

NINETEENTH CONGRESS OF THE
REPUBLIC OF THE PHILIPPINES
First Regular Session

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SENATE

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S. No. 393

INTRODUCED BY SENATOR JOSEPH VICTOR "JV" G. EJERCITO

**AN ACT
PROMOTING SAFE ALTERNATIVE MOBILITY BY ESTABLISHING A
NETWORK OF POP-UP BICYCLE LANES AND EMERGENCY PATHWAYS, AND
FOR OTHER PURPOSES**

EXPLANATORY NOTE

The 1987 Philippine Constitution, Article II, Section 16, thereof states that:

"The State shall protect and advance the right of the people to a balanced and healthful ecology in accord with the rhythm and harmony of nature."

Based on the survey on mobility in the Philippines on June 2021, it was reported that, 28% of respondents spent an average of 30 to 59 minutes daily commuting to work or school.¹ With the worsening traffic in Metro Manila and nearby provinces and cities, and the lack of efficient public transportation, commuting has become more difficult.

During the imposition of the enhanced community quarantine in the country where there is a shut-down of public transportation, biking and walking are the modes

¹ <https://www.statista.com/forecasts/1274764/philippines-duration-of-daily-commute>

of travelling by most of our *kababayans*. Likewise, during the quarantine, many became biking enthusiasts, and not just made biking a hobby but also made it a means burn the extra calories and maintain a healthy lifestyle.

Now, even with the relaxation of community quarantine, many have traded public transportation by riding their bicycles and scooters.

This proposed measure aims to create pop-up bicycle lanes network in order to promote and ensure the safety of bicycle and scooter riders. This legislation is one way to help unburden commuters who are choosing to ride their bicycles and other non-motorized vehicles in order to escape the worsening traffic and save money on fares and fuel, most specially now that prices of petroleum products have skyrocketed.

In this legislation, the DOTr, DPWH, and with the help of the LGUs, will be responsible for the creation and proper implementation of this measure. On the other hand, bicycle and all other non-motorized vehicle riders are required to follow traffic rules and laws to promote the safety of everyone in the roads.

In view of the foregoing, the passage of this bill is earnestly sought.



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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 the "**Safe Alternative**
2 **Mobility Act**".

3 Sec. 2. *Declaration of Policy.* - The Constitution mandates the State to protect
4 and advance the right of the Filipino people to a balanced and healthful ecology in
5 accord with the rhythm and harmony of nature, and to protect and promote the right
6 to health of the people and instill health consciousness among them.

7 The State likewise acknowledges the need for infrastructure and a change in
8 mindset to encourage and accommodate alternative modes of transportation such as
9 walking, bicycles, and other non-motorized vehicles, and to provide safe and
10 convenient pathways for commuters, pedestrians and non-motorized travel.
11 Prioritizing walking, biking, and the use of non-motorized vehicles will result in reduced
12 carbon emissions, less use of energy and resources, and provide multiple health
13 benefits and increase quality of life.

14 These are also in line with the State's commitment to the Sustainable
15 Development Goals (SDGs), in particular: SDG 3 (Good Health and Well-Being); SDG
16 7 (Affordable and Clean Energy); SDG 9 (Industry, Innovation and Infrastructure);

1 SDG 11 (Sustainable Cities and Communities); SDG 13 (Climate Action); and SDG 17
2 (Partnerships for the Goals).

3 For purposes of this Act, "Non-Motorized Vehicles" includes all forms of travel
4 that do not rely on an engine or motor for movement. This includes, but is not limited
5 to, walking, bicycles, and small-wheeled non-motorized transport (skates,
6 skateboards, push scooters and hand carts).

7 *Sec. 3. Safe Alternative Mobility Network.* - The Department of Transportation
8 (DOTr) with the Department of Public Works and Highways (DPWH), and in
9 coordination with Local Government Units (LGUs), shall identify and create a network
10 of pop-up bicycle lanes. The pop-up bicycle lanes are strictly for bicycles and other
11 non-motorized vehicles only, and shall, as much as practicable, directly connect users
12 to essential destinations such as medical facilities, public and private facilities
13 frequented by people, schools, and other similar places that may be identified;
14 *Provided,* That the bike lane network already implemented by the DPWH and DOTr
15 shall be linked to this network.

