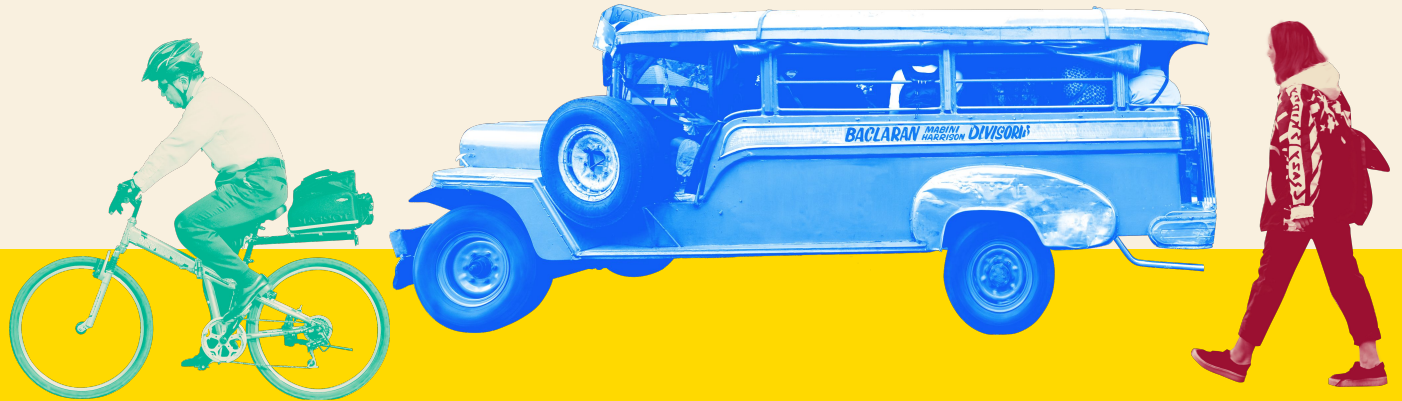


# AltMobility PH





# TRANSFORMING SMART MOBILITY IDEAS INTO LOCAL GOVERNMENT SOLUTIONS

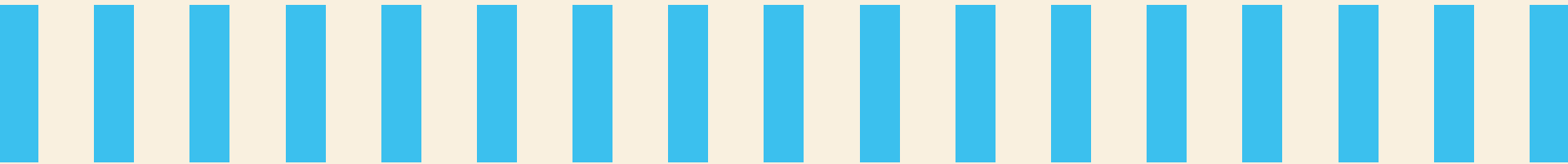
CALD Local Government Workshop  
October 13-14



# RECAP

## DAY 1

- ❖ Community Consultations
- ❖ Insights from Consultations and Site Visits
- ❖ Defining Issues and Opportunities in  
Transportation







**LACK OF REGULAR, RELIABLE PUBLIC TRANSPORT**

**NO PARKING SPACE ENOUGH FOR PUBLIC VEHICLE**

**NO PARKING ON ROAD SETBACKS**

**UNDEVELOPED PUBLIC SPACE OR ALARMS**

**COMPETITIVE ROAD NETWORK PLAN**

**PRESENCE OF STRAY DOGS ON STREETS**

**ELECTRICAL CONCRETE POSTS IN THE ROW**  
lack of designated stops for public transport

**Lack of Pedestrian Infrastructure**

**Fare is overpriced**

**Stop Sign on wrong road!**

**No parking on road setbacks**

**LESS SIDE ROAD | BOUNDARY**

**Public transport**  
Disruption of them, over cost, non-availability, no traffic light rules and regulations

**Public safety**  
Vehicle mostly are not functioning and damaged

**Public space**  
undeveloped public space or alarms

ISSUE	INTERVENTION
Lack of ped. infra	Ordinance - Ensuring ped. infrastructure Coordination w/ DPWH & Tourism
Lack of PVV stops	Consultations - Operators & Commuters Transport data collection
Overpriced fares	Comms & info CCTV ordinance ↳ capacity ↳ FEEDBACK SYSTEM
Parking (lack of land)	FIX the transport system
Accident prone areas	Signages & traffic calming Information programs

ISSUE	INTERVENTION
1. DOLJO ROAD - Narrow road	- ROAD WIDENING ON THE SETBACK
2. PUBLIC MARKET - VOLUME OF CARS AND PEOPLE	- ESTABLISHMENT OF PROPER ROAD SYSTEM, INTRODUCING ONE-WAY STREETS - IDENTIFY WAITING STATIONS - EXPAND TERMINAL AREA - PROVIDE BIKE RACKS, SIDEWALKS
3. MUNICIPAL HALL COMPLEX - VOLUME OF CARS AND PEOPLE INCLUDING EMPLOYEES	- PROVIDE SHUTTLE SERVICES FOR EMPLOYEES - PROVIDE PARKING SPACE FOR CLIENTS - PROVIDE BIKE RACKS, SIDEWALKS
4. CRISTAL E-COLLEGE - LARGEST POPULATED - LOT OF MOTORCYCLES - NO SIDEWALKS	- PROVIDE PARKING SPACE BY THE SCHOOL, SIDEWALK, BIKE RACKS - PERSUADE THE SCHOOL TO BRING BACK THE SHUTTLE SYSTEM / SCHOOL BUS
5. LOURDES NATIONAL HIGH SCHOOL - NO SIDEWALK - NO PARKING AREA - HEAVILY POPULATED - ILLEGAL MULTILANES (NO TRANSVERSE)	- ROAD WIDENING ON THE SETBACK - PROVIDE SIDEWALK AND PARKING SPACE ON THE ROAD SIDE - ACQUIRE QUALIFIED UNIT, THROUGH COOPERATIVES
6. TANGALAN INTERSECTION - ACCIDENT PRONE AREA	- PROVIDE TRAFFIC SAFETY SIGNALS AND LIGHTS - PROVIDE SPEED LIMITERS
7. LIBAONG INTERSECTION - ACCIDENT PRONE AREA	- PROVIDE TRAFFIC SAFETY SIGNALS AND LIGHTS - PROVIDE SPEED LIMITERS
8. AIRPORT - ABSENCE OF TRICYCLE TERMINAL	- PROVIDE TRICYCLE TERMINAL - EXPLORE OTHER MODES OF TRANSPORTATION
9. ALONA - LARGELY POPULATED - RAPIDLY INCREASING PARKING - NO SIDEWALKS	- PROVIDE PARKING SPACE, BIKE RACKS, AND SIDEWALK - ESTABLISH BUS STOPS SYSTEM AND SCHEDULE

ISSUE	INTERVENTION
- No designated area for public transport vehicle. (Alona)	- Establish designated lot area for parking/terminating.
- No designated bus stops.	- Identify & establish bus stop.
- No direct access to public transport. (Lourdes - Libaong rd, Lourdes - Tangalanan rd.)	- Feasibility study for possible new route.
- Structures built w/in ROW.	- Enforcement of Municipal Ordinance.
- Lack of pedestrian infrastructure	- Provide pedestrian sidewalks & (shuttle strip)
- Fare over pricing	- Enforcement of fare matrix.
- Unregulated tricycle route.	- Pass Ordinance regarding route system for tricycle.



## RECAP

- ❖ Consultations and site Visits as a way to be more sensitive to the mobility needs of the community
- ❖ Visualization as an exercise to identify issues so that we can see the opportunities to further improve the mobility of tourists and locals in Panglao

# WHAT TO EXPECT TODAY

**Morning:** Inputs from experts on Public Transportation, Active Transportation and Local Governance for Transportation

**Afternoon:** Detailing Possible Interventions and Projects to address identified mobility issues





# PUBLIC TRANSPORTATION

## ISSUES IDENTIFIED

## INTERVENTIONS GENERAL

## INTERVENTIONS SPECIFIC

<p><b>Public transport system is irregular, unreliable, inaccessible and not up to standards (No designated bus stop, no waiting shed no direct access to public transport)</b></p>	<ul style="list-style-type: none"><li>- Develop a more cohesive, sustainable, humane and efficient transportation system</li><li>- Upgrade vehicles</li><li>- Identify and establish bus stops with good markers and signages</li><li>- feasibility studies for new routes</li></ul>	<ul style="list-style-type: none"><li>- Conduct consultations and surveys on where to stop</li><li>- Transport data collection</li> <li>- Airport to have other modes of transportation other than trikes</li> <li>- Alona to have a bus stop and more regular schedule for public transport</li></ul>
<p><b>Increase in use of motorcycles due to lack of transport options (too expensive etc.)</b></p>		<ul style="list-style-type: none"><li>- Require the school to bring back the shuttle system/ school bus</li><li>- Parking space by the school* (might be more short term vs. sustainable solution)</li></ul>

# ACTIVE TRANSPORTATION

## ISSUES IDENTIFIED

## INTERVENTIONS GENERAL

## INTERVENTIONS SPECIFIC

<p><b>Panglao has poor walkability (safety etc.)</b></p>	<ul style="list-style-type: none"><li>- Provide pedestrian lane/ sidewalk</li></ul>	<ul style="list-style-type: none"><li>- Ordinance to ensure pedestrian infrastructure</li><li>- Coordination with DPWH &amp; tourism</li><li>- Sidewalks to be made in largely populated areas: Cristal E-College, and Lourdes National High School, Alona, Municipal Hall Complex, and Public Market (Poblacion)</li></ul>
<p><b>Cycling is not an attractive and viable mode of transportation for locals</b></p>	<ul style="list-style-type: none"><li>- Provision of bike racks in populated areas</li></ul>	<ul style="list-style-type: none"><li>- Bike racks in Municipal Hall Complex, Public Market, Cristal E-College</li></ul>

# PARKING AND TRAFFIC MANAGEMENT

## ISSUES IDENTIFIED

## INTERVENTIONS GENERAL

## INTERVENTIONS SPECIFIC

<b>Unregulated trike and habal-habal parking</b>	- Establish designated areas for terminals	- Airport to have tricycle terminals
<b>High volume of cars and people in the Public Market and Terminal</b>		- Establishment of proper road system, introducing one-way streets - Identify waiting stations - Expand terminal area
<b>Traffic congestion during the start and end of schools hours, and in poblacion every sunday</b>		
<b>High volume of cars and people in the Municipal Hall Complex</b>		- Provide shuttle service for employees - Provide parking space for clients
<b>Lack of parking spaces in busy areas that leads to haphazard parking</b>	- Provision of parking space* (but is there enough space? Consider higher prices for parking to disincentivize, or to funnel parking fees to sustainable transport)	

# REGULATION/ ENFORCEMENT/ SAFETY

## ISSUES IDENTIFIED

## INTERVENTIONS GENERAL

## INTERVENTIONS SPECIFIC

<p><b>Fare overpricing</b></p>	<ul style="list-style-type: none"> <li>- Enforcement of fare matrix</li> </ul>	<p>Communications and Information</p> <ul style="list-style-type: none"> <li>- Feedback system</li> <li>Capacity for enforcement</li> <li>- CCTV, Ordinance</li> </ul>
<p><b>Unregulated transportation modes (trike routes, proliferation of habal, and colorum)</b></p>	<ul style="list-style-type: none"> <li>- Pass ordinance regulating route system for tricycle</li> </ul>	
<p><b>Road Safety Issues and Accident Prone Areas</b></p>	<ul style="list-style-type: none"> <li>- Safety signages;</li> <li>- Traffic calming</li> <li>- Information programs</li> <li>- Street lights</li> </ul>	<p>Tangnan Intersection          Libaong Intersection          Panglao island circumferential road (after area of Alona beach)</p> <p>Proper signages and signaling in airport road          Electric post in the middle of the road (Tapayan road)</p> <p>Education and information intervention for drivers to follow traffic regulations</p>



