

# 2023 THE MOBILITY HANDBOOK

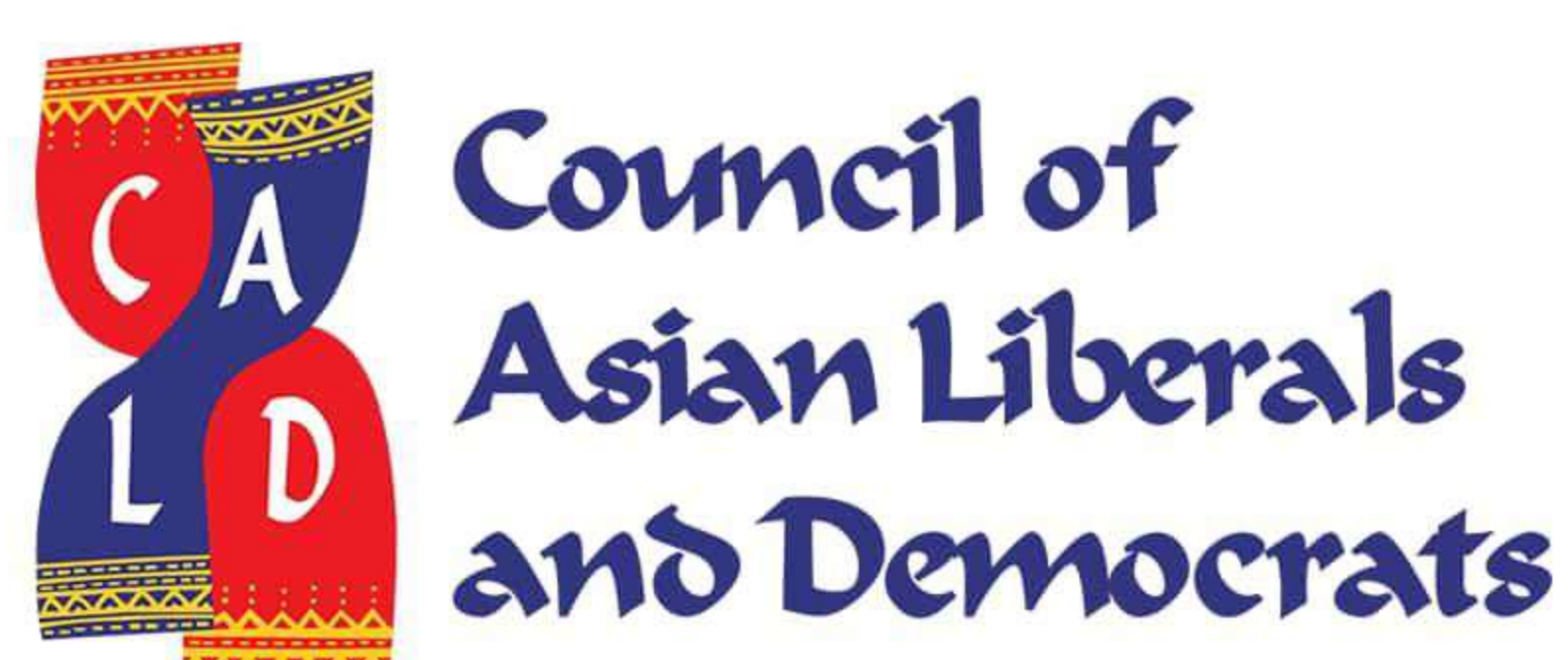
for Local Governments in Asia

AltMobility PH



# Mobility Handbook for Local Governments in Asia

The Mobility Handbook for Local Governments is a guidebook for local government units, development organizations, civil society organizations, advocacy groups, and individuals who are interested in transforming mobility in local communities. This handbook outlines guiding principles and case studies on how a local government may improve its transportation system in terms of active transport, public transport, and local governance. Any local government stakeholder may refer to this material to learn more about mobility transformations and to take inspiration from the local communities engaged in this handbook.



## **Council of Asian Liberals and Democrats**

The Council for Asian Liberals and Democrats (CALD) was inaugurated in Bangkok in 1993, with the support of then Thai Prime Minister Chuan Leekpai and South Korea's Kim Dae-Jung. CALD, which offers a unique platform for dialogue and cooperation, is the only regional alliance of liberal and democratic political parties in Asia.

CALD was formed out of the recognition of leaders of like-minded political parties in Asia of the need for a dynamic forum promoting discussion and exchange of ideas regarding trends and challenges affecting democracy, human rights, and the rule of law in the region. Through CALD, political parties, groups, and individuals have a continuing discussion on the developments occurring in the various countries of the region. The aim is to assess the possibilities for liberal solutions to problems facing Asian democracies.

Accordingly, CALD organizes network meetings including those with its partners (Friedrich Naumann Foundation, Liberal International, Alliance for Liberals and Democrats for Europe, Renew Europe, Taiwan Foundation for Democracy, and the National Democratic Institute for International Affairs), international conferences on vital issues affecting the region, and regular workshops on communication, political management, and women in politics. It also sends missions for various advocacies, sponsors internship programs in its secretariat, as well as maintains a website, a social-network group account, and a weekly electronic newsletter.





## CREDITS

**Authors:** Elijah Go Tian, Ira Cruz, Karlo Abadines, Nicole Cobarrubias, Ramir Angeles, & Sarah Arrojado

**Content Editors:** Karlo Abadines, Nicole Cobarrubias & Paolo Zamora

**Layout Designers:** Chinee Leobrera

### **CALD Secretariat**

Executive Director: Celito Arlegue

Program Manager: Paolo Zamora

Program Officer: Chelse Caballero

Communications Officer: Julienne Janolo

Project Assistant: Thea Joyce Vistar

Special thanks to the Municipal Governments of Panglao, Bohol and San Mateo, Rizal, represented by Councilor Dennis Hora and Mayor Omie Rivera, respectively, for taking that first step in building an inclusive and sustainable transportation plan. Our heartfelt gratitude as well to the Friedrich Naumann Foundation for Freedom for the support and to AltMobility PH for the partnership in promoting safe, inclusive, and efficient transportation.

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 transforms how Filipinos move around their cities by enabling decision-makers in envisioning and building better urban landscapes for every citizen.

As the Philippines pushes forward towards building a globally competitive economy, the need for efficient mobility becomes even more significant.

As a team of transport experts and professionals from various industries as ordinary commuters, we are the bridge between the public and legislators in developing the Philippine urban mobility landscape.

## #CommutersNaman

 [altmobilityph@gmail.com](mailto:altmobilityph@gmail.com)

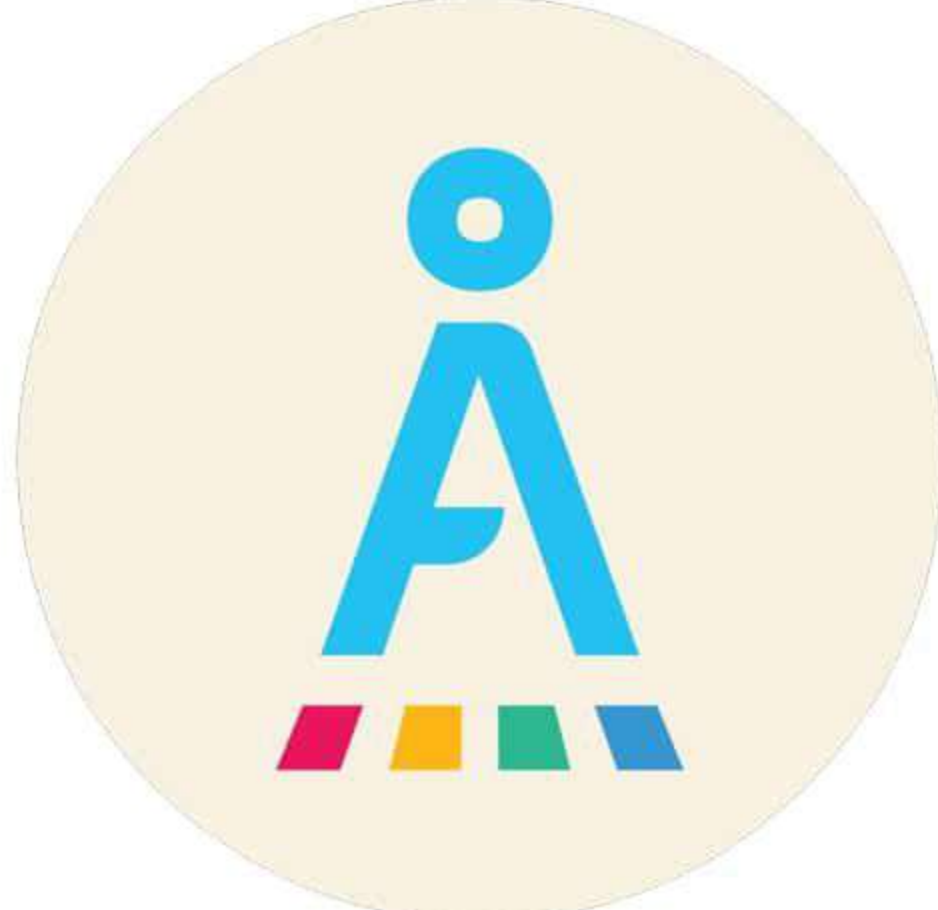
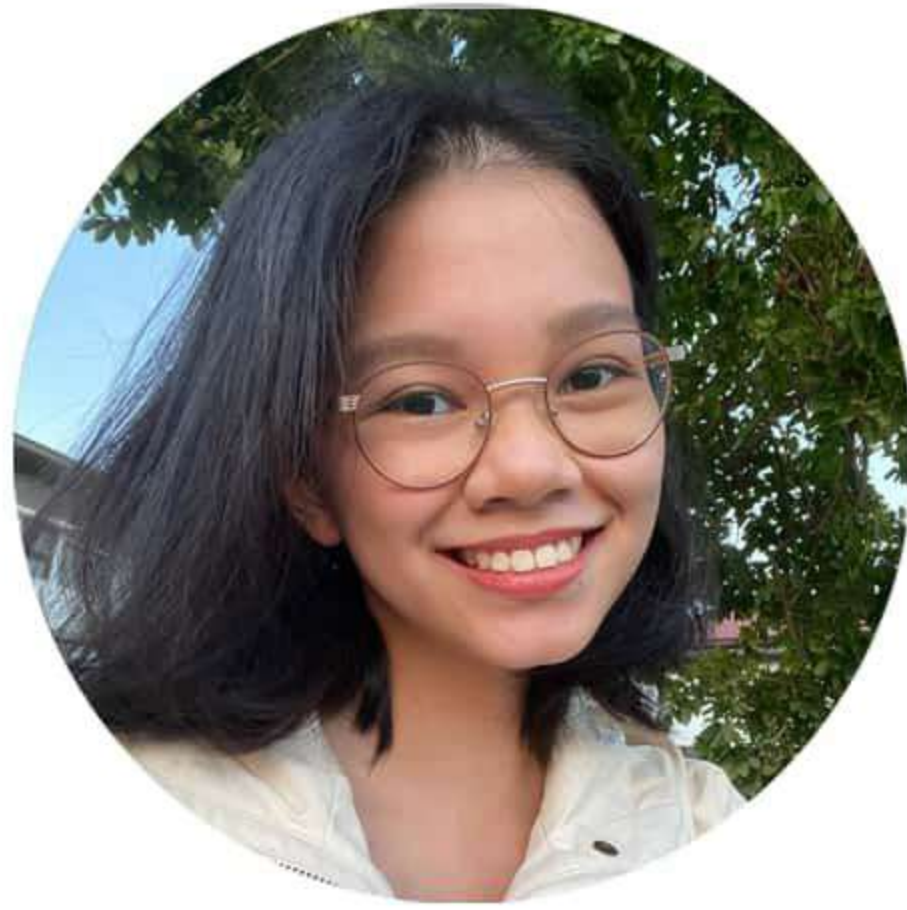
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 [@AltMobilityPH](https://twitter.com/AltMobilityPH)

 [@altmobilityPH](https://www.instagram.com/altmobilityPH)





# About the Team

**Ira Cruz** is a Director at AltMobility PH, an organization that advocates for better mobility and transport policies in the Philippines. He co-leads national engagement and represents the organization in National Government Agencies, Congress, Technical Working Groups, and is a regular resource for Philippine media on transportation issues.

