thinks that it is better to talk in person, please do not hesitate to reach out to us. We want to make this plan succeed as much as possible. Thank you very much for your time.