# INFRASTRUCTURE

## ISSUES IDENTIFIED

## INTERVENTIONS GENERAL

## INTERVENTIONS SPECIFIC

<b>Structures built within Road Right of Way</b>	- Enforcement of Municipal Ordinance	
<b>Narrow and Unpaved Roads</b>		- Road widening on the setback of Doljo Road for holistic road design (pedestrian and public transport infrastructure)

# PLANNING THIS AFTERNOON

**Issues**

**Objectives**

**Benefit to Stakeholders**

**Interventions**

- Long Term Plans
- Mid Term Plans
- Short Term Plans



# PLANNING THIS AFTERNOON

**Funding Sources**

**Executive-Legislative Requirements**

**Offices Involved**

**Potential Barriers**



# ACTION PLANNING

ISSUE	OBJECTIVE	BENEFITS	PLANS	Funding	Exec- Legis Req	Stakeholders/ Offices	Barriers (?)
Public Transport is irregular, unreliable, expensive, etc.	Develop a cohesive, efficient and safe public transport system	Locals to have a cheaper and more reliable option for travel	Short-Term - install temporary bus/ jeepney stops (i.e. tents)	- Municipal budget			
		Tourists will have an easier time to travel around Panglao	Mid-Term - free shuttle services to test new routes	- Municipal Budget - DOT, external funders			- Budget constraints -
			Long-Term - service contracting system for public transport	- National Government			- Budget constraints - Resistance to change by operators



**QUESTIONS/  
CLARIFICATIONS?**



# PUBLIC TRANSPORTATION



# Jakarta BRT

**World's longest  
BRT system**

**251 kms**

**663,000  
passengers per  
day**

**155 routes**

(as of January 2019)







Where are we now?



# Panglao, Bohol

- Declared as a Tourist Zone under Proclamation No. 1801
- Bohol Island - the Philippines' first UNESCO Global Geopark



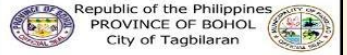
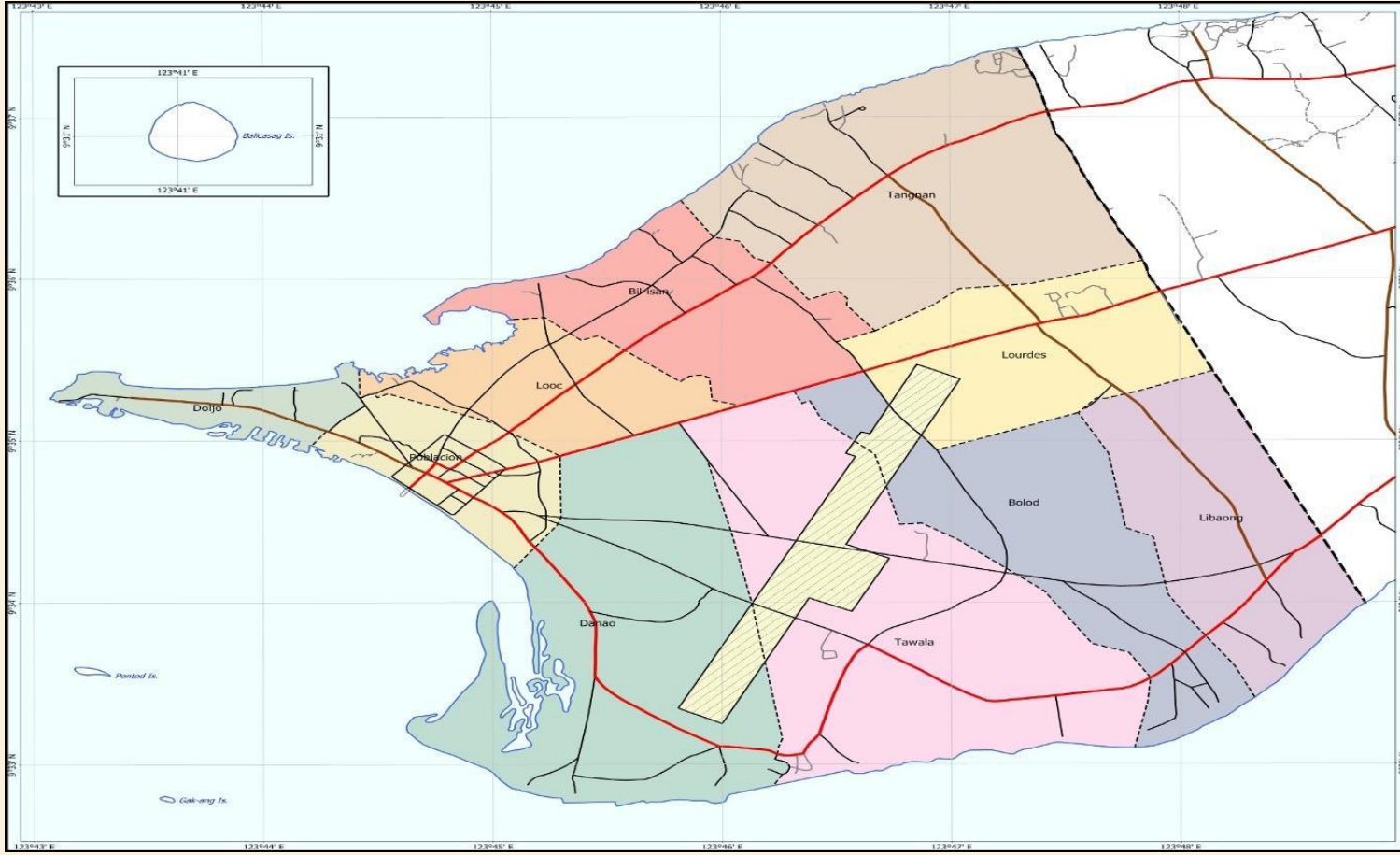
# How do people get around?



- Walk
- Bike
- Motorcycle
- Tricycle
- Habal-habal
- Jeep
- Bus
- Private car/van



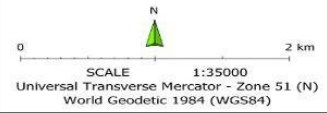




**PROVINCIAL PLANNING & DEVELOPMENT OFFICE**

**BASE MAP  
MUNICIPALITY OF PANGLAO**

LEGEND	
	Coastline
	Municipal Boundary
	Barangay Boundary
	National
	Provincial
	Mun/Brgy Road
	Private
	Trail
	Board Walk
	Proposed Airport Area



- NOTES:**
1. Coastline digitized from Google Earth Images
  2. Roads digitized from Google Earth images and GPS readings
  3. Boundaries subject for corrections (to be referred to Assessor's Office)
  4. Proposed Airport Area to be verified.

# Characteristics of an Ideal Public Transport System



# What makes an ideal public transport system?

- 1 Reliable
- 2 Safe
- 3 Accessible
- 4 Convenient and Comfortable
- 5 Affordable

# Reliability

- Frequent and predictable
  - Frequency – number of vehicles dispatched per unit of time
  - e.g. 12 vehicles/hour = public transport will arrive every 5 mins.
  - Short waiting time
- A transport system with a fixed schedule makes it predictable
  - Ex. P2P buses that leave every hour from 8am to 8pm
- A reliable transport system is **responsive** to the needs of people
  - Peak hour – dispatch more vehicles
  - Longer operating hours for special circumstances



# Safety

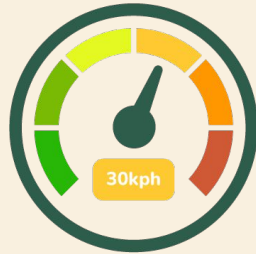
- Vehicles are compliant with national standards and international vehicle safety conventions
  - PUVMP – Philippine National Standards (PNS)
- Vehicles are operated within the speed limit
- Stops and terminals are adequately lit at night for security





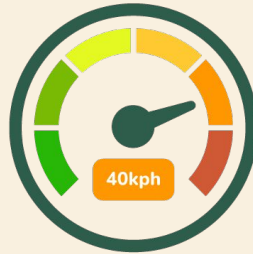
# Safety

A road crash of at least **50 kph** is more likely to be fatal.



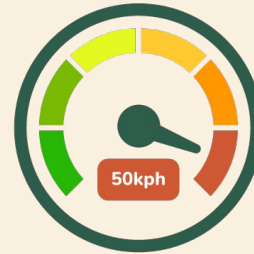
**10%**

Likelihood of  
pedestrian/cyclist  
fatality



**30%**

Likelihood of  
pedestrian/cyclist  
fatality



**85%**

Likelihood of  
pedestrian/cyclist  
fatality



# Accessibility

- Access to public transport services is available for everyone across all segments of society
  - PWDs, children, pregnant women, elderly
- Access includes good walkways and bikeways to provide connectivity with other modes of transport
- Designated stops that are not far from homes, schools, markets/malls, hospitals, etc.
- Easy boarding and alighting for passengers



# Convenience and Comfort

- Ease of using the system
  - Connectivity with other transport modes
  - Availability of options – you can take a train, bus, or jeep to your destination
  - Fewer transfers
    - Or if transferring, transfer points are located close to each other
  - Cashless payments
- Comfortable
  - Clean and comfortable seats
  - Good service from drivers and transport crew
  - Public transport as a relaxing experience
  - For standing passengers: 5 persons/sqm of standing space
  - Bonus: Wi-Fi



# Affordability

- Fares are set based on what people can afford to pay
  - If not, government subsidizes (ex. MRT) or even offers free services
- Different kinds of transport services with varying fares are available to serve all segments of society



