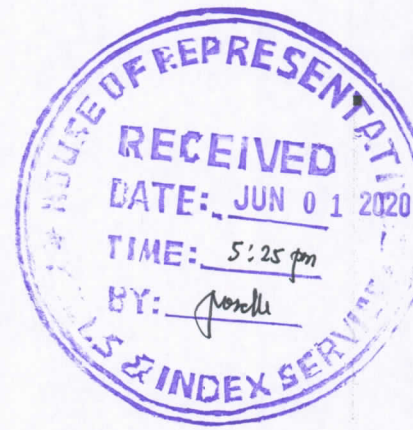


Republic of the Philippines  
**HOUSE OF REPRESENTATIVES**

**EIGHTEENTH CONGRESS**  
First Regular Session

**HOUSE BILL NO. 6909**



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**Introduced by HON. JESUS "BONG" C. SUNTAY**

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**EXPLANATORY NOTE**

With the looming threat of the Coronavirus Disease (COVID-19), the Philippines faces a challenge not only in the health sector but also in the economic, business, and transportation sector, among others. Though the government has been quick to provide assistance to Filipinos through relief packages and the Social Amelioration Program, additional measures are needed to help our people in providing for their daily subsistence. As we shift to the new normal and slowly open our economy, supplementary and innovative measures must be implemented.

In preparation for the easing of quarantine restrictions and opening of essential work and businesses, it is necessary to address the problem of transportation. Certain modes of mass transportation may not be able to meet the demand for safe commute of passengers with the existing social distancing measures, and safety and health protocols imposed in all public utility vehicles (PUVs) and railway systems in the country; creating an unfavorable situation to our commuting public. This transportation gap will only worsen the crisis we are currently facing.

Thus, the intent of this bill is to promote walking, and the use of bicycles and other non-motorized vehicles as alternative modes of transportation during the COVID-19 Pandemic. It seeks to create a network of pop-up bicycle lanes and emergency pathways which shall connect users to essential destinations such as workplaces, medical facilities, and other similar places that may be identified.

The pop-up bicycle lane network may also be adopted permanently even after the COVID-19 Pandemic, as may be appropriate and practicable upon assessment and recommendation, to address our traffic crisis that causes a loss to our country amounting to ₱3.5 Billion per day as estimated by the Japan International Cooperation Agency (JICA).

In view of the foregoing, immediate approval of this bill is earnestly sought.

  
**ATTY. JESUS "BONG" C. SUNTAY**

Republic of the Philippines  
**HOUSE OF REPRESENTATIVES**  
Quezon City

**EIGHTEENTH CONGRESS**  
First Regular Session

**HOUSE BILL NO. 6909**

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**Introduced by HON. JESUS “BONG” C. SUNTAY**

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**AN ACT**  
**ESTABLISHING A NETWORK OF POP-UP BICYCLE LANES AND**  
**EMERGENCY PATHWAYS FOR USE DURING THE DURATION OF THE**  
**COVID-19 PANDEMIC, AND FOR OTHER PURPOSES**

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

1       **SECTION 1. Short Title.** – This Act shall be known as the “*Safe Pathways*  
2   *Act*”.

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

9       In light of the COVID-19 pandemic, the National Action Plan Against  
10   COVID-19 provides that the State shall mitigate the consequences and impact  
11   of the COVID-19 pandemic to the social, economic, and personal security of the  
12   Filipino people.<sup>1</sup>

13       The State recognizes that the current transportation system does not  
14   address the need for physical distancing.

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<sup>1</sup> Section A (4), Inter-Agency Task Force for the Management of Emerging Infectious Disease (IATF) Resolution No. 15, 24 March 2020.



1       The State likewise acknowledges the need for infrastructure and a change  
2 in mindset to encourage and accommodate alternative modes of transportation  
3 such as walking, bicycles and other non-motorized vehicles, and to provide safe  
4 and convenient pathways for pedestrians and non-motorized travel. It also  
5 recognizes the urgency of this need during the COVID-19 pandemic, to ensure  
6 physical distancing and given the limited forms of transportation available to  
7 frontliners and essential workers for so long as there is reduced mobility.

