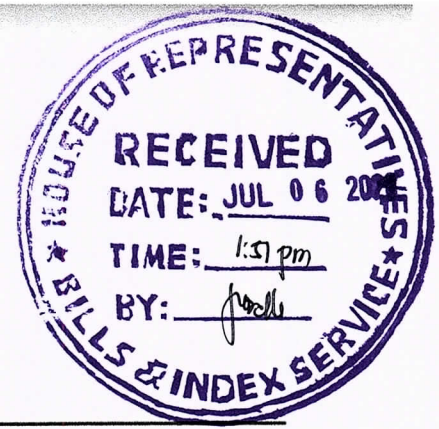


Republic of the Philippines
HOUSE OF THE REPRESENTATIVES
Quezon City

EIGHTEENTH CONGRESS
Second Regular Session

HOUSE BILL NO. 7062



Introduced by **HON. CRISTAL L. BAGATSING**

AN ACT
ESTABLISHING A NETWORK OF POP-UP BICYCLE LANES AND EMERGENCY
PATHWAYS FOR USE DURING THE DURATION OF THE COVID-19 PANDEMIC,
AND FOR OTHER PURPOSES

Explanatory Note

Article II, Section 15 and 16 of the 1987 Constitution provides that:

“Section 15. The State shall protect and promote the right to health of the people and instill health consciousness among them”

“Section 16. 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.”

In view of the effect of the COVID-19 pandemic, the State through the Inter Agency Task Force for the Management of Emerging Infectious Diseases (“IATF”) has adopted measures for containment and mitigation of the spread of the virus. The public and private transportation system has been heavily affected by such IATF measures.

According to World Resources Institute, as of mid-April 2020, more than 3.9 billion people are under full or partial lockdown orders. Cities have curtailed many public transit operations because of declining ridership and health concerns. Some evidence suggests many people are turning to cycling as a resilient and reliable option to fill the gap. Many urban cycling networks have seen a surge in traffic, including China, Germany, Ireland, the United Kingdom and the United States. In Philadelphia, cycling has increased by more than 150% during the COVID-19 outbreak. Some governments are responding to the spike in demand by opening emergency bike lanes and giving essential workers personal access to their own bikes from shared fleets. At a time when city leaders are rethinking many past assumptions, this trend is a unique opportunity to embrace cycling as an integral part of urban transport systems – not just an accessory. Cities need more resilient, more equitable mobility – not only to weather the current storm, but to prepare for future crises. (<https://www.wri.org>)

The features of this bill are as follows:

1. The Department of Transportation (DOTR) with the Department of Public Works and Highways (DPWH) and the Local Government Units (LGUs) shall identify and create a network of pop-up bicycle lanes.
2. The provision of parking spaces for non-motorized vehicle.
3. The role of Public and Private Sectors by developing the necessary infrastructures and facilities.

Hence, the immediate passage of this bill is earnestly requested.



CRISTALL. BAGATSING
Representative
5th district of Manila

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

Section 1. Short Title. - This Act shall be known as the "Safe Pathways Act".

Sec. 2. Declaration of Policy. – It is hereby declared the policy of the State, to protect and advance the right of the Filipino people to a balanced and healthful ecology in accord with the rhythm and harmony of nature, and to protect and promote the right to health of the people and instill health consciousness among them.

In light of the COVID-19 pandemic, the State shall, consistent with the National Action Plan Against COVID-19, mitigate the consequences and impact of the COVID-19 pandemic to the social, economic, and personal security of the Filipino people.

The State recognizes that the current transportation system does not address the need for physical distancing. The State acknowledges the need for infrastructure and a change in mindset to encourage and accommodate alternative modes of transportation such as walking, bicycles and other non-motorized vehicles, and to provide safe and convenient pathways for pedestrians and non-motorized travel. The State further recognizes that prioritizing walking, biking and the use of non-motorized vehicles will result in reduced carbon emissions, less use of energy and resources, and provide multiple health benefits and increase quality of life. These are also in line with the State's commitment to the Sustainable Development Goals (SDGs), in particular: SDG 3 (Good Health and Well-Being); SDG 7 (Affordable and Clean Energy); SDG 9 (Industry, Innovation and Infrastructure); SDG 11 (Sustainable Cities and Communities); SDG 13 (Climate Action); and SDG 17 (Partnerships for the Goals).

