



Republic of the Philippines

DEPARTMENT OF THE INTERIOR AND LOCAL GOVERNMENT

DILG-NAPOLCOM Center, EDSA corner Quezon Avenue, Quezon City
www.dilg.gov.ph



**MEMORANDUM CIRCULAR
NO. 2020 - 100**

17 JUL 2020

TO: ALL PROVINCIAL GOVERNORS, CITY MAYORS, MUNICIPAL MAYORS, HEADS OF LOCAL SANGGUNIANs, PUNONG BARANGAYS, CHIEF, PHILIPPINE NATIONAL POLICE, DILG REGIONAL DIRECTORS, THE BARMM MINISTER OF LOCAL GOVERNMENT, AND ALL OTHERS CONCERNED.

SUBJECT: GUIDELINES FOR THE ESTABLISHMENT OF A NETWORK OF CYCLING LANES AND WALKING PATHS TO SUPPORT PEOPLE'S MOBILITY

1. Background

The National Transport Policy of the National Economic and Development Authority (NEDA) encourages local government units (LGUs) to accord highest priority to the development of proper sidewalks and networks of bicycle lanes to promote a more sustainable and inclusive transport system that encourages active transport, and provides safe and direct access to priority services. Through careful planning and adoption of appropriate strategies, the shift of mobility mode to walking and cycling may significantly decrease the vehicular volume, minimize traffic congestions in major roads and highways, and improve urban air quality levels through reduced transport emissions.

As the country prepares for its transition to the "New Normal" amid the Covid-19 pandemic, the stringent social distancing protocols required to maintain safe public transportation system will limit its current capacity. The use of bicycles and walking have been promoted as essential and safer modes of transport as this allows physical distancing and provides the needed mobility for citizens to proceed with their daily activities.

With the foregoing mandate of the LGUs under Republic Act (R.A.) No. 7160 to exercise its powers to promote health and safety and preserve the comfort and convenient of its inhabitants, as well as the existing guidelines issued by the Inter-agency Task Force for the Management of Emerging Infectious Diseases (IATF-EID) and other national government agencies, the LGUs shall implement the establishment of a network of cycling lanes and walking paths to support people's mobility in their respective localities.

2. Purpose

This Memorandum Circular is issued to provide guidelines to all concerned in undertaking necessary actions in the establishment of a network of cycling lanes and walking paths.

3. Definition of Terms

- a. Active Transport refers to physical activity undertaken as a means of transport;
- b. Cycling Lane refers to a road, street, or pathway where motorized transport is not allowed to ensure the safety of bicycle users or those using light mobility transport vehicles;
- c. Light Mobility refers to travel using electronic or non-motorized vehicles weighing not more than 100 kg;
- d. Local Roads refer to Provincial, City/Municipal, and Barangay Roads:
 - Provincial Roads: Connect cities and municipalities without traversing national roads; connect national roads to barangays through rural areas; and connect to major provincial government infrastructures.
 - City/Municipal Roads: Roads within the Poblacion, roads that connect to provincial and national roads; roads that provide inter-barangay connections to major municipal and city infrastructure without traversing provincial roads.

- **Barangay Roads:** Other public roads (officially turned over to the LGU) within the barangay and not covered in the above definitions;
- e. Pedestrian refers to a person who uses the shared paths or sidewalks;
- f. Walking Paths refer to pathways which can be used by pedestrians;
- g. Motorized Transport refers to motorized vehicles weighing more than 100 kg.

4. Policy Content and Guidelines

4.1. Review of the Local Public Transport Route Plan (LPTRP).

The LGUs shall revisit existing transportation plans, such as, but not limited to: the local public transport route plan, comprehensive land use plan, and comprehensive development plan, to review provisions, and source-out data and information related to the subject. It is encouraged that LGUs improve on their existing LPTRP to consider prioritization of establishment of cycling lanes and walking paths.

4.2. Institutional Mechanism. The LGUs may reconstitute their Local Public Transport Route Plan (LPTRP) Team, create an Active Transport Office, or designate an appropriate office or officials within its organization in the fulfillment of the following functions:

- a. Develop a plan for the establishment of network of cycling lanes and walking paths;
- b. Implement programs, projects, and activities (PPAs) to support active transport;
- c. Oversee the implementation of the plan and/or proposed scheme;

- d. Develop a monitoring and evaluation mechanism to ensure proper implementation; and
- e. Ensure strict law enforcement in accordance to local and national laws and policies.