**Karlo Abadines** is a graduate of Ateneo de Manila University, who double majored in Psychology and Development Studies. He has been a member of AltMobility PH since 2019, and currently sits as one of its Board Members. Karlo has been one of the main facilitators for the Council of Asian Liberals and Democrats (CALD)'s Smart Mobility Project.

**Sarah Arrojado** is an Environmental Planner specializing in sustainable mobility. In the City Government of Pasig, she led the implementation of e-mobility solutions and worked on the expansion of the city's bike lane network. She also previously served as a Project Development Officer at the Department of Transportation. In AltMobility PH, she advocates for better active and public transport systems through working with different local governments and civil society organizations.

**Elijah Go Tian** is a transport planner and a placemaking professional working with both national and local government offices to develop sustainable transportation and more resilient communities. He currently specializes in capacity building and street design. On top of this, he is also part of the Move As One Coalition and a co-convenor of Placemaking Pilipinas, both with the goal of creating more equitable and accessible places and transportation in the Philippines.

**Ramir Angeles** is a graduate of BS Civil Engineering from the University of the Philippines-Diliman, with a Master of Science in Urban Science, Policy and Planning from the Singapore University of Technology and Design. He works as a Transport Planner and Traffic Engineer focusing on sustainable transport, road safety, and traffic management. He is a sustainable transport and active mobility advocate, and a transport and recreational cyclist. During the pandemic, he led the Quezon City Government in developing their Bike Lane Network, helped plan the Q City Bus Program and other projects and programs promoting sustainable transport in Quezon City.

**Cola Cobarrubias** is a fresh graduate from the BS Industrial Engineering program at the University of the Philippines Diliman. She advocates for sustainable mobility as a member of civil society organizations AltMobility PH and Move As One Coalition. In her transport policy research work, she lobbies for a more people-centered transport budget with key stakeholders across government and civil society.

**Chinee Leobrera** is an architect who works as an Assistant Project Manager at a global company. With the passion for arts and design, she worked with UAPSA-PLM as their Creative Design Director, and served as a Creative Design Committee Head for different events with various student organizations and CSOs. She currently pursues her interest in design and people placemaking by serving as AltMobility PH's acting lead graphic designer. On her spare time, she plays videogames, paints adorable dogs, and sketches people on the streets.



**Mardi Seng**  
Message from the CALD Chairperson

It has been said that the best way to develop a country is to move power, responsibility and resources from the central government to the local government.

This belief in the development potential of local governments is at the heart of “decentralization, devolution and deconcentration” trends in recent decades. Local governments are considered to be integral components of an overall approach to governance that not only fosters economic growth, but also institutionalizes and consolidates democracy.

The idea is: If we want to make the economy more responsive, and the political system more open and accessible, local governments should have the authority and the capacity to make decisions on issues that matter most to the people.

In this day and age of global democratic decline, the value of local governments in instilling public confidence on democracy is worth revisiting. It is in this light that the Council of Asian Liberals and Democrats (CALD) embarked on the Smart Mobility Project as a way to demonstrate that democracy can have a real impact on the lives of the people. More specifically, we, in CALD, were motivated by our belief in these two principles:

- Governance that’s closest to the people governs best - We believe that local governments have a huge role to play in nation-building because they are the frontliners in the delivery of public service. For this reason, it is important to capacitate local governments so that they can be agents of positive and innovative change in the lives of the people.
- Good governance rests on stakeholder participation and evidence-based decision-making - Governments can only formulate effective and responsive solutions to problems when various sectors are invited to contribute to and have a stake in the process, and when accurate and reliable data are available to serve as basis for policy decisions.

In the past year, CALD, partnered with the local governments of Panglao, Bohol and San Mateo, Rizal in the Philippines in order to translate these principles into concrete and tailor-made transportation plans. Through multisectoral site visits and consultations, CALD aimed to have a holistic understanding and appreciation of transportation issues and problems that these localities confront. Guided by this knowledge, we then held intensive workshops to share best practices, discuss possible solutions, and systematize action plans.

CALD documents this multi-level process through this handbook. Our goal is to provide local governments in the Philippines and elsewhere with an accessible manual they can use in formulating their respective transportation plans. By empowering local governments on this specific area, CALD hopes to foster broader appreciation of democracy and its processes.

**After all, true democratic governance begins and ends at the local level.**



**Ira Cruz**

Message from the AltMobility PH Director

It is the goal of AltMobility PH to create safe, inclusive, and efficient active and public transportation in the country - guided by principles that prioritize people's movement above all else.

Over the years, we have been working with National Government Agencies and both Houses of the Philippine Congress; However, as industry practitioners, we know first-hand that Local Government Units and Local Chief Executives have the unique advantage of closing the growing gap in mobility.

Building on our experience in designing a biking manual for Metropolitan Cebu, Metropolitan Naga, and Cagayan De Oro, this project of the Council of Asian Liberals & Democrats (CALD) introduces a shift in the dated-approach to transport planning: Collaborative and evidence-driven capacity development of local officials to enable a dynamic approach to improving mobility.

It is our vision that this comprehensive Local Government Mobility Guide will help empower us more cities and municipalities, and civil society organizations to work together in being the primary force in transforming their communities. As you read through this document, you will be served with fundamental principles and case studies illustrating how local governments can radically change the state of their mobility.

We thank CALD for having us as a key partner in their Smart Mobility Project and the Municipalities of Panglao in Bohol and San Mateo in Rizal.

**Join the advocacy.**

## Chapter 1 INTRODUCTION

# MOVE PEOPLE *not cars*

Mobility in the Philippines has for decades been focused on moving cars. Transportation policy and infrastructure development prioritize the efficient fast movement of cars and other motorized vehicles at the expense of public transport and active transport such as walking and cycling. This is evident in the way many Filipinos without cars do not have safe, reliable, and sustainable options to get to where they need. In a country where the needs of people – particularly pedestrians and the commuting public – are neglected, the current transportation system subjects them to an undignified and dehumanizing everyday reality.

To effectively undo years worth of building cities for cars, a cognitive shift in the minds of policymakers, planners, and the general public is direly needed. This handbook explores what sustainable and smart mobility truly entails – transportation design that is grounded on both empathy and the expertise that responds to the needs of people over motor vehicles.







# SMART MOBILITY

The Council of Asian Liberals and Democrats (CALD) Smart Mobility Initiative is a three-year project which aims to provide guidance to local governments governed by CALD member-parties on developing their smart mobility plans and initiatives.

A series of workshops with CALD member parties were organized starting 2022. The first milestone was the production of a baseline study entitled “Emerging Smart Mobility Development in Asia” published late 2022 with the help of experts from different countries. The study sought to articulate definitions and concepts related to SMART mobility, as well as explore the current developments and issues in SMART mobility deployment in select countries in Asia. Specifically, it looked into the general situations of Indonesia, Thailand, Philippines and Taiwan, and how these countries utilized key mobility principles and technologies in addressing mobility challenges in their localities. This was a product of two workshops held in Tagaytay City and Bangkok city.

The second milestone of the project was the creation of the Mobility for All Manifesto, drafted in Jakarta City last July 2023. The Manifesto called on local government leaders in the CALD network to commit to a 5-Point Action Plan to transform mobility in their respective localities. The 5-Point Action Plan as written in the Manifesto is as follows:



- 1** **Mobility as a Right** – we declare mobility as a right of each and every individual. We assert that mobility is integral to other policy areas such as climate change, housing, and inclusive economic development.
- 2** **Environmental Sustainability and Decarbonization** – we commit to developing urban and rural mobility systems that move towards lesser use of fossil fuels and overall lower carbon footprints.
- 3** **Public Transportation as a Backbone of Mobility Services** – we shall prioritize public transportation and will allocate the necessary space, resources, and legal and fiscal support to provide quality services for our constituents.
- 4** **Building Safe and Walkable Residential Neighborhoods** – we shall develop vibrant neighborhoods that promote walking, cycling, and other non-motorized modes. As such, we will invest in the requisite infrastructure and amenities towards this end. We will take steps to reduce dependency on private automobiles and motorcycles to improve air quality and reduce traffic fatalities.
- 5** **Judicious Use of Digital Technology** – we shall make the most out of digital technology to improve our mobility systems and make transaction platforms more inclusive while making sure that the user's right to privacy is never compromised.

To take the next step forward in the actualization of this manifesto's goals, CALD is now taking its engagements closer to the local governments. To better understand and assess the needs of participating local governments and utilize the vision of the Manifesto as a guide to radically reform transportation and provide people from all walks of life access to high-quality public and active transportation, CALD organized activities in the Philippines to address and aid local governments in developing smart and sustainable mobility plans.

These activities aim to help create the Mobility Handbook for Local Governments which is the jumpoff for other liberal local governments in the region to develop their own. In the creation of the first version of the Mobility Handbook for Local Governments, two participating liberal local governments were engaged. The first is the Municipality of Panglao in the Province of Bohol and the second is San Mateo in the Province of Rizal.

# A TALE OF 2 CITIES

AltMobility has engaged two local communities from October to November 2023: Panglao, Bohol, a rural community, and San Mateo, Rizal, an urban community located in the Mega-Manila area.