The State further recognizes as an urgent need during the COVID-19 pandemic, to ensure physical distancing and given the limited forms of transportation available to frontliners and essential workers for so long as there is reduced mobility.

Sec. 3. Safe Pathways Network. - Immediately upon the effectivity of this Act, the Department of Transportation (DOTr) with the Department of Public Works and Highways (DPWH), and in coordination with Local Government Units (LGUs), shall identify and create a network of pop-up bicycle lanes that may be used during the duration of the COVID-19 pandemic. The pop-up bicycle lanes are strictly for the exclusive use of bicycles and other non-motorized vehicles, in order to connect users to vital destinations such as medical facilities, public and private facilities frequented by people, private homes, educational institutions as soon as they open, and other similar locations that offer essential goods and services that may be identified. The lanes may be marked with removable tapes and mobile signs, which can easily be placed and removed as necessary. Other physical barriers may also be used.

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

The pop-up bicycle lanes must have the necessary space to accommodate the expected increase of users, and the need to comply with physical distancing measures prescribing that users remain at least one (1) meter apart from each other.

To complement the network of pop-up bicycle lanes, LGUs shall create a designated network of people-oriented emergency pathways along local roads that will provide pedestrians and bicycle and non-motorized vehicle users safe, convenient access to frequented destinations, by restricting passage in these pathways by motorized vehicle during peak hours. The emergency pathways shall be clearly marked with signs restricting such use by motorized vehicles.

The DOTr and DPWH shall identify priority areas for implementation of the Safe Pathways Network.

Sec. 4. Non-Motorized Vehicle Parking Spaces. - All public places, government offices, schools, places of work and major commercial establishments offering goods and services, including malls, banks, hospitals, and other similar establishments, shall provide adequate parking spaces for bicycles and other non-motorized vehicles as far as practicable.

Sec. 5. Role of the Public and Private Sectors. - Both the public and private sectors shall promote walking and the use of bicycles and other non-motorized vehicles as an alternative means of travel. They shall develop the necessary infrastructure, facilities and programs that enable the sustained use of these alternative means of travel, such as but not limited to, exclusive bicycle lanes and paths, secure parking spaces, and showers and changing areas for riders. Such infrastructure, facilities, and

programs should be able to accommodate the prescribed physical distancing measures for the duration of the COVID-19 pandemic. .

Sec. 6. Permanent Adoption of Safe Pathways Network. - The DOTr and DPWH, in coordination with the appropriate agencies, shall prepare to permanently adopt the established bicycle lanes and emergency pathways, as may be appropriate, even after the threat of COVID- 19 as declared by the proper authorities has passed. Pursuant to this, the non-motorized parking spaces and other infrastructure developed as part of the Safe Pathways Network shall also be made permanent as may be appropriate and practicable.

Sec. 7. Implementing Rules and Regulations. - Within thirty (30) days from the effectivity of this Act, the DOTr shall promulgate and issue the necessary guidelines for the effective implementation of this Act. The implementing rules and regulations issued pursuant to this Section shall take effect thirty (30) days after its publication in two (2) national newspapers of general circulation.

Sec. 8. Appropriations. - The funds necessary for the initial implementation of this Act shall be charged against the appropriations of the DOTr, DPWH, and LGUs as needed. Thereafter, funding shall be included in the budget of the DOTr and DPWH under the annual General Appropriations Act.

Sec. 9. Separability Clause. - If any provision of this Act is declared unconstitutional or otherwise invalid, the validity of the other provisions shall not be affected thereby.

Sec. 10. Repealing Clause. -All other laws, decrees, orders, rules and regulations, other issuances, or parts thereof inconsistent with the provisions of this Act are hereby repealed or modified accordingly.

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