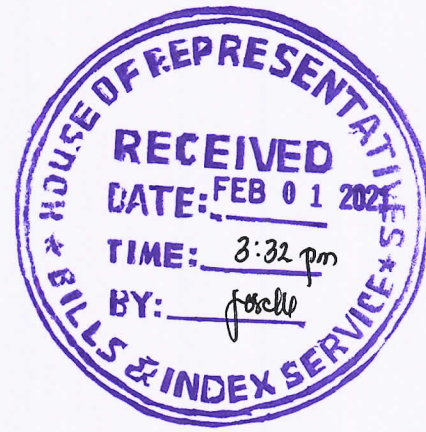


Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City, Metro Manila

EIGHTEENTH CONGRESS
Second Regular Session

House Bill No. 8598



INTRODUCED BY REPRESENTATIVES ALAN PETER "COMPAÑERO" S. CAYETANO AND
MARIA LAARNI L. CAYETANO

EXPLANATORY NOTE

The emergence of the COVID-19 pandemic has made it necessary to rethink the way we live. It has highlighted gaps in our society that have long been seeking our attention. One of those gaps is transportation.

In a 2015 study by the Japan International Cooperation Agency (JICA) and the then Department of Transportation and Communications, it is stated that, in Metro Manila and its surrounding provinces, only 11.5% of households are car owners. This goes to show that majority of the population are reliant on public transportation. Hence, when the enhanced community quarantine halted the operations of all forms of public transportation, this resulted in a struggle for frontliners and all Filipinos who needed to go to work, to the grocery stores, to the hospitals or other places they needed to be. This has also led us to the realization that our current public transport options are insufficient to address the needs of our citizens.

It is imperative for us to consider alternative modes of transportation which are efficient, safe, and convenient amid the pandemic. With this bill, we hope to establish Safe Pathways Network for non-motorized vehicles which includes bicycle lanes and slow streets. It also provides for a Health Facilities Loop which will connect and provide safe access for healthcare workers to hospitals and other health centers.

Not only will this help citizens comply with physical distancing protocols, but it also helps the environment by reducing carbon emissions and improves the general health condition of users. In view of the foregoing, we strongly recommend the passing of this bill to make transportation safer and more accessible for all Filipinos.

Foregoing considered, the immediate passage of this bill is sought.


ALAN PETER "COMPAÑERO" S. CAYETANO
Representative
1st District of Taguig-Pateros


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Representative
2nd District of Taguig

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INTRODUCED BY REPRESENTATIVES ALAN PETER “COMPAÑERO” S. CAYETANO AND
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1 AN ACT
2 ESTABLISHING A SAFE PATHWAYS NETWORK OF BICYCLE LANES AND SLOW
3 STREETS AND FOR OTHER PURPOSES
4

5 *Be it enacted by the Senate and the House of Representatives of the Philippines in Congress*
6 *assembled:*
7

8 **Section 1. Short Title.** – This Act shall be known as the “*Safe Pathways Network Act*”.

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

13 In light of the COVID-19 pandemic, the National Action Plan Against COVID-19
14 provides that the State shall mitigate its consequences and impact on the social, economic,
15 and personal security of the Filipino people.

16 The State recognizes the urgent need to safeguard the public’s health during the
17 COVID-19 pandemic by ensuring physical distancing. It recognizes that the current
18 transportation system compromises the safety of health workers, other frontliners, and
19 commuters.

20 The State recognizes the need for infrastructure and a change in mindset to encourage
21 and accommodate sustainable and healthy modes of transportation such as walking, biking,
22 and the use of other non-motorized vehicles and to provide safe and convenient pathways
23 for commuters. The State further acknowledges the need to provide a quick solution to
24 mobility issues during this pandemic and other emergency situations that may arise.

25 Prioritizing walking, biking, and the use of non-motorized vehicles will result in
26 reduced carbon emissions, less use of energy and resources, and provide multiple health
27 benefits and increase quality of life.

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

5 **Sec. 3. Definition of Terms.** - For purposes of this act, these terms are defined as
6 follows:

7 (a) *Electric personal mobility devices* refer to any electric motorized device
8 exclusively used for transporting an individual. This includes electric bicycles
9 and electric kick scooters, excluding motorcycles, tricycles, and other similar
10 modes of transport.

11 (b) *Non-motorized vehicles* refer to all forms of transportation that do not rely on
12 an engine or motor for movement, including, but not limited to, bicycles and
13 small-wheeled non-motorized transport, such as skates, skateboards, push
14 scooters, and hand carts.