Panglao, Bohol, an island municipality on the south coast of Bohol, is known for its white beaches, diving sites, and other tourist attractions. The municipality houses a population of 39,839 individuals according to the Philippine Statistics Authority 2020 census. Thanks to its natural resources, the tourism and agricultural industries in Panglao play a key role in driving its economic development, recording nearly 120,000 tourist arrivals in 2021. Panglao currently serves as one of the gateways into the Bohol region, housing an international airport and is thus projected to be a significant transit corridor to the rest of Bohol. With an upward trend in its tourist arrivals, developing a transportation system that meets this demand is more critical than ever.

## Panglao, Bohol



San Mateo, Rizal is a 1st class urban municipality located to the east of Metro Manila. It houses a population of 273,306 individuals according to the Philippine Statistics Authority 2020 census, and is projected to increase to a total population of 445,928 by 2031. As of the 2015 census, the municipality's labor force consists of 166,940 individuals – a good chunk of which travels to Metro Manila for work, as AltMobility had discovered through its stakeholder consultations. As San Mateo's increasing population is already challenged with existing transport woes, transforming its transportation system is an urgent need for its citizens.

## San Mateo, Rizal



# Chapter 2

## JOURNEYING TOWARDS BETTER MOBILITY

If you are working with a local government unit (LGU) in any capacity, it is pertinent to know that the journey towards better mobility is grounded on collaboration with local community members. Best practices in mobility transformations can vary, as each city has its own unique character, imploring transport practitioners to tailor fit solutions to their city's unique problems. This involves community listening and exploring the area on the ground to truly understand the lived experience of the community's locals.

The following methods and exercises were applied in AltMobility's engagements with Panglao and San Mateo:

### Step 0: Research

Here are some guide questions that may aid your initial research process:

- 1 **What is the current social, economic, and political context of the area?**
  - a. Social context: What are the population and demographic segmentation of the area? How many barangays are involved in the pilot area?
  - b. Economic context: What are the economic drivers of the community? What resources does the community have access to?
  - c. Political context: Who are the key stakeholders in political decision making in the area? What is the relationship of the LGU with surrounding LGUs?
  - d. Geographic context: What is the geography of the area? How large is their land area and where are the high density areas? How is their road network?
- 2 **What are common destinations in the local area?**
  - a. This may include tourist spots or coastal areas for rural communities, and business districts, hospitals, or central transport terminals for urban communities.
- 3 **What are existing modes of transport available in the area?**

## Step 1: Consultation

After doing your initial research, you may fill any gaps in information by setting up consultations with mobility champions or potential allies in the local government (ex. barangay officers, councilors, etc.), as well as the locals in the community.

These consultations will help your team understand the context setting of the area and firm up the general direction of the next two steps. Here are sample questions and activities that you may use for your consultation process:

- a. What are the LGU's tangible objectives for the engagement?
- b. What are their current goals for their transport system?
- c. Who are the potential stakeholders?

This phase would also be a good chance to go around the site area and see for yourself what the mobility context looks like on a daily basis. Here are some sample questions to think about during the site visit:

- 1 What are the different modes of transport that we see? Which ones do people commonly take? What is the demographic of these people? (ex. mothers frequently take trips to the *palengke*)
- 2 How are the different modes of transportation connected?

Moreover, it is also important to empathize with the user journey of different locals by setting up consultations with the stakeholders themselves on their transport experiences. Key stakeholders and representatives from the community would be barangay officers, youth/students, elderly, transport operators, etc. A prompt you can use is to ask them to describe their daily journey, and to identify challenges they run into.

## Panglao Case Study: Challenges Identified in Stakeholder Consultation Responses

### ☉ Transport Operators

- ❌ Low income due to lack of passengers
- ❌ Illegal operators (i.e. colorum)
- ❌ Members who don't follow cooperative's policies

### ☉ Elderly and students

- ❌ High price of fares
- ❌ Lack of options in transportation, especially during rush hour
- ❌ Transport supply is unreliable and unpredictable
- ❌ Lack of pedestrian walkways
- ❌ Lack of safety for female students

## Panglao, Bohol





## San Mateo Case Study: Challenges Identified in Stakeholder Consultation Responses

- 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

## Step 2: Exploring Possibilities

After doing consultations with locals and site visits within the area, you may then summarize your learnings and draw insights from all the information you've observed and gathered. Here are some prompts to guide this exercise:

*Tip: For an organized discussion, you may categorize these insights according to the modes of transport you are engaging with (ex. active transport, public transport).*

- 1 How is the commuting experience of community members?
- 2 What do they see as challenges? What improvements do they want to see?
- 3 What do they think of existing transport fares?
- 4 What's the typical movement of goods/freight?

Now that you have a clear picture of the community's mobility patterns and experiences, the next step is to clearly define their day to day pain points and identify how these might translate into opportunities to engage in transportation reform. This is an exciting challenge: to introduce new ways of thinking and improving people's experience of mobility.

For each of the issues identified, identify an opportunity: what can you do, and what kind of possible intervention would be interesting to pursue? It's a good practice to be as specific as possible, such as identifying pedestrian paths that need to be restored, or areas that could potentially house a transport terminal.

A simple mapping exercise may help you visualize these issues more easily:

## Panglao Case Study: Defining Issues

- Lack of regular and reliable public transport;
- No parking space for public vehicles;
- Drivers of public transport are not knowledgeable on traffic laws, rules and regulations;
- Public utility vehicles are not convenient and road-worthy;
- Lack of designated stops for public transport;
- Lack of pedestrian infrastructure;
- Fare is overpriced;
- Unregulated habal-habal or angkas;
- Stop signs not placed on the right places;
- Narrow roads;
- No parking on road setbacks;
- Lack of a comprehensive road network plan.



## Step 3: Co-creating Plans

Now that you've laid out the community's issues, the next step is to co-create and co-design possible general and specific interventions with the key stakeholders who experience these issues in their day to day lives. Depending on the composition of the stakeholders, it would be good to divide them into groups for a more organized facilitation of the exercise. Throughout the facilitation of the exercise, be sure to guide the discussion of the stakeholders and provide inputs re: best practices when necessary. The next 2 chapters talk more about this process in detail.

### Panglao Case Study: Co-creating Plans

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 - IDIOTTY WAITING STATIONS - EXPAND TERMINAL AREA - PROVIDE BIKE RACKS, SIDEWALKS
3. MUNICIPAL HALL COMPLEX - VOLUME OF CARS AND PEOPLE INCLUDING EMPLOYEES	- PROVIDE SHUTTLE CORRIDOR FOR EMPLOYEES - PROVIDE PARKING SPACE FOR CLIENTS - PROVIDE BIKE RACKS, SIDEWALKS
4. CRISTAL E-COMPLEX - LARGELY POPULATED - LOT OF HISTORICALS - NO SIDEWALKS	- PROVIDE PARKING SPACE BY THE SCHOOL, SIDEWALKS, BIKE RACKS - REVERSE THE SCHOOL TO BRING BACK THE SHUTTLE SYSTEM/SCHOOL BUS
5. LOURDES NATIONAL HIGH SCHOOL - NO SIDEWALK - NO PARKING AREA - DENSELY POPULATED - ILLEGAL MULTIRACKS (NO TRAINING)	- ROAD WIDENING ON THE SETBACK - PROVIDE SIDEWALK AND PARKING SPACE ON THE ROAD SIDE - ACQUIRE CHALLENGED UNITS THROUGH COOPERATIVES
6. TANGALAN INTERSECTION - ACCIDENT PRONE AREA	- PROVIDE TRAFFIC SAFETY SIGNAGES AND LIGHTS - PROVIDE SPEED LIMITERS
7. LIBAONG INTERSECTION - ACCIDENT PRONE AREA	- PROVIDE TRAFFIC SAFETY SIGNAGES AND LIGHTS - PROVIDE SPEED LIMITERS
8. AIRPORT - ABSENCE OF TRICYCLE TERMINAL	- PROVIDE TRICYCLE TERMINAL - EXPLORE OTHER MODES OF TRANSPORTATION
9. ALONIA - LARGELY POPULATED - UNPAVED PARKING - NO SIDEWALKS	- PROVIDE PARKING SPACE, BIKE RACKS, AND SIDEWALKS - ESTABLISH BUS STOPS SYSTEM AND SCHEDULE

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

ISSUE	INTERVENTION
No designated area for public transport vehicle. (Along)	- Establish designated lot area for parking/terminal.
No designated bus stops.	- Identify & establish bus stop.
No direct access to public transport. (Lourdes - Libdang 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 lane, sidewalks, & (traverse strips)
Fare over pricing	- Enforcement of fare matrix.
Unregulated tricycle routes.	- Pass ordinance regularizing route system for tricycle.

## San Mateo Case Study:

### Co-creating Plans

Active Transport	Public Transport	REGULATION ENFORCEMENT	INFRASTRUCTURE
<b>SIDEWALK CLEARING</b> - Bike lanes Beautification of public roads. Add more streetlights.	- ( <del>LACK OF</del> TERMINALS) - For jeep, Tricycle motorcycle AUV P.U.), BUS - Additional TERMINALS - Pedicab	- Implement Barangay and municipal ordinance regarding Traffic Rules & Regulation. - Additional Traffic enforcers. - Enforce ticket to all violators	- Additional side-walks beside Ampid Bridge - alternative Routes To all secondary road / river side. - Signages - Add more pedestrian Lane. - Bigger waiting Shed
6. B.II STA. ANA MAP ONLY AMPID 1, 2 BANABA FOOTBRIDGE Shed			

ACTIVE TRANSPORT	PUBLIC TRANSPORT	REGULATION / ENFORCEMENT	INFRA
① REPAINTING - BIKE LANE MARKERS - PEDESTRIAN CROSSING - IMPROVEMENT OF SIDE WALKS (BEAUTIFICATION AND WIDENING.) - PROVISION OF BIKE LANE PARKING. "MAYOR AND SANGVIANG BAYAN"	① Additional Electronic Libreng Sakay. - BETTER AND BIGGER TRAFFIC SIGNAGES. - ESTABLISHMENT ORGANIZED TRANSPORT COOPERATIVE. - IDENTIFIED BUS STOPS.	① ENACTMENT OF STRICTER TRAFFIC REGULATION. - TRUCK BANNED ALONG GEN. LUNA. - SPEED LIMIT ALONG SECONDARY ROADS. - DISCIPLINE ZONE - EXECUTIVE ORDER ON THE CREATION OF TRAFFIC MANAGEMENT BOARD / COUNCIL. - CAPACITY BUILDINGS FOR ENFORCERS / OFFICERS.	① BRIDGE CONNECTING SAN MATEO QC and Marikina. - ADDITIONAL STREET LIGHTS FOR MAIN AND SECONDARY ROADS. - IMPROVEMENT / MAINTENANCE OF ROADS. - ADDITIONAL SOLAR STUD LIGHT GAT-BYE MARKER.

