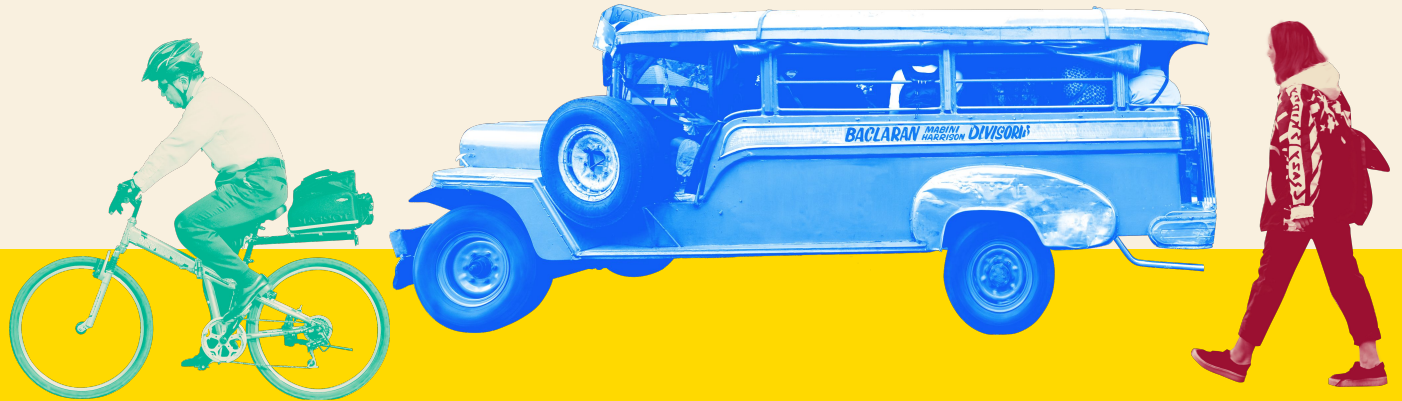


AltMobility PH





TRANSFORMING SMART MOBILITY IDEAS INTO LOCAL GOVERNMENT SOLUTIONS

CALD Local Government Workshop
November 23-24



Walkthrough with AltMobility PH





Who are we?

AltMobility PH is a group of policy advocates passionate about making transport sustainable and inclusive.

We promote **sensible and humane transport policies** which create a system that is safe, accessible, inclusive, dignified and sustainable; and which **recognizes the needs of people** — particularly pedestrians and the commuting public — **above all other interests.**



Vision

Dignified and sustainable mobility for every Filipino

A Philippines that provides mobility that is safe, accessible, inclusive, dignified and sustainable; and which recognizes the needs of people—particularly pedestrians and the commuting public—above all other interests.



PROGRAM FLOW

DAY 1 (November 15)

- ❖ Site Visits
- ❖ Community Consultations

DAY 2 (November 23)

- ❖ Presentation of Insights from Consultations
- ❖ Current Situation and Transportation Plans c/o DPOS
- ❖ Input Sessions: Frameworks for Public and Active Transportation; Local Governance and Policy for Transportation Reform
- ❖ Workshop: Insighting and Initial Ideas for Reform

PROGRAM FLOW

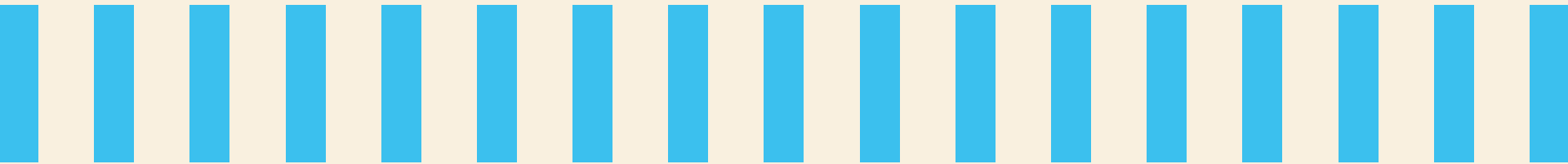
DAY 3 (November 24)

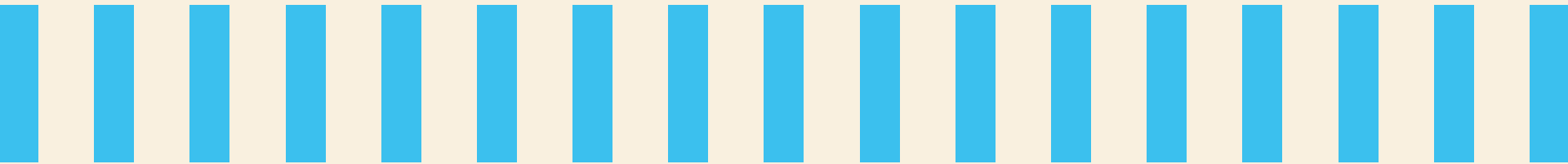
- ❖ Workshop: Defining Objectives, Benefits and Metrics for Success
- ❖ Input Session: Best Practices for Communicating Mobility Reforms
- ❖ Workshop: Action-Planning for a Transport Plan
- ❖ Feedbacking Session
- ❖ Synthesis and Next Steps

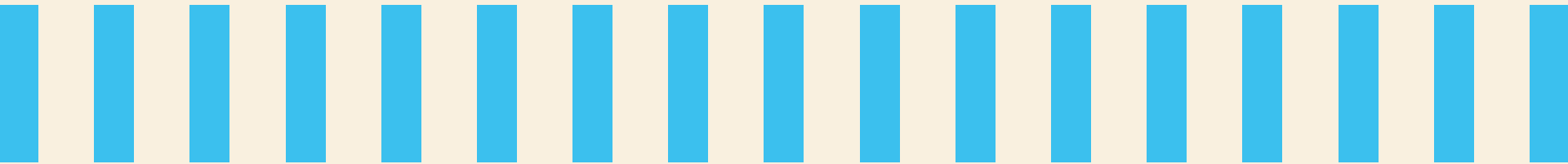


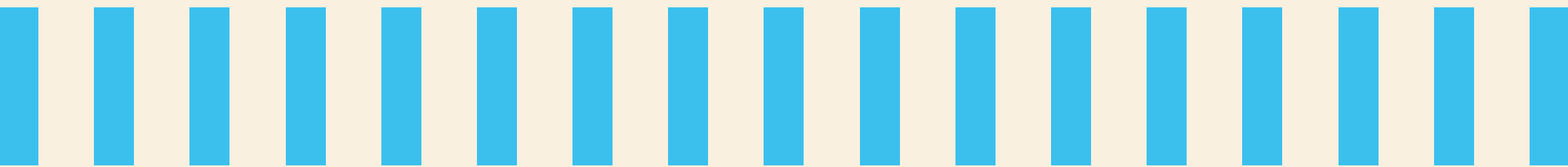
RECAP: Site Visits & Community Consultation











STAKEHOLDER CONSULTATIONS

Visualize your typical daily journey. Where do you normally go?

How do you move from point A to point B?

- ❖ Mode of transport?
- ❖ Estimated distance & time?
- ❖ Costs?

How is your experience? What are the usual challenges?



WHAT DID WE FIND OUT?

In-City Travel

- ❖ Distance of travel range 800m to 4km
- ❖ Travel time as low as 5 minutes, and as high as 25 minutes
- ❖ Modes: Car, Motorcycle, Trike, Libreng Sakay, and walking (minority)

Outward Travel

- ❖ Distance of travel range 4km to 20km; end destinations to Marikina, QC, Manila
- ❖ Travel time as low as 15 minutes, and as high as 3-4 hours
- ❖ Modes: All possible (cars, and public transpo)
- ❖ Observations: cars can take as long as public commute to reach far destinations; generally negative sentiments for long travels.



ISSUES ARTICULATED

ACTIVE TRANSPORT

- **Sidewalks**
(lack of it, too narrow, need to repair railings)
- **Absence of Bike Lanes**
- **PWD Accessibility**

PUBLIC TRANSPORT

- **Lack of Public Transport**
(insufficient PUV, hard to find a ride)
- **Lack of Terminals**
- **More private vehicles than public ones**
- **Dilapidated traditional jeeps**

REGULATION/ ENFORCEMENT

- **Loading/ Unloading not followed**
- **Lack of Discipline**
- **Implementation of Traffic Laws and Management** (e.g. tricycle ban in national roads)
- **Lack of/ outdated road signages**
- **Increased volume of vehicles due to colorum**
- **Stoplight Timing**
- **Tricycle drivers not following fare discounts**
- **Road Safety** (e.g. fast vehicles in Daang Bakal, not slowing down in school zones and pedestrian crossing)

INFRASTRUCTURE

- **Road Projects causing Traffic** (widening, repairs, delayed implementation, lack of planning, unclear timelines)
- **Poor Road Conditions** (e.g. broken manhole covers)
- **Absence of Motorcycle Lanes**
- **Narrow Roads**
- **No Alternative Routes**
- **Electric Posts on Roads**
- **Drainage concerns**
- **Need for Streetlights**

OTHERS

- **Political Will**
- **Trucks Pass Inside**
- **Need to open road networks of subdivisions through legislative measures**

WISHLIST:

ACTIVE TRANSPORT:

- Better sidewalks

PUBLIC TRANSPORT:

- Interconnection of Routes
- Upland areas to have access to Downtown
- MRT from San Mateo to QC
- Signages to be clearer
- Better loading and unloading zones



WISHLIST:

INFRASTRUCTURE:

- Alternative Roads and Bridges (Tabing Ilog to Marikina; Sta. Cecilia Road to QC)
- Quicker implementation of road works (repairs, potholes, etc.)
- Road widening in National Road
- New roads to be opened
- Motorcycles to have their own lanes

REGULATION/ENFORCEMENT:

- Stricter implementation of laws and rules (penalties, discipline etc.)
- Colorums to be gone



WISHLIST:

OTHERS

- Support from National Government (DPWH: on time projects; LTFRB: approval of new routes; LTO: guidelines on use of e-bikes)



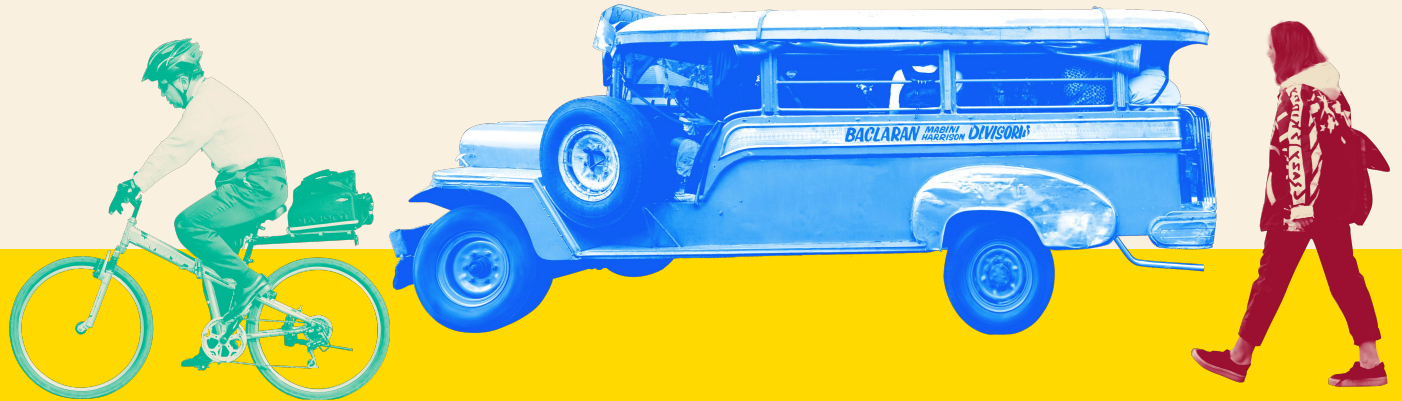
**QUESTIONS/
CLARIFICATIONS/
ADDITIONS?**