4.3. Identifying and Establishing Cycling Lanes and Walking Paths Network. LGUs shall review all local road structures within their areas of jurisdiction, including provincial, city, municipal, and barangay roads, and determine sections that may be developed into a continuous cycling lanes network with walking paths, in consideration of the following objectives:

- a. To provide active transport access, favoring the shortest and most direct routes to the entire city/ municipality, particularly vital establishments or social services, such as, but not limited to: public hospitals, public markets and other authorized commercial spaces; public schools; public transport terminals; government centers and offices; and public open spaces; historical and heritage sites; and local tourist destinations;
- b. To prioritize moving the largest volume of people possible to maximize the use and value of street space to be measured by the flow of people, rather than the volume of vehicles;
- c. To prioritize the safety and welfare of people using active transport, ensuring that cyclists, other light mobility users, and pedestrians are not placed at risk due to motorized transport; and
- d. To ensure that people of all ages and abilities are able to safely use active transport to access services in the locality.

4.3.1. Natural and physical characteristics of the LGU's territorial jurisdiction (e.g. topography, topographic relief, elevation, and slope, climatological conditions) shall be thoroughly assessed and considered in the identification of local roads. The LGU shall establish cycling lanes and walking paths in local roads which, based on the assessment and **with consideration of**

the unique physical characteristics of the LGU, are suitable and safe for active transport users.

4.3.2. The Provincial Government shall convene and facilitate the coordination of LGUs within its jurisdiction to ensure connectivity and smooth flow of identified networks.

4.4. Clearing of Roads of Illegal Obstruction. LGUs shall strictly and effectively implement the Presidential directive to clear roads of illegal obstructions, including illegally parked cars on streets, pursuant to DILG MC No. 2020-027 dated February 7, 2020. Local roads cleared of illegal obstruction may be utilized as cycling lanes and walking paths.

4.5. Complementing Traffic Engineering and Infrastructure Solutions. LGUs shall plan, identify, and adopt the appropriate traffic engineering and infrastructure solutions that will ensure the safe access, functionality, and sustainability of identified local roads to be converted or redesigned for cycling lanes and walking paths.

The strategies and solutions that will be adopted shall: 1) clearly delineate cycling lanes and walking paths, 2) guarantee the safety of active transport users from motorized transport and other foreseen threats, 3) maintain clear and unobstructed lanes for smooth travel, 4) provide adequate space and lane width, and 5) consider user's level of comfort.

4.6. Safe Intersections. LGUs shall evaluate all intersections to ensure that people using active transport are able to safely cross and change directions without requiring the use of a footbridge or any other pedestrian crosswalks that divert away from street level. The LGUs shall consider the following guidelines:

- a. Provision of bike boxes on intersections whenever possible. Time duration of traffic signals must allow enough time for safe and reasonable crossing;
- b. Utilize appropriate traffic signal timing which prioritizes safety and mobility of pedestrians and cyclists;

- c. Any pedestrian crosswalk that diverts active transport away from the street level (e.g. footbridge, underpass) must be compliant to existing accessibility laws and design standards. The pedestrian crosswalk shall enable independent use of a personal mobility aid (e.g. wheelchairs); and
 - d. LGUs shall ensure that there are first-aid stations and/or medical facilities, at regular intervals along the cycling lanes.
- 4.7. Policies, Ordinances, and Issuances.** LGUs shall pass such policies, ordinances, and issuances to support active transport and prescribe rules and regulations on the use of roads, as necessary. Said issuances may cover the following: (1) enforcement on prohibiting motorized transport in cycling lanes and walking paths; (2) policy on maintenance of cycling lanes and walking paths from illegal obstructions, (3) enforcement of the use of helmet and compliance to safety measures/ guidelines, (4) policy encouraging local manufacturing of bicycles and parts, (5) policy on motorist education program, and (6) imposition of penalties on violations relative to the use of cycling lanes and walking paths.
- 4.8. Reporting and Monitoring.** The DILG Regional Offices shall facilitate the monitoring of LGUs' compliance through the prescribed monitoring template attached as Annex A. The DILG Regional Offices shall submit a consolidated report to the Bureau of Local Government Supervision (BLGS) thirty (30) days from the effectivity of the Memorandum Circular, and every end of the quarter then on, to be submitted on the 10th day of the succeeding month.
- 4.9. Dissemination.** All DILG Regional Directors and the BARMM Minister of Local Government are hereby directed to cause the widest dissemination of this Memorandum Circular within their respective areas of jurisdiction.
- 4.10. Penalties.** LGU officials who fail to comply with the provision of this Memorandum Circular may be penalized in accordance to existing laws and policies.