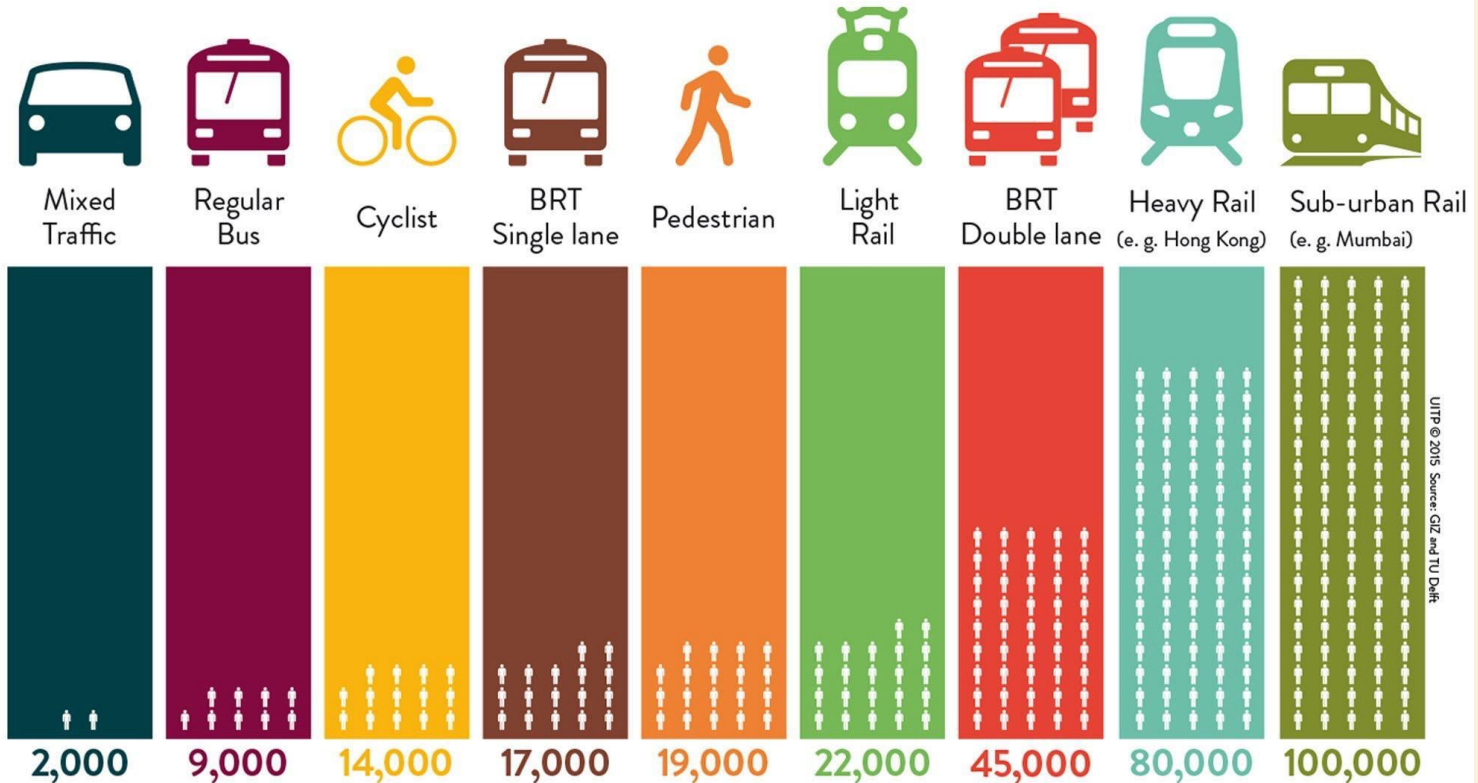
# Hierarchy & Classification of Public Transport Modes



# Sustainable transport hierarchy



## Corridor Maximum capacity of urban transport modes, in persons per hour in both directions



# space required to transport 60 people



car



bus



bicycle

(Poster in city of Muenster Planning Office, August 2001) Credit: PressOffice City of Munster, Germany



# Basics of Public Transport Route Planning



# Classification and Characteristics of Public Transportation Services

Non-Fixed  
Routes

Fixed Routes

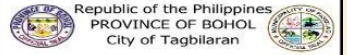
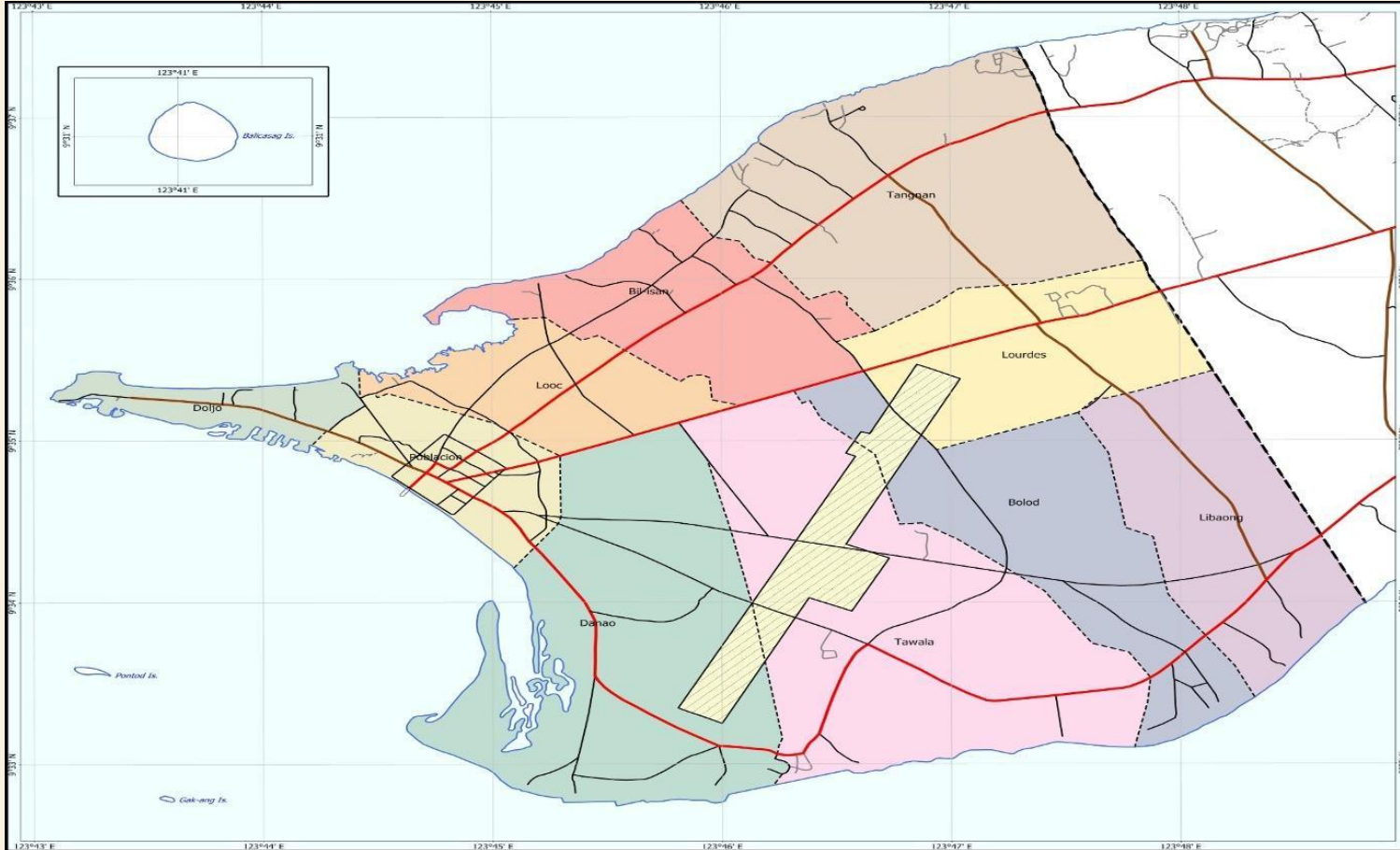
# Fixed Routes

## According to **Route** Type

- Trunk Line Route
- Local or short-distance Route (feeder)
- Interregional Route

## According to **Service** Type

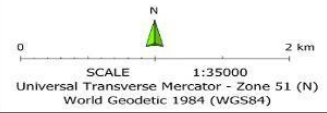
- Regular Service
- Collector/Distributor Service
- Express Service



**PROVINCIAL PLANNING & DEVELOPMENT OFFICE**

**BASE MAP  
MUNICIPALITY OF PANGLAO**

LEGEND	
	Coastline
	Municipal Boundary
	Barangay Boundary
	National
	Provincial
	Mun/Brgy Road
	Private
	Trail
	Board Walk
	Proposed Airport Area



- NOTES:**
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  4. Proposed Airport Area to be verified.

# First and Last Mile Access

- Starts or completes a trip
  - In the Philippines, we're used to door-to-door services
- Usually done by walking or cycling, or taking a pedicab/tricycle
  - Low-occupancy, smaller transport modes
- Across short distances – 200m–3km

# Public Transport Route Planning Process







# Public Transport System Development



# Beyond Routes

## Passenger Facilities and Garage

- Stops
- Terminals
- Inter-city terminals
- Garage





# Benefits of a Good Public Transport System

- Increased accessibility to goods and services
  - Healthcare, education, commercial areas
- Affordability
- Stimulates economic growth
  - Job generation
  - Land value increases
  - Boost in tourism activities
- Lower carbon footprint





**QUEZON CITY BUS ROUTES**

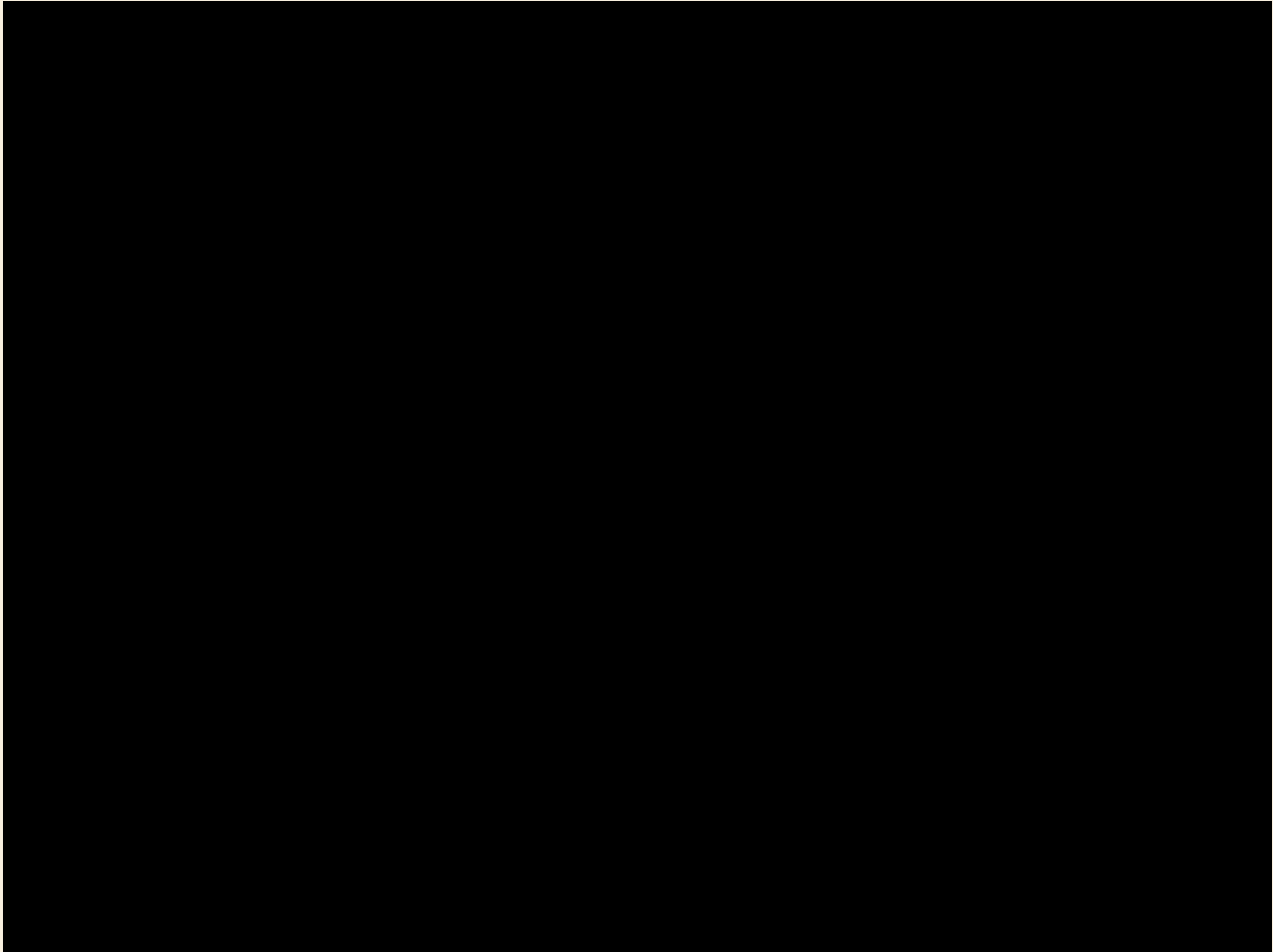
- ROUTE 1**  
Quezon City Hall ↔ Cubao
- ROUTE 2**  
Quezon City Hall ↔ Litex / IBP Road
- ROUTE 3**  
Welcome Rotonda ↔ Aurora / Katipunan
- ROUTE 4**  
Quezon City Hall ↔ General Luis
- ROUTE 5**  
QC Hall ↔ Mindanao cor. Quirino Hwy
- ROUTE 6**  
Quezon City Hall ↔ Robinson's Magnolia
- ROUTE 7**  
Quezon City Hall ↔ Ortigas Ave Ext
- ROUTE 8**  
Quezon City Hall ↔ Muñoz

FOLLOW US | @QCgov









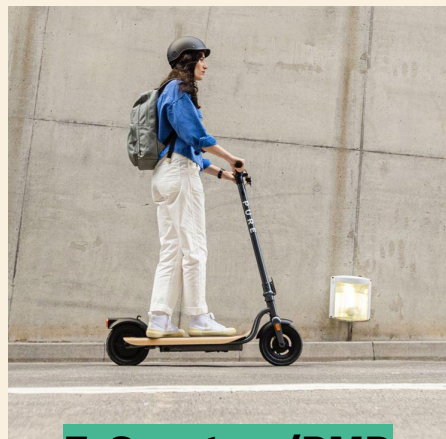
# ACTIVE TRANSPORTATION





# Active Transport Modes:

# Active Transport Users:



**E-Scooters/PMD**



**Pedestrians**



**Cyclists**



**PWDs**



# Global Transformations:

## NETHERLANDS



## BOGOTA





# Global Transformations:

**JAPAN**



**AFRICA**





# Local Transformations:

## MARIKINA



## ILOILO



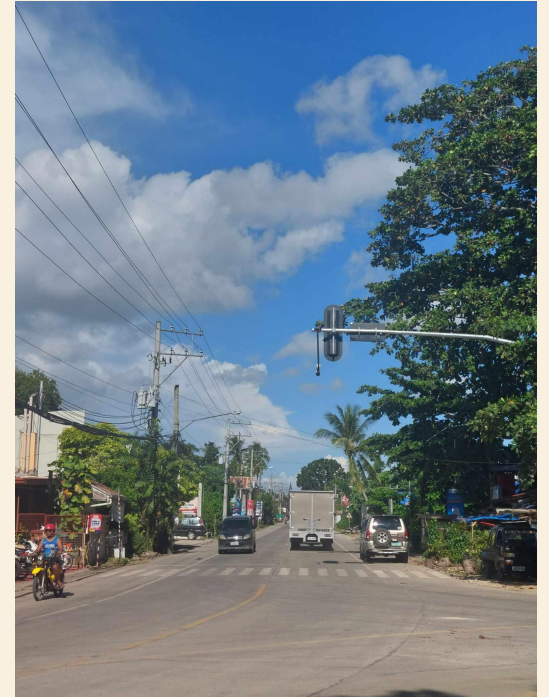
# PANGLAO: Current Situation (AT)

- 5 km radius from the center of Poblacion
- Acceptable bike commute distance = **7 kms**
- Acceptable walking distance = **400 - 500 meters**
- Wayfinding is crucial





# PANGLAO: Current Situation (AT)



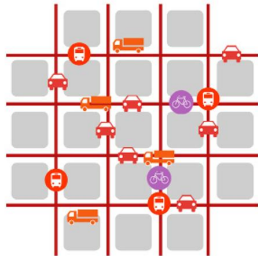




# MACRO-LEVEL CONCEPTS: Superblocks

## SUPERBLOCKS MODEL

Current Model



Superblocks Model



- PUBLIC TRANSPORT NETWORK
- PRIVATE VEHICLE PASSING
- BICYCLES MAIN NETWORK (BIKE LANE)
- BICYCLES SIGNPOSTS (REVERSE DIRECTION)
- DUM CARRIERS
- RESIDENTS VEHICLES
- URBAN SERVICES AND EMERGENCY
- DUM PROXIMITY AREA
- ACCESS CONTROL
- BASIC TRAFFIC NETWORK
- SINGLE PLATFORM (PEDESTRIANS PRIORITY)
- FREE PASSAGE OF BICYCLES





# MACRO-LEVEL CONCEPTS: Traffic Calming

Tactical Urbanism to permanent  
infrastructure



Midblock Curb Extensions



Intersection Curb Extensions



Raised Crossing



Pedestrian Islands



Chicanes



# Open/Car-free Streets

- Fully or semi car-free
- Can start with weekends
- Programming is essential
  - Markets
  - Zumba
  - Bike lessons
  - Sports
- Could lead to a fully pedestrianized boulevard
- Still accessible to emergency vehicles & logistics



# Types of Cycling Infrastructure



Bike lanes  
(protected/unprotected)



Paint



Vertical separation

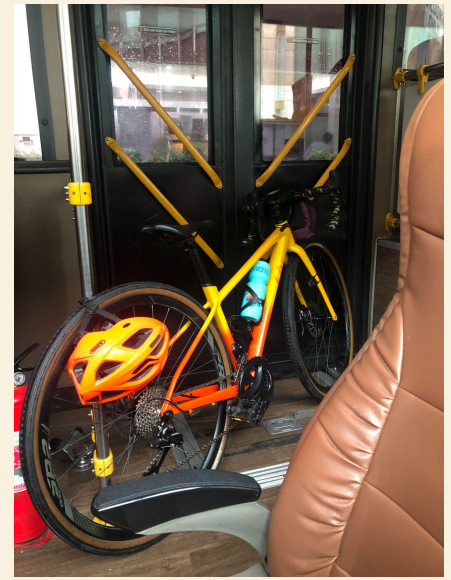


Horizontal separation



# Active Transport X Public Transport

- Bikes on buses
  - Either inside or outside
  - No additional cost
- Bike share
  - Could start with resorts



# Active Transport X Private Transport

- Mainly applicable for folding bikes
- Could be used for park & ride facilities
- Parking buildings could be located on the outskirts



# End-of-Trip Facilities

- Essential for every bike trip
- Ordinance can be created to ensure each building has bike parking
- Best practice: Inverted U-rack





# Leadership, Events, Communities

- Create visible campaign
- Weekend bike rides
- Historical walking tours
- Fiesta (using the street)
- Creation of a city bike board (Done by Iloilo City)
- Bike bus (Bike-to-school program)
- “Parking day” event





# Related Fields:

## TOURISM



## LOGISTICS



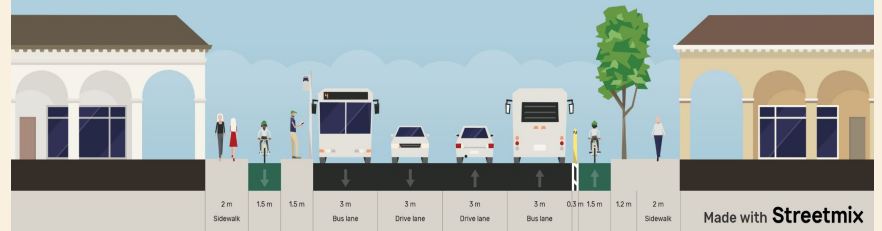
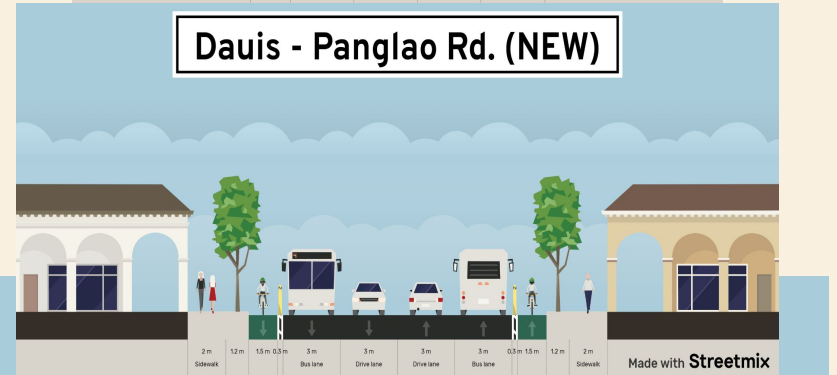
# STREET DESIGN: National Roads



Dauis - Panglao Rd.



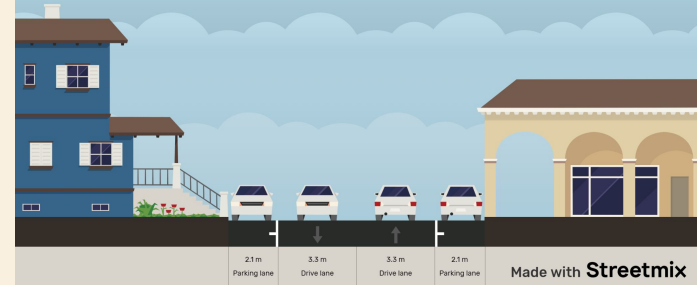
Dauis - Panglao Rd. (NEW)



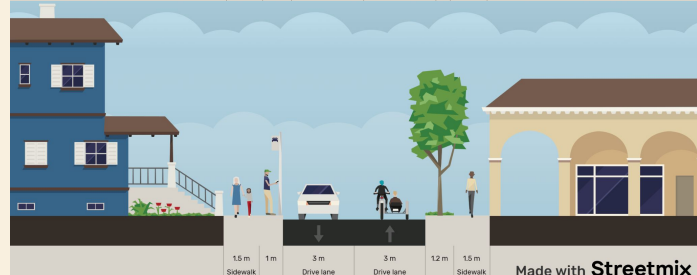
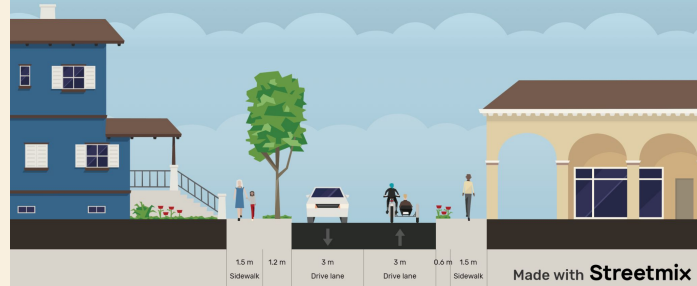
# STREET DESIGN: City Streets



## Panglao Provincial Rd.



## Panglao Provincial Rd. (NEW...)





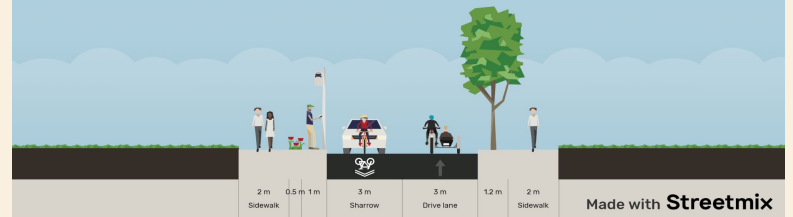
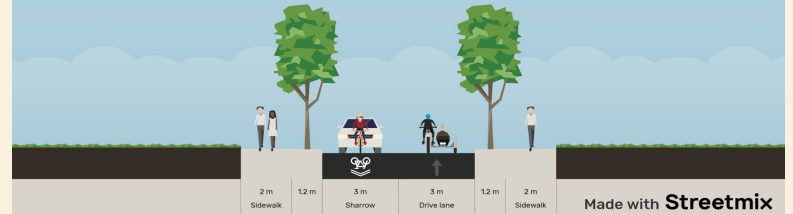
# STREET DESIGN: Barangay Roads/Alleyways



Daorong Blvd.