INFRASTRUCTURE	ACTIVE TRANSPORT	PUBLIC TRANSPORT	REGULATION / ENFORCEMENT
• ROAD WIDENING (FOR PEDESTRIAN) • ROAD REPAIR • IMPROVEMENT OF DRAINAGE SYSTEM • MOTOR CYCLE LANE • CREATE / PLAN FOR ALTERNATE ROUTE • MORE STREETLIGHTS & CCTV's • INSTALL ROAD SIGNAGES • REFLECTORIZED SIGNAGES • SOLAR STUDS • GULOT MALAYA • PINONG BUKAWA • SILANGAN	• IMPROVEMENT OF SIDEWALKS • PROVIDE BIKE LANES • RAMPS FOR PWD	• ADDITIONAL PUBLIC TRANSPORTATION eg. (LIBRENG SAKAY) • BUILT MORE WAITING SHEDS • MODERNIZED P.U.'s	• APPLY / IMPLEMENT NCAP • AMMEND ORDINANCE: VIOLATION PENALTIES / FEES

After facilitating this discussion, categorize these issues and interventions into 'topic buckets'. After the engagement, this categorization would be helpful for the LGU in identifying their problem owners accordingly.

**Panglao Case Study:  
Sample Issues and Interventions**

PUBLIC TRANSPORTATION		
ISSUES IDENTIFIED	INTERVENTION GENERAL	INTERVENTIONS SPECIFIC
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)	<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>
Increase in use of motorcycles due to lack of transport options (too expensive, etc.)		<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	INTERVENTION GENERAL	INTERVENTIONS SPECIFIC
Panglao has poor walkability (safety etc.)	Provide pedestrian lane / sidewalk	<ul style="list-style-type: none"> <li>Ordinance to ensure pedestrian infrastructure</li> <li>Coordination with DPWH and 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>
Cycling is not an attractive and viable mode of transportation for locals	Provision of bike racks in populated areas	Bike racks in Municipal Hall Complex, Public Market, Cristal E-College

## San Mateo Case Study: Sample Issues and Interventions

ISSUES	INTERVENTIONS	WISHLIST
<p><b>Active Transportation</b></p> <ul style="list-style-type: none"> <li>- Sidewalks (lack of it, too narrow, need to repair railings)</li> <li>- Absence of Bike Lanes</li> <li>- PWD Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>- Provide / improvement / clearing / beautification / widening of sidewalks (additional sidewalk beside ampid bridge)(x5)</li> <li>- Provide bike lanes (x5)</li> <li>- PWD Accessibility/ Friendly sidewalks (design of ramps) (x3)</li> <li>- Accessibility to bike parking</li> <li>- Intersection curb extension</li> <li>- Repainting: bike lane markers, pedestrian crossing</li> </ul>	<p><b>Active Transportation</b></p> <ul style="list-style-type: none"> <li>- Sidewalks (lack of it, too narrow, need to repair railings)</li> <li>- Absence of Bike Lanes</li> <li>- PWD Accessibility</li> </ul>
<p><b>Public Transportation</b></p> <ul style="list-style-type: none"> <li>- Lack of Public Transport (insufficient PUV, hard to find a ride)</li> <li>- Lack of Terminals</li> <li>- More private vehicles than public ones</li> <li>- Dilapidated traditional jeeps</li> </ul>	<ul style="list-style-type: none"> <li>- Additional Terminal (inc. Providing central terminal)(x3)</li> <li>- Build more/improve waiting sheds (x3)</li> <li>- Additional public transportation (e.g. libreng sakay, San Mateo Origin New Routes) (x3)</li> <li>- Implement Modernization of PUVs (x2)</li> <li>- Loading and Unloading Bay (x2)</li> <li>- Separate Priority Lane of PWD and Senior Citizens..</li> <li>- PUJ Subsidy</li> <li>- Data Collection and Management</li> <li>- Double Decker Public Bus</li> <li>- Establishment organized transport cooperative</li> </ul>	<ul style="list-style-type: none"> <li>- Interconnection of Routes</li> <li>- Upland areas to have access to Downtown</li> <li>- MRT from San Mateo to QC</li> <li>- Signages to be clearer</li> <li>- Better loading and unloading zone</li> </ul>

To make these interventions more action-oriented moving forward, it is also important to discuss with the LGU how short-term, mid-term, and long-term plans can be made more sustainable through funding and legislative action.

### Panglao Case Study: Action Planning

ISSUES	OBJECTIVE	BENEFITS	PLANS	FUNDING	EXEC- LEGIS REQ	STAKEHOLDERS / OFFICES	BARRIERS
Public Transport is irregular, unreliable, expensive, inaccessible and not up to standards (no designated bus stops, no waiting sheds, no direct access to public transport)	Develop comprehensive and integrated transportation network system which includes bus stops and other intermodal points Innovate on electric public vehicles to lessen carbon emission	Reliable and efficient transportation  Frequency of trips for better time management for passengers	Short-Term - Pedestrian Lanes - Temporary intermodal stops; pick up and drop off area/bay for vehicle  Mid-Term - Recessed pick up and drop off bays  Long-Term - recessed pick up and drop off bay with shades and information - setting up of service contracting of transport system - Institutionalize a public transportation planning and monitoring office	Short-Term - DPWH - LGU  Mid-Term - DPWH  Long-Term - DOTr	Ordinance designating and regulating pick-up and drop-off boys	- transport operators - riding public/constituents - tourists	- resistant transport operators - adverse political climate - limited funding sources
Increase in use of motorcycles due to lack of transport options	To lessen the use of motorcycles in basic transportation	Lesser fatal accidents, lesser pollution and carbon emission.					





*Day 1 of Local Government on Smart Mobility at Panglao, Bohol*

## San Mateo Case Study:

### Action Planning

ISSUES	OBJECTIVE	BENEFITS	PLANS	FUNDING	EXEC- LEGIS REQ	STAKEHOLDERS / OFFICES	BARRIERS
Active Transport is inconvenient, inaccessible, unsafe and unavailable	Develop an inclusive environment friendly and safe active network measure or system	<ul style="list-style-type: none"> <li>- Will encourage locals to do active transport such as walking and cycling</li> <li>- Increase foot traffic to boost local businesses</li> <li>- Less pollution and will create a healthy environment</li> <li>- Promote a healthy - lifestyle</li> </ul>	<ul style="list-style-type: none"> <li>- Number of people served by active transport system</li> <li>- Number of accidents in barangay</li> <li>- Number of people who incurred diseases caused by air pollution</li> <li>- Level of public knowledge about active transport</li> <li>- Air quality</li> <li>- Level of economic activity</li> <li>- Usage patterns and volume of pedestrians and cyclists traffic in key areas and thoroughfares</li> </ul>	<p>Short-Term</p> <ul style="list-style-type: none"> <li>- provide a temporary bicycle/ pedestrian lane (ID)</li> <li>- Simultaneous Crossings (IEC)</li> <li>- Temporary road closure for a specific time using ordinance (I)</li> <li>- Launch public awareness campaign (IEC)</li> <li>- Collaborate with different PWD/ Cycling NGOs (IEC)</li> </ul> <p>Mid-Term</p> <ul style="list-style-type: none"> <li>- Provide pedestrian crossings and pedestrian lights (on-off switch) (ID)</li> <li>- Provide ramps and handrails for PWD &amp; Seniors (ID)</li> </ul> <p>Long-Term</p> <ul style="list-style-type: none"> <li>- Widening and improvements of sidewalks; opening and clearing of alleys (ID)</li> <li>- Provide yellow line guard for blind people (ID)</li> </ul>	<p>Short-Term</p> <ul style="list-style-type: none"> <li>- Municipal and Barangay Budget</li> <li>- NGOs</li> <li>- Private Companies</li> </ul> <p>Mid-Term</p> <ul style="list-style-type: none"> <li>- Municipal, Provincial, and National Budget</li> <li>- Private Sector</li> </ul> <p>Long-Term</p> <ul style="list-style-type: none"> <li>- Municipal, Provincial, and National Budget</li> </ul>	<p>Short-Term</p> <ul style="list-style-type: none"> <li>- Issue Ordinance</li> </ul> <p>Long-Term</p> <ul style="list-style-type: none"> <li>- Issue Ordinance</li> <li>- Public Consultations</li> </ul>	<p>Short Term</p> <ul style="list-style-type: none"> <li>- Acceptance of change</li> </ul> <p>Mid Term</p> <ul style="list-style-type: none"> <li>- Discipline of people and locals</li> </ul> <p>Long Term</p> <ul style="list-style-type: none"> <li>- Budget constraints</li> <li>- Resistance of owners and obstructions</li> </ul>
Increase in use of motorcycles due to lack of transport options	To lessen the use of motorcycles in basic transportation						

This process is one way of generating a community-based and people-oriented action plan to reform transportation in the locality. At the end of the day, these are plans, and it will take creativity and political will to bring it to reality.



# Chapter 3

## Reimagining Local Mobility in Urban and Rural Communities

*What can a mobility transformation look like?*

Based on your assessment of the local community and their context, it's now time to think about how we might reimagine people mobility. People mobility involves focusing on modes of transport that are efficient, sustainable, and beneficial in multiple aspects – such as active transport and public transport.

It's also important to note that the mobility context of rural communities is vastly different from urban communities. By nature, rural areas have expansive lands and more often than not, have an underdeveloped public transportation system since demand is more intermittent as compared to urban areas. This implies that people who reside in rural communities are more likely to take modes of popular transit such as tricycles and habal-habal as their primary form of transportation. Given that there are no options for public transport, these individuals have to rely on transportation modes that do not have formal systems in place.

This implies that for a rural community, improving the transportation system would require convincing their government and stakeholders that reliable public transportation is the backbone of a good transport system. Public transportation, supplemented by active transportation infrastructure, will be a worthwhile investment for any rural community – if done right.

On the other hand, urban communities are faced with their own unique set of challenges. Given that urban communities have larger populations and are denser by nature, increasing supply of public transport is critical. Enabling alternative modes of transport like active transport also plays a huge role in effectively moving people in the most optimal way possible.