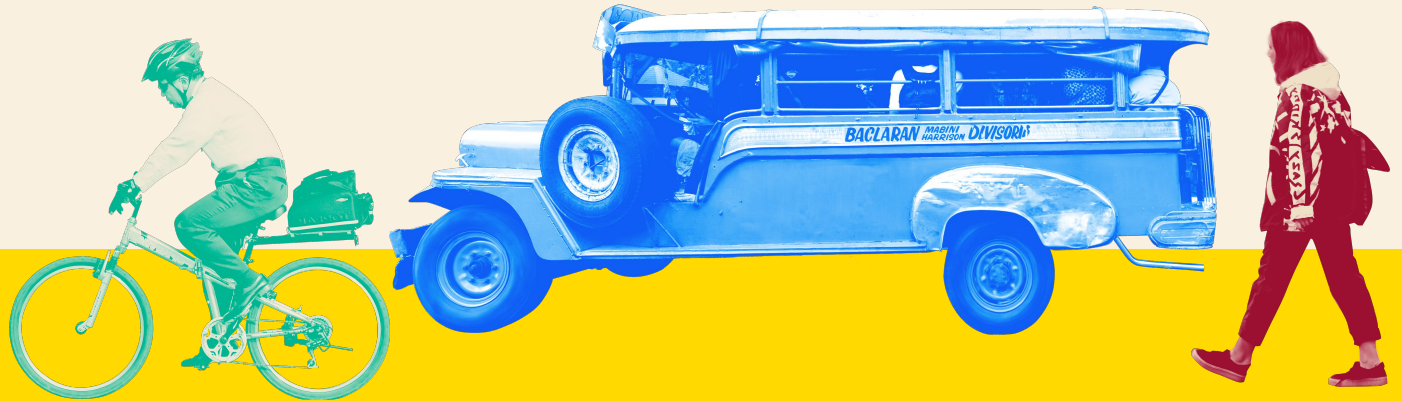
MUNICIPALITY OF SAN MATEO: CURRENT SITUATION AND TRANSPORT PLANS & PROPOSALS



LUNCH BREAK



AltMobility PH



PLANNING FOR DAY TWO

Issues

Objectives

Benefit to Stakeholders

Indicators

Interventions

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



PLANNING FOR DAY TWO

Funding Sources

Executive-Legislative Requirements

Offices Involved

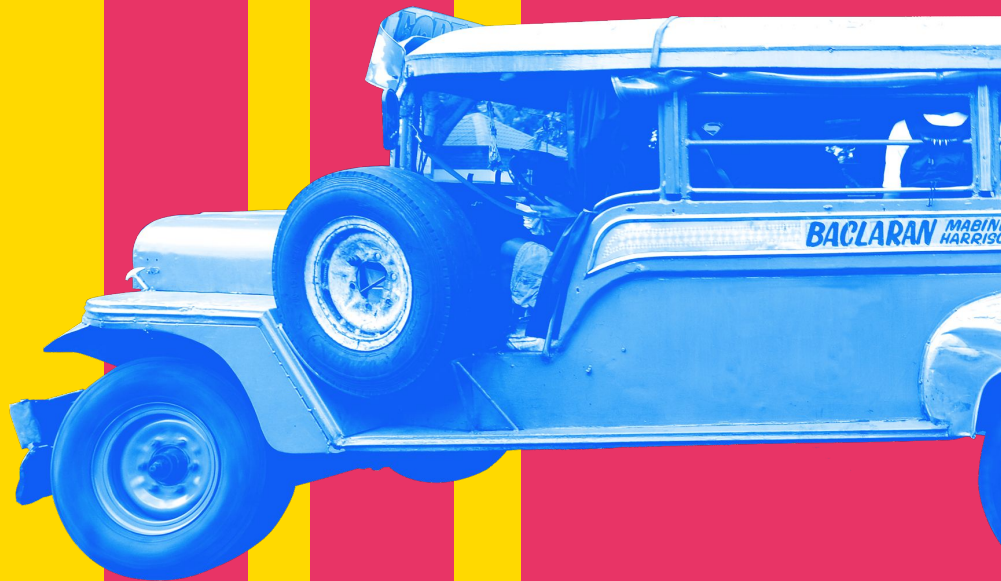
Potential Barriers



ACTION PLANNING

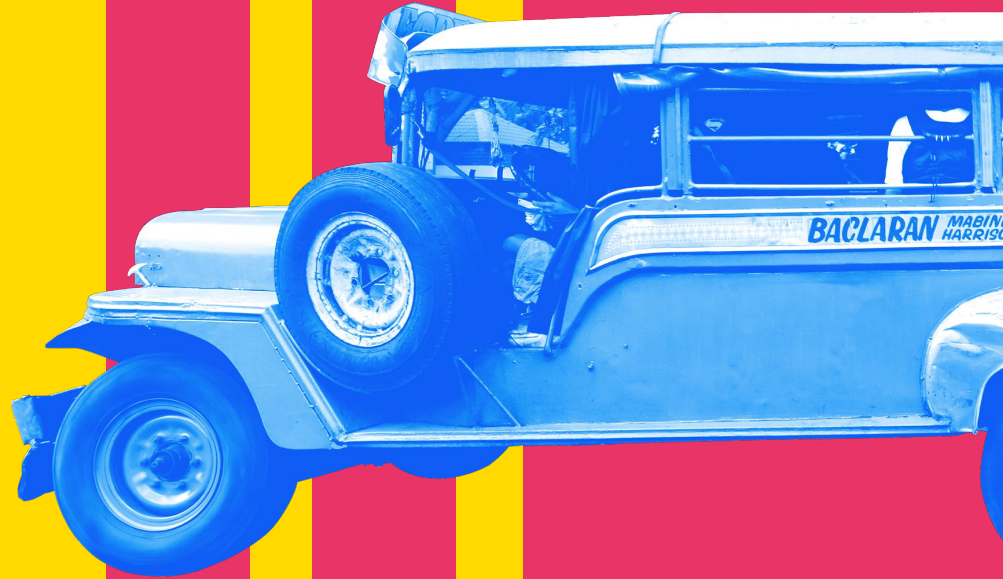
ISSUE	OBJECTIVE	BENEFITS	INDICATORS	PLANS	Funding	Exec- Legis Req	Stakeholder s/ Offices	Barriers (?)
Public Transport is irregular, unreliable, expensive, etc.	Develop a cohesive, efficient and safe public transport system	Locals to have a cheaper and more reliable option for travel	Average travel time and cost of public transport reduced	Short-Term - install temporary bus/ jeepney stops (i.e. tents)	- Municipal budget			
		Tourists will have an easier time to travel around Panglao	Number of people serviced by public transport system	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

5 MINDSETS

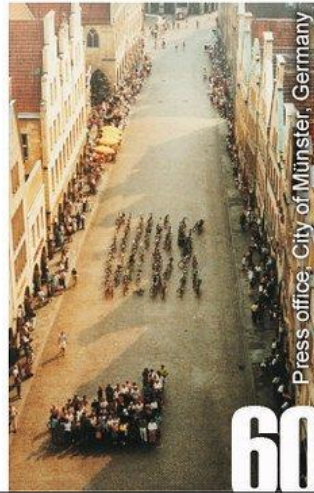
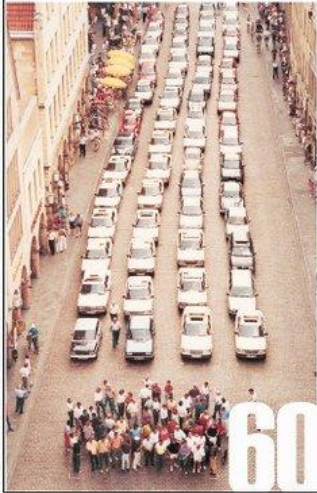


5 MINDSETS

1. Understanding the Root Causes of Congestion

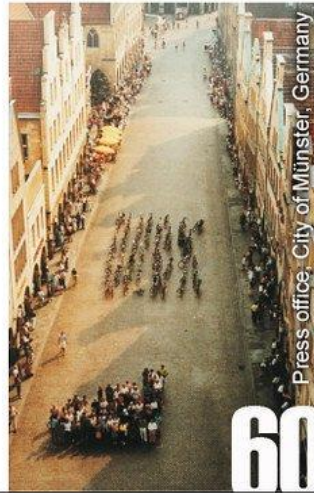
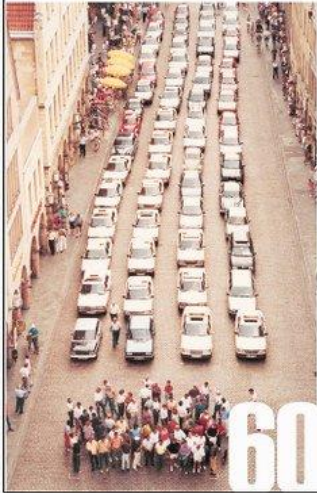


STREET SPACE FOR 60 PEOPLE



Press office, City of Münster, Germany

STREET SPACE FOR 60 PEOPLE

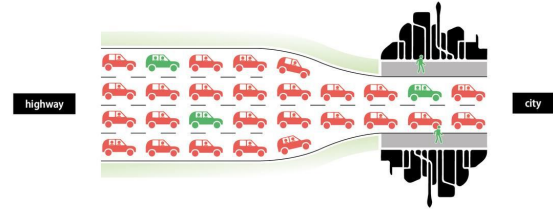


Press office, City of Münster, Germany

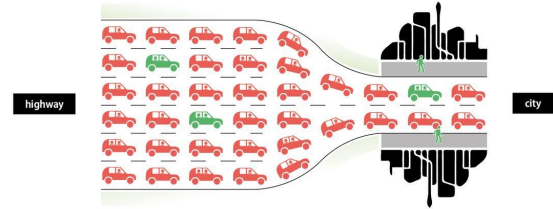
Image taken from @Good; X

The Bottleneck

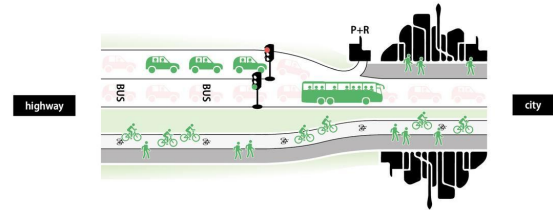
If this is your problem...



... then this isn't your solution...



... this is!



Original: Verkeide, T. (2020, June 25). De oplossing voor het fileprobleem: nu hebben we hem echt. De Correspondent. Enhanced by: @Jtrace_a_stras (C346)