16 The lanes may be marked with removable tapes and mobile signs, which can
17 easily be placed and removed as necessary. Other physical barriers may also be used.
18 Electric scooters, electric bicycles, and other similar modes of transport may be
19 allowed subject to the guidelines set by the DOTr and other appropriate agencies.

20 To complement the network of pop-up bicycle lanes, LGUs shall create
21 a designated network of people-oriented emergency pathways along local roads that
22 will provide pedestrians, bicycle and non-motorized vehicle users safe, convenient
23 access to frequented destinations by restricting motorized vehicle passage in these
24 pathways during peak hours. The emergency pathways shall be clearly marked with
25 signage containing restrictions. The DOTr and DPWH shall identify priority areas for
26 implementation.

27 *Sec. 4. Obedience to Traffic Laws/Rules and Regulations.* - All non-motorized
28 vehicle users, including users of electric scooters and other similar modes of transport
29 as allowed by the DOTr and other appropriate agencies, shall obey existing traffic
30 laws, rules and regulations, and shall be subject to existing penalties for violations.

1 The DOTr, in coordination with the Metro Manila Development Authority and
2 other appropriate agencies, shall issue guidelines for safe biking and the use of non-
3 motorized vehicles.

4 *Sec. 5. Non-Motorized Vehicle Parking Spaces.* – All public places, government
5 offices, schools, places of work and major commercial establishments, including malls,
6 banks, hospitals, and the like shall provide, as far as practicable, shall provide
7 adequate parking spaces for bicycles, other non-motorized vehicles, electric scooters,
8 electric bicycles, and other similar modes of transport as allowed by the DOTr
9 and other appropriate agencies.

10 *Sec. 6. Role of the Public and Private Sectors.* - Both the public and private
11 sectors shall promote walking and using bicycles and other non-motorized vehicles as
12 an alternative means of travel. They shall develop the necessary infrastructure,
13 facilities and programs for its implementation, including showers, changing areas, and
14 hydration facilities, and shall continue following physical distancing measures during
15 travel.

16 *Sec. 7. Adoption and implementation.* - The LGUs shall clear all local roads and
17 sidewalks of obstructions, and make the necessary improvements on existing
18 structures. Further, the DPWH shall revise its manuals and guidelines for road design
19 and construction to include non-motorized vehicles in the allocation of road space on
20 national and local roads, and to promote the safety of pedestrians and non-motorized
21 vehicle users.

22 The LGUs shall coordinate and issue the necessary measures for the adoption
23 and implementation of the Safe Pathways Network, in compliance with the
24 implementing rules and regulations as provided in this Act.

25 The permanence of these pop-up bicycle lanes may be evaluated by the DPWH
26 and DOTr, and recommend its transfer to a permanent bicycle infrastructure.

27 *Sec. 8. Implementing Rules and Regulations.* - Within thirty (30) days from the
28 effectivity of this Act, the DOTr, In coordination with the DPWH, DILG, and other
29 appropriate agencies, shall promulgate and issue the necessary guidelines for the
30 effective Implementation of this Act. The Implementing rules and regulations Issued
31 pursuant to this Section shall take effect thirty (30) days after its publication in two
32 (2) national newspapers of general circulation.

1 *Sec. 9. Appropriations.* - The funds necessary for the implementation of this Act
2 shall be charged against the appropriations of the DOTr and DPWH. Thereafter,
3 funding shall be included in the budget of the DOTr and DPWH under the annual
4 General Appropriations Act.

5 *Sec. 10. Separability Clause.* – If any provision of this Act is held invalid or
6 unconstitutional, the same shall not affect the validity and effectivity of the other
7 provisions hereof.

8 *Sec. 11. Repealing Clause.* – All laws, decrees, executive orders, rules and
9 regulations, which are inconsistent with the provisions of this Act are hereby repealed,
10 amended or modified accordingly.

11 *Sec. 12 Effectivity Clause.* – This Act shall take effect fifteen (15) days after its
12 publication in the Official Gazette or in a newspaper of general circulation.

13 *Approved,*

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