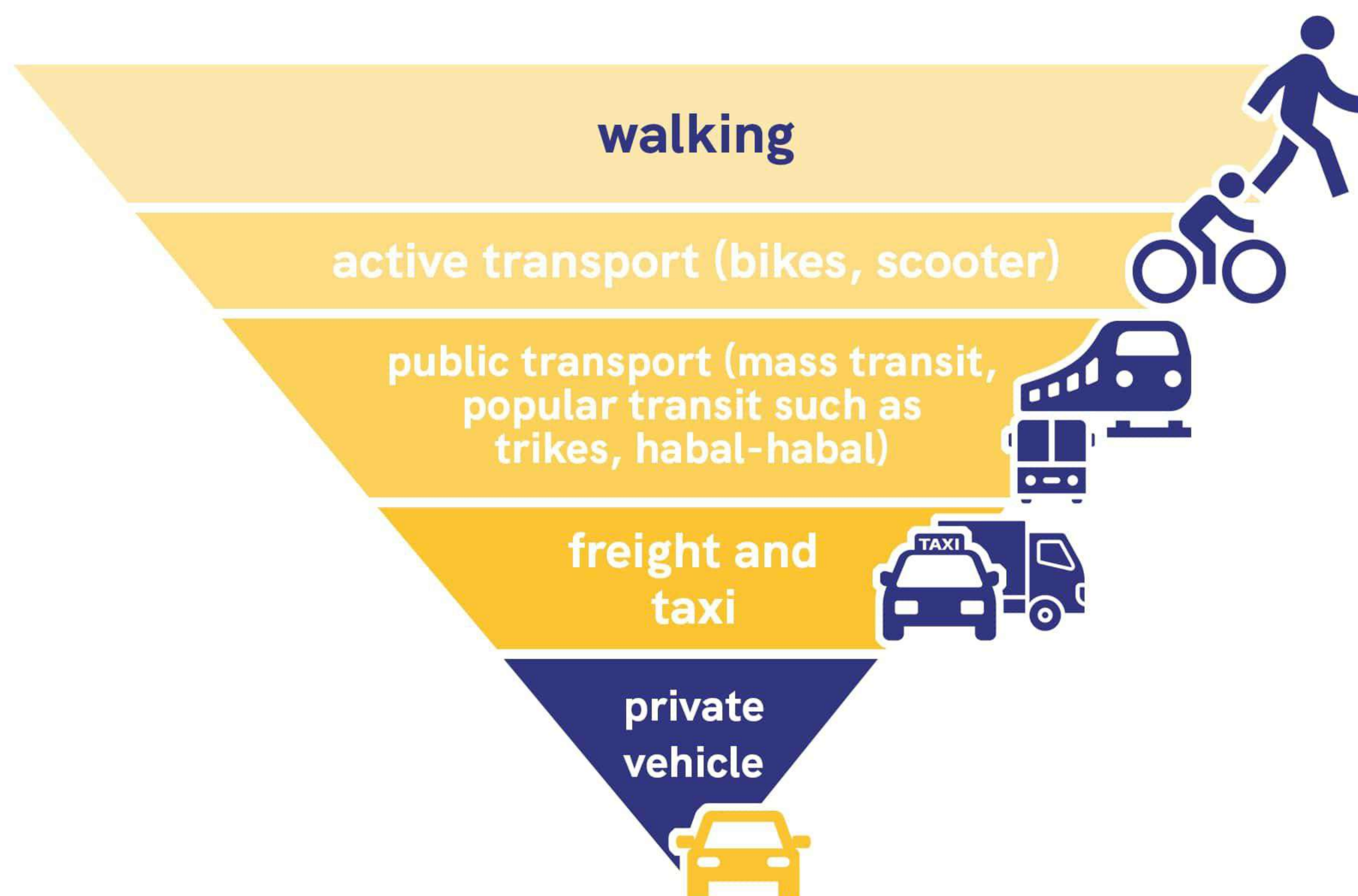
Both rural and urban communities have their own distinct features and challenges, but one thing remains – designing transport solutions around the principles of people mobility is an effective way to transform the mobility of an area.

# PUBLIC TRANSPORT

## A. Characteristics of an Ideal Public Transport System:

*What makes an ideal public transport system?*

In building public transport, it is important to be guided by the hierarchy of the different modes of transport. The short and simple principle in designing people-centered mobility: *those with less in wheels must have more on the road* (Official Gazette 2008).



Public transport design must be grounded in these five main characteristics:

- 1 Reliability:** refers to the frequency and predictability of the public transport system ensuring short waiting time and responsiveness to the needs and demands of the people. A transport system with a fixed schedule makes it predictable – for example, a point to point bus system that leaves every hour from 8am to 8pm.
- 2 Safety:** refers to the degree by which public transport vehicles, stops, and terminals feel secure to use. This may vary from how compliant a vehicle is to international safety conventions, to how well a vehicle is being operated within a speed limit, to how adequately lit a stop or a terminal is at nighttime.

- 3 Accessibility:** refers to how available public transport services are for everyone across all segments of society (PWDs, children, pregnant women, elderly). An accessible public transport system would include walkways and bicycle paths to provide connectivity with other modes of transport. This would also induce an experience of easy boarding and alighting for passengers, with designated stops that are within close proximity of houses, schools, markets/malls, hospitals, etc.
- 4 Convenience and Comfort:** refers to the ease of using the public transport system. The system must have good connectivity with other transport modes, providing a wide variety of options (ex. you can take a train, bus, or jeep to your destination) with minimal transfers and various payment methods. It must also be comfortable with the provision of clean and comfortable seats, good service from drivers and transport crew, and an overall relaxing experience (Land Transportation Franchising and Regulatory Board, 2017).
- 5 Affordability:** refers to what degree transport fares are set based on what people can afford to pay. Different kinds of transport services with varying fares are ideally available to serve all segments of society. Otherwise, the government must provide subsidies or even free services to make public transport more accessible in terms of affordability (C40 Cities Climate Leadership Group and C40 Knowledge Hub, 2019).

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## B. Basics of Public Transport Route Planning

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### a. Classification and Characteristics of Public Transport Services

*So now, what are some concepts we should know when building a public transport system?*

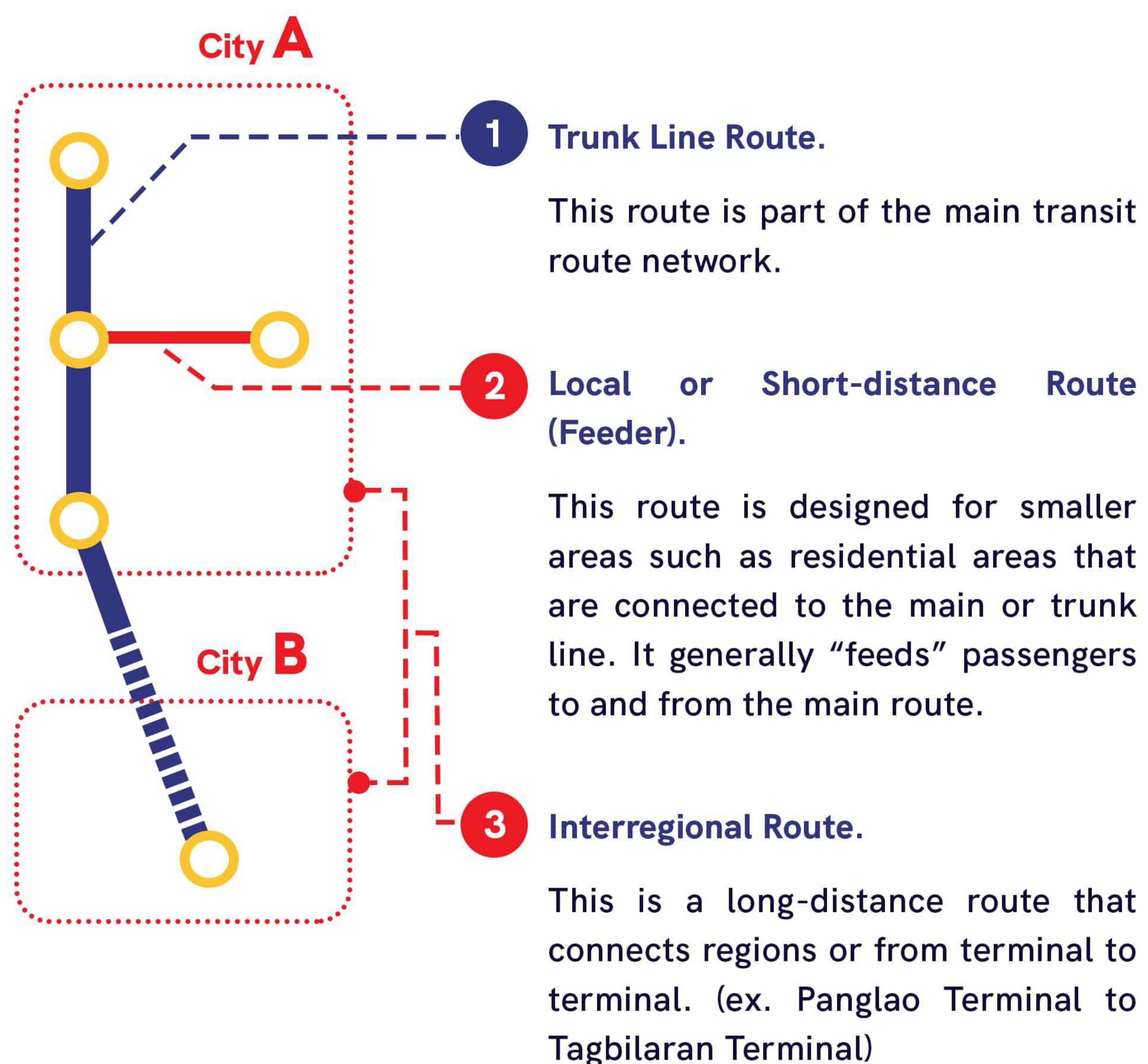
In public transport route planning, it's critical to differentiate the two types of routes: non-fixed routes and fixed routes.

Non-fixed routes don't have a standard schedule and fixed fare matrix. Examples of these are tricycles, taxis, rent-a-car, Transport Network Vehicle Service (TNVS), etc.

On the other hand, fixed routes follow a regular schedule and maintain standard pricing. Examples of transportation modes with fixed routes are mass transit such as jeepneys, buses, etc. As mentioned earlier, in building a public transport system, it's important to uphold standards of reliability and affordability. By setting fixed prices and a regular schedule, the commuting public would be able to move around knowing (1) when to expect the frequency of the public transport units, and (2) how much they would need to spend on their fares.

Moreover, there are two ways by which fixed routes can be designed in a transport system. A fixed route can be determined either by its location in a route network or its type of service.