15 (c) *Slow streets* refer to local roads providing safe and convenient access to
16 frequented destinations by restricting motor vehicle access, use, or speed
17 limits on certain days or hours in the day, as may be determined by the
18 concerned LGU, and prioritizing access and use by pedestrians, cyclists, and
19 other non-motorized vehicle users.

20 **Sec. 4. Safe Pathways Network.** – Immediately upon the effectivity of this Act, the
21 Safe Pathways Network shall be established for the use of non-motorized vehicles: *Provided,*
22 That the use of electric personal mobility devices may be allowed subject to the guidelines
23 set by the Local Government Units (LGUs), in consultation with the Department of
24 Transportation (DOTr), the Safe Pathways Network shall consist of the following:

25 (a) Bicycle Lanes - LGUs, in consultation with the DOTr and the Department
26 of Public Works and Highways (DPWH), shall identify and create a network of bicycle
27 lanes, which may be temporary or permanent in nature. The temporary lanes,
28 alternatively known as pop-up lanes, shall be set-up, wherever possible, during the
29 COVID-19 pandemic or whenever other emergency situations may arise: *Provided,*
30 That along national roads in Metro Manila, the DOTR, in coordination with the Metro
31 Manila Development Authority (MMDA), shall be the lead implementing agency.

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

35 The bicycle lanes shall, as much as practicable, directly connect users to
36 essential destinations such as medical facilities, public and private facilities
37 frequented by people, schools, and other similar places that may be identified.

Motorcycles, tricycles, and other similar modes of transport, whether powered by gas or electricity, are prohibited from using the bicycle lanes.

(b) **Slow Streets** - To complement the network of bicycle lanes, LGUs shall create a designated network of people-oriented slow streets, which may be temporary or permanent, along local roads that will provide pedestrians and non-motorized vehicle users safe and convenient access to frequented destinations. Speed limits and access on certain days or hours by motorized vehicles in slow streets shall be determined by the concerned LGU. Motor vehicles of residents, delivery and trash collection vehicles servicing the area of the slow streets, and emergency services shall have access to slow streets subject to restrictions to be imposed by the LGU.

Slow streets shall be clearly marked with signage specifying the restrictions. The DOTr and DPWH shall identify priority areas for implementation.

Sec. 5. Health Facilities Loop. – LGUs shall coordinate with health facilities within their jurisdiction to establish pop-up bicycle lanes and slow streets that can connect and provide safe access for healthcare workers to hospitals and other health centers.

Health facilities loops may be permanently adopted, as far as practicable.

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

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

Sec. 7. Bicycle Racks and Other End-of-trip Facilities. – All public places, government offices, schools, places of work, and commercial establishments, including malls, banks, hospitals, and the like shall provide, as far as practicable, bicycle or multi-use racks and other end-of-trip facilities, as needed.

Sec. 8. Role of Public and Private Sectors. – Both the public and private sectors shall promote walking and the use of bicycles and other non-motorized vehicles as a sustainable and healthy means of transportation. They shall develop the Safe Pathways Network by putting up the necessary infrastructure facilities and programs as provided by this Act. They shall also provide, as far as practicable, additional support, benefits, subsidies, and training that will promote walking, biking, and the use of other non-motorized vehicles.

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

Sec. 9. Information Campaign. – The DOTr, in coordination with other government agencies and the private sector, shall establish an information campaign on the importance of a shift to a sustainable and healthy mode of transportation, and the establishment and use

1 of the Safe Pathways Network. The program shall be designed for traffic enforcers, motorists,
2 non-motorized vehicle and electric personal mobility device users, the commuting public,
3 and the community in general.

4 **Sec. 10. Design and Construction of Permanent Bicycle Lanes.** – The DPWH, in
5 coordination with LGUs, shall revise its manuals and guidelines for road design and
6 construction to include non-motorized vehicles and electric personal mobility devices, in the
7 allocation of road space on national and local roads, and to promote the safety of pedestrians,
8 and non-motorized vehicle and electric personal mobility device users. Permanent bicycle
9 lanes shall be constructed with safety as the paramount concern. As much as practicable,
10 permanent bicycle lanes shall be physically separated from the main road through physical
11 barriers, or shall be elevated or otherwise constructed separately from the main road.
12 Painted road markers may also be used for roads with limited space.

13 **Sec. 11. Sources of Funding.** – The funds necessary for the implementation of this
14 Act shall be sourced from the appropriations of the DOTr and DPWH under the General
15 Appropriations Act and Local Road Support Fund from the Motor Vehicle User's Charge as
16 provided under Republic Act No. 8794, as amended.

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

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

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

25
26 *Approved,*