Image taken from FB: Urban Cycling Institute

5 MINDSETS

1. Understanding the Root Causes of Congestion
2. Design vs. Discipline

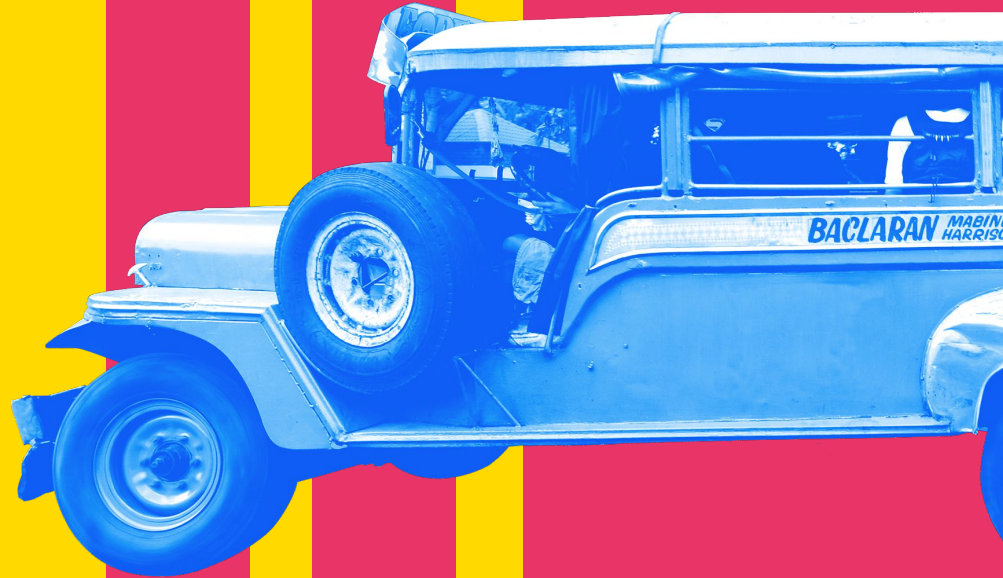


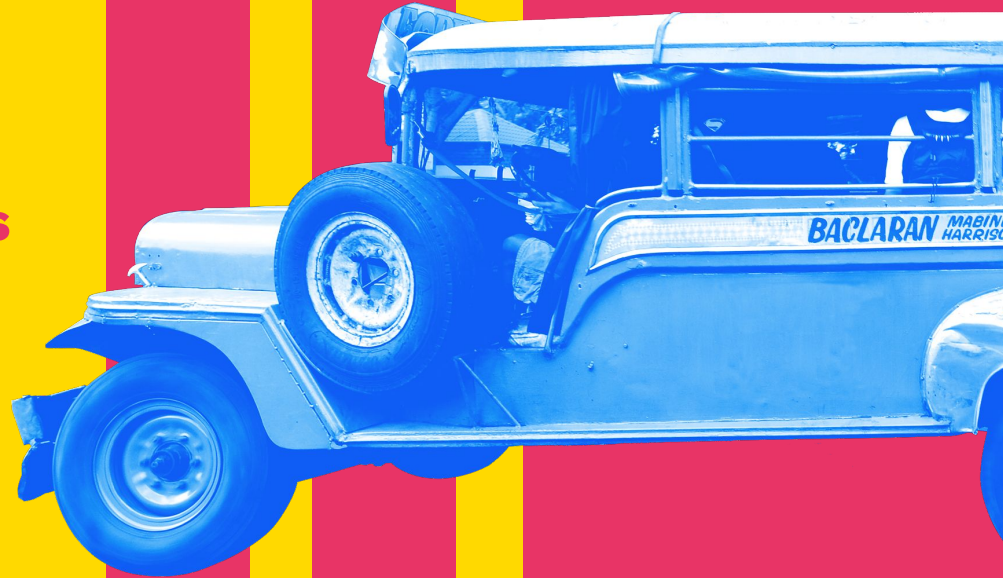


Image taken from Philstar



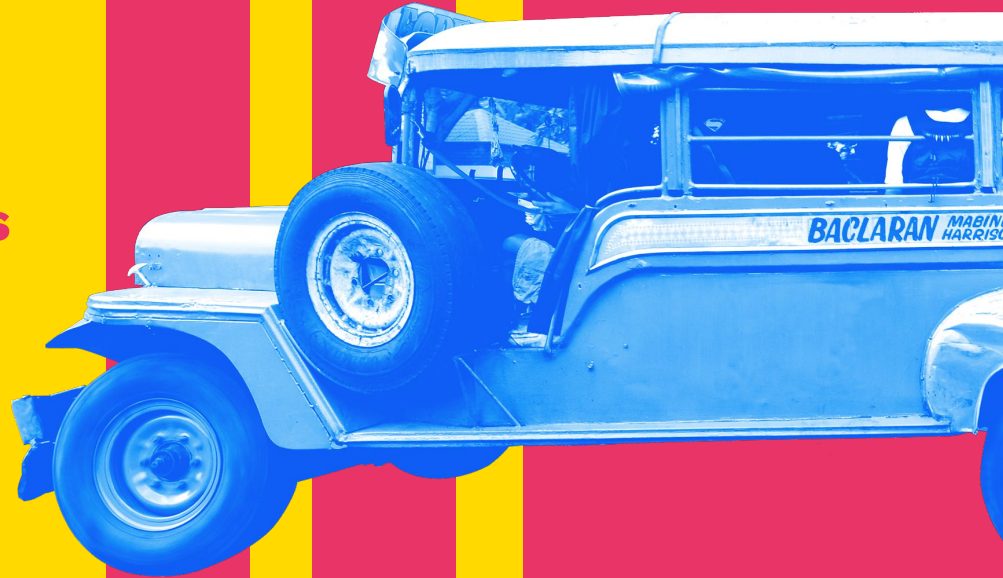
5 MINDSETS

1. Understanding the Root Causes of Congestion
2. Design vs. Discipline
3. Involving People in Matters of the City



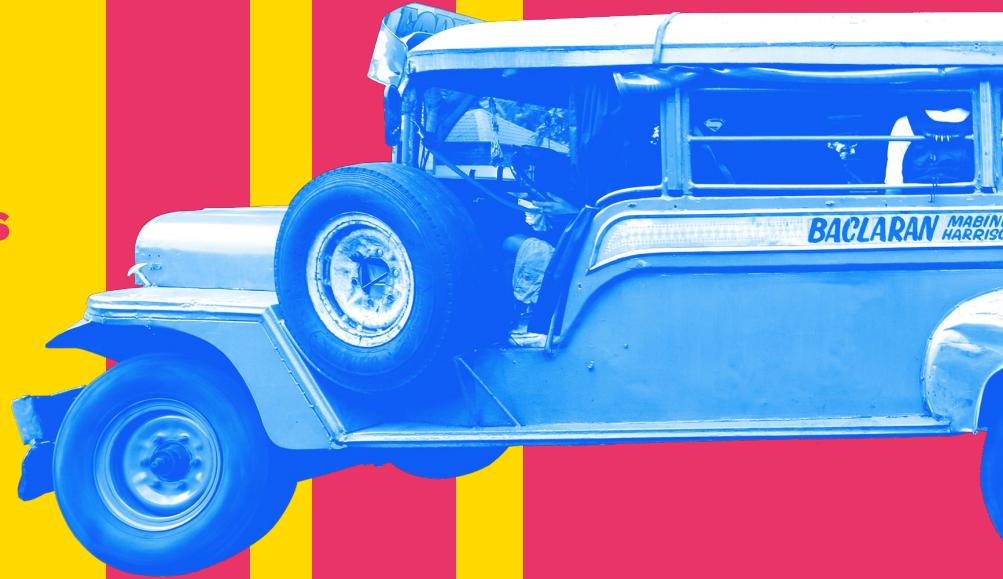
5 MINDSETS

1. Understanding the Root Causes of Congestion
2. Design vs. Discipline
3. Involving People in Matters of the City
4. Evidence and Science-Informed Decisions



5 MINDSETS

1. Understanding the Root Causes of Congestion
2. Design vs. Discipline
3. Involving People in Matters of the City
4. Evidence and Science-Informed Decisions
5. Changing our metrics to Moving People



MORNING TRAFFIC COUNT GOING TO MARIKINA CITY

TIME	TRICYCLE	PEDICAB	MOTORCYCLE	TRUCK	BICYCLE	JEEPNEYS	AUVs	BUSES	PRIVATE
5:00 AM- 6:00 AM	10	2	40	44	1	80	15	0	121
6:00 AM- 7:00 AM	7	1	58	39	0	109	17	0	209
7:00 AM- 8:00 AM	15	0	96	23	0	195	36	1	450
8:00 AM- 9:00 AM	11	0	103	10	0	146	55	0	335
TOTAL	43	3	297	116	1	530	123	1	1115

MORNING TRAFFIC COUNT GOING GENERAL LUNA AVENUE

TIME	TRICYCLE	PEDICAB	MOTORCYCLE	TRUCK	BICYCLE	JEEPNEYS	AUVs	BUSES	PRIVATE
5:00 AM- 6:00 AM	0	3	12	5	2	27	5	0	39
6:00 AM- 7:00 AM	2	2	10	10	3	15	11	1	51
7:00 AM- 8:00 AM	5	5	11	12	5	51	19	0	87
8:00 AM- 9:00 AM	10	2	11	23	1	62	10	0	78
TOTAL	17	12	44	50	11	155	45	1	255

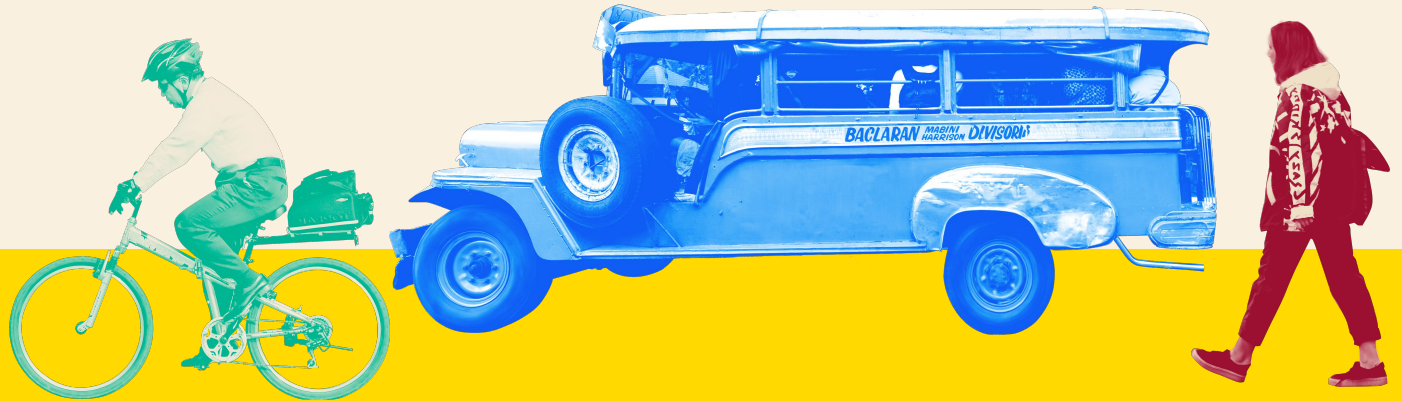
**530 Vehicles
But 10,000 people?**

**1115 Vehicles, but maybe
2000 people?**

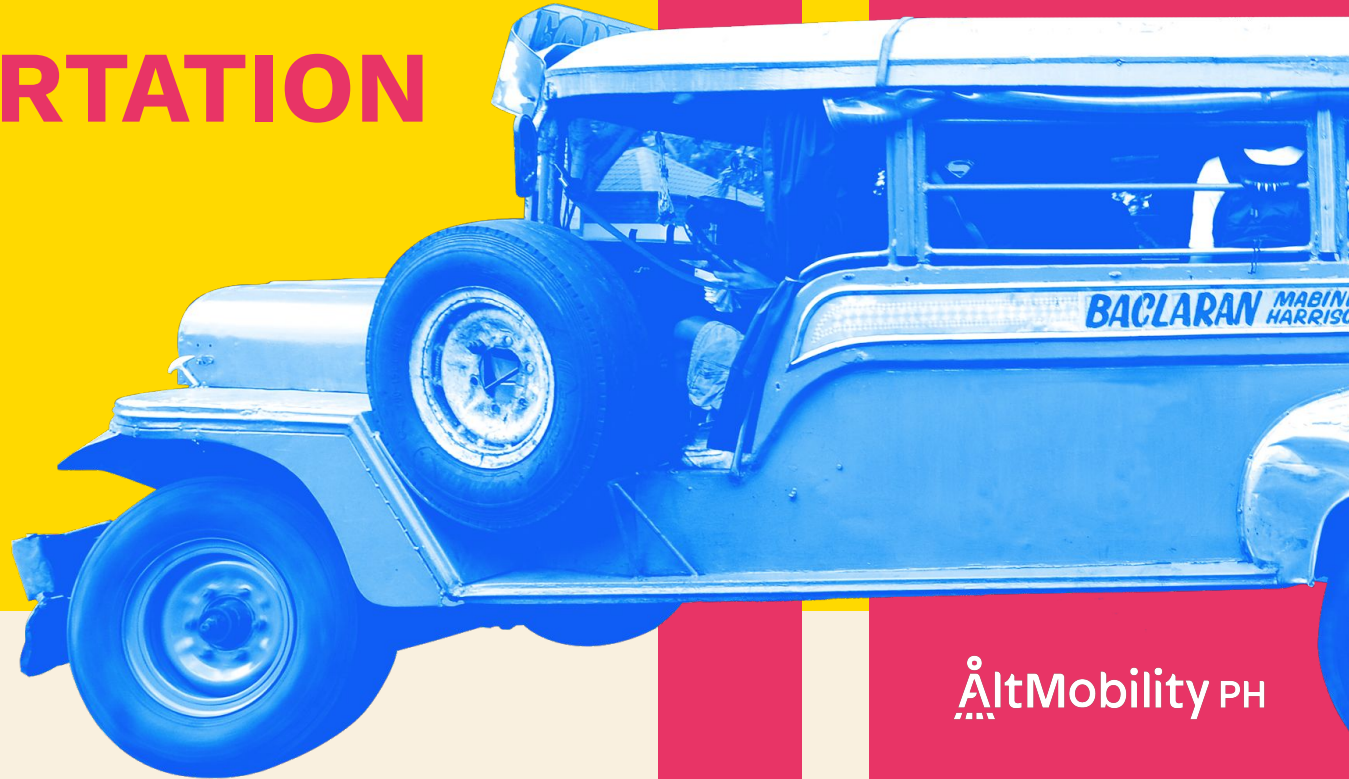
MORNING TRAFFIC COUNT GOING TO MARIKINA CITY									
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TOTAL	43	3	297	116	1	530	123	1	1115

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7:00 AM- 8:00 AM	5	5	11	12	5	51	19	0	87
8:00 AM- 9:00 AM	10	2	11	23	1	62	10	0	78
TOTAL	17	12	44	50	11	155	45	1	255

AltMobility PH



PUBLIC TRANSPORTATION



Jakarta BRT

**World's longest
BRT system**

251 kms

**663,000
passengers per
day**

155 routes

(as of January 2019)



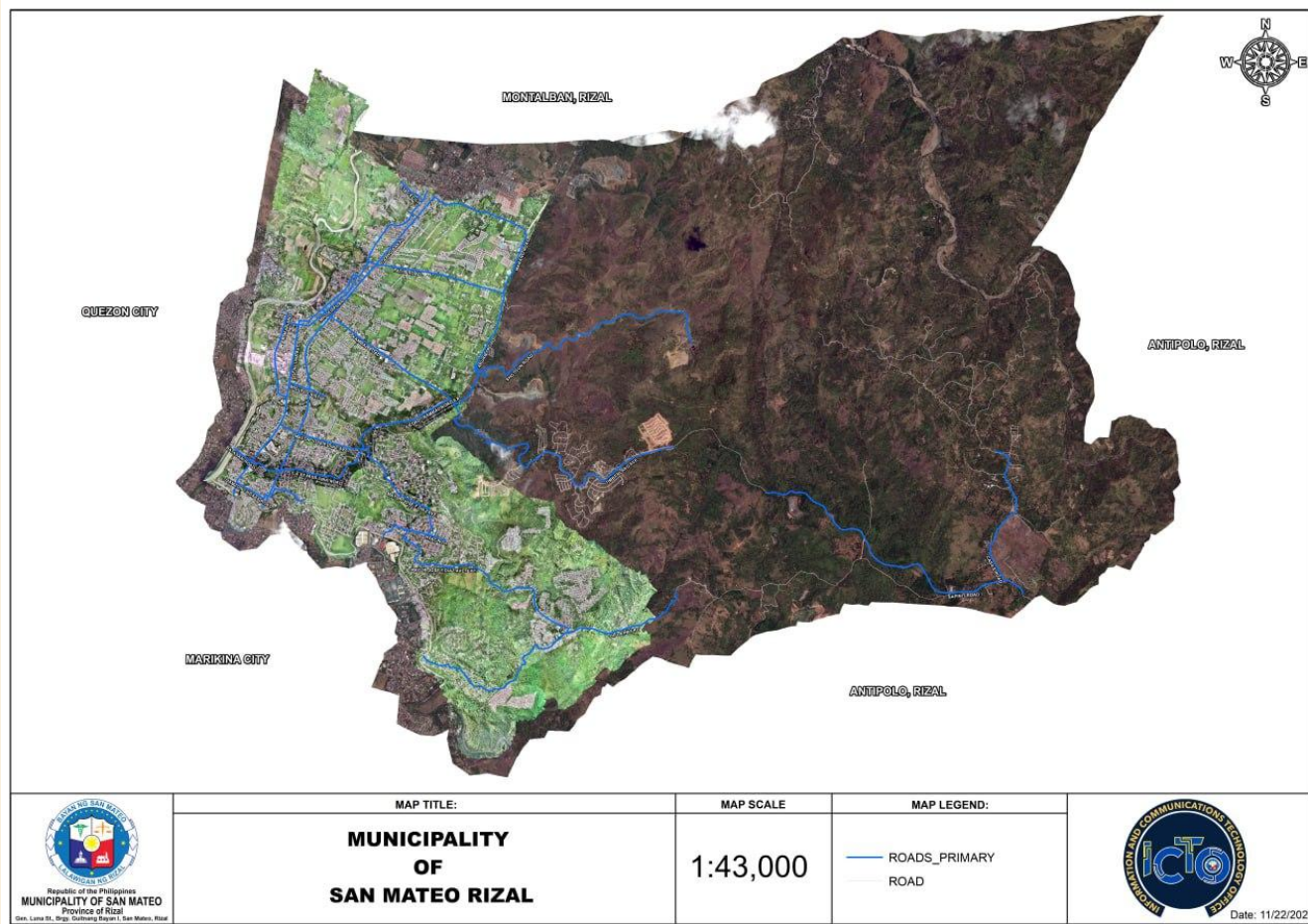


Where are we now?

How do people get around?


- Walk
- Bike
- Motorcycle
- Tricycle
- Libreng Sakay
- E-bike/E-trike
- Jeep
- UV Express
- Bus
- Private car/van





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



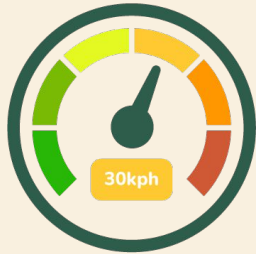
Safety

- 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



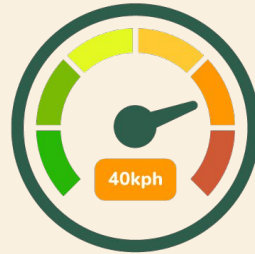
Safety

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



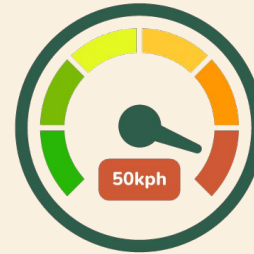
10%

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 houses, 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 or no 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



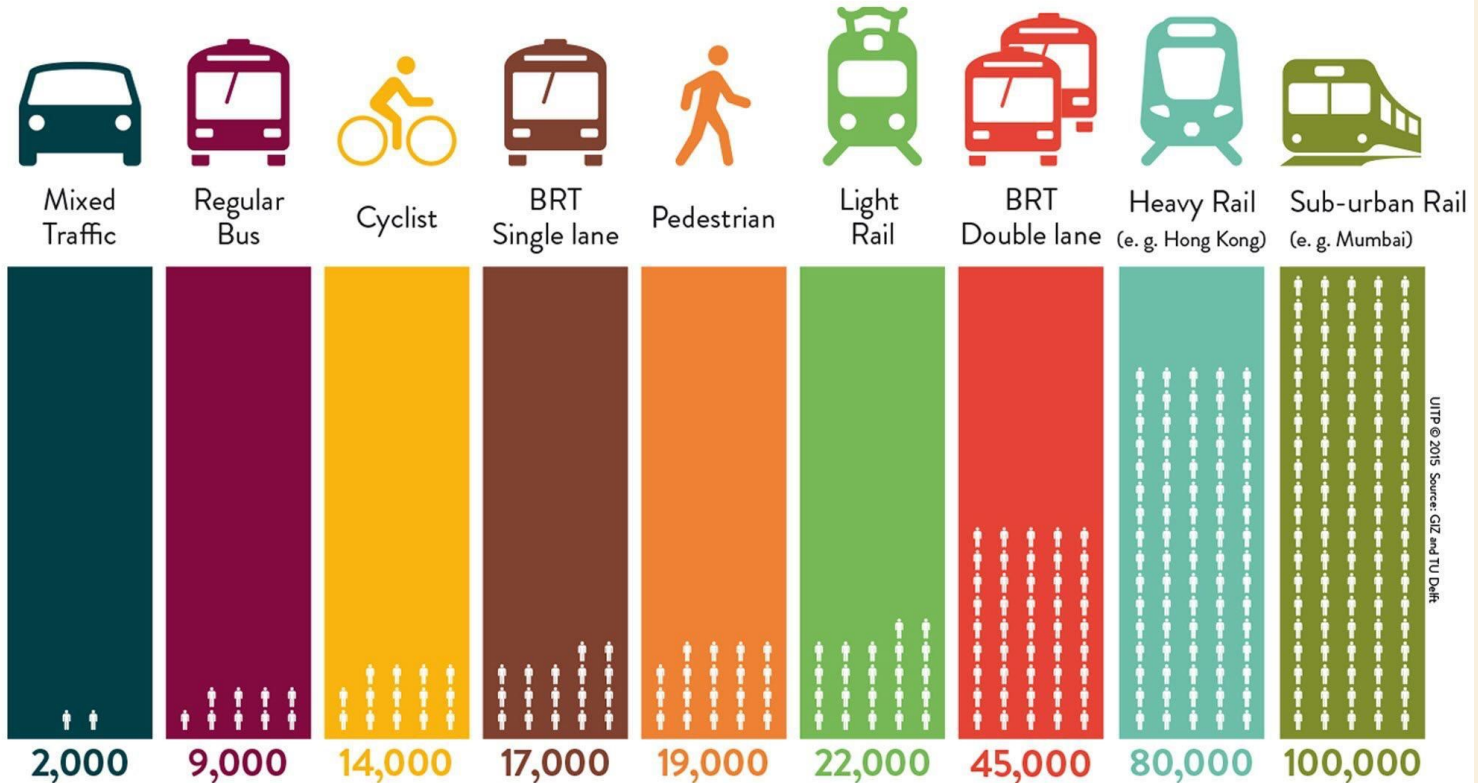
Hierarchy & Classification of Public Transport Modes



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

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/municipality 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/LEVs



Pedestrians



Cyclists



PWDs

Global Transformations:

NETHERLANDS



BOGOTA



Global Transformations:

JAPAN



AFRICA



Local Transformations:

MARIKINA

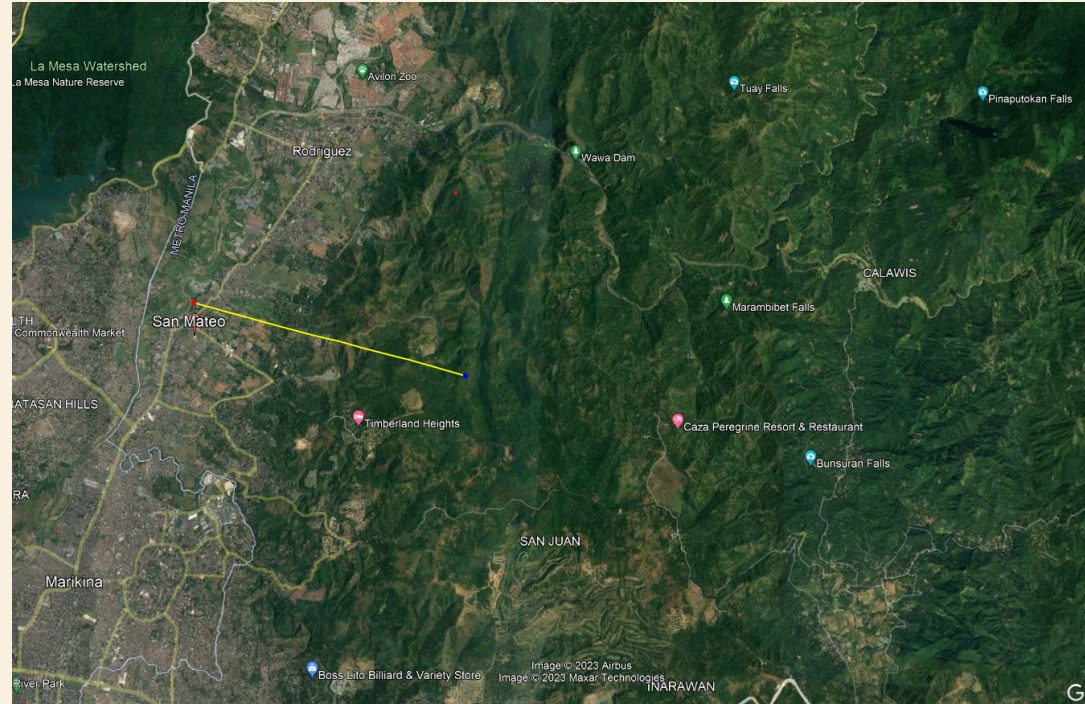


ILOILO



SAN MATEO: Current Situation (AT)

- 5.7 km radius from the center of San Mateo
- Acceptable bike commute distance = **7 kms**
- Acceptable walking distance = **400 - 500 meters**



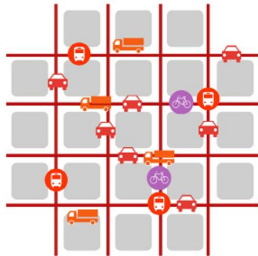
SAN MATEO: Current Situation (AT)



MACRO-LEVEL CONCEPTS: Superblocks

SUPERBLOCKS MODEL

Current Model



Superblocks Model



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



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



GUIDING PRINCIPLES

- **Cohesion**
- **Directness**
- **Safety**
- **Comfort**
- **Attractiveness**



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 within public institutions (Municipal hall, hospitals, public schools)



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 (e.g. Iloilo City)
- ❖ Bike bus (Bike-to-school program)
- ❖ “Parking day” event



Related Fields:

