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(In substitution of Senate Bill Nos. 19, 331, 393 and 472)

Prepared jointly by the Committees on Sustainable Development Goals, Innovation and Futures Thinking; Public Works; and Finance with Senators Cayetano (P.), Poe, Ejercito, Ejercito Estrada, Revilla Jr., and Angara as authors thereof

AN ACT
INSTITUTIONALIZING ACTIVE TRANSPORT BY ESTABLISHING A SAFE PATHWAYS NETWORK OF BICYCLE LANES, WALKWAYS AND SLOW STREETS, AND FOR OTHER PURPOSES

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

1 Section 1. *Short Title.* – This Act shall be known as the "*Walkable and*
2 *Bikeable Communities Act*".

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

7 The State recognizes the urgent need to safeguard the public’s health during
8 the ongoing COVID-19 pandemic by promoting physical distancing. It acknowledges
9 that the current transportation system compromises the safety of health workers,
10 other essential workers, and commuters.

11 The State also affirms the need for infrastructure and a change in mindset to
12 encourage and accommodate sustainable and healthy modes of active transport
13 such as walking, biking, and the use of other non-motorized vehicles and to provide
14 safe and convenient pathways for commuters. It further acknowledges the need to

1 provide quick solutions to long-standing mobility issues brought to light by this
2 pandemic and that may arise again in other emergency situations.

3 Prioritizing active transport will result in reduced carbon emissions, reduced
4 road congestion, less use of energy and resources, as well as less dependence on
5 oil, lightening the impact of oil price shocks. It will also provide multiple health
6 benefits and enhance the quality of life.

7 These are also in line with the State’s commitment to the Sustainable
8 Development Goals (SDGs), in particular: SDG 3 (Good Health and Well-Being);
9 SDG 7 (Affordable and Clean Energy); SDG 9 (Industry, Innovation and
10 Infrastructure); SDG 11 (Sustainable Cities and Communities); SDG 13 (Climate
11 Action); and SDG 17 (Partnerships for the Goals).

12 Sec. 3. *Definition of Terms.* – For purposes of this Act, these terms are
13 defined as follows:

- 14 a. *Active transport* refers to physical activity undertaken as a means of
15 transport, such as walking or cycling and the use of other non-
16 motorized vehicles;
- 17 b. *Electric personal mobility devices* refer to any electric motorized
18 device exclusively used for transporting an individual. This includes
19 electric bicycles and electric kick scooters, excluding motorcycles,
20 tricycles, and other similar modes of transport;
- 21 c. *End-of-trip facilities* refer to facilities that cater to active transport
22 users needs at their destinations, which may include shower and
23 changing rooms, short- and long-term bicycle parking, bicycle repair
24 stations, and lockers, among others;
- 25 d. *Non-motorized vehicles* refer to all forms of transportation that do not
26 rely on an engine or motor for movement, including, but not limited
27 to, bicycles and small wheeled non-motorized transport, such as
28 skateboards, push scooters, and handcarts; and
- 29 e. *Slow streets* refer to local roads providing safe and convenient access
30 and use by restricting motor vehicle access, use, or speed limits on
31 certain days or hours in the day, or any combination of such measures
32 as may be determined by the concerned local government unit (LGU),

1 and prioritizing access and use by pedestrians, cyclists, and other
2 non-motorized vehicle users.

3 Sec. 4. *Safe Pathways Network.* – Within twelve (12) months from the
4 effectivity of this Act, the Safe Pathways Network shall be established for the use of
5 active transport: *Provided,* That the use of electric personal mobility devices may be
6 allowed subject to the guidelines set by the LGUs, in consultation with the
7 Department of Transportation (DOTr).

8 The Safe Pathways Network shall consist of the following:

9 a. *Bicycle lanes.* LGUs, in consultation with the DOTr and the
10 Department of Public Works and Highways (DPWH), shall identify and
11 create a network of bicycle lanes, which may be temporary or
12 permanent in nature. The temporary lanes alternatively known as
13 pop-up lanes shall be set up, whenever necessary, including during
14 emergency situations: *Provided,* That along national roads in Metro
15 Manila, the DOTr, in coordination with the DPWH and the Metro
16 Manila Development Authority (MMDA), shall be the lead
17 implementing agency.

18 Pop-up bicycle lanes may be marked with removable tapes and
19 mobile signs, which can easily be placed and removed as necessary.
20 Other physical barriers may also be used.

21 The bicycle lanes shall, as much as practicable, directly connect
22 users to essential destinations, such as medical facilities, public and
23 private facilities frequented by people, schools, and other similar
24 places that may be identified. Motorcycles, tricycles, and other similar
25 modes of transport, whether powered by fossil fuel or electricity, are
26 prohibited from using the bicycle lanes unless otherwise designed for
27 sharing with such modes of transport; and

28 b. *Walkways.* Walkways shall be designated or constructed for the use of
29 pedestrians, including the use of strollers and other children’s mobility
30 equipment. Walkways may also be shared with non-motorized
31 vehicles and electric personal mobility devices, subject to the

1 guidelines set by the LGUs and taking into account the safety of
2 pedestrians.