Daorong Blvd. (NEW)





# EFFECTS & BENEFITS

## Environment



PH is **13th** in the world for deaths attributable to ambient air pollution<sup>1</sup>

**3 of top 10** leading causes of death are respiratory-related illnesses

Transport sector produces 23% of global CO<sub>2</sub> emissions and is the fastest-growing sector in terms of GHG emissions<sup>2</sup>

## Economy

**New York:** retail increased by **49%** along protected bike lanes (vs. **3%** for Manhattan)

**Mexico City:** public health and economic benefits of **~USD 109M** in 7 years.

**Iloilo:** start of **bike tours**, opening of **new cafes**

## Social & Mental Health

Adults 18-64 years old need **150 minutes** of moderate-intensity physical activity weekly to **decrease risk of heart disease, cancer, diabetes** (WHO)

- ✓ **Cycling provides a safe transport mode despite COVID-19 (open air)**
- ✓ **Cycling can also help improve productivity, memory, and mental health (20 mins of cycling cuts risk of depression by 31%)**

# An IDEA? STREETS AS PLACES



- Street gardens/on bus stops
- Native bees as pollinators
- Could upscale to urban farms
- Increase in biodiversity
- Storm/rainwater catchment
- Decrease in urban heat island effect
- Sense of character & place
- Tourism
- Native flowers/plants



# ACTIVE TRANSPORT CHAMPIONS

## METRO

### Konstruksiyon ng bike lanes sa Quezon City, arangkada na

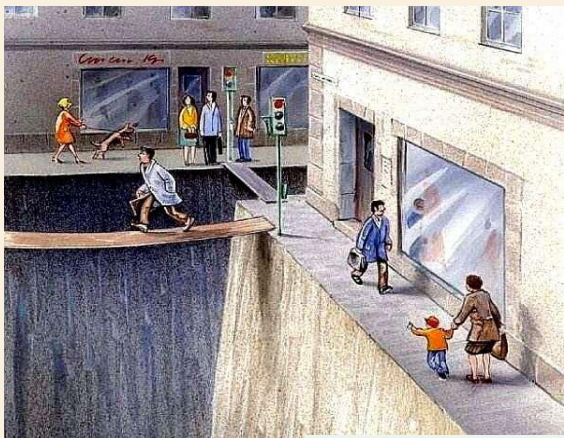
Mer Layson - Pilipino Star Ngayon ⓘ

October 10, 2023 | 12:00am



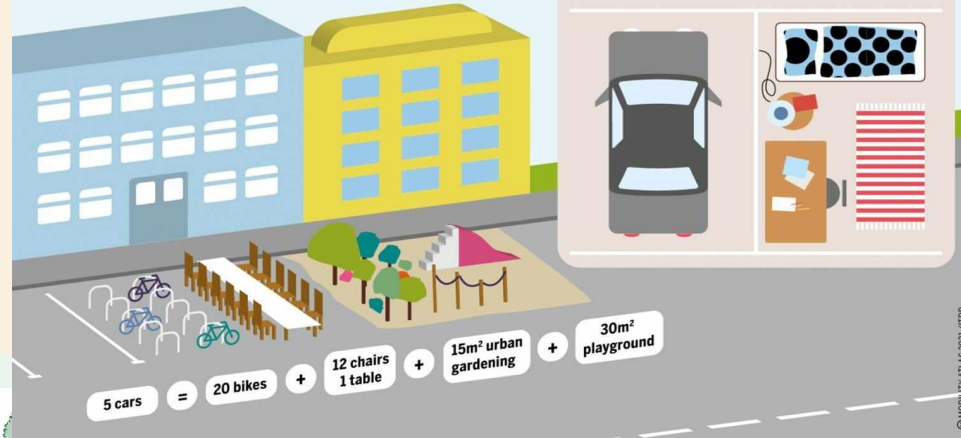
"I'm quite proud because some cities are already dismantling their bike lanes because of pressure from the motorists, but with us, no, because it's a right. It depends on the values the city espouses, and for us, inclusivity is important. Not everyone, in fact, much less people have motorized vehicles than they do bikes. One out of three families *yata* has a bike, so we have to recognize them. Give them the right to use the road," Belmonte told SPOT.ph in an earlier interview.





## TRAFFIC REDUCTION: A WAY FORWARD?

Less traffic means less occupied space and a lot of possibilities



© MOBILITY PLANES 2021 / MTP



Boomers: Why don't younger generations go outside anymore?

The Outside they created:





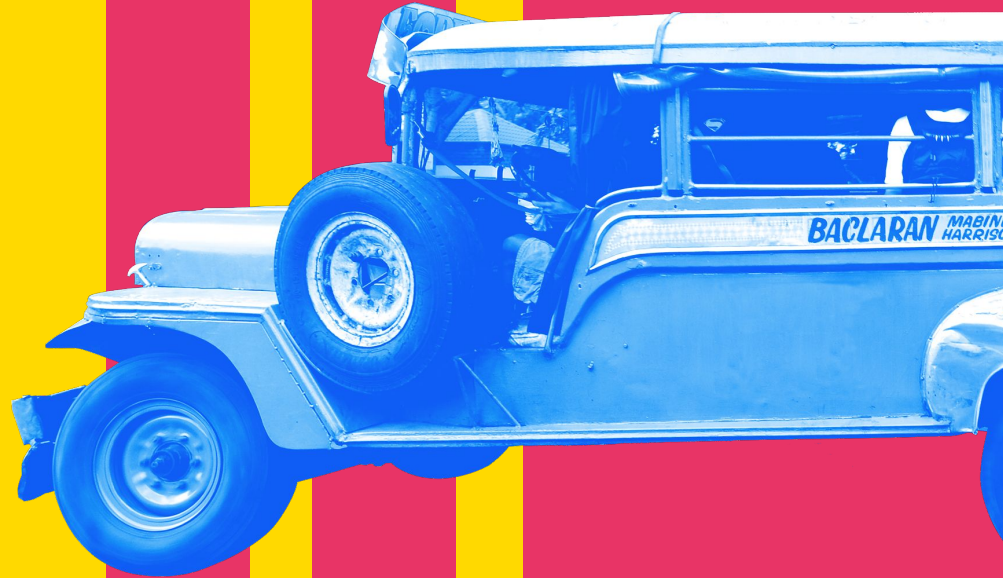


# LOCAL GOVERNANCE AND POLICY FOR TRANSPORT REFORM

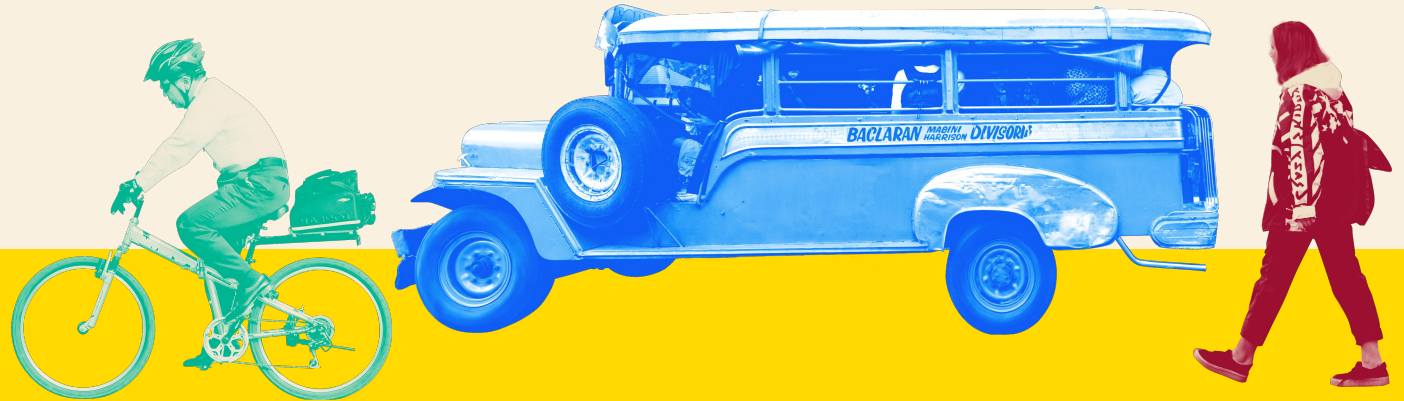
Ramir Angeles, MSc, RCE

# Presentation Outline

1. Policy background
2. Governance framework
  - a. Institutionalization
  - b. Stakeholder engagement
  - c. Infrastructure development
  - d. Capacity building
  - e. Information and Education campaign
3. PPA Planning Examples



# Public and Active Transport Recap



# Policy Background

*Transport planning now is moving from simply “improving movement of people” to “providing people **access** to their destinations”*





# Vision

“Panglao as a leading eco-cultural tourist destination and agricultural town with a God-loving and morally upright community living in a competitive, progressive economy ensuring a balanced, peaceful, and clean environment under a firm and decent leadership.”



# Mission

- Institutionalize good governance by being transparent, accountable, and firm leaders to uphold and protect the interests, rights, and welfare for the people;
- Provide investment opportunities and livelihood to the marginalized people by boosting the local economy through agricultural productivity and tourism-investment opportunities;
- Promote Panglao's competitive and environmentally safe eco-cultural tourist destination(s).



# Goals

1. Better social services, protection and safety for the people.
2. Improved environmental protection, climate change adaptation, and disaster resiliency.
3. Competitive, business-enabling climate, and economic progress.
4. Adequate and standard infrastructure support.
5. Transparent, accountable, participatory, and effective governance.



