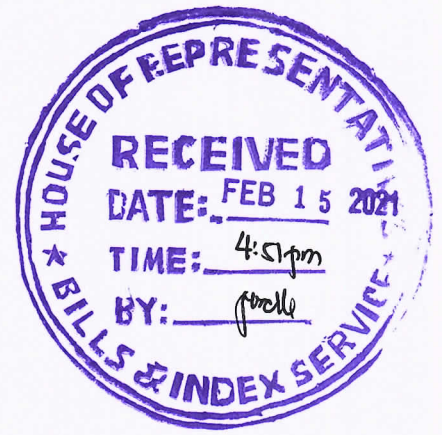


Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City
EIGHTEENTH CONGRESS
Second Regular Session



HOUSE BILL NO. 8697

Introduced by: **CONG. "KUYA" JOSE ANTONIO R. SY-ALVARADO**

EXPLANATORY NOTE

Walking and cycling promote physical and mental health in a time of high anxiety, and physical distancing is easy to implement. Other countries have adopted this even before COVID-19. These have even surged in cities like New York, Mexico, and Berlin where temporary bicycle lanes are set-up to facilitate mobility during 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 hospital and other health centers.

Thus, the immediate passage of this bill is earnestly sought.

CONG. "KUYA" JOSE ANTONIO R. SY-ALVARADO
Representative
First District of Bulacan

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

EIGHTEENTH CONGRESS
Second Regular Session

HOUSE BILL NO. 8697

Introduced by: **CONG. “KUYA” JOSE ANTONIO R. SY-ALVARADO**

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

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

Section 1. Short Title. — This Act shall be known as the *"Lingkod Ligtas na Siklista Act"*.

Section 2. Declaration of Policy. — The Constitution mandates 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 National Action Plan Against COVID-19 provides that the State shall mitigate the consequences and impact of the COVID-19 pandemic on 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 likewise 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 commuters, especially health workers and other front liners, pedestrians and non-motorized travel. It also recognizes the urgency of this need during the COVID-19 pandemic, to ensure physical distancing and given the limited forms of transportation available to front liners and essential workers for so long as there is reduced mobility.

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).

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

Section. 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 bicycles and other non-motorized vehicles only, and shall, as much as practicable, directly connect users to essential destinations such as medical facilities, public and private facilities frequented by people, schools, when they open, and other similar places 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. Electric scooters, electric bicycles, and other similar modes of transport may be allowed subject to the guidelines set by the DOTr and other appropriate agencies.

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 motorized vehicle passage in these pathways during peak hours. The emergency pathways shall be clearly marked with signage containing restrictions. The DOTr and DPWH shall identify priority areas for implementation.

Section. 4. *Health Facilities Loop.* — The LGUs shall coordinate with health facilities within their jurisdiction to establish pop-up bicycle lanes and emergency pathways that can connect and provide safe access for healthcare workers to hospitals and other health centers.

Section 5. *Obedience to Traffic Laws, Rules and Regulations.* — All non-motorized vehicle users, including users of electric scooters, electric bicycles, and other similar modes of transport as allowed by the DOTr and other appropriate agencies, shall obey existing traffic laws, rules and regulations, and shall be subject to existing penalties for violations.

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

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

Section 7. *Role of the Public and Private Sectors.* — Both the public and private sectors shall promote walking and using bicycles and other non-motorized vehicles as an alternative means of travel. They shall develop the necessary infrastructure, facilities and programs for its implementation, Including showers, changing areas, and hydration facilities, and shall continue following physical distancing measures during travel.

Section 8. *Permanent Adoption of Safe Pathways Network.* — The DOTr, DPWH and the Department of Interior and Local Government (DILG), in coordination with the appropriate agencies, shall prepare to permanently adopt the established bicycle lanes and emergency pathways, as may be appropriate. Pursuant to this, the LGUs shall clear all local roads and sidewalks of obstructions, and make the necessary improvements on existing structures. All non-motorized vehicle parking spaces and other infrastructure shall also be made permanent, as may be appropriate and practicable.

Further, the DPWH shall revise its manuals and guidelines for road design and construction to include non-motorized vehicles in the allocation of road space on national and local roads, and to promote the safety of pedestrians and nonmotorized vehicle users.

The LGUs shall coordinate and issue the necessary measures for the adoption and implementation of the Safe Pathways Network, in compliance with the implementing rules and regulations as provided in Section 9 of this Act.

Section 9. *Implementing Rules and Regulations.* - Within thirty (30) days from the effectivity of this Act, the DOTr, in coordination with the DPWH, DILG, and other appropriate agencies, 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.

Section 10. *Appropriations.* — The funds necessary for the initial implementation of this Act shall be charged against the appropriations of the DOTr and DPWH. Thereafter, funding shall be included in the budget of the DOTr and DPWH under the annual General Appropriations Act.

Section 11. *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.

Section 12. *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. 13. *Effectivity.* — This Act shall take effect fifteen (15) days after its publication in the Official Gazette or in a newspaper of general circulation.

Approved,