- 3 c. *Slow streets.* To complement the network of bicycle lanes, LGUs shall
4 create a designated network of people-oriented slow streets, which
5 may be temporary or permanent, that will provide safe and
6 convenient access and use of specific local roads. Speed limits, access
7 on certain days or hours in the day by motorized vehicles in slow
8 streets, or any combination of such measures shall be determined by
9 the concerned LGU. Motor vehicles of residents, delivery and trash
10 collection vehicles servicing the area of the slow streets, and
11 emergency services shall have access to slow streets subject to
12 restrictions to be imposed by the LGU.

13 Slow streets shall be clearly marked with signage specifying the
14 restrictions. LGUs shall identify priority areas for implementation
15 within their jurisdiction. The DOTr and DPWH may provide assistance
16 in the identification of slow streets.

17 *Sec. 5. Institutional Facilities Pathways Priority.* – LGUs shall coordinate with
18 public and private institutions within their jurisdiction frequented by the public, such
19 as but not limited to healthcare facilities and institutions, schools, churches, and
20 government offices, to establish bicycle lanes, walkways and slow streets that can
21 connect and provide safe access for the employees, customers and clients of such
22 institutions as well as the general public, and to encourage the establishment of
23 end-of-trip facilities within such institutions.

24 Special attention shall be given towards the safety of healthcare workers and
25 patients who use active transport to hospitals and other healthcare facilities.

26 *Sec. 6. Traffic Laws, Rules and Regulations.* – All users of non-motorized
27 vehicles and electric personal mobility devices shall obey traffic laws, rules and
28 regulations and shall be subject to existing penalties for violation.

29 The LGUs, in consultation with the DOTr and other appropriate agencies,
30 shall issue ordinances for the safe use of bicycle lanes and the use of non-
31 motorized vehicles and electric personal mobility devices.

1 *Sec. 7. Bicycle Racks and other End-of-Trip Facilities.* – All public places,
2 government offices, schools, places of work, mass transit and public utility vehicle
3 terminals, and commercial establishments, including but not limited to malls, banks,
4 and hospitals, shall provide, as far as practicable, secure bicycle or multi-use racks
5 and other end-of-trip facilities, as needed.

6 *Sec. 8. Role of Public and Private Sectors.* – Both the public and private
7 sectors shall promote active transport as a sustainable and healthy means of
8 transportation and develop the Safe Pathways Network as provided under Section 4
9 of this Act, by putting up the necessary infrastructure facilities and programs.
10 Further, the said sectors shall also provide, as far as practicable, additional support,
11 benefits, subsidies, and training that will promote active transport.

12 LGUs shall incorporate the creation of the Safe Pathways Network and their
13 corresponding infrastructure in their local development plans.

14 *Sec. 9. Information and Education Campaign.* – The DOTr, in coordination
15 with other government agencies and the private sector, shall establish an
16 information and education campaign on the importance of a shift to a sustainable
17 and healthy mode of transportation, and the establishment and use of the Safe
18 Pathways Network. The campaign shall be designed for all present and potential
19 active transport users, traffic enforcers, motorists, non-motorized vehicle and
20 electric personal mobility device users, the commuting public, and the community in
21 general.

22 *Sec. 10. Design and Construction of Permanent Bicycle Lanes and Walkways.*
23 – Permanent bicycle lanes and walkways shall be designated or constructed with
24 safety as the paramount concern. As much as practicable, permanent bicycle lanes
25 and walkways shall be physically separated from the main road through physical
26 barriers, or shall be elevated or otherwise constructed separately from the main
27 road.

28 In areas where the physical separation of bicycle lanes and walkways is not
29 possible, the roads shall be adapted, as far as practicable, for shared use with
30 active transport users. Painted road markers may also be used for roads with
31 limited space.

1 The DPWH, in coordination with the DOTr and LGUs, shall revise its manuals
2 and guidelines for road design and construction to include non-motorized vehicles
3 and electric personal mobility devices in the allocation of road space on national
4 and local roads, and to promote the safety of active transport and electric personal
5 mobility device users.

6 Sec. 11. *Sources of Funding.* – The funds necessary for the implementation
7 of this Act shall be sourced from the amounts set aside by LGUs for infrastructure
8 projects within their jurisdiction, as well as from the appropriations of the DOTr and
9 DPWH under the General Appropriations Act, and the Special Road Fund from the
10 Motor Vehicle User’s Charge as provided under Republic Act No. 8794, as amended.

11 Sec. 12. *Separability Clause.* – If any provision of this Act is declared
12 unconstitutional or otherwise invalid, the validity of the other provisions shall not be
13 affected thereby.

14 Sec. 13. *Repealing Clause.* – All other laws, decrees, orders, rules and
15 regulations, other issuances, or parts thereof inconsistent with the provisions of this
16 Act are hereby repealed or modified accordingly.

17 Sec. 14. *Effectivity.* – This Act shall take effect fifteen (15) days after its
18 publication in the Official Gazette or in a newspaper of general circulation.

Approved,