Examples of fixed routes according to their route type are the following:

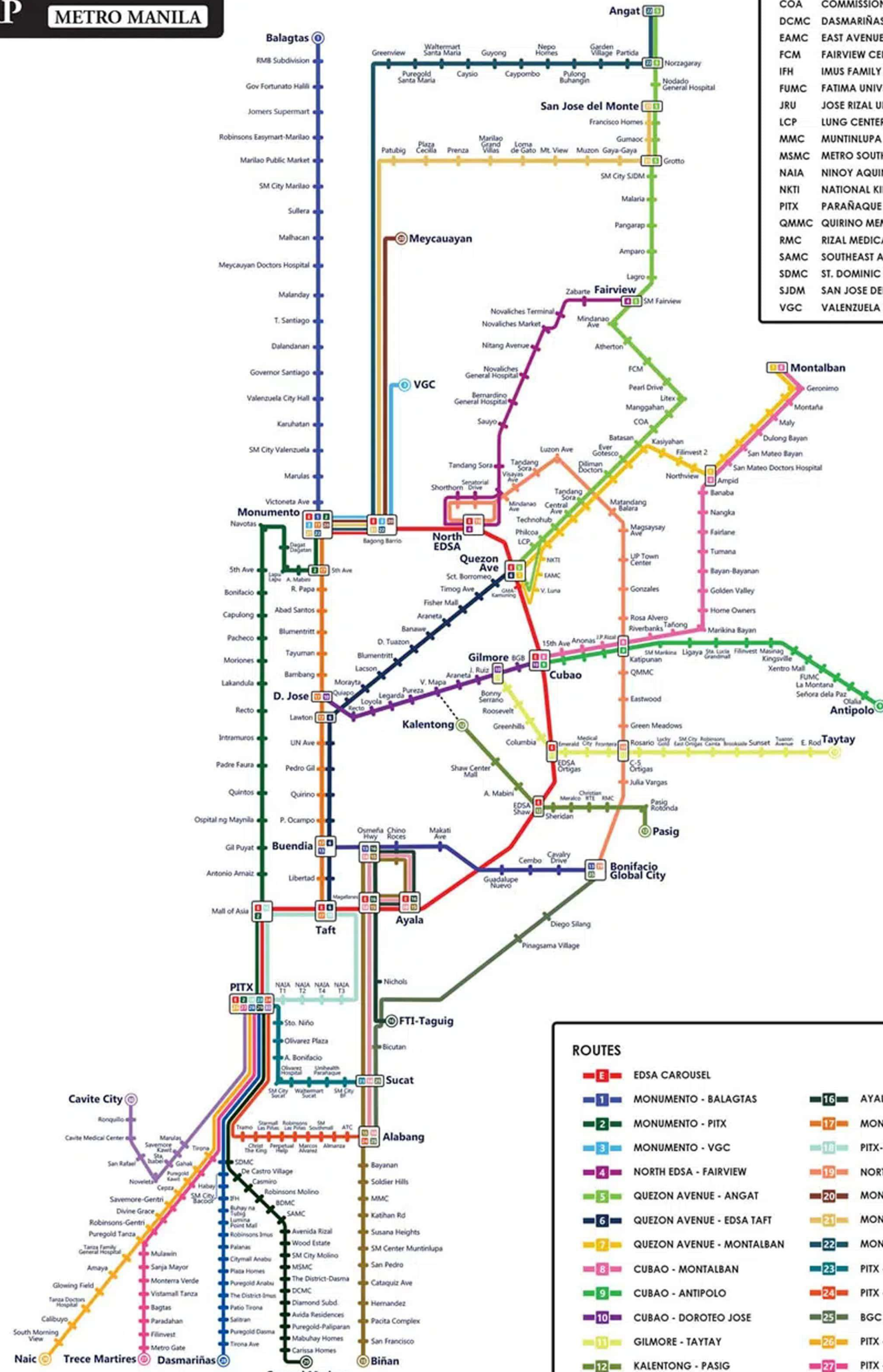


# RATIONALIZED BUS TRANSIT MAP

METRO MANILA

## GLOSSARY

ATC	ALABANG TOWN CENTER
BGB	BETTY GO BELMONTE
BGC	BONIFACIO GLOBAL CITY
BDMC	BACOR DOCTOR'S MEDICAL CENTER
COA	COMMISSION ON AUDIT
DCMC	DASMARIÑAS CITY MEDICAL CENTER
EAMC	EAST AVENUE MEDICAL CENTER
FCM	FAIRVIEW CENTER MALL
IFH	IMUS FAMILY HOSPITAL
FUMC	FATIMA UNIVERSITY MEDICAL CENTER
JRU	JOSE RIZAL UNIVERSITY
LCP	LUNG CENTER OF THE PHILIPPINES
MMC	MUNTINLUPA MEDICAL CENTER
MSMC	METRO SOUTH MEDICAL CENTER
NAIA	NINYO AQUINO INTERNATIONAL AIRPORT
NKTI	NATIONAL KIDNEY TRANSPLANT INSTITUTE
PITX	PARAÑAQUE INTEGRATED TERMINAL EXCHANGE
QMMC	QUIRINO MEMORIAL MEDICAL CENTER
RMC	RIZAL MEDICAL CENTER
SAMC	SOUTHEAST ASIAN MEDICAL CENTER
SDMC	ST. DOMINIC MEDICAL CENTER
SJDM	SAN JOSE DEL MONTE
VGC	VALENZUELA GATEWAY COMPLEX



## LEGEND

### ROUTES

1	EDSA CAROUSEL	16	AYALA - FTI COMPLEX
2	MONUMENTO - BALAGTAS	17	MONUMENTO - EDSA TAFT
3	MONUMENTO - PITX	18	PITX-NAIA LOOP
4	MONUMENTO - VGC	19	NORTH EDSA - BGC
5	NORTH EDSA - FAIRVIEW	20	MONUMENTO - MEYCAUYAN
6	QUEZON AVENUE - ANGAT	21	MONUMENTO - SJDM
7	QUEZON AVENUE - EDSA TAFT	22	MONUMENTO - ANGAT
8	QUEZON AVENUE - MONTALBAN	23	PITX - SUCAT
9	CUBAO - MONTALBAN	24	PITX - ALABANG
10	CUBAO - ANTIPOLO	25	BGC - ALABANG
11	CUBAO - DOROTEO JOSE	26	PITX - NAIC
12	GILMORE - TAYTAY	27	PITX - TRECE MARTIRES
13	KALENTONG - PASIG	28	PITX - DASMARIÑAS
14	BUENDIA - BGC	29	PITX - GENERAL MARIANO ALVAREZ
15	AYALA - ALABANG	30	PITX - CAVITE CITY
16	AYALA - BIÑAN		

### SYMBOLS

	ORIGIN/DESTINATION		BUS STOPS		CONNECTING STOPS
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## IMPORTANT NOTES

- METRO MANILA RAIL SYSTEM NOT REFLECTED
- FIGURE NOT UP TO SCALE



On the other hand, here are examples of service type routes:



**1 Regular Service.**

This route corresponds to the trunk line route and contains designated stops.

*Photo from Philippine News Agency*



**2 Collector/Distributor Service.**

These are short-distance routes that operate within small areas that don't necessitate designated stops, such as routes for tricycles.

*Photo from Manila Times*



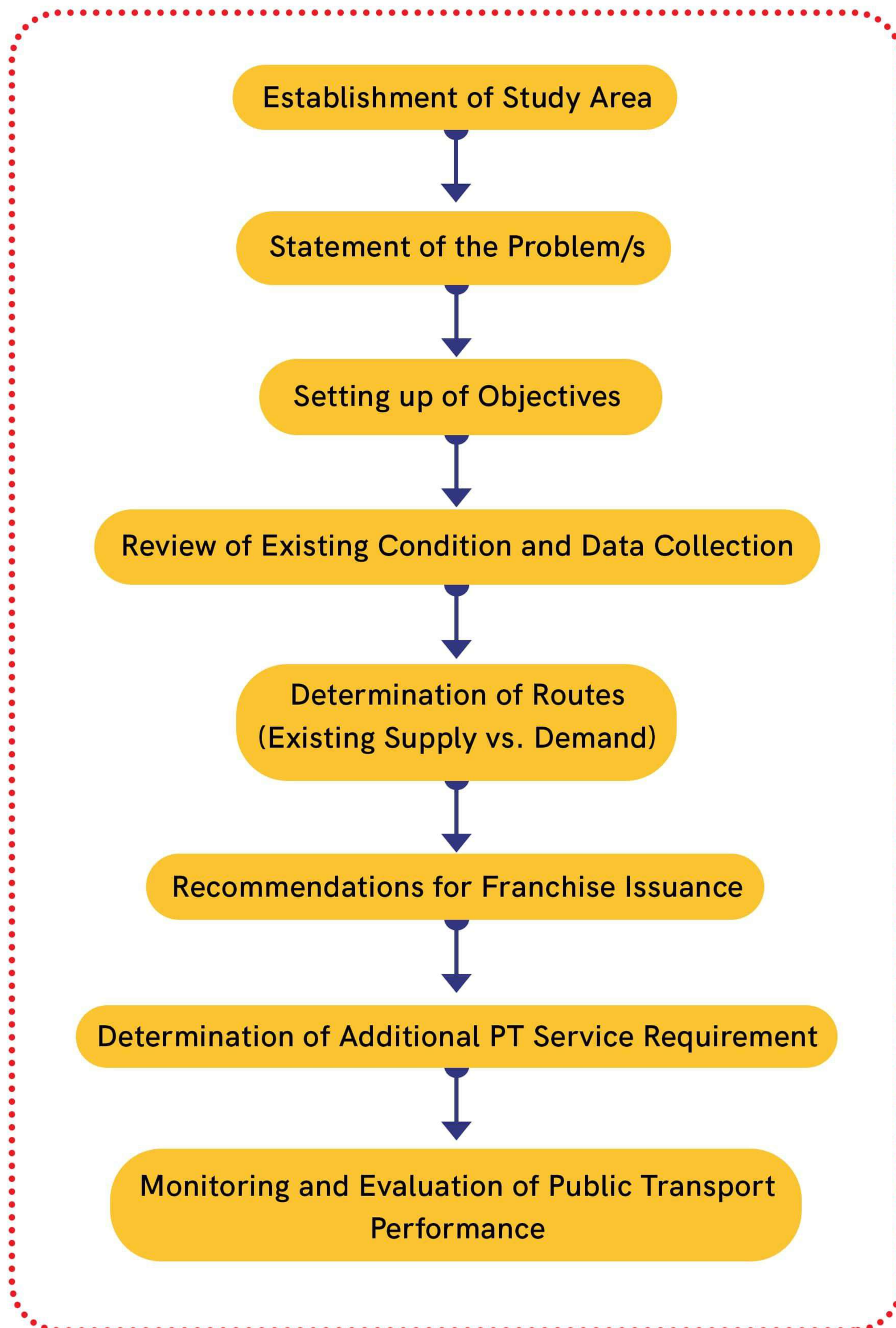
**3 Express Service.**

This route operates along the trunk line route or interregional route, but its stops are widely spaced out. In some cases, vehicle units stop only at the terminal located at a route's end point (Department of the Interior and Local Government, 2017).

*Photo from Wikipedia Commons*

## b. Public Transport Route Planning Process

Here is a brief overview of how the planning process for a public transport route goes. For a more in-depth guide on the entire process, you may refer to the DILG's LPTRP Manual (*Department of the Interior and Local Government, 2017*).



### C. Passenger Facilities

In planning for a public transport route, it is also essential to provide passenger facilities such as stops, terminals (origin or destination), inter-city terminals, and garages/depots. Origin terminals may also serve as a transfer station for commuters to easily access other routes.



Sao Paolo, Brazil bus terminal

Marechal Floriano BRT station on Curitiba's RIT Green Line

### C. Benefits of a Good Public Transport System

Designing a good public transport system can return many benefits to a local community, whether urban or rural by nature.