# Executive Agenda

- Health
- Education
- Alleviation of Poverty/Livelihood Program(s)/Economic Development
- Resiliency
- Transparency





# PPA Planning

**How do we create Programs, Projects, and Activities for a better transportation system in Panglao?**

Goal Key Issues	Objective	Programs, Projects, and Activities	Estimated Investment Requirement / Period of Implementation		
			2023	2024	2025

Fund Source	OPR	Executive/Legislative Requirements	Remarks
----------------	-----	---------------------------------------	---------

*(Panglao Executive-Legislative Agenda 2023-2025)*

# PPA Planning

1. Goal Key Issues
2. Objective
3. Programs, Projects, and Activities
4. Est. Investment Requirement / Period of Implementation
5. Fund Source
6. OPR
7. Executive / Legislative Requirements

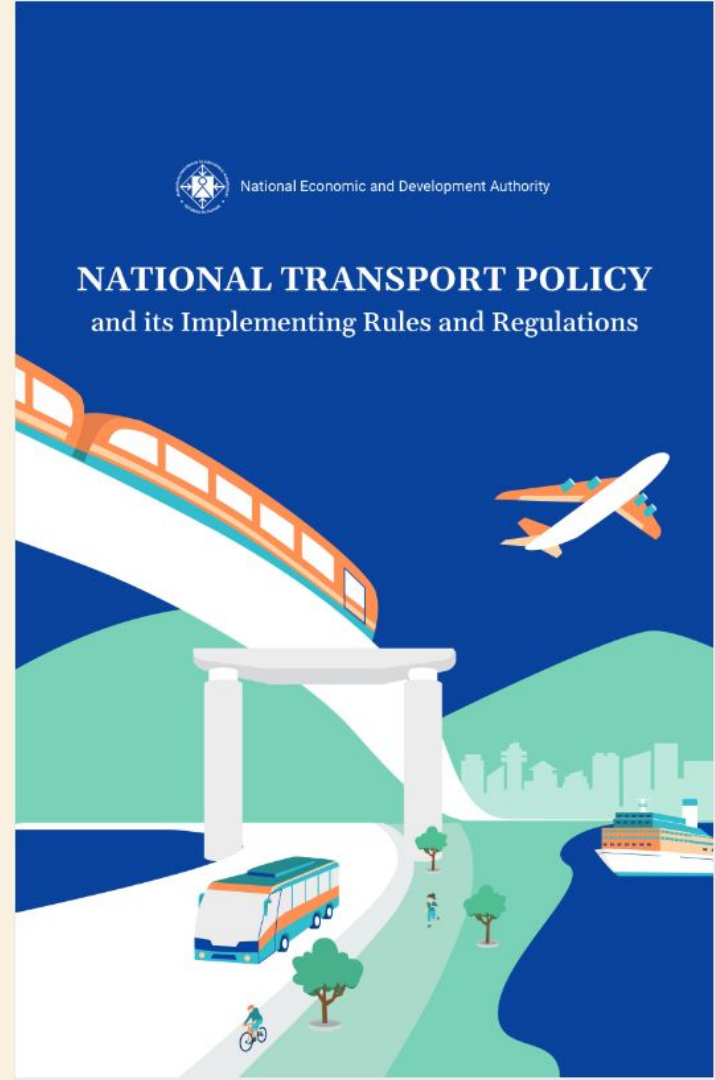


# National Policies for Public and Active Transport



# National Transport Policy (NEDA, 2017)

“the State’s Transport Vision is **a safe, secure, reliable, efficient, integrated, intermodal, affordable, cost-effective, environmentally sustainable, and people-oriented** national transport system that ensures improved quality of life of the people”





# Philippine Development Plan 2023-2028

Chapter 2 | Promote Human and  
Social Development | Outcome 3:

***“Provide public and active  
transportation links”***



# Philippine Development Plan 2023-2028

Chapter 12 | Expand and Upgrade  
Infrastructure | Outcome 2:

***“Intermodal transport facilities will be constructed and upgraded to achieve seamless connectivity.”***

***“Active transport networks will be developed.”***

***“Reforms in the provision of public transport services will be strengthened.”***



**PHILIPPINE  
DEVELOPMENT PLAN**

**2023 - 2028**



# Active Transport Policies



# Joint Administrative Order No. 2020-0001 (DOH, DOTr, DILG, DPWH)

## Guidelines on the Proper Use and Promotion of Active Transport During and After the COVID-19 Pandemic



DEPARTMENT OF HEALTH  
DEPARTMENT OF TRANSPORTATION  
DEPARTMENT OF INTERIOR AND LOCAL GOVERNMENT  
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS

JOINT ADMINISTRATIVE ORDER  
No. 2020 - 0001

AUG 19 2020

**SUBJECT:** Guidelines on the Proper Use and Promotion of Active Transport During and After the COVID-19 Pandemic

### I. BACKGROUND

With the transition to General Community Quarantine (GCQ) leading to the reopening of essential sectoral services and workplaces, the use of traditional public transport services such as buses, jeepneys, tricycles, and railways puts the commuting public at risk to COVID-19 infection due to the difficulty of enforcing physical distancing measures in these modes of transportation. Hence, the Department of Transportation (DOTr) has issued guidelines that encourage the use of bicycles and similar devices. Physical distancing measures in traditional road transport services and trains are also expected to take a toll on the travelling time of commuters toward their workplaces. In short, while there is a need to keep people moving to their workplaces, transportation should be done with safety as the top priority.

In other countries such as France and Germany, active modes of transportation such as the use of bicycles have been promoted, as these modes ensure physical distancing. Bicycle lanes have been rolled out in the cities of Milan, Bogota, and Brussels to increase the number of bicycle users.

The World Health Organization likewise encourages the use of bicycles or walking during the COVID-19 pandemic whenever possible, as this provides "physical distancing while helping you to meet the minimum requirement for daily physical activity." Likewise, studies show that using bicycles and walking have an enormous impact on human health and greatly reduces pollution.

The current pedestrian and cycling regulations and facilities, however, are not adequate to support this immediate shift to active transport during the COVID-19 outbreak. While 80% of daily trips are made either through using public transport or walking, the road space given for bicycles or light mobility vehicles are either absent, or if present, impeded by traditional public and private transport. Likewise, walking paths can be occupied by sidewalk vendors which block pedestrian traffic. Hence, the safety of cyclists and pedestrians is compromised.

In view of the ongoing threat of the COVID-19 pandemic, it is imperative that active modes of transport for commuters, including walking and bicycling, be promoted to





# DILG Memorandum Circular No. 2020-100

## Guidelines for the Establishment of a Network of Cycling Lanes and Walking Paths to Support People's Mobility



Republic of the Philippines

DEPARTMENT OF THE INTERIOR AND LOCAL GOVERNMENT

DILG-NAPOLCOM Center, EDISA corner QUIZON 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.

# DPWH Department Order No. 88, S-2020

## Guidelines on the Design of Bicycle Facilities along National Roads

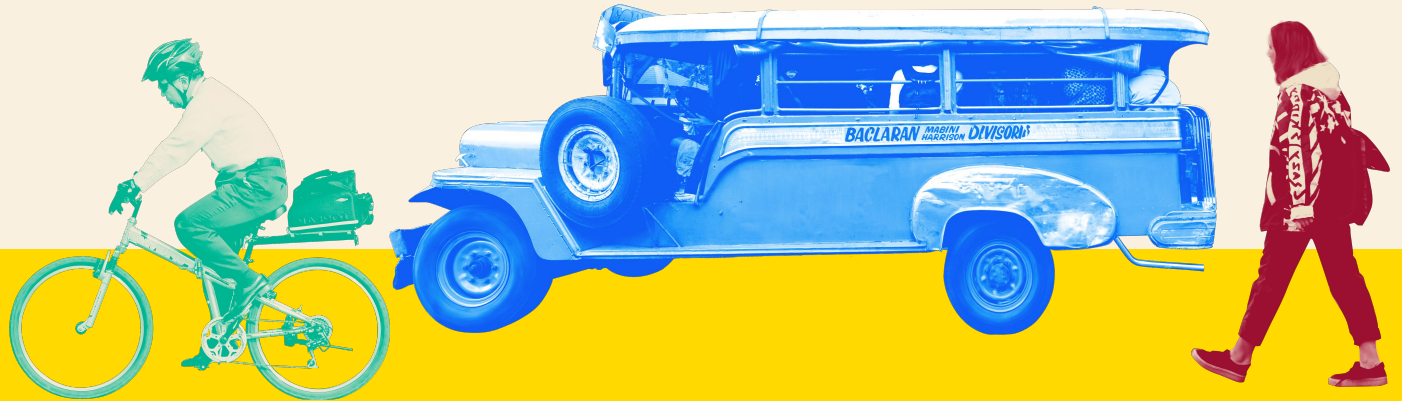
*Updated guidelines in DPWH D.O.  
No. 263, S-2022*



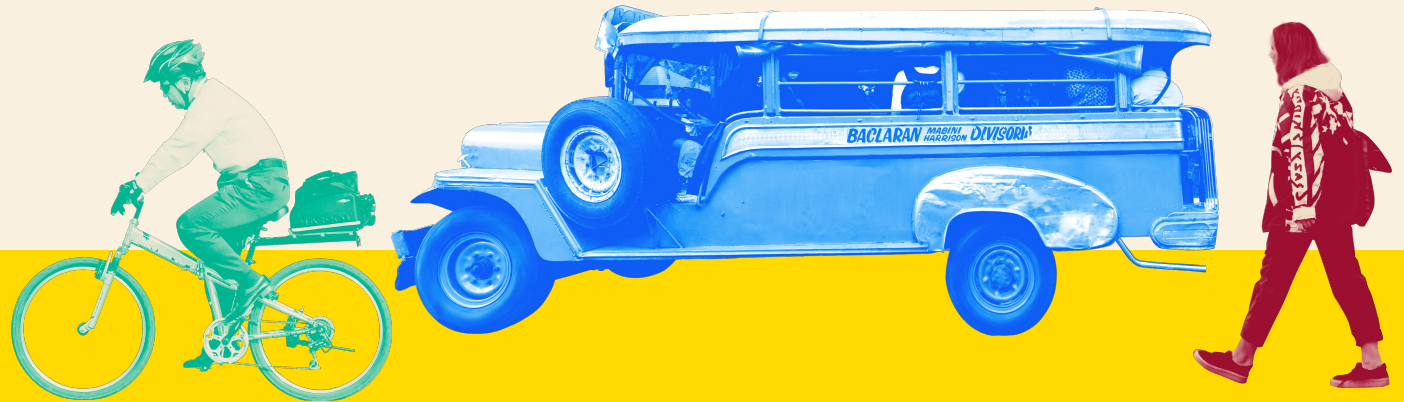
**DEPARTMENT OF TRANSPORTATION  
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS**

**GUIDELINES ON THE DESIGN OF BICYCLE FACILITIES  
ALONG NATIONAL ROADS**

***Policies and Mandates that support the implementation of public and active transport PPAs are already present for Panglao.***



# Governance Framework





# GOVERNANCE FRAMEWORK

**INSTITUTIONALIZATION**



**STAKEHOLDER  
ENGAGEMENT**



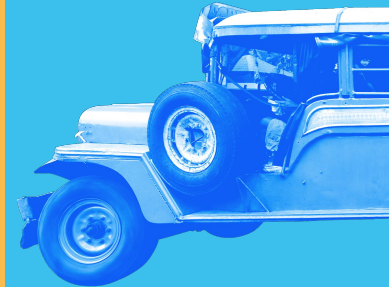
**INFRASTRUCTURE  
DEVELOPMENT**



**CAPACITY BUILDING**



**INFORMATION AND  
EDUCATION CAMPAIGN**



# Institutionalization

- Legislation (i.e. Ordinances) or Executive Orders for Public and Active Transport
- Transport Master Plan
- Establishment of a Transport Office to handle Public and Active Transport planning, implementation, and operations.

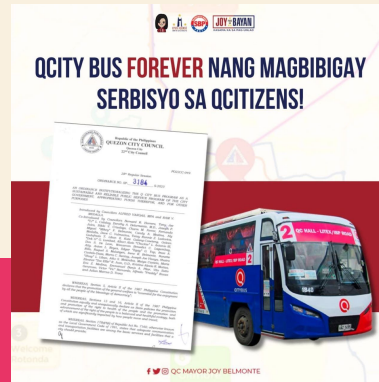


# Case study: Q City Bus Ordinance

Quezon City Ordinance No. SP-3184, S-2023

*“An Ordinance institutionalizing the Q City Bus Program as a sustainable and reliable public service program of the City Government, appropriating funds therefor...”*

*Includes assigning a “Transportation Management Division” within the Traffic and Transport Management Department as the operating office for the program.*



# Case study: Pasig Transport Office

Pasig City Ordinance No. 25, S-2017

*“An Ordinance requiring the establishment of a City Transportation Development and Management Office (CTDMO), defining functions, imposition of fees, and other purposes.”*





# Case study: Safe Cycling and Active Transport Ordinance

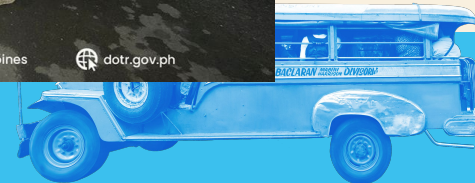
Quezon City Ordinance No. SP-2988, S-2020

*“An Ordinance promoting safe cycling and active transport as an alternative mode of transportation in Quezon City, creating the Bicycle and Active Transport Section under the Department of Public Order and Safety - Green Transport Office...”*

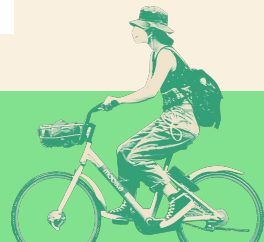
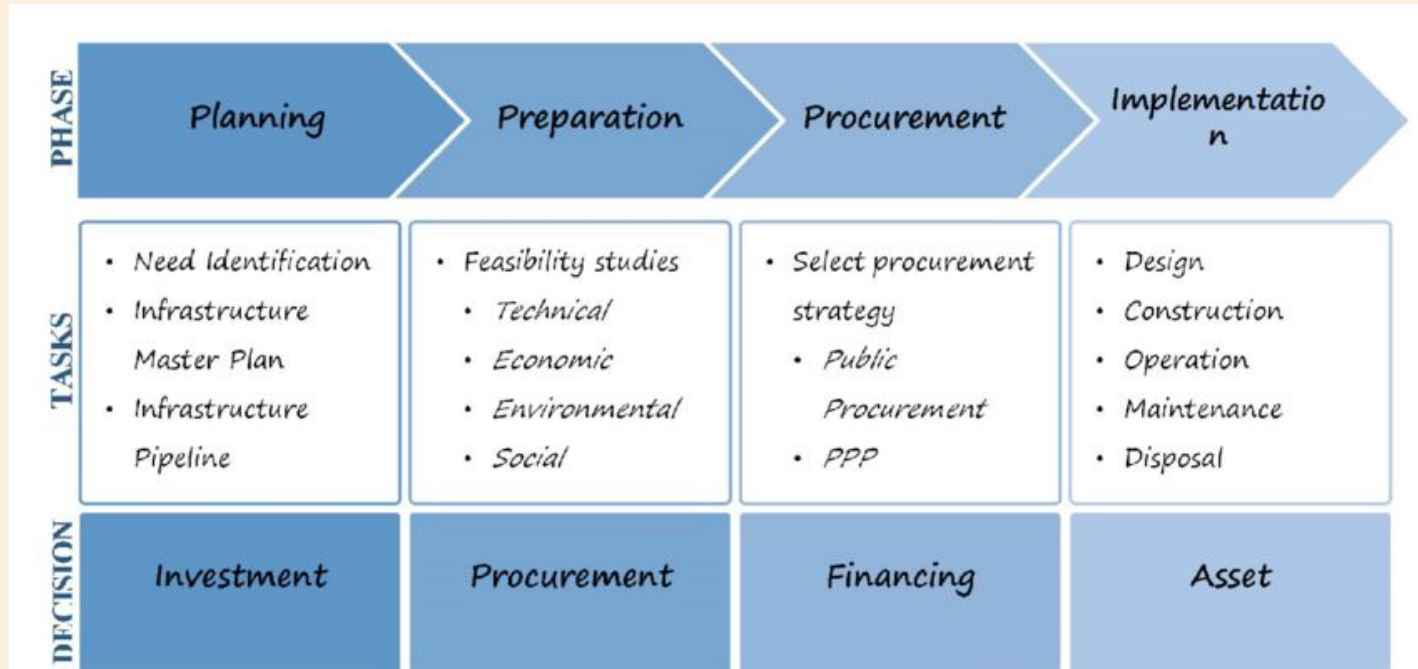


# Stakeholder Engagement

- Enable public participation and community planning
- Involve all population sectors for accessibility planning, especially vulnerable groups



# Infrastructure development



# Infrastructure development

- ICT Technology for data collection and monitoring
- CCTV cameras & command center
- Digital traffic data collection and analysis





# Case study: Coordination with the National Government re: Infrastructure projects

Quezon City Ordinance No. SP-2939,  
S-2020

*“An Ordinance requiring all National Government Agencies, Offices, and Government Corporations to coordinate with the Quezon City Government all project planning and implementation to be introduced, rolled out or implemented within Quezon City.”*



# Capacity building

- Training/hiring of personnel & technical staff for public and active transport
- Emphasis on *transport & accessibility planning, road safety, traffic management, and public relations*



# Information and Education Campaign

- To increase awareness of new public and active transport modes and services, increase their utilization, and ensure safe and efficient travel.
- IEC campaign areas
  - *Promotion and encouragement of public and active transport*
  - *Road safety*
  - *PR for “innovative transport development in Panglao”*



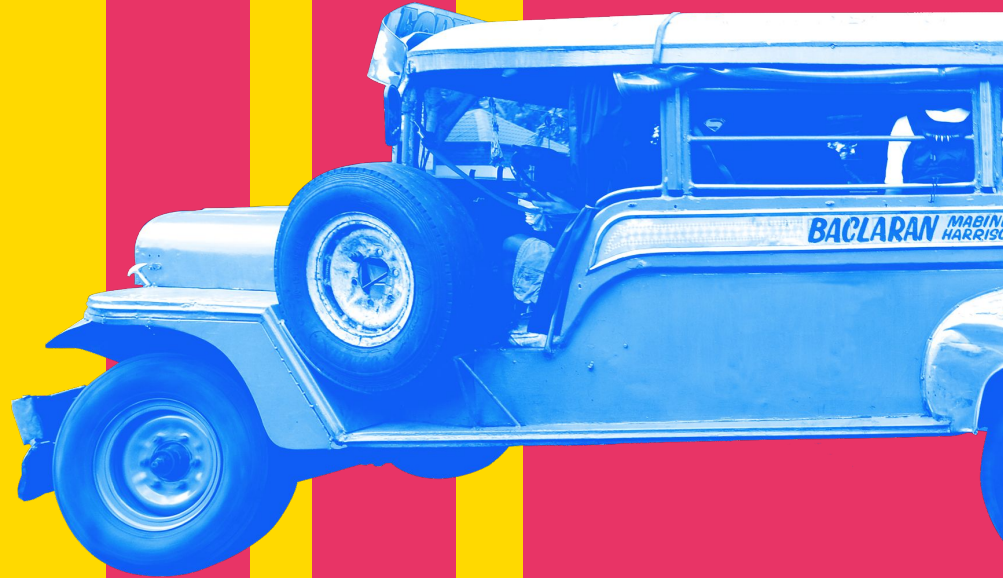
# Information and Education Campaign

- IEC campaign strategies
  - *Public advisories*
  - *Social media promotion*
  - *Informative signages*
  - *Events*
    - *Bike ride/tour*
  - *Incentive schemes*
    - *To bike-to-work/school*
    - *To bike shops*





# PPA Planning



# PPA Planning Example

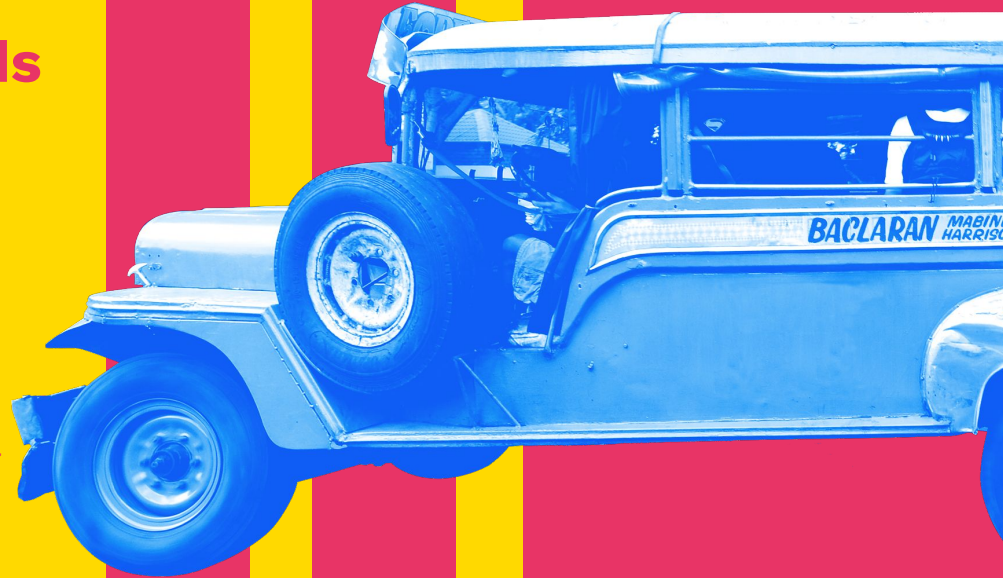
<b>Goal Key Issues</b>	<b>Objective</b>	<b>Programs, Projects, and Activities</b>	<b>Executive/Legislative Requirements</b>	<b>Fund Source</b>
No PUV stops/waiting sheds along —	To provide safe, comfortable spaces where commuters can wait for public transport;	Construction of Waiting Sheds along —	Public Transport Ordinance/ Executive Approval	External Source

# PPA Planning Example

<b>Goal Key Issues</b>	<b>Objective</b>	<b>Programs, Projects, and Activities</b>	<b>Executive/Legislative Requirements</b>	<b>Fund Source</b>
No bicycle parking in __	To provide secure, convenient bike parking facilities to cyclists;	Procurement and installation of bike racks in __	Active Transport Ordinance/ Executive Approval	General Fund

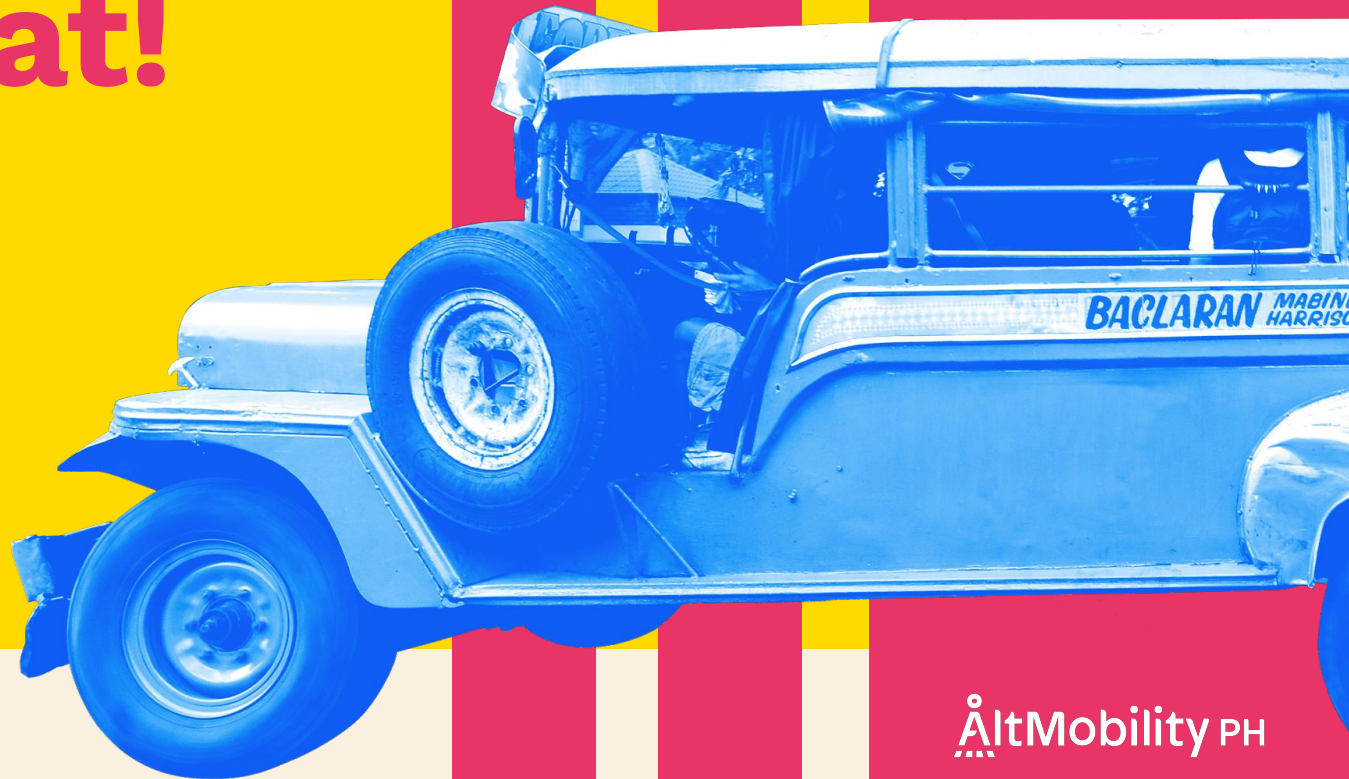
# Project Funding

1. LGU funds
2. National Government funds
3. Private partnerships
  - a. Project grants
  - b. Technical assistance
    - ex. Cities Dev't Initiative Asia (CDIA) Support Grant



