



Republic of the Philippines
House of Representatives
Quezon City

TWENTIETH CONGRESS

First Regular Session

House Bill No. 5425



Introduced by Representative Jernie Jett V. Nisay

EXPLANATORY NOTE

Active transport such as walking and cycling promotes health, reduces traffic congestion, and lowers carbon emissions¹. However, inadequate infrastructure and unsafe road conditions in the Philippines discourage citizens from using these modes of transport.

The proposed “Walkable and Bikeable Communities Act” seeks to institutionalize active transport through the creation of a Safe Pathways Network of bicycle lanes, walkways, and slow streets. It mandates coordination among the Department of Transportation, Department of Public Works and Highways, and local government units to ensure safe, accessible, and connected routes. The measure also promotes end-of-trip facilities and public awareness to encourage sustainable mobility.

This initiative supports the State’s duty to promote health and a balanced ecology while advancing the Sustainable Development Goals, particularly on sustainable cities and climate action².

The immediate passage of this measure is earnestly sought.


REP. JERNIE JETT V. NISAY
Pusong Pinoy Partylist

¹ World Health Organization. (2022). Global Status Report on Physical Activity 2022.

² United Nations. (2015). Transforming Our World: The 2030 Agenda for Sustainable Development.



Republic of the Philippines
House of Representatives
Quezon City

TWENTIETH CONGRESS

First Regular Session

House Bill No. 5425

Introduced by Representative Jernie Jett V. Nisay

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

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 “*Walkable and Bikeable Communities Act.*”

Section 2. Declaration of Policies. – 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, to protect and promote the right to health of the people and instill health consciousness among them.

The State also affirms the need for infrastructure and a change in mindset to encourage and accommodate sustainable and healthy modes of active transport such as walking, biking, and the use of other non-motorized vehicles and to provide safe and convenient pathways for commuters. It further acknowledges the need to provide quick solutions to long-standing mobility issues brought to light by this pandemic and that may arise again in other emergency situations.

Prioritizing active transport will result in reduced carbon emissions, reduced road congestion, less use of energy and resources, as well as less dependence on oil,

lightening the impact of oil price shocks. It will also provide multiple health benefits and enhance the 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).

Section 3. Definition of Terms. – As used in this Act:

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

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

1
2 The Safe Pathways Network shall consist of the following:
3

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

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

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

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

- 28 c. **Slow streets.** To complement the network of bicycle lanes, LGUs shall create a
29 designated network of people-oriented slow streets, which may be temporary or
30 permanent, that will provide safe and convenient access and use of specific local
31 roads. Speed limits, access on certain days or hours in the day by motorized
32 vehicles in slow streets, or any combination of such measures shall be
33 determined by the concerned LGU. Motor vehicles of residents, delivery and
34 trash collection vehicles servicing the area of the slow streets, and emergency

1 services shall have access to slow streets subject to restrictions to be imposed
2 by the LGU.

3
4 Slow streets shall be clearly marked with signage specifying the restrictions.
5 LGUs shall identify priority areas for implementation within their jurisdiction. The DOTr
6 and DPWH may provide assistance in the identification of slow streets.

7
8 **Section 5. *Institutional Facilities Pathways Priority.*** – LGUs shall coordinate
9 with public and private institutions within their jurisdiction frequented by the public, such
10 as but not limited to healthcare facilities and institutions, schools, churches, and
11 government offices, to establish bicycle lanes, walkways and slow streets that can
12 connect and provide safe access for the employees, customers and clients of such
13 institutions as well as the general public, and to encourage the establishment of end-
14 of-trip facilities within such institutions.

15
16 Special attention shall be given to the safety of healthcare workers and patients
17 who use active transport to hospitals and other healthcare facilities.

18
19 **Section 6. *Traffic Rules and Regulations.*** – All users of non-motorized
20 vehicles and electric personal mobility devices shall, as far as applicable, obey traffic
21 signals, signs and markers, road pavement markings, right-of-way, and other traffic
22 rules and regulations.

23
24 The LGUs, in consultation with the DOTr and other appropriate agencies, shall
25 issue guidelines for the safe use of bicycle lanes and the use of non-motorized vehicles
26 and electric personal mobility devices.

27
28 **Section 7. *Bicycle Racks and Other End-of-Trip Facilities.*** – All public places,
29 government offices, schools, places of work, mass transit and public utility vehicle
30 terminals, and commercial establishments, including but not limited to malls, banks, and
31 hospitals, shall provide, as far as practicable, secure bicycle or multi-use racks and
32 other end-of-trip facilities, as needed.

1 **Section 8. *Role of Public and Private Sectors.*** – Both the public and private
2 sectors shall promote active transport as a sustainable and healthy means of
3 transportation and develop the Safe Pathways Network as provided under Section 4 of
4 this Act, by putting up the necessary infrastructure facilities and programs. Further, the
5 said sectors shall also provide, as far as practicable, additional support, benefits,
6 subsidies, and training that will promote active transport.

7
8 LGUs shall incorporate the creation of the Safe Pathways Network and their
9 corresponding infrastructure in their local development plans.

10
11 **Section 9. *Information and Education Campaign.*** – The DOTr, in coordination
12 with other government agencies and the private sector, shall establish an information
13 and education campaign on the importance of a shift to a sustainable and healthy mode
14 of transportation, and the establishment and use of the Safe Pathways Network. The
15 campaign shall be designed for all present and potential active transport users, traffic
16 enforcers, motorists, non-motorized vehicle and electric personal mobility device users,
17 the commuting public, and the community in general.

18
19 **Section 10. *Design and Construction of Permanent Bicycle Lanes and***
20 ***Walkways.*** – Permanent bicycle lanes and walkways shall be designated or
21 constructed with safety as the paramount concern. As much as practicable, permanent
22 bicycle lanes and walkways shall be physically separated from the main road through
23 physical barriers or shall be elevated or otherwise constructed separately from the main
24 road.

25
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.

29 The DPWH, in coordination with the DOTr and LGUs, shall revise its manuals
30 and guidelines for road design and construction to include non-motorized vehicles and
31 electric personal mobility devices in the allocation of road space on national and local
32 roads, and to promote the safety of active transport and electric personal mobility device
33 users.

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

7 To this end, LGUs shall submit to the DOTr the relevant information needed to
8 formulate the report.
9

10 **Section 12. Appropriations.** – The amount necessary for the implementation
11 of this Act shall be included in the annual General Appropriations Act. The LGUs
12 concerned may provide the necessary funds for the purpose, in their respective annual
13 budgets.
14

15 Section 13. Implementing Rules and Regulations. – Within thirty (30) days from
16 the effectivity of this Act, the DOTr shall, in coordination with the DPWH, Department of
17 the Interior and Local Government (DILG), and other appropriate agencies, promulgate
18 the rules and regulations for the effective implementation of this Act.
19

20 Section 14. Separability Clause. – Should any provision of this Act be declared
21 unconstitutional or invalid, the remaining provisions shall continue to be in full force and
22 effect.
23

24 **Section 15. Repealing Clause.** – All other laws, presidential decrees, executive
25 orders, proclamations, rules and regulations, and issuances, or parts thereof which are
26 inconsistent with the provisions of this Act are hereby repealed, amended, or modified
27 accordingly.
28

29 **Section 16. Effectivity.** – This Act shall take effect fifteen (15) days after its
30 publication in the Official Gazette or in a newspaper of general circulation.
31

32 *Approved,*