## D. Case Study: QCity Bus

The QCity Bus Service developed by the Quezon City LGU is a good example of a successful public transport service operating on service contracting. The bus is free, follows a regular schedule, and services multiple defined routes around the city. Drivers are paid a regular monthly salary, which takes away their dependence on the number of passengers (boundary system). The service is led by a team system and route planners, data collectors, and dispatchers committed to serving the riding public and addressing the livelihood needs of PUV drivers and operators.



Photo from PTV News

# ACTIVE TRANSPORT

## A. What is active transport?

Active Transport refers to modes of transport such as walking, cycling, e-scooters, and personal mobility devices (PMDs). Everyone uses active transport – we are all pedestrians in one way or another! Higher priority of active transport users is given to children, the elderly, and PWDs.

## B. Principles of Active Transportation

When designing Active Transport infrastructure, it is important to keep in mind that its design must take into consideration the needs of the most vulnerable. The five Dutch principles of Active Transport (Cohesion, Directness, Safety, Comfort, and Attractiveness) are a good tool in guiding the design process of Active Transport infrastructure.

**Cohesion:** refers to how connected routes for active transport are. A good active transport network is continuous and services various routes that respond to the travel demand of an area.

**Directness:** refers to how optimal a journey is when taken via active transport. Directness means that active transport users such as cyclists can access the fastest and safest route when traveling from point A to point B.

**Safety:** refers to the degree by which an active transport user would feel safe and confident in using the infrastructure. An example of safe active transport infrastructure would be a bike lane that is wide, physically protected, and free from obstructions.

**Comfort:** refers to the degree of ease one feels when using the infrastructure. A comfortable bike lane, for example, would feel calm, protected, and well-maintained.

**Attractiveness:** refers to how much more preferable the infrastructure makes active transport appear, as compared to other modes of transport. Making active transport appear attractive is one of the quickest ways to encourage more road users to pick up walking or cycling instead of using private cars.

## C. Basics of Active Transport Planning

Now that we've covered the basic design principles of Active Transport, it's now time to tackle some basic concepts of planning for active transport.

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### General Concepts for Active Transport Planning

In planning for active transport, it's important to start by building streets that are complete, traffic calmed, and integrated with public transport.



**Complete streets** refer to streets which are full or semi-car free, but are still accessible to emergency vehicles and logistics vehicles. Pilot runs of open streets can start with the weekends (ex. car-free Sundays) to slowly introduce the idea to a community, which can then eventually lead to a fully pedestrianized boulevard. To make a car-free street successful, crafting a program is essential such as markets, zumba, bike lessons, and sports.



**Traffic Calming** these are interventions that can be done on a short-term to long-term scale. These will all help slow down vehicle speeds and promote active transport visibility and comfort. Examples of these are paint, planters, rocks, bollards, curb extensions, raised crossings, pedestrian islands, and chicanes.



**Integration with Public Transport** these are measures that enable active transport users to do multi-modal trips. An example of how active transport infrastructure can be integrated into public transport is for bus operators to allow cyclists to board the bus with their bikes at no additional cost. Another example would be for public transport terminals to have a bike share system that will enable commuters to utilize active transport for their first mile or last mile trips.

## Specific Concepts for Cycling

### a. Types of Cycling Infrastructure

There are various ways to build lanes for active transport, each with varying levels of protection, cost, durability, and aesthetics. The best practice for bike lanes is to build them with physical protection – to ensure the safety of its active transport users:



*Photo from Quezon City Government*

### b. End-of-Trip Facilities:

End-of-trip facilities such as bike parking, bike repair stations, and shower rooms are essential for every bike trip. To ensure that each building has bike parking, local governments may create an ordinance to make this practice commonplace and enforced.

Best practices:

The best practice for bike parking is an inverted U-rack



*Photo from Cycle Safe*

## Specific Concepts for Pedestrian Infrastructure

**Walkability:** To make a city walkable, the design of infrastructure must prioritize the movement of pedestrians over motor vehicles. Some examples of pedestrian infrastructure are:

- ✓ Raised Crossing
- ✓ Wider Sidewalks  
*Use of curb extensions at the intersection and midblock*
- ✓ At-Grade Crossing vs. Grade-Separated Crossing  
(underpass/footbridge)

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## D. Promoting Active Transport within the Community

Community is essential in building a 'cycling culture'. By its nature, active transport knits people together and allows them to forge fruitful connections with one another. Strengthening this sense of community is one of the best ways to promote active transport.



**Leadership, Events, Communities:** To champion active transport in a community, its local leadership must create a visible campaign. Events (public or private) such as weekend bike rides, historical walking tours, fiestas, bike buses, 'parking day' events can develop communities and build meaningful relationships.

*National Bike Day, photo from QC Green Transport Office*



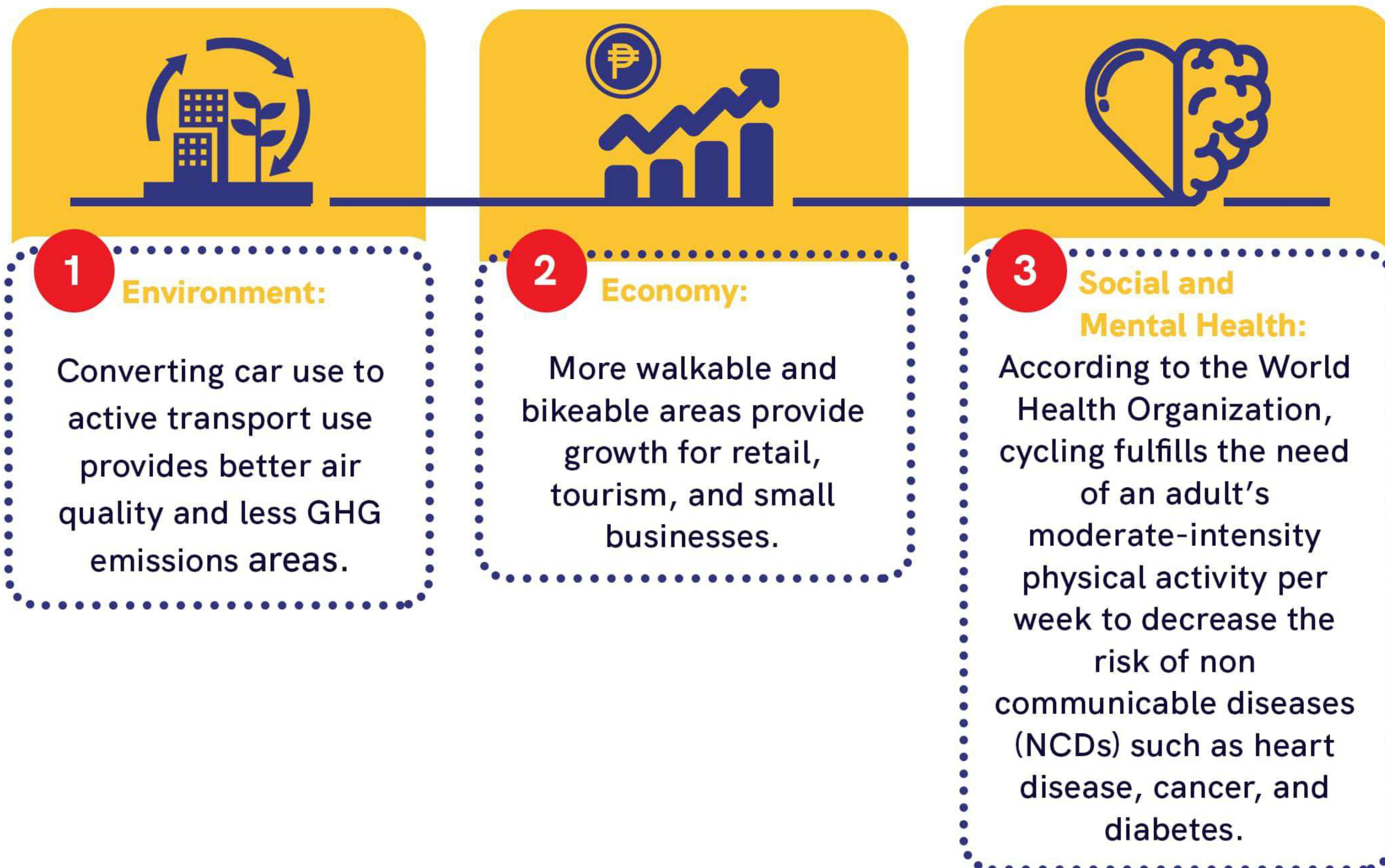
**Tourism and Logistics:** Bikes are also extremely useful devices for tourism and logistics purposes. Cycling tourism is popular in countries like Taiwan, the UK, and Germany. Logistics companies such as Zedify and UPS are also picking up the use of electric bikes for last-mile deliveries.

Photo from WIRED



## E. Effects and Benefits of Active Transport

Active Transport brings about several benefits to a community across various aspects such as the environment, the economy, and public health:



## F. What are best practices globally and nationally?



### Bogota, BRAZIL

**Car-free Sundays:** streets where people can bike, which stresses the importance of cycling and shows how a city can function without vehicles

- ✔ Promotes the inclusive use of cycling
- ✔ Used as a marketing and communications strategy for sustainable cities

**Tactical urbanism:** space in a roundabout was given more to pedestrians - turning it from a space to a place

- ✔ Completed through the use of curb extensions
- ✔ Increase in pedestrian capacity and safety
- ✔ Decrease in vehicle speeds and blind spots

*Image by Germán Sarmiento.*



## Utrecht, NETHERLANDS

Previous motorways turned into public and active transport only streets to increase the number of people moved and decrease air and noise pollution

- ✔ Focused on key access routes to the city center
- ✔ Motorists are naturally disincentivized due to being given the longer route

Vehicle parking in city centers turned into pedestrianized zones to increase foot traffic and promotion of local businesses

*Photo from The Independent*



## Tokyo, JAPAN

30kph slow streets

- ✔ Narrow streets to make driving uncomfortable
- ✔ Allows easy mix of road users due to slow speeds and minimal horizontal separation
- ✔ Active frontages and street corners to increase footer traffic and local businesses

*Photo from TimeOut*



# Chapter 4

## LOCAL GOVERNANCE FOR REIMAGINING TRANSPORTATION

### Local Governance

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#### A. Policy Background

Reforming our transportation system to become more sustainable and inclusive would require legal and policy support to ensure successful implementation. Here are some examples of national policies that bear the vision, principles, and guidelines of how public and active transport should be designed nationally.