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

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

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

20  
21       **SECTION 3. *Safe Pathways Network.*** – Immediately upon the effectivity of  
22 this Act, the Department of Transportation (DOTr) with the Department of Public  
23 Works and Highways (DPWH), and in coordination with Local Government Units  
24 (LGUs), shall identify and create a network of pop-up bicycle lanes that may be  
25 used during the duration of the COVID-19 pandemic. The pop-up bicycle lanes  
26 are strictly for bicycles and other non-motorized vehicles only, and shall connect  
27 users to essential destinations such as medical facilities, public and private  
28 facilities frequented by people, school, when they do open, and other similar  
29 places that may be identified. The lanes may be marked with removable tapes  
30 and mobile signs, which can easily be placed and removed as necessary. Other  
31 physical barriers may also be used.

1       The pop-up bicycle lanes must have the necessary space to accommodate  
2 the expected increase of users and the need for physical distancing at least one  
3 (1) meter apart.

4       To complement the network of pop-up bicycle lanes, LGUs shall create a  
5 designated network of people-oriented emergency pathways along local roads  
6 that will provide pedestrians and bicycle and non-motorized vehicle users safe,  
7 convenient access to frequented destinations by restricting motorized vehicle  
8 passage in these pathways during peak hours. The emergency pathways shall  
9 be clearly marked with signage containing restrictions.

10       The DOTr and DPWH shall identify priority areas for implementation.  
11

12       **SECTION 4. *Non-Motorized Vehicle Parking Spaces.*** – All public places,  
13 government offices, schools, places of work and major commercial  
14 establishments, including malls, banks, hospitals, and the like, shall provide  
15 adequate parking spaces for bicycles and other non-motorized vehicles as far as  
16 practicable.  
17

18       **SECTION 5. *Role of the Public and Private Sectors.*** – Both the public and  
19 private sectors shall promote walking and using bicycles and other non-  
20 motorized vehicles as an alternative means of travel. They shall develop the  
21 necessary infrastructure, facilities and programs for its implementation,  
22 including showers and changing areas and shall continue following physical  
23 distancing measures during travel.  
24

25       **SECTION 6. *Permanent Adoption of Safe Pathways Network.*** – The DOTr,  
26 DPWH and Local Government Units (LGUs), in coordination with the appropriate  
27 agencies, shall prepare to permanently adopt the established bicycle lanes and  
28 emergency pathways, as may be appropriate, once COVID-19 is no longer a  
29 threat as declared by the proper authorities. Pursuant to this, non-motorized  
30 parking spaces and other infrastructure shall also be made permanent as may  
31 be appropriate and practicable.



1       Appropriate infrastructures such that of but not limited to elevated bicycle  
2 lanes in major roads and highways, shall it be possible, and/or other necessary  
3 infrastructure/s shall be constructed.

4  
5       **SECTION 7. *Implementing Rules and Regulations.*** - Within thirty (30) days  
6 from the effectivity of this Act, the DOTr shall promulgate and issue the  
7 necessary guidelines for the effective implementation of this Act. The  
8 implementing rules and regulations issued pursuant to this Section shall take  
9 effect thirty (30) days after its publication in two (2) national newspapers of  
10 general circulation.

11  
12       **SECTION 8. *Appropriations.*** - The funds necessary for the initial  
13 implementation of this Act shall be charged against the appropriations of the  
14 DOTr, DPWH, and LGUs as needed. Thereafter, funding shall be included in the  
15 budget of the DOTr and DPWH under the annual General Appropriations Act.

16  
17       **SECTION 9. *Separability Clause.*** - If any provision of this Act is declared  
18 unconstitutional or otherwise invalid, the validity of the other provisions shall  
19 not be affected thereby.

20  
21       **SECTION 10. *Repealing Clause.*** - All other laws, decrees, orders, rules and  
22 regulations, other issuances, or parts thereof inconsistent with the provisions of  
23 this Act are hereby repealed or modified accordingly.

24  
25       **SECTION 11. *Effectivity.*** - This Act shall take effect fifteen (15) days after  
26 its publication in the *Official Gazette* or in a newspaper of general circulation.

*Approved,*