TOURISM



LOGISTICS

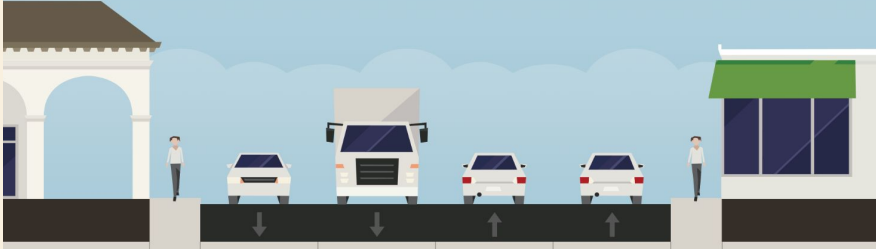


STREET DESIGN: National Roads

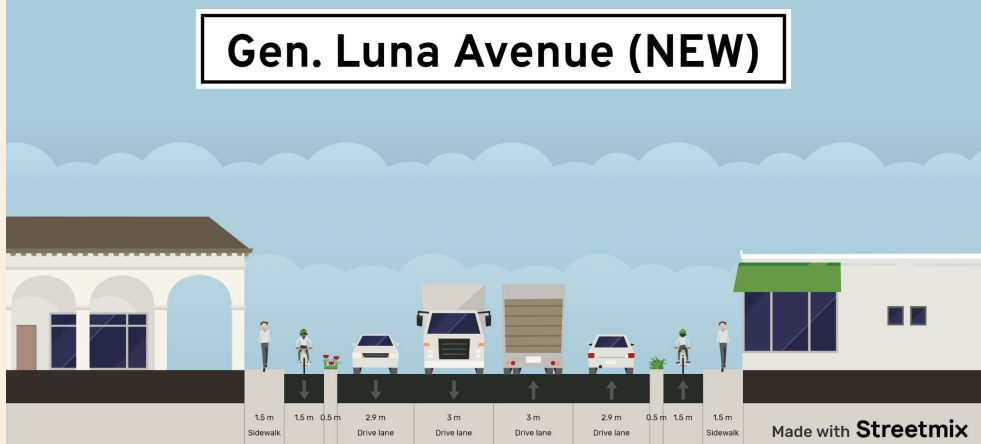


Average people per hour: 6,000
Width: 15.8m

Gen. Luna Avenue



Made with



Average people per hour: 9,900
Width: 18.8m

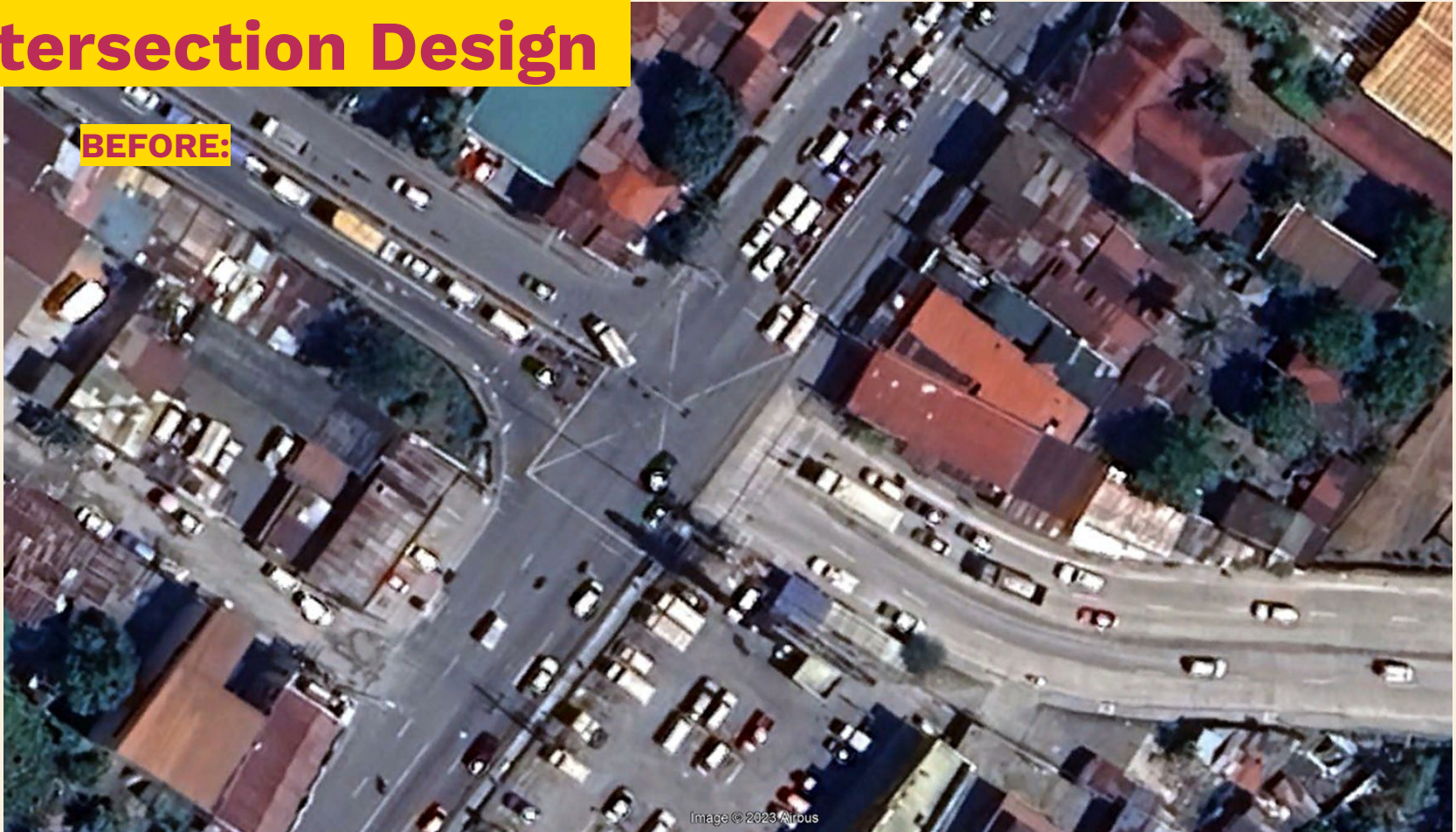
Gen. Luna Avenue (NEW)

Made with Streetmix

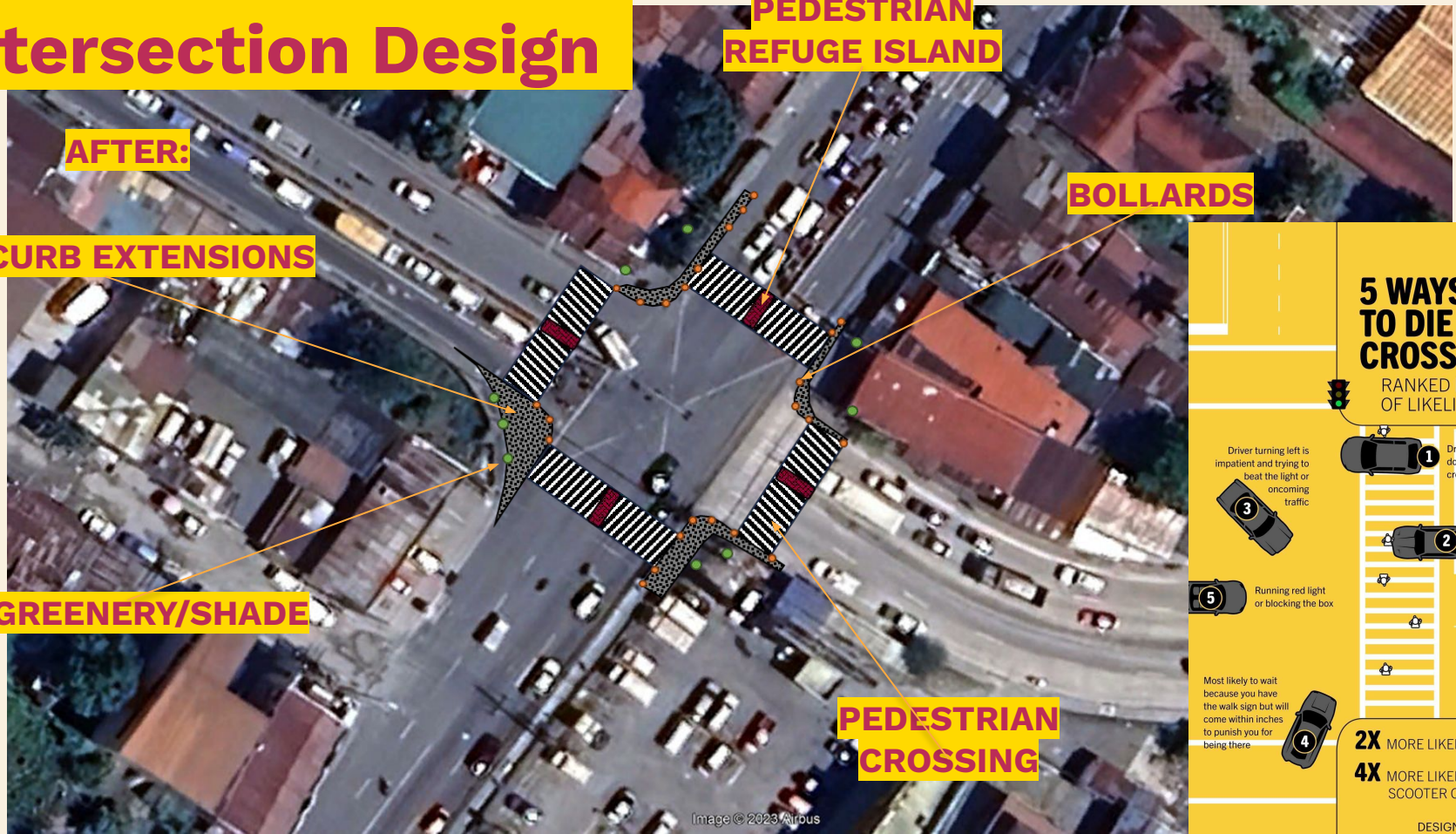
Note: This doesn't count pedestrians

STREET DESIGN: Intersection Design

BEFORE:



STREET DESIGN: Intersection Design



AFTER:

CURB EXTENSIONS

GREENERY/SHADE

PEDESTRIAN REFUGE ISLAND






BOLLARDS

PEDESTRIAN CROSSING

Image © 2023 Airous

5 WAYS TO DIE IN A CROSSWALK

RANKED IN ORDER OF LIKELIHOOD

-  Driver turning right on red doesn't stop before entering crosswalk, usually looking left
-  Driver stops far into crosswalk, approaching with great velocity
-  Driver turning left is impatient and trying to beat the light or oncoming traffic
-  Most likely to wait because you have the walk sign but will come within inches to punish you for being there
-  Running red light or blocking the box

2X MORE LIKELY IF JOGGING
4X MORE LIKELY IF ON A SCOOTER OR SKATEBOARD

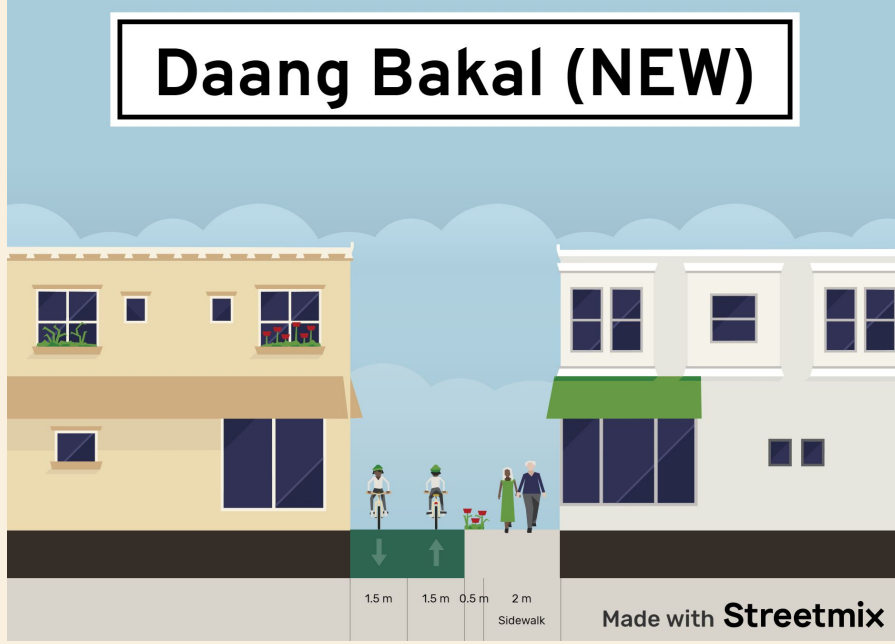
DESIGN BY @CHADUPHAM

STREET DESIGN: City Streets



Average people per hour: 3,000
Width: 5.5m

Daang Bakal



Daang Bakal (NEW)

Average people per hour: 7,500
Width: 5.5m

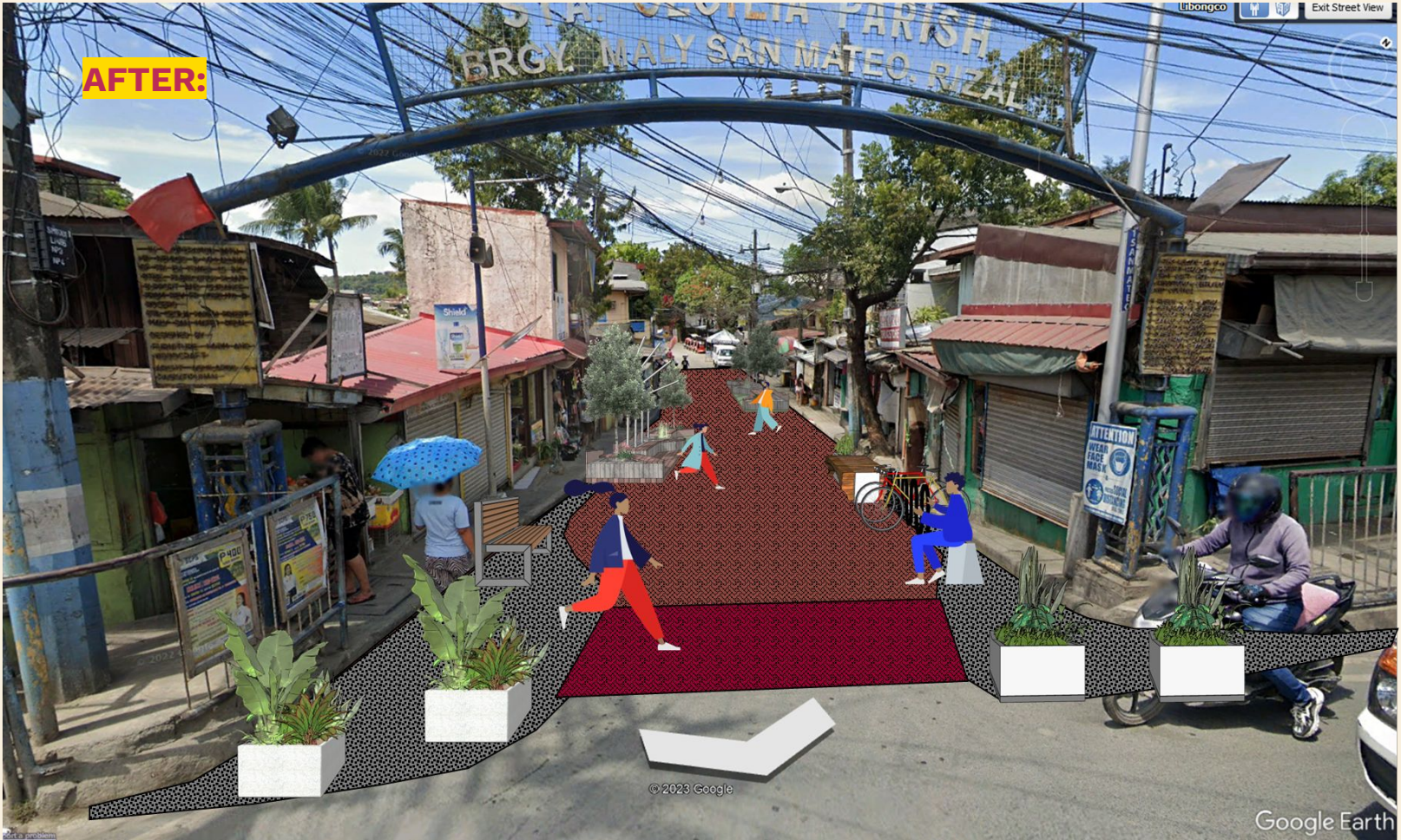
Note: This doesn't count pedestrians

STREET DESIGN: Barangay Streets/Alleyways



STREET DESIGN: Barangay Streets/Alleyways

AFTER:



© 2023 Google

Google Earth

EFFECTS & BENEFITS

Environment

More



Less



Better air
quality
+
less GHG
emissions

PH is 13th in the world for **deaths** attributable to ambient air pollution¹

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

Transport sector produces 23% of global CO₂ emissions and is the fastest-growing sector in terms of GHG emissions²

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%)**

Incorporating greenery



- ❖ Street gardens/on bus stops
- ❖ Increase in biodiversity
- ❖ Storm/rainwater catchment
- ❖ Decrease in urban heat island effect
- ❖ Native flowers/plants
- ❖ Curb extensions



STREETS AS PLACES

- ❖ Promotion of local businesses
- ❖ Increase in road safety
- ❖ Sense of character & place
- ❖ Tourism
- ❖ More local trips (reduce demand for trips outside the city)
- ❖ Use of car-free events as a catalyst
- ❖ Relatively cheaper compared to road expansions



ACTIVE TRANSPORT CHAMPIONS

METRO

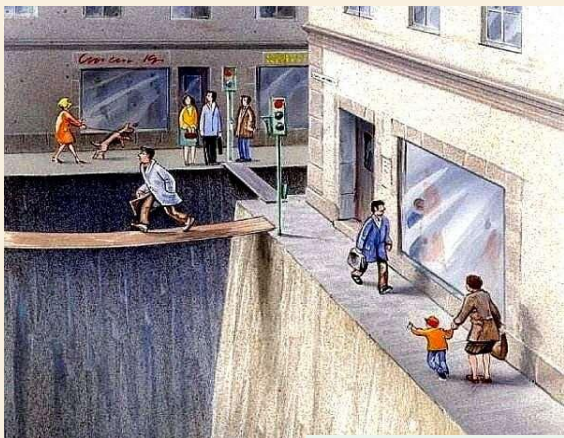
Konstruksiyon ng bike lanes sa Quezon City, arangkada na

Mer Layson - Pilipino Star Ngayon ⓘ

October 10, 2023 | 12:00am

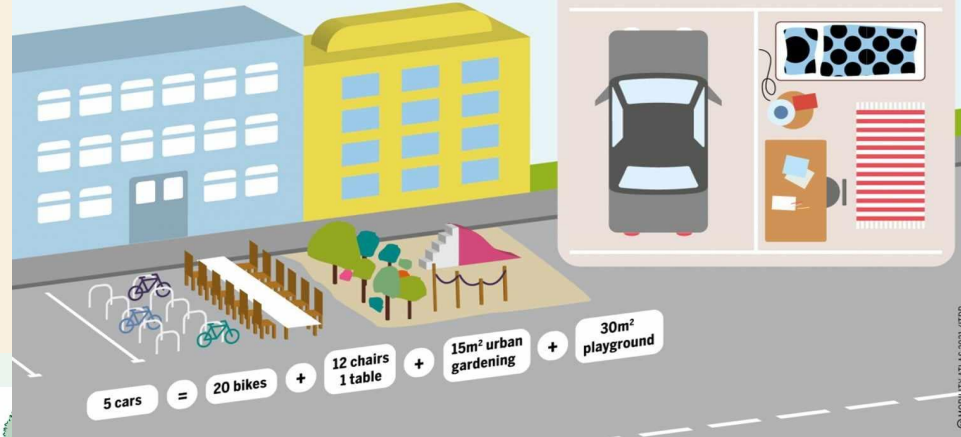


"I'm quite proud because some cities are already dismantling their bike lanes because of pressure from the motorists, but with us, no, because it's a right. It depends on the values the city espouses, and for us, inclusivity is important. Not everyone, in fact, much less people have motorized vehicles 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:



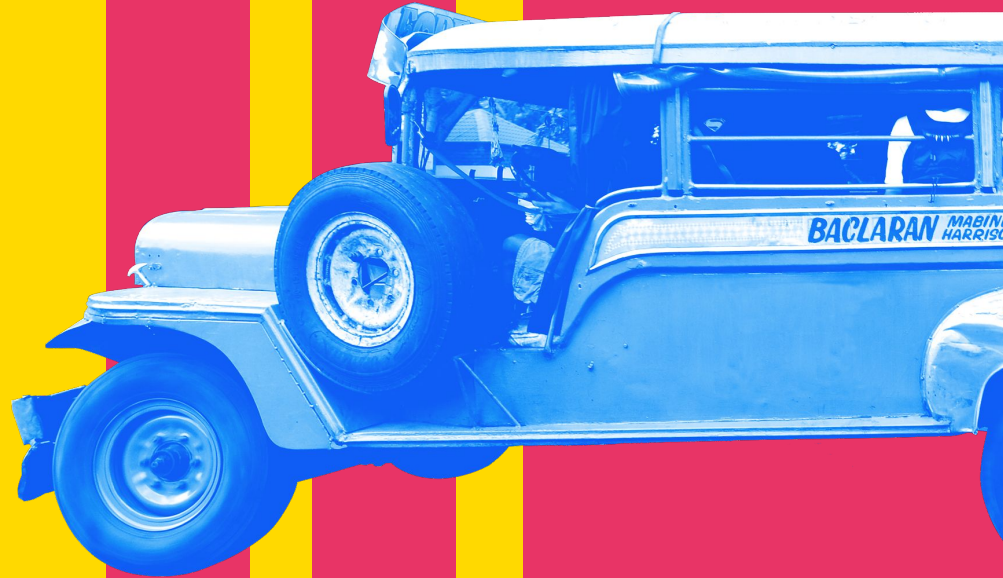


LOCAL GOVERNANCE AND POLICY FOR TRANSPORT REFORM

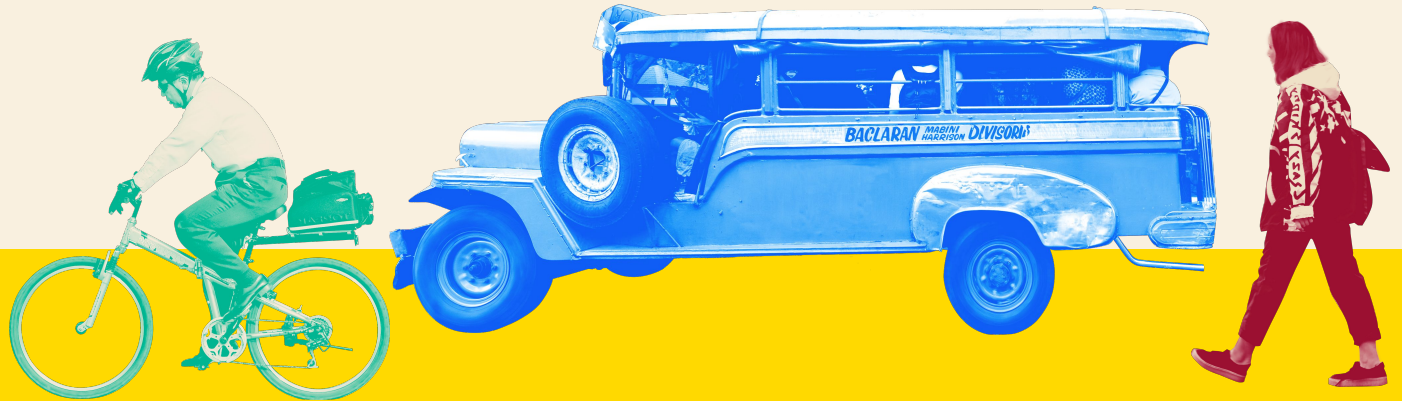
Ramir Angeles, MSc, RCE

Presentation Outline

1. Policy background
2. Governance framework
 - a. Institutionalization
 - b. Stakeholder engagement
 - c. Data management
 - d. Infrastructure development
 - e. Capacity building
 - f. Information and Education campaign



Public and Active Transport Recap



Policy Background

*Transport planning beyond “improving movement of people” to “providing people **access** to their destinations”*



Transportation Policy Vision

**What does the Municipality of San Mateo
aspire to accomplish for its
transportation system?
Both short and long term**

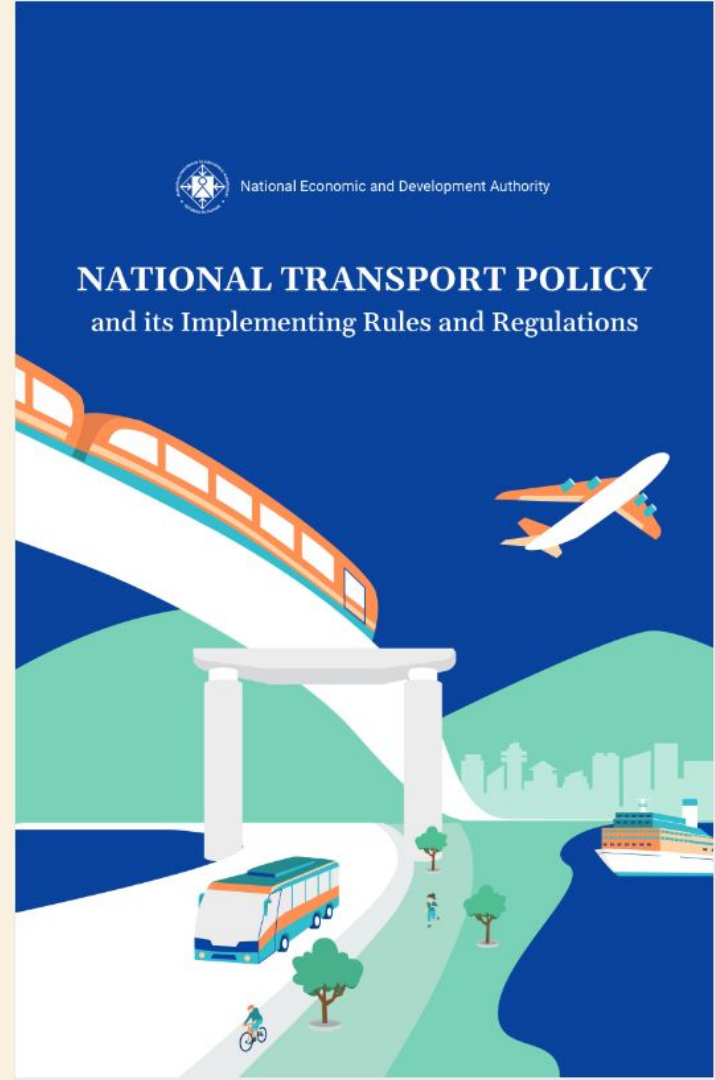


National Policies for Public and Active Transport



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.”



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 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.

DPWH Department Order No. 88, S-2020

Guidelines on the Design of Bicycle Facilities along National Roads

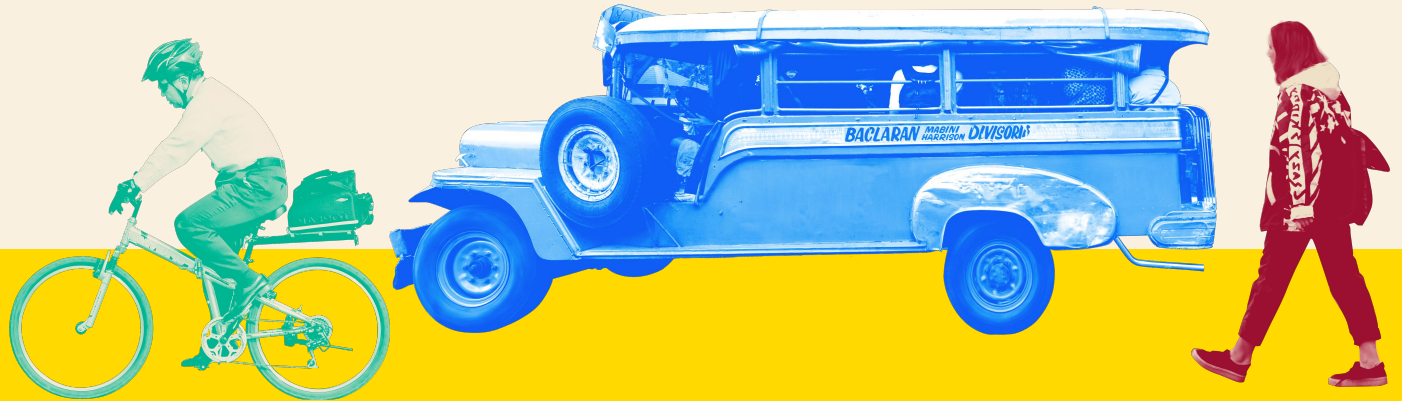
*Updated guidelines in DPWH D.O.
No. 263, S-2022*



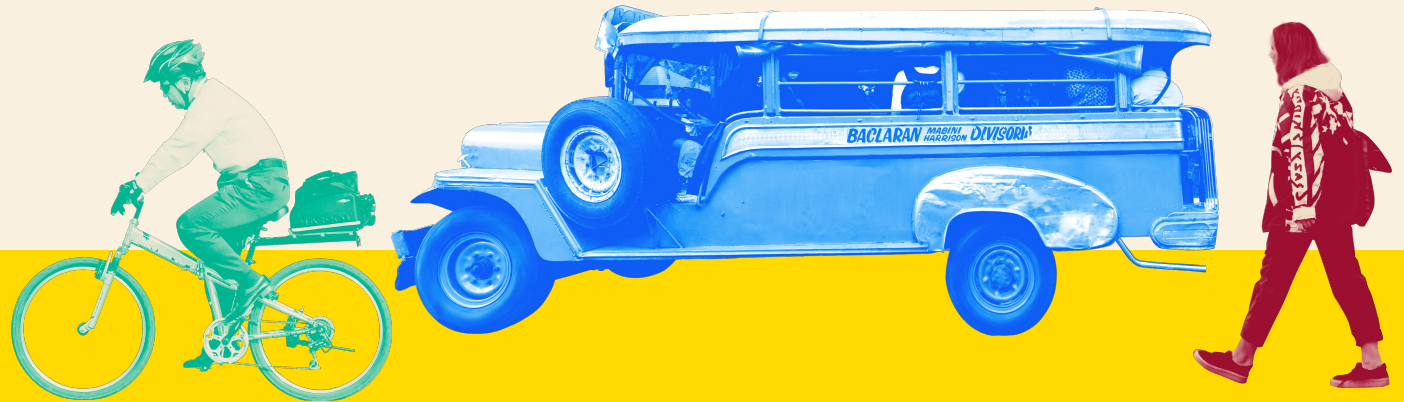
**DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS**

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

Many National Government policies support the implementation of public and active transport initiatives for the Municipality of San Mateo.



Governance Framework



GOVERNANCE FRAMEWORK

1. **INSTITUTIONALIZATION**
2. **STAKEHOLDER ENGAGEMENT**
3. **DATA MANAGEMENT**
4. **INFRASTRUCTURE DEVELOPMENT**
5. **CAPACITY BUILDING**
6. **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: 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: Quezon City Traffic and Transport Management Department

Quezon City Ordinance No. SP-3134, S-2022

“An Ordinance amending Ordinance No. SP-2864, S-2019, otherwise known as the Traffic and Transport Management Department (TTMD) Ordinance.”

Divisions include Transport Planning and Engineering, Monitoring and Enforcement, and Public Transport Operations (Q City Bus and Tricycle)

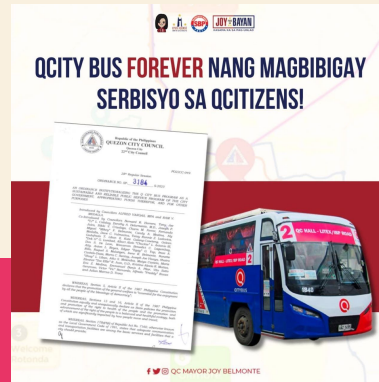


Case study: Q City Bus Ordinance

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: 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



Data Management

- Data collection and analysis to provide evidence in support of policy and infrastructure developments.
- Presence of adequate data makes new proposed initiatives easier to justify to stakeholders, and increases likelihood of success during implementation.

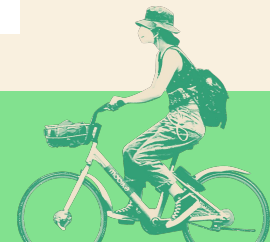
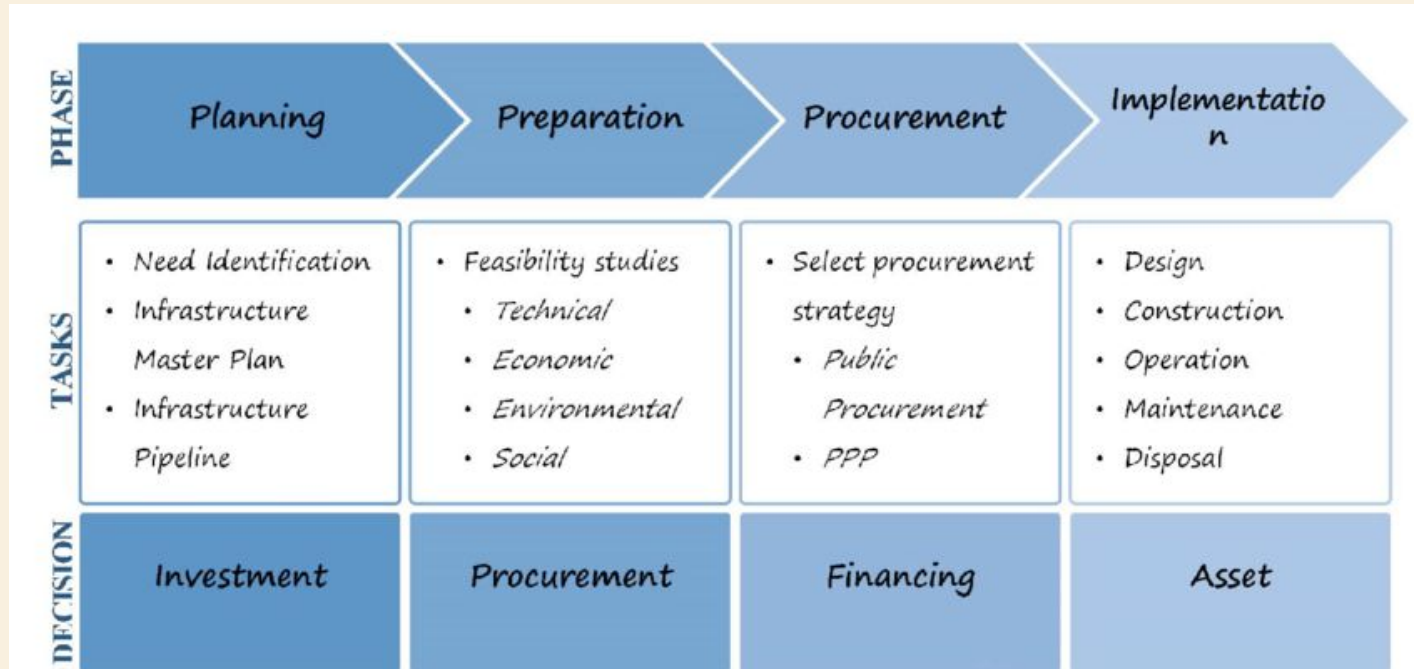


Data Management

Overall Transport System	Public Transportation	Active Transportation
<ul style="list-style-type: none">● Accessibility to Essential Destinations● People vs Vehicle throughout across major corridors● Utilization of road crash data (Blackspots)● Road safety auditing	<ul style="list-style-type: none">● Accessibility to different public transport modes● Public transport ridership● Passenger queuing and waiting times● Travel time	<ul style="list-style-type: none">● Accessibility to pedestrian and bicycle facilities● Pedestrian and bicycle counts● Ped/cyclist road crash data● Ped/bike infra road safety auditing



Infrastructure development



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

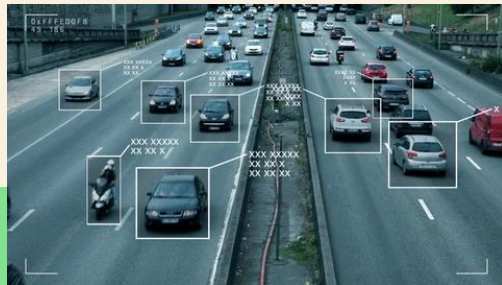
Quezon City Ordinance No. SP-2939, S-2020

“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.”



Infrastructure development

- ICT Technology for data collection and monitoring
- CCTV cameras & command center
- Digital traffic data collection and analysis
 - Can even use mobile phones and other types of data gathering methods



Capacity building

- Training/hiring of personnel & technical staff for public and active transport
- Emphasis on **evidence-based** 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 San Mateo”*



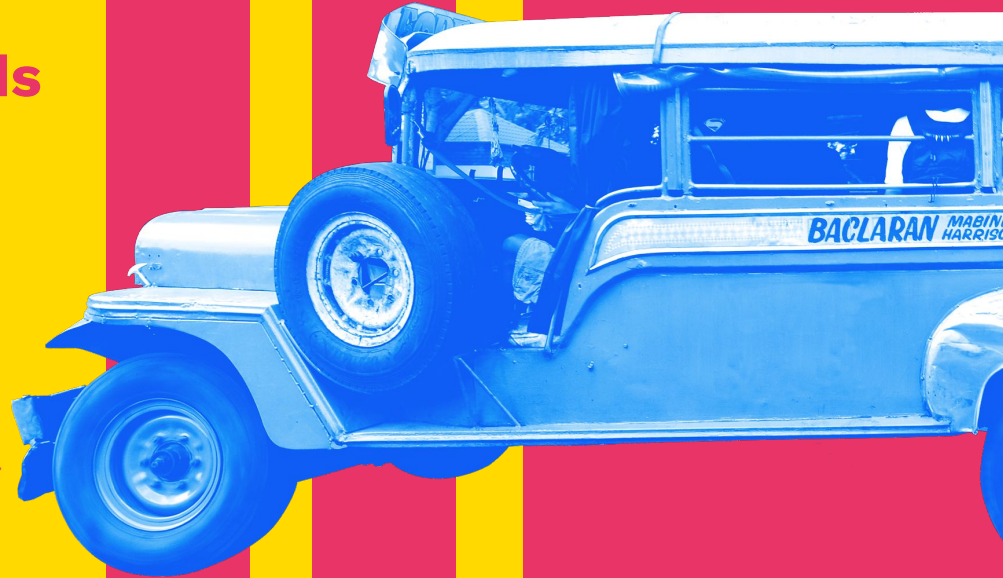
Information and Education Campaign

- IEC campaign strategies
 - *Public advisories*
 - *Social media promotion*
 - *Informative signages*
 - *Events*
 - *Car-free streets on weekends/special occasions*
 - *Bike ride/tour*
 - *Incentive schemes*
 - *To bike-to-work/school*
 - *To bike shops*



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





**WORKSHOP:
ISSUES & INITIAL
IDEAS FOR
REFORM**

ISSUES ARTICULATED

ACTIVE TRANSPORT

- **Sidewalks** (lack of it, too narrow, need to repair railings)
- **Absence of Bike Lanes**
- **PWD Accessibility**

PUBLIC TRANSPORT

- **Lack of Public Transport** (insufficient PUV, hard to find a ride)
- **Lack of Terminals**
- **More private vehicles than public ones**
- **Dilapidated traditional jeeps**

REGULATION/ ENFORCEMENT

- **Loading/ Unloading not followed**
- **Lack of Discipline**
- **Implementation of Traffic Laws and Management** (e.g. tricycle ban in national roads)
- **Lack of/ outdated road signages**
- **Increased volume of vehicles due to colorum**
- **Stoplight Timing**
- **Tricycle drivers not following fare discounts**
- **Road Safety** (e.g. fast vehicles in Daang Bakal, not slowing down in school zones and pedestrian crossing)

INFRASTRUCTURE

- **Road Projects causing Traffic** (widening, repairs, delayed implementation, lack of planning, unclear timelines)
- **Poor Road Conditions** (e.g. broken manhole covers)
- **Absence of Motorcycle Lanes**
- **Narrow Roads**
- **No Alternative Routes**
- **Electric Posts on Roads**
- **Drainage concerns**
- **Need for Streetlights**

OTHERS

- **Political Will**
- **Trucks Pass Inside**
- **Need to open road networks of subdivisions through legislative measures**

GOVERNANCE FRAMEWORK

1. **INSTITUTIONALIZATION**
2. **STAKEHOLDER ENGAGEMENT**
3. **DATA MANAGEMENT**
4. **INFRASTRUCTURE DEVELOPMENT**
5. **CAPACITY BUILDING**
6. **INFORMATION AND EDUCATION
CAMPAIGN**



WHAT ARE THE POSSIBLE INTERVENTIONS TO ADDRESS IDENTIFIED ISSUES?

Short-term & Long-Term
Policy or Program or Capacity-Building
Awareness or Advocacy Campaign
Infrastructure



ISSUE INTERVENTIONS

ISSUES IDENTIFIED

Sidewalks (Lack of it. Too Narrow, etc.)

INTERVENTIONS GENERAL

- Expansion of Sidewalks (Target areas: School Zones, Road x & y etc.)
- Beautification of Sidewalks (trees, shade, benches etc.)

ACTIVE TRANSPORT

- Sidewalks (*lack of it, too narrow, need to repair railings*)
- Absence of Bike Lanes
- PWD Accessibility





PUBLIC TRANSPORT

- ❖ Lack of Public Transport (insufficient PUV, hard to find a ride)
- ❖ Lack of Terminals
- ❖ More private vehicles than public ones
- ❖ Dilapidated traditional jeeps

REGULATION/ ENFORCEMENT

- Loading/ Unloading not followed
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INFRASTRUCTURE

- Road Projects causing Traffic (widening, repairs, delayed implementation, lack of planning, unclear timelines)
- Poor Road Conditions (e.g. broken manhole covers)
- Absence of Motorcycle Lanes
- Narrow Roads
- No Alternative Routes
- Electric Posts on Roads
- Drainage concerns
- Need for Streetlights



OTHERS

- Political Will
- Trucks Pass Inside
- Need to open road networks of subdivisions through legislative measures

**QUESTIONS/
CLARIFICATIONS/
ADDITIONS?**



WHAT TO EXPECT TOMORROW?