#### National Policies for Public and Active Transport:

- 1 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”
- 2 Philippine Development Plan 2023-2028:
  - a. Chapter 2 | Promote Human and Social Development | Outcome 3: *“Provide public and active transportation links”*
  - b. Chapter 12 | Expand and Upgrade Infrastructure | Outcome 2:
    - i. *“Intermodal transport facilities will be constructed and upgraded to achieve seamless connectivity.”*
    - ii. *“Active transport networks will be developed.”*
    - iii. *“Reforms in the provision of public transport services will be strengthened.”*

Moreover, the following policies from the National Government serve as additional justification for active transport developments.

## Active Transport Policies

Policy	Involved Agencies	Involved Agencies
Joint Administrative Order No. 2020-0001: Guidelines on the Proper Use and Promotion of Active Transport During and After the COVID-19 Pandemic	DOH, DOTr, DILG, DPWH	Includes guidelines for bike lane development and promoting cycling
DILG Memorandum Circular No. 2020-100: Guidelines for the Establishment of a Network of Cycling Lanes and Walking Paths to Support People's Mobility	DILG	Mandates provinces, cities, and municipalities to develop cycling and walking paths in their localities
DPWH Department Order No. 88, S-2020: Guidelines on the Design of Bicycle Facilities along National Roads	DPWH	Standard guidelines for bike lanes, bike racks and other facilities; can be used for bike lane development ideally with other international standards and best practices

## B. Governance Framework

In reforming transport in a community, applying a governance framework that is most optimal for its local leadership is crucial. Staying guided by the pillars of this framework can be an effective way to successfully sustain programs and projects for public and active transport.

Here are some key principles in developing a governance framework:



*Photo from the Quezon City Government*

**1 Institutionalization:** Establish Legislation (i.e. Ordinances), Executive Orders, or other policies to formalize and sustain Public and Active Transport reforms. This can include a Transport Master Plan approved by the Local Council/Sanggunian.

**a.** Case study 1: 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*

- b.** Case study 2: 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...”*

Establishment of a Transport Office to handle Public and Active Transport planning, implementation, and operations.

- a.** 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.”*

- b.** Case study: Quezon City Traffic and Transport Management Department (Quezon City Ordinance No. SP-3134, S-2022)

An Ordinance establishing the Traffic and Transport Management Department (TTMD) with divisions including Transport Planning and Engineering, Monitoring and Enforcement, and Public Transport Operations.

## **2 Stakeholder Engagement**

- a.** Enables public participation and community planning
  - ICT as a tool to increase stakeholder reach and variety
- b.** Involves all population sectors for accessibility planning, especially vulnerable groups

### 3 Data Management

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

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

### 4 Infrastructure Development

- a. This also includes digital infrastructure such as the following that can enable easier data collection, analysis, and management to aid in decision-making:
  - i. ICT Technology for data collection and monitoring
  - ii. CCTV cameras & command center
  - iii. Digital traffic data collection and analysis

## **5** Capacity Building

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

## **6** Information and Education Campaign

- a.** Objective: To increase awareness of new public and active transport modes and services, increase their utilization, and ensure safe and efficient travel.
- b.** IEC campaign areas
  - i.** Promotion and encouragement of public and active transport
  - ii.** Road safety
  - iii.** Promoting new innovative transportation developments.
- c.** IEC campaign strategies
  - i.** Public advisories
  - ii.** Social media promotion
  - iii.** Informative signages
  - iv.** Events
    - 1.** Bike ride/tour
    - 2.** Weekend car-free streets
  - v.** Incentive schemes
    - 1.** To bike-to-work/school
      - Bike lessons as part of the physical education program
    - 2.** To bike shops



## C. Communicating Transport Reforms

In communicating transport reforms, it's important to first jump off from these foundational questions: *Bakit ba natin 'to ginagawa? Sino ang kausap natin? Tama ba ang ginagawa natin?* (Why are we doing this? Who is our audience? Are we communicating effectively?) Identifying first your objectives, audience, and medium is key to delivering an effective communications campaign.

- 1 **Information and Education Campaign.** With your team, identify what it is that you want to communicate with your audience.

*Is your objective to deliver a key message?*

*Is your objective to have a conversation with your audience?*

*Is your objective to change mindsets?*

- 2 **Audience: No one can talk to everyone.** Narrowing down the specific group of people you want to communicate to is essential in making your message delivery effective. This will help tailor-fit your messaging in a way that your audience can best understand and connect with your campaign.

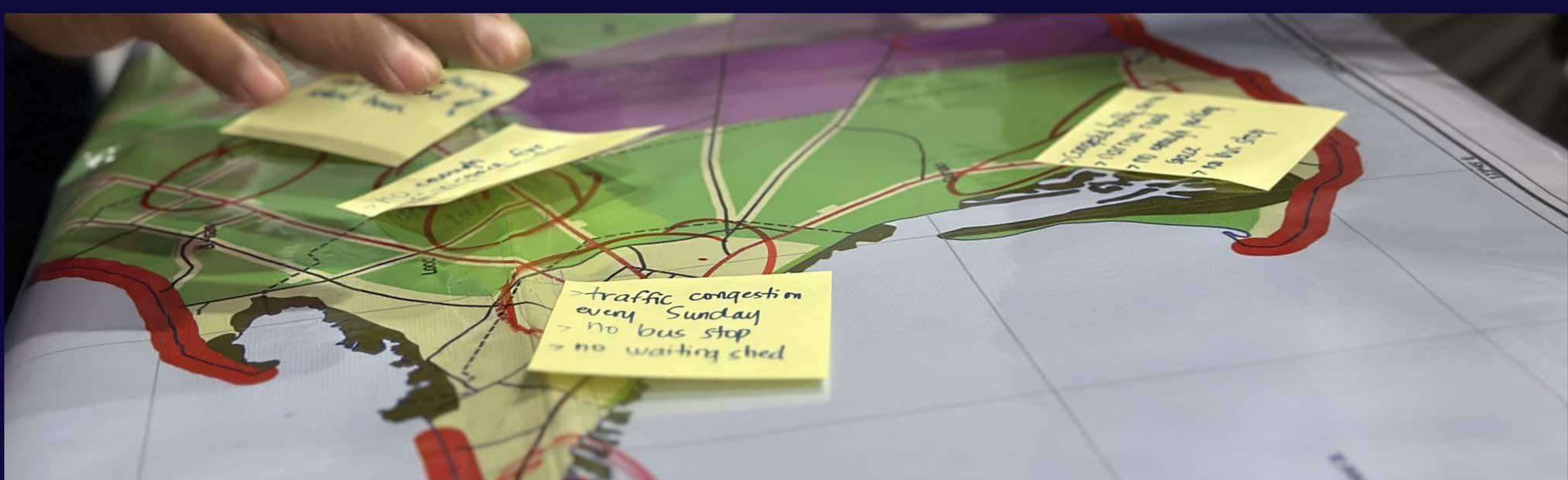
- 3 **Metrics:** It's also a good practice to set metrics that will measure the performance of your communications campaigns. For starters, you may first observe how many likes and follows your Facebook page's posts are obtaining. You may also measure the level of engagement of your audience by getting a pulse of their perceptions through their comments or feedback.

- 4 **Engagement:** While executing your campaign, it's important to keep in mind that communication is not a Public Announcement system – it's a conversation with your audience that goes both ways. It is good practice to elicit responses from your audience and to analyze the conversations you have with them.

- 5 Channels:** There are several channels by which you can reach your audience, depending on the objective of the campaign. Examples of channels are social media pages (ex. Facebook, Twitter), public consultations, face to face events, or even an SMS feedback system.
- 6 Feedback:** Lastly, establishing a feedback mechanism with your audience is important in effectively sustaining your campaign. You can source feedback through the comment sections on your social media pages, event evaluation forms, and via SMS. This allows your team to see which practices to continue and which ones you can improve on.



*Day 2 of Local Government on Smart Mobility at San Mateo, Rizal*



Day 2 of Local Government on Smart Mobility at Panglao, Bohol

# Chapter 5

## LOCAL GOVERNANCE FOR REIMAGINING TRANSPORTATION

Based on engagements with two local governments in the Philippines, a number of common challenges were identified with regards to pursuing mobility reforms in local governments.

### **Caught in the Status Quo and Current Practices**

Local governments persist in car-centric approaches due to a lack of exposure to alternatives. They adhere to existing and current practices because it's what they have been told before and what they are used to. For example, the belief that traffic can be solved by building more roads is a framework perpetuated through years of car-centric policies. It's what they see the national and local governments do. It's what past administrations have done. They follow suit despite the evidence and science that point against such interventions. Connected to this is the greater focus on "gray infrastructure" (i.e., roads, highways etc.) versus "green infrastructure" (i.e., trees, parks etc.) Unless someone tells them that there are other frameworks that can be used, they continue with what they're used to. Critical in this sense then is the introduction of alternatives and possibilities that are more people-centric so their imagination of what could be, can be expanded.

### ***"Disiplina" as a Narrative***

A common theme that arose in the workshops was "discipline". Discipline was frequently mentioned as the cause for the slow movement of vehicles along major thoroughfares - attributed to how public transport vehicles do not stop at the designated places to pick up passengers, or how tricycles ply through major roads. Traffic was associated with people not following the rules. As a response, greater emphasis is put on policies of enforcement and regulation. While to a certain extent there is validity in the narrative, it is also important to think of it in terms of system and design. Is the system of transportation encouraging people to follow the rules? Best practices in other countries would show that if you design your transport system in a way that supply is reliable where people do not need to fight over seats, people would wait in designated stops. Or if public transport drivers earn a fixed amount of salary per month, they would not need to race with one another to get passengers. Good behavior can be dictated by designing a system well.

### **Focus on Interventions that are “Physical”**

When talking about improving transportation services in localities, much of the focus is on “physical” aspects - roads, terminals, signages etc. Considering the infrastructure backlog in many cities of the Philippines, it’s not surprising that the focus is on such. Because of this, the less physical dimensions of transport services are neglected. For example, building the capacity of the local government for transport planning by hiring additional staff or institutionalizing a transport office is rarely mentioned in the action plans. Other dimensions to consider would be strengthening communications or even writing ordinances related to transportation. These aspects are critical if local governments want to ensure sustainability of their efforts to transform transportation in their jurisdictions.

### **Lack of Coordination between Local Government and National Government**

A common concern that came up in the engagements was the issue of coordination between local and national government, especially when it came to infrastructure development such as roads. In situations where the national government has a mandate over a certain road (i.e., national roads), projects are done (e.g. road widening) without consultations with the local government. This can lead to a mismatch in terms of prioritization and vision of development for the city (e.g. road widening vs. expansion of pedestrian walkways).

### **Uncommon Practice to Get People Involved in Matters of the City**

Consultations with the general public on issues of city planning such as transportation and mobility are not a common practice. However, based on the experience of engaging two local governments, its impact was great. Specific sectors and groups brought clear perspectives to the table, and at times, were powerful in shifting narratives towards greater sensitivity to the needs of the commuting public and vulnerable sectors. Nothing beats having people involved in identifying issues, and reimagining how they want their cities to be like.

# Chapter 6

## RECