

'18 JUL -4 AIO :53

SENATE
S. NO. 1861

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Introduced by **SENATOR LEILA M. DE LIMA**

**AN ACT
REQUIRING TRAFFIC SIGNAL POLES TO BE EQUIPPED WITH
ACCESSIBLE PEDESTRIAN SIGNALS**

EXPLANATORY NOTE

Article 13, Section 13 of the 1987 Constitution recognizes the need for rehabilitation, self-development, self-reliance and integration of persons with disabilities into the mainstream of society. Batas Pambansa Blg. 344, or the Accessibility Law, required the installation of architectural facilities or structural features to enhance the mobility of disabled persons in certain buildings, institutions, establishments, and public utilities.

In an ideal world, people who are blind or visually impaired would be able to rely on traffic lights at every intersection they cross. That is not the world we live in today. Without sufficient visual information, they merely rely on the sound or sense of traffic to identify a time when traffic has stopped and crossing the street is possible. The Canadian National Institute of the Blind posits that this technique is not without risks such as: when traffic volumes are low and there are fewer cues to use; when an advanced green signal display allows cars to turn left or right, a pedestrian can mistakenly assume that the surge of traffic is a signal to walk; or when relying on the surge of traffic as a crossing cue, the pedestrian may take several seconds to begin crossing and not have time to complete the crossing before the light has changed.¹ Although traffic sounds and vibrations can help a pedestrian safely cross a street, there

¹ The Canadian National Institute For the Blind. "CNIB Position for Accessible Pedestrian Signals in Canada". 15 October 2003. Accessed from www.cnib.ca/en/about/who/believe/documents/cnib%20APS%20position.doc.

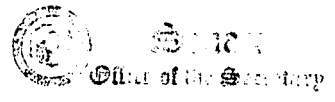
are many intersections where this type of information is insufficient to assure a pedestrian who is blind or visually impaired a safe journey.

Accessible Pedestrian Signals (APS) are designed to assist these pedestrians so that they can navigate intersections with increased confidence. They provide pedestrians with reliable information that they can use to know when traffic signals have required traffic to stop and have cleared the way for pedestrians to cross.

With over two million Filipinos who are blind or suffering from poor vision, the installation of APS in most, and ideally in all, traffic signal posts shall aid them in being independently mobile and ensure a safe journey for everyone.

In view of the foregoing, early enactment of this measure is requested.


LEILA M. DE LIMA



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[Signature]

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**AN ACT
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*Be it enacted by the Senate and the House of Representatives of the Philippines
in Congress assembled:*

1 **SECTION 1. Short Title.** – This Act shall be known as “Accessible Pedestrian
2 Signals Act of 2018.”

3 **Sec. 2. Declaration of Policy.** – Persons with disabilities are part of Philippine
4 society, thus, the State shall give full support to the improvement of their total well-
5 being and integration into the mainstream of society. Toward this end, the State shall
6 adopt policies ensuring the self-reliance of this vulnerable segment of our population.

7 **Sec. 3. Accessible Pedestrian Signal.** – Accessible Pedestrian Signal (APS) is
8 defined as a device affixed to traffic signal poles that communicates information
9 about the “WALK” and “DON’T WALK” intervals at signalized intersections in non-
10 visual formats such as audible, tactile, vibrotactile and other visible methods in order
11 to provide crossing information to all pedestrians, including people who are blind or
12 visually impaired.

13 When an APS uses audible tones, it shall have a specific tone for the walk
14 interval and clearance phases utilizing internationally recognized standards.

15 Two distinct sounds shall be used for the WALK phase: one distinct sound for
16 the North/South crossing and another distinct sound for the East/West crossing. In
17 addition, there shall be a distinct sound for the North/South clearance phase and
18 another distinct sound for the East/West clearance phase. The tones shall be at least

1 two (2) decibels and no more five (5) decibels greater than the ambient noise level,
2 must be sensitive to level changes, and must be audible to the mid-point of the
3 crossings.

4 **Sec. 4. *Installation of APS.*** – Subsequent to the effectivity of this Act, all new
5 traffic signal poles that have yet to be installed shall be equipped with an APS. For
6 existing traffic signal poles, an APS shall be installed in order of priority following a
7 criteria set by the Department of Public Works and Highways (DPWH), which shall
8 give preference to locations most populated by Persons with Disabilities.

9 **Sec. 5. *Duty-free Importation.*** – The DPWH shall certify APS devices and
10 parts that are unavailable in domestic markets and shall transmit such certification
11 to the Department of Finance. The APS devices and parts so certified may be imported
12 by any government agency or instrumentality exempt from taxes and duties on
13 importation.

14 **Sec. 6. *Implementing Rules.*** – Within ninety (90) days from the approval of
15 this Act, the DPWH, in coordination with the Department of Transportation, the
16 Department of Budget and Management, the Department of Finance, and the
17 National Council on Disability Affairs shall promulgate the necessary rules and
18 regulations to implement the provisions of this Act.

19 **Sec. 7. *Repealing Clause.*** – All laws, executive orders, presidential decrees,
20 presidential proclamations, letters of instruction, rules and regulations or parts
21 thereof which are inconsistent with the provisions of this Act are hereby repealed or
22 modified accordingly.

23 **Sec. 8. *Separability Clause.*** – If any provision of this Act is declared
24 unconstitutional or invalid, other parts or provisions hereof not affected thereby shall
25 continue to be in full force and effect.

26 **Sec. 9. *Effectivity.*** – This Act shall take effect fifteen (15) days following its
27 publication in the Official Gazette or in two (2) newspapers of general circulation in
28 the Philippines.

Approved,