Morning: Workshop to collate suggested interventions; defining indicators. Input for communicating reforms


Afternoon: Action planning; Feedbacking Communicating plans.



Maraming Salamat!

Connect with us on

 @AltMobilityPH

 bit.ly/CommutersNamanMessenger

 AltMobilityPH@gmail.com



PUBLIC TRANSPORTATION

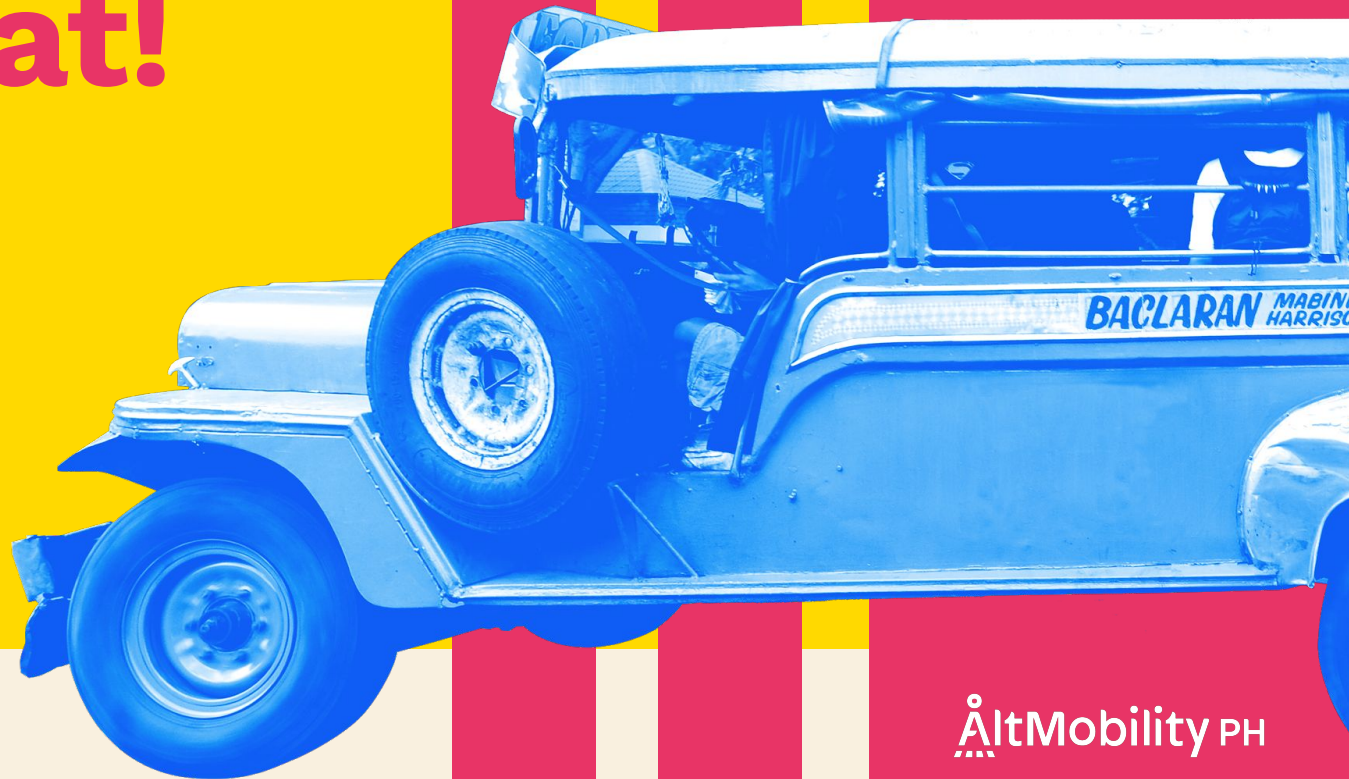
ISSUES IDENTIFIED

INTERVENTIONS GENERAL

INTERVENTIONS SPECIFIC

<p>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)</p>	<ul style="list-style-type: none">- Develop a more cohesive, sustainable, humane and efficient transportation system- Upgrade vehicles- Identify and establish bus stops with good markers and signages- feasibility studies for new routes	<ul style="list-style-type: none">- Conduct consultations and surveys on where to stop- Transport data collection - Airport to have other modes of transportation other than trikes - Alona to have a bus stop and more regular schedule for public transport
<p>Increase in use of motorcycles due to lack of transport options (too expensive etc.)</p>		<ul style="list-style-type: none">- Require the school to bring back the shuttle system/ school bus- Parking space by the school* (might be more short term vs. sustainable solution)

Salamat!



 AltMobility PH



TRANSFORMING SMART MOBILITY IDEAS INTO LOCAL GOVERNMENT SOLUTIONS

CALD Local Government Workshop
November 23-24





RECAP: DAY 1 HIGHLIGHTS



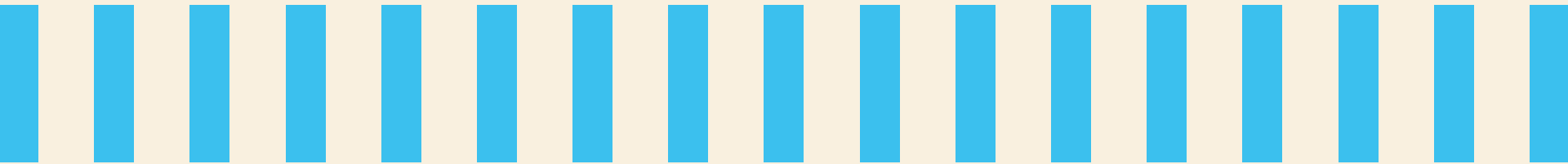
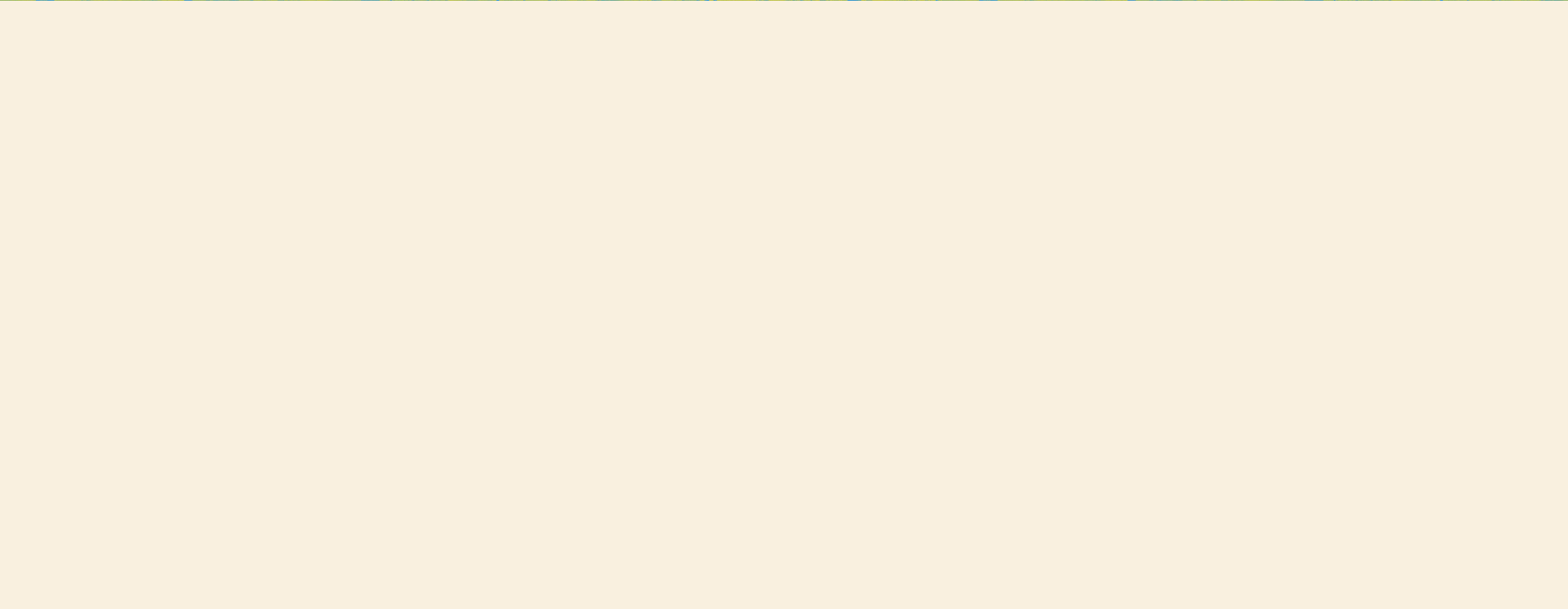
INITIAL PLANNING

Issues

Objectives

Benefit to Stakeholders





Theories and Best Practices Communicating Mobility Reforms



1. What is the mindset the communications team should take when doing communications work for transport reforms?

- not sure but maybe how it is also a two-way platform and in doing transport reform in localities, it's good practice to have people get involved in making decisions about their cities (?)

2. What are the best practices in public communications with regards to communicating transportation reforms to constituents of a city?

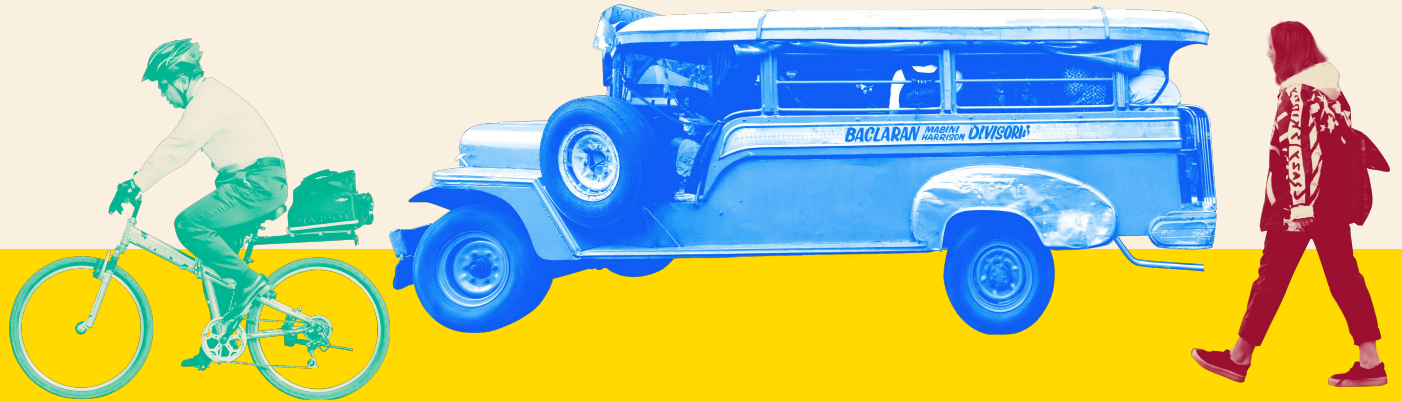
3. What are the best platforms to use, and how they should be utilized towards this agenda?

I think the most critical is that we show case studies of how a transport policy for example was communicated etc; like a step by step process. It will be good also if we shows successful campaigns?

Cause after your talk, I'm hoping we can facilitate a mini workshop where they come up with a "communication plan" on how to communicate the reform they want to push



AltMobility PH





TRANSFORMING SMART MOBILITY IDEAS INTO LOCAL GOVERNMENT SOLUTIONS

CALD Local Government Workshop
November 23-24



**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

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

PUBLIC TRANSPORTATION

ISSUES IDENTIFIED

INTERVENTIONS GENERAL

INTERVENTIONS SPECIFIC

<p>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)</p>	<ul style="list-style-type: none">- Develop a more cohesive, sustainable, humane and efficient transportation system- Upgrade vehicles- Identify and establish bus stops with good markers and signages- feasibility studies for new routes	<ul style="list-style-type: none">- Conduct consultations and surveys on where to stop- Transport data collection - Airport to have other modes of transportation other than trikes - Alona to have a bus stop and more regular schedule for public transport
<p>Increase in use of motorcycles due to lack of transport options (too expensive etc.)</p>		<ul style="list-style-type: none">- Require the school to bring back the shuttle system/ school bus- Parking space by the school* (might be more short term vs. sustainable solution)

ACTIVE TRANSPORTATION

ISSUES IDENTIFIED

INTERVENTIONS GENERAL

INTERVENTIONS SPECIFIC

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

PARKING AND TRAFFIC MANAGEMENT

ISSUES IDENTIFIED

INTERVENTIONS GENERAL

INTERVENTIONS SPECIFIC

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

REGULATION/ ENFORCEMENT/ SAFETY

ISSUES IDENTIFIED

INTERVENTIONS GENERAL

INTERVENTIONS SPECIFIC

<p>Fare overpricing</p>	<ul style="list-style-type: none"> - Enforcement of fare matrix 	<p>Communications and Information</p> <ul style="list-style-type: none"> - Feedback system Capacity for enforcement - CCTV, Ordinance
<p>Unregulated transportation modes (trike routes, proliferation of habal, and colorum)</p>	<ul style="list-style-type: none"> - Pass ordinance regulating route system for tricycle 	
<p>Road Safety Issues and Accident Prone Areas</p>	<ul style="list-style-type: none"> - Safety signages; - Traffic calming - Information programs - Street lights 	<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

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

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

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

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**QUESTIONS/
CLARIFICATIONS?**



Maraming Salamat!

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