



S E N A T E

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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 House of Representatives of the Philippines in Congress assembled:

1 SECTION 1. *Short Title.* – This Act shall be known as
2 the “Safe Pathways Network 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, and to

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

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

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

12 The State recognizes the need for infrastructure and
13 a change in mindset to encourage and accommodate
14 sustainable and healthy modes of transportation such as
15 walking, biking, and the use of other non-motorized
16 vehicles and to provide safe and convenient pathways for
17 commuters. The State further acknowledges the need to
18 provide a quick solution to mobility issues during this
19 pandemic and other emergency situations that may arise.

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

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

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

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

19 (b) *Non-motorized vehicles* refer to all forms of
20 transportation that do not rely on an engine or motor for

1 movement, including, but not limited to, bicycles and small
2 wheeled non-motorized transport such as skateboards,
3 push scooters, and handcarts; and

4 (c) *Slow streets* refer to local roads providing safe and
5 convenient access to frequented destinations by restricting
6 motor vehicle access, use, or speed limits on certain days or
7 hours in the day, as may be determined by the concerned
8 local government unit (LGU), and prioritizing access and
9 use by pedestrians, cyclists, and other non-motorized
10 vehicle users.

11 SEC. 4. *Safe Pathways Network*. – Immediately upon
12 the effectivity of this Act, the Safe Pathways Network shall
13 be established for the use of non-motorized vehicles:
14 *Provided*, That the use of electric personal mobility devices
15 may be allowed subject to the guidelines set by the LGUs,
16 in consultation with the Department of Transportation
17 (DOTr). The Safe Pathways Network shall consist of the
18 following:

19 (a) *Bicycle lanes*. LGUs, in consultation with the
20 DOTr and the Department of Public Works and Highways

1 (DPWH), shall identify and create a network of bicycle
2 lanes, which may be temporary or permanent in nature.
3 The temporary lanes alternatively known as pop-up lanes
4 shall be set up, whenever possible, during the COVID-19
5 pandemic or whenever other emergency situations may
6 arise: *Provided*, That along national roads in Metro
7 Manila, the DOTr, in coordination with the Metro Manila
8 Development Authority (MMDA), shall be the lead
9 implementing agency.

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

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

1 (b) *Slow streets*. To complement the network of bicycle
2 lanes, LGUs shall create a designated network of people-
3 oriented slow streets, which may be temporary or
4 permanent, along local roads that will provide pedestrians
5 and non-motorized vehicle users safe and convenient
6 access to frequented destinations. Speed limits and access
7 on certain days or hours by motorized vehicles in slow
8 streets shall be determined by the concerned LGU. Motor
9 vehicles of residents, delivery, and trash collection vehicles
10 servicing the area of the slow streets and emergency
11 services shall have access to slow streets subject to
12 restrictions to be imposed by the LGU.

13 Slow streets shall be clearly marked with signage
14 specifying the restrictions. The DOTr and DPWH shall
15 identify priority areas for implementation.

16 SEC. 5. *Health Facilities Loop*. – LGUs shall
17 coordinate with health facilities within their jurisdiction to
18 establish pop-up bicycle lanes and slow streets that can
19 connect and provide safe access for healthcare workers to
20 hospitals and other health centers.

1 Health facilities loops maybe permanently adopted,
2 as far as practicable.

3 *SEC. 6. Traffic Laws, Rules and Regulations.* – All users
4 of non-motorized vehicles and electric personal mobility
5 devices shall obey traffic laws, rules and regulations and
6 shall be subject to existing penalties for violation.

7 The LGUs, in consultation with DOTr and other
8 appropriate agencies, shall issue guidelines for the safe use
9 of bicycle lanes and the use of non-motorized vehicles and
10 electric personal mobility devices.

11 *SEC. 7. Bicycle Racks and other End-of-Trip*
12 *Facilities.* – All public places, government offices, schools,
13 places of work, and commercial establishments, including
14 malls, banks, hospitals, and the like shall provide, as far as
15 practicable, bicycle or multi-use racks and other end-of-trip
16 facilities as needed.

17 *SEC. 8. Role of Public and Private Sectors.* – Both the
18 public and private sectors shall promote walking and the
19 use of bicycles and other non-motorized vehicles as a
20 sustainable and healthy means of transportation. They

1 shall develop the Safe Pathways Network by putting up
2 the necessary infrastructure facilities and programs as
3 provided by this Act. They shall also provide, as far as
4 practicable, additional support, benefits, subsidies, and
5 training that will promote walking, biking, and the use of
6 other non-motorized vehicles.

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

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

19 SEC. 10. *Design and Construction of Permanent*
20 *Bicycle Lanes.* – The DPWH, in coordination with LGUs,

1 shall revise its manuals and guidelines for road design and
2 construction to include non-motorized vehicles and electric
3 personal mobility devices in the allocation of road space
4 on national and local roads, and to promote the safety of
5 pedestrians and non-motorized vehicle and electric
6 personal mobility device users. Permanent bicycle lanes
7 shall be constructed with safety as the paramount concern.
8 As much as practicable, permanent bicycle lanes shall be
9 physically separated from the main road through physical
10 barriers, or shall be elevated or otherwise constructed
11 separately from the main road. Painted road markers may
12 also be used for roads with limited space.

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

19 SEC. 12. *Separability Clause.* – If any provision of this
20 Act is declared unconstitutional or otherwise invalid, the

1 validity of the other provisions shall not be affected
2 thereby.

3 SEC. 13. *Repealing Clause.* – All other laws, decrees,
4 orders, rules and regulations, other issuances, or parts
5 thereof inconsistent with the provisions of this Act are
6 hereby repealed or modified accordingly.

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

Approved,