

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

20th CONGRESS
First Regular Session

HOUSE BILL NO. 4492



Introduced by REP. JUAN CARLOS "ARJO" C. ATAYDE

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

EXPLANATORY NOTE

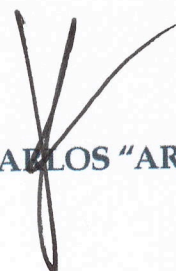
On 1 February 2021, the Senate passed on third reading the *Walkable and Bikeable Communities Act* introduced and sponsored by Senator Pia Cayetano, chairperson of the Committee on Sustainable Development Goals, Innovation and Futures Thinking.

The measure seeks to provide a network of safe pathways for those who prefer to walk, bike, or use other non-motorized vehicles to their regular destinations. Similar bills were filed in the House of Representatives in the 18th Congress and referred to the Committee on Transportation.

As an advocate of shifting towards active and sustainable transportation, this representation seeks to file a similar measure in order to encourage our people to embrace active transport. This can be made possible in cooperation with local government units that will provide networks of bike lanes, slow streets, and walkways to guarantee convenience and safety for pedestrians, cyclists, and users of other personal mobility devices.

Since this measure furthers our Sustainable Development Goals on *Good Health and Well Being* (SDG 3), *Affordable and Clean Energy* (SDG 7), *Industry, Innovation and*

Infrastructure (SDG 9), Sustainable Cities and Communities (SDG 11), Climate Action (SDG 13), and Partnership for Goals (SGD 17), the passage of this bill is earnestly sought.



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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 Bikeable
2 Communities Act”.

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

7 The State affirms the need for infrastructure and a change in mindset to
8 encourage and accommodate sustainable and healthy modes of active transport such
9 as walking, biking, and the use of other non-motorized vehicles and to provide safe
10 and convenient pathways for commuters. It further acknowledges the need to provide
11 quick solutions to long-standing mobility issues, including possible health hazards in
12 overcrowded public transportation vehicles and the heavy traffic caused by high
13 volume of cars in the roads.

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

5 Through this measure, State affirms its commitment to the Sustainable
6 Development Goals (SDGs), in particular: SDG 3 (Good Health and Well-Being); SDG
7 7 (Affordable and Clean Energy); SDG 9 (Industry, Innovation and Infrastructure);
8 SDG 11 (Sustainable Cities and Communities); SDG 13 (Climate Action); and SDG 17
9 (Partnerships for the Goals).

10 SEC. 3. *Definition of Terms.* – For purposes of this Act, these terms are defined
11 as follows:

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

1 concerned local government unit (LGU), and prioritizing access and use by
2 pedestrians, cyclists, and other non-motorized vehicle users.

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

8 The Safe Pathways Network shall consist of the following:

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

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

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

- 25 b. *Walkways*. Walkways shall be designated or constructed for the use of
26 pedestrians, including the use of strollers and other children's mobility
27 equipment. Walkways may also be shared with non-motorized vehicles and
28 electric personal mobility devices, subject to the guidelines set by the LGUs and
29 taking into account the safety of pedestrians.

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

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

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

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

23 SEC. 6. *Traffic Rules and Regulations.* – All users of non-motorized vehicles and
24 electric personal mobility devices shall, as far as applicable, obey traffic signals, signs
25 and markers, road pavement markings, right-of-way, and other traffic rules and
26 regulations.

27 The LGUs, in consultation with the DOTr and other appropriate agencies, shall
28 issue guidelines for the safe use of bicycle lanes and the use of non-motorized vehicles
29 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 and
5 other end-of-trip facilities, as needed.

6 SEC. 8. *Role of Public and Private Sectors.* – Both the public and private sectors
7 shall promote active transport as a sustainable and healthy means of transportation
8 and develop the Safe Pathways Network as provided under Section 4 of this Act, by
9 putting up the necessary infrastructure facilities and programs. Further, the said
10 sectors shall also provide, as far as practicable, additional support, benefits, subsidies,
11 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 with
15 other government agencies and the private sector, shall establish an information and
16 education campaign on the importance of a shift to a sustainable and healthy mode of
17 transportation, and the establishment and use of the Safe Pathways Network. The
18 campaign shall be designed for all present and potential active transport users, traffic
19 enforcers, motorists, non-motorized vehicle and electric personal mobility device
20 users, the commuting public, and the community in general.

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

26 In areas where the physical separation of bicycle lanes and walkways is not
27 possible, the roads shall be adapted, as far as practicable, for shared use with active
28 transport users. Painted road markers may also be used for roads with 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 and
4 local roads, and to promote the safety of active transport and electric personal mobility
5 device users.

6 SEC. 11. *Reportorial Requirement.* – The DOTr shall submit an annual report to
7 Congress on the establishment and use of the Safe Pathways Network for purposes of
8 policy formulation and determining funding requirements. The report shall include
9 relevant data such as the number of users of active transport and electric personal
10 mobility devices, and mapping of the Safe Pathways Network in the country.

11 To this end, LGUs shall submit to the DOTr the relevant information needed to
12 formulate the report.

13 SEC. 12. *Sources of Funding.* – The funds necessary for the implementation of
14 this Act shall be sourced from the amounts set aside by LGUs for infrastructure
15 projects within their jurisdiction, as well as from the appropriations of the DOTr and
16 DPWH under the General Appropriations Act, and the Special Road Fund from the
17 Motor Vehicle User's Charge as provided under Republic Act No. 8794, as amended.

18 SEC. 13. *Separability Clause.* - Should any part of this Act be declared
19 unconstitutional, the rest of the provisions of this Act not affected shall continue to be
20 in effect and subsisting.

21 SEC. 14. *Repealing Clause.* - The provisions of other laws, decrees, executive
22 orders, rules and regulations inconsistent with this Act are hereby repealed, amended
23 or modified accordingly.

24 SEC. 15. *Effectivity.* - This Act shall take effect fifteen (15) days after its
25 publication in the Official Gazette or in at least two (2) national newspapers of general
26 circulation.

27 *Approved,*