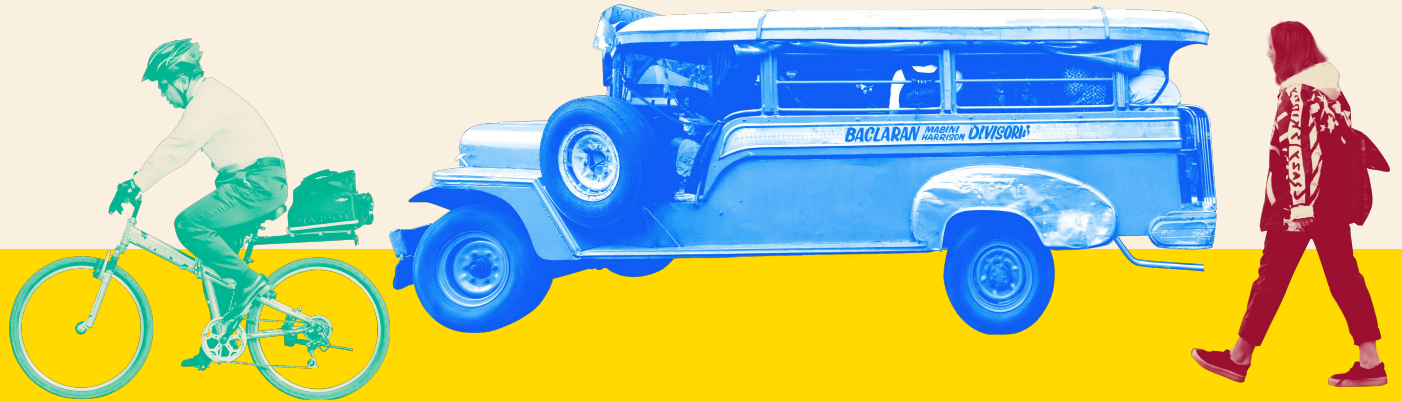


# Salamat!



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# TRANSFORMING SMART MOBILITY IDEAS INTO LOCAL GOVERNMENT SOLUTIONS

CALD Local Government Workshop  
October 13-14



**QUESTIONS/  
CLARIFICATIONS?**





# WHAT TO EXPECT TODAY

**Morning:** Inputs from experts on Public Transportation, Active Transportation and Local Governance for Transportation

**Afternoon:** Detailing Possible Interventions and Projects to address identified mobility issues



# GROUPINGS AND ISSUES

## PUBLIC TRANSPORTATION

## ACTIVE TRANSPORTATION

## PARKING AND TRAFFIC MGT.

## REGULATION, ENFORCEMENT, SAFETY

<b>Councilor Dennis Hora</b> <b>Jayson Uy</b> <b>Jairus Fuderanan</b> <b>Nino Guidaben</b> <b>Blue Abaya</b>	<b>Councilor Jose Rodriguez IV</b> <b>Jonah Sumaylo</b> <b>Rogelio Bonao</b> <b>Jose Balbino Luspo</b> <b>Paolo Zamora</b>	<b>VM Noel Hormachuelos</b> <b>Councilor Benedict Alcala</b> <b>Leo Sumaoy</b> <b>Analyn Apduhan</b> <b>Bonnie Mara</b>	<b>Councilor Felix Fudolig</b> <b>Gildardo Dominisac</b> <b>Roxanne Villaluz</b> <b>Elma Sumaoy</b>
<ul style="list-style-type: none"> <li>- Public transport system is irregular, unreliable, inaccessible and not up to standards</li> <li>- Increase in use of motorcycles due to lack of transport options</li> </ul>	<ul style="list-style-type: none"> <li>- Panglao has poor walkability (safety etc.)</li> <li>- Cycling is not an attractive and viable mode of transportation for locals</li> </ul>	<ul style="list-style-type: none"> <li>- Unregulated trike and habal-habal parking</li> <li>- Traffic congestion during the start and end of schools hours, and in poblacion every sunday</li> <li>- High volume of cars and people in the Public Market, Terminal and Municipal Hall Complex</li> <li>- Lack of parking spaces in busy areas that leads to haphazard parking</li> </ul>	<ul style="list-style-type: none"> <li>- Fare overpricing</li> <li>- Unregulated transportation modes</li> <li>- Road Safety Issues and Accident Prone Areas</li> </ul>

# PUBLIC TRANSPORTATION

## ISSUES IDENTIFIED

## INTERVENTIONS GENERAL

## INTERVENTIONS SPECIFIC

<p><b>Public transport system is irregular, unreliable, inaccessible and not up to standards (No designated bus stop, no waiting shed no direct access to public transport)</b></p>	<ul style="list-style-type: none"><li>- Develop a more cohesive, sustainable, humane and efficient transportation system</li><li>- Upgrade vehicles</li><li>- Identify and establish bus stops with good markers and signages</li><li>- feasibility studies for new routes</li></ul>	<ul style="list-style-type: none"><li>- Conduct consultations and surveys on where to stop</li><li>- Transport data collection</li> <li>- Airport to have other modes of transportation other than trikes</li> <li>- Alona to have a bus stop and more regular schedule for public transport</li></ul>
<p><b>Increase in use of motorcycles due to lack of transport options (too expensive etc.)</b></p>		<ul style="list-style-type: none"><li>- Require the school to bring back the shuttle system/ school bus</li><li>- Parking space by the school* (might be more short term vs. sustainable solution)</li></ul>

# ACTIVE TRANSPORTATION

## ISSUES IDENTIFIED

## INTERVENTIONS GENERAL

## INTERVENTIONS SPECIFIC

<p><b>Panglao has poor walkability (safety etc.)</b></p>	<ul style="list-style-type: none"><li>- Provide pedestrian lane/ sidewalk</li></ul>	<ul style="list-style-type: none"><li>- Ordinance to ensure pedestrian infrastructure</li><li>- Coordination with DPWH &amp; tourism</li><li>- Sidewalks to be made in largely populated areas: Cristal E-College, and Lourdes National High School, Alona, Municipal Hall Complex, and Public Market (Poblacion)</li></ul>
<p><b>Cycling is not an attractive and viable mode of transportation for locals</b></p>	<ul style="list-style-type: none"><li>- Provision of bike racks in populated areas</li></ul>	<ul style="list-style-type: none"><li>- Bike racks in Municipal Hall Complex, Public Market, Cristal E-College</li></ul>

# PARKING AND TRAFFIC MANAGEMENT

## ISSUES IDENTIFIED

## INTERVENTIONS GENERAL

## INTERVENTIONS SPECIFIC

<b>Unregulated trike and habal-habal parking</b>	- Establish designated areas for terminals	- Airport to have tricycle terminals
<b>High volume of cars and people in the Public Market and Terminal</b>		- Establishment of proper road system, introducing one-way streets - Identify waiting stations - Expand terminal area
<b>Traffic congestion during the start and end of schools hours, and in poblacion every sunday</b>		
<b>High volume of cars and people in the Municipal Hall Complex</b>		- Provide shuttle service for employees - Provide parking space for clients
<b>Lack of parking spaces in busy areas that leads to haphazard parking</b>	- Provision of parking space* (but is there enough space? Consider higher prices for parking to disincentivize, or to funnel parking fees to sustainable transport)	



# REGULATION/ ENFORCEMENT/ SAFETY

## ISSUES IDENTIFIED

## INTERVENTIONS GENERAL

## INTERVENTIONS SPECIFIC

<p><b>Fare overpricing</b></p>	<ul style="list-style-type: none"> <li>- Enforcement of fare matrix</li> </ul>	<p>Communications and Information</p> <ul style="list-style-type: none"> <li>- Feedback system</li> <li>Capacity for enforcement</li> <li>- CCTV, Ordinance</li> </ul>
<p><b>Unregulated transportation modes (trike routes, proliferation of habal, and colorum)</b></p>	<ul style="list-style-type: none"> <li>- Pass ordinance regulating route system for tricycle</li> </ul>	
<p><b>Road Safety Issues and Accident Prone Areas</b></p>	<ul style="list-style-type: none"> <li>- Safety signages;</li> <li>- Traffic calming</li> <li>- Information programs</li> <li>- Street lights</li> </ul>	<p>Tangnan Intersection          Libaong Intersection          Panglao island circumferential road (after area of Alona beach)</p> <p>Proper signages and signaling in airport road          Electric post in the middle of the road (Tapayan road)</p> <p>Education and information intervention for drivers to follow traffic regulations</p>

# INFRASTRUCTURE

## ISSUES IDENTIFIED

## INTERVENTIONS GENERAL

## INTERVENTIONS SPECIFIC

<b>Structures built within Road Right of Way</b>	- Enforcement of Municipal Ordinance	
<b>Narrow and Unpaved Roads</b>		- Road widening on the setback of Doljo Road for holistic road design (pedestrian and public transport infrastructure)

# PLANNING THIS AFTERNOON

**Issues**

**Objectives**

**Benefit to Stakeholders**



# PLANNING THIS AFTERNOON

**Issues**

**Objectives**

**Benefit to Stakeholders**

**Interventions**

- Long Term Plans
- Mid Term Plans
- Short Term Plans



# PLANNING THIS AFTERNOON

**Funding Sources**

**Executive-Legislative Requirements**

**Offices Involved**

**Potential Barriers**





# ACTION PLANNING

ISSUE	OBJECTIVE	BENEFITS	PLANS	Funding	Exec- Legis Req	Stakeholders/ Offices	Barriers (?)
Public Transport is irregular, unreliable, expensive, etc.	Develop a cohesive, efficient and safe public transport system	Locals to have a cheaper and more reliable option for travel	Short-Term - install temporary bus/ jeepney stops (i.e. tents)	- Municipal budget			
		Tourists will have an easier time to travel around Panglao	Mid-Term - free shuttle services to test new routes	- Municipal Budget - DOT, external funders			- Budget constraints -
			Long-Term - service contracting system for public transport	- National Government			- Budget constraints - Resistance to change by operators


**QUESTIONS/  
CLARIFICATIONS?**



# Maraming Salamat!

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