5. Annexes

Annex A: Template for Monitoring of LGUs Establishment of Cycling Lanes and Walking Paths

6. References

- Republic Act No 7160 or the Local Government Code of 1991
- Implementing Rules and Regulations of the National Transport Policy
- IATF-EID issuance entitled: Omnibus Guidelines on the Implementation of Community Quarantine in the Philippines
- DOTR Omnibus Public Transport Protocols / Guidelines covering Road Transport, Aviation, Maritime and Railways Sectors

7. Repealing Clause

All DILG orders and other issuances inconsistent herewith are hereby superseded, repealed and/or modified accordingly.

8. Effectivity

This Memorandum Circular shall take effect immediately.

9. Approving Authority


EDUARDO M. AÑO
Secretary

10. Feedback

For related queries, kindly contact the Department of Interior and Local Government – Bureau of Local Government Supervision at Tel Nos. (02) 8876-3454 loc. 4203 or 4205 at email address at dilg.manilabaypmo@gmail.com





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MONITORING OF LGUS ESTABLISHMENT OF CYCLING LANES AND WALKING PATHS

Local Government Unit: _____

Province: _____

Date: _____

No.	Criteria	Compliance	
1.	LGU has a Local Public Transport Route Plan	Yes	No
2.	LGU has a designated unit, office, or personnel for the implementation of the plan/ or scheme	Yes	No
2.1	Indicate designated unit, office, or position of the personnel.	Write designated unit/ office/ position of personnel	
3.	LGU has identified roads for cycling lanes / walking paths	Yes	No
4	LGU has an ordinance relative to the implementation or compliance to cycling and walking rules and regulations	Yes	No
5	LGU is implementing measures (IEC) to disseminate information on designated cycling lanes and walking paths	Yes	No
6	LGU has identified programs, projects, and activities (aside from those required by the MC) on promoting cycling and walking	Yes	No

Remarks:

Prepared by:

(Name and Signature of LGOO)



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Guidelines in Filling-out the Monitoring Tool

No.	Criteria	Guidelines
1.	LGU has a Local Public Transport Route Plan (LPTRP)	<p>The Local Public Transport Route Plan may serve as an important reference and source of information for the LGU to effectively plan on the establishment of cycling lanes and walking paths.</p> <p>Select 'Yes' if the LGU has an approved LPTRP. If none, select 'No'.</p>
2.	LGU has a designated unit, office, or personnel for the implementation of the plan or scheme	<p>Select 'Yes' if a particular unit, office, or personnel is designated or appointed to facilitate and lead the implementation of the LGUs' plan or scheme. Otherwise, select 'No'.</p> <p>If the answer is 'Yes', proceed to Item 2.1. If the answer is 'No', proceed to Item 3.</p>
2.1	Indicate designated unit, office, or position of the personnel.	Indicate the unit, office, or position of the personnel designated to facilitate or lead the implementation of the plan.
3.	LGU has identified roads for cycling lanes / walking paths	<p>Select 'Yes', if the LGU has already identified and finalized roads where cycling lanes and/or walking paths will be established.</p> <p>Select 'No' if LGU has not identified roads yet, or is still in the process of finalizing the plan or scheme.</p>
4	LGU has an ordinance relative to the implementation or compliance to cycling and	Select 'Yes' if the LGU has an approved ordinance relative to the implementation or compliance to cycling and walking rules and regulations. Select 'No' if the LGU has none.

	walking rules and regulations	
5	LGU is implementing measures (IEC) to disseminate information on designated cycling lanes and walking paths	Select 'Yes' if the LGU is implementing measures and activities that aim to raise awareness or inform constituents on the designation of cycling lanes and walking paths. (e.g. social media platform, announcements, etc) Select 'No' if none.
6	LGU has identified programs, projects, and activities (aside from those required by the MC) on promoting cycling and walking	Select 'Yes' if the LGU has identified PPAs, aside from the interventions indicated above (establishment of lanes with object separators, traffic calming regulations, delineation of lanes through marking) that promote cycling and walking Target implementation period of identified PPAs must be within the same year. Otherwise, select 'No'.