



S E N A T E

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

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
2 the “Walkable and Bikeable Communities Act”.

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

1 and promote the right to health of the people and instill
2 health consciousness among them.

3 The State recognizes the urgent need to safeguard the
4 public's health during the ongoing COVID-19 pandemic by
5 promoting physical distancing. It acknowledges that the
6 current transportation system compromises the safety of
7 health workers, other essential workers, and commuters.

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

17 Prioritizing active transport will result in reduced
18 carbon emissions, reduced road congestion, less use of
19 energy and resources, as well as less dependence on oil,
20 lightening the impact of oil price shocks. It will also

1 provide multiple health benefits and enhance the quality of
2 life.

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

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

12 (a) *Active transport* refers to physical activity
13 undertaken as a means of transport, such as walking or
14 cycling and the use of other non-motorized vehicles;

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

1 (c) *End-of-trip facilities* refer to facilities that cater to
2 active transport users needs at their destinations, which
3 may include shower and changing rooms, short- and
4 long-term bicycle parking, bicycle repair stations, and
5 lockers, among others;

6 (d) *Non-motorized vehicles* refer to all forms of
7 transportation that do not rely on an engine or motor for
8 movement, including, but not limited to, bicycles and small
9 wheeled non-motorized transport, such as skateboards,
10 push scooters, and handcarts; and

11 (e) *Slow streets* refer to local roads providing safe and
12 convenient access and use by restricting motor vehicle
13 access, use, or speed limits on certain days or hours in the
14 day, or any combination of such measures as may be
15 determined by the concerned local government unit (LGU),
16 and prioritizing access and use by pedestrians, cyclists,
17 and other non-motorized vehicle users.

18 SEC. 4. *Safe Pathways Network*. – Within twelve (12)
19 months from the effectivity of this Act, the Safe Pathways
20 Network shall be established for the use of active

1 transport: *Provided*, That the use of electric personal
2 mobility devices may be allowed subject to the guidelines
3 set by the LGUs, in consultation with the Department of
4 Transportation (DOTr).

5 The Safe Pathways Network shall consist of the
6 following:

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

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

1 The bicycle lanes shall, as much as practicable,
2 directly connect users to essential destinations, such as
3 medical facilities, public and private facilities frequented
4 by people, schools, and other similar places that may be
5 identified. Motorcycles, tricycles, and other similar modes
6 of transport, whether powered by fossil fuel or electricity,
7 are prohibited from using the bicycle lanes unless
8 otherwise designed for sharing with such modes of
9 transport.

10 (b) *Walkways*. Walkways shall be designated or
11 constructed for the use of pedestrians, including the use of
12 strollers and other children’s mobility equipment.
13 Walkways may also be shared with non-motorized vehicles
14 and electric personal mobility devices, subject to the
15 guidelines set by the LGUs and taking into account the
16 safety of pedestrians.

17 (c) *Slow streets*. To complement the network of bicycle
18 lanes, LGUs shall create a designated network of
19 people-oriented slow streets, which may be temporary or
20 permanent, that will provide safe and convenient access

1 and use of specific local roads. Speed limits, access on
2 certain days or hours in the day by motorized vehicles in
3 slow streets, or any combination of such measures shall be
4 determined by the concerned LGU. Motor vehicles of
5 residents, delivery and trash collection vehicles servicing
6 the area of the slow streets, and emergency services shall
7 have access to slow streets subject to restrictions to be
8 imposed by the LGU.

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

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

1 clients of such institutions as well as the general public,
2 and to encourage the establishment of end-of-trip facilities
3 within such institutions.

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

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

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

16 *SEC. 7. Bicycle Racks and other End-of-Trip*
17 *Facilities.* – All public places, government offices, schools,
18 places of work, mass transit and public utility vehicle
19 terminals, and commercial establishments, including but
20 not limited to malls, banks, and hospitals, shall provide, as

1 far as practicable, secure bicycle or multi-use racks and
2 other end-of-trip facilities, as needed.

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

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

15 *SEC. 9. Information and Education Campaign.* – The
16 DOTr, in coordination with other government agencies and
17 the private sector, shall establish an information and
18 education campaign on the importance of a shift to a
19 sustainable and healthy mode of transportation, and the
20 establishment and use of the Safe Pathways Network. The

1 campaign shall be designed for all present and potential
2 active transport users, traffic enforcers, motorists,
3 non-motorized vehicle and electric personal mobility device
4 users, the commuting public, and the community in
5 general.

6 SEC. 10. *Design and Construction of Permanent*
7 *Bicycle Lanes and Walkways.* – Permanent bicycle lanes
8 and walkways shall be designated or constructed with
9 safety as the paramount concern. As much as practicable,
10 permanent bicycle lanes and walkways shall be physically
11 separated from the main road through physical barriers, or
12 shall be elevated or otherwise constructed separately from
13 the main road.

14 In areas where the physical separation of bicycle
15 lanes and walkways is not possible, the roads shall be
16 adapted, as far as practicable, for shared use with active
17 transport users. Painted road markers may also be used
18 for roads with limited space.

19 The DPWH, in coordination with the DOTr and
20 LGUs, shall revise its manuals and guidelines for road

1 design and construction to include non-motorized vehicles
2 and electric personal mobility devices in the allocation of
3 road space on national and local roads, and to promote the
4 safety of active transport and electric personal mobility
5 device users.

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

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

16 SEC. 12. *Sources of Funding.* – The funds necessary
17 for the implementation of this Act shall be sourced from
18 the amounts set aside by LGUs for infrastructure projects
19 within their jurisdiction, as well as from the appropriations
20 of the DOTr and DPWH under the General Appropriations

1 Act, and the Special Road Fund from the Motor Vehicle
2 User's Charge as provided under Republic Act No. 8794, as
3 amended.

4 SEC. 13. *Separability Clause.* – If any provision of this
5 Act is declared unconstitutional or otherwise invalid, the
6 validity of the other provisions shall not be affected
7 thereby.

8 SEC. 14. *Repealing Clause.* – All other laws, decrees,
9 orders, rules and regulations, other issuances, or parts
10 thereof inconsistent with the provisions of this Act are
11 hereby repealed or modified accordingly.

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

Approved,