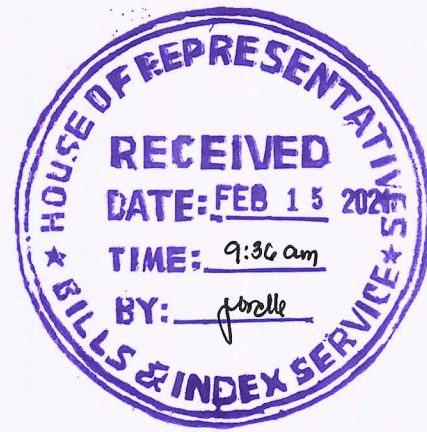




Eighteenth Congress
Second Regular Session

HOUSE BILL NO. 8688

Introduced by
REPRESENTATIVE LOREN B. LEGARDA

**AN ACT
ESTABLISHING A SAFE PATHWAYS NETWORK OF BICYCLE LANES AND
SLOW STREETS AND FOR OTHER PURPOSES**

EXPLANATORY NOTE

This pandemic has gravely affected our economy and exposed our vulnerability to health and environmental risks. It has brought a global reset from people's way of thinking and living, to their way of pursuing development.

Restricting human mobility and enforcing strict guidelines in transportation systems are some of the effective strategies used to control the spread of COVID-19. While positive effects of mobility restriction to mitigate COVID-19 cases have been observed, the restrictions, however, also have adverse economic and societal effects, especially to the labor force.

The need to observe social distancing as part of the new normal is reshaping the transportation landscape and many have resorted to alternative modes of transportation to adjust to the current situation, such as cycling and the use of micromobility devices. With more people doing active mobility, we not only ease the perennial problem of traffic congestion, but we also promote a cleaner and healthier environment and contribute to the reduction of greenhouse gas emission.

Hence, this measure seeks to promote sustainable mobility through creating a network of pop-up bicycle lanes and emergency pathways that are people-oriented and pedestrian-friendly, which shall connect users to essential destinations such as work, school, medical facilities, and other similar places that may be identified.

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


LOREN LEGARDA



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AN ACT
ESTABLISHING A SAFE PATHWAYS NETWORK OF BICYCLE LANES AND
SLOW STREETS AND FOR OTHER PURPOSES

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 Pathways*
2 *Network 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, and to protect and
6 promote the right to health of the people and instill health consciousness among
7 them.

8 In light of the COVID-19 pandemic, the National Action Plan Against COVID-
9 19 provides that the State shall mitigate its consequences and impact on the social,
10 economic, and personal security of the Filipino people.

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

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

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

10 These are also in line with the State's commitment to the Sustainable
11 Development Goals (SDGs), in particular: SDG 3 (Good Health and Well-Being); SDG
12 7 (Affordable and Clean Energy); SDG 9 (Industry, Innovation and Infrastructure);
13 SDG 11 (Sustainable Cities and Communities); SDG 13 (Climate Action); and SDG 17
14 (Partnerships for the Goals).

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

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

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

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

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

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

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

18 The bicycle lanes shall, as much as practicable, directly connect users
19 to essential destinations such as medical facilities, public and private facilities
20 frequented by people, schools, and other similar places that may be
21 identified. Motorcycles, tricycles, and other similar modes of transport,
22 whether powered by gas or electricity, are prohibited from using the bicycle
23 lanes.

24 (b) Slow Streets - To complement the network of bicycle lanes, LGUs
25 shall create a designated network of people-oriented slow streets, which may
26 be temporary or permanent, along local roads that will provide pedestrians
27 and non-motorized vehicle users safe and convenient access to frequented
28 destinations. Speed limits and access on certain days or hours by motorized
29 vehicles in slow streets shall be determined by the concerned LGU. Motor
30 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.

1 **Sec. 9. *Information Campaign.*** – The DOTr, in coordination with other
2 government agencies and the private sector, shall establish an information campaign
3 on the importance of a shift to a sustainable and healthy mode of transportation,
4 and the establishment and use of the Safe Pathways Network. The program shall be
5 designed for traffic enforcers, motorists, non-motorized vehicle and electric personal
6 mobility device users, the commuting public, and the community in general.

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

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

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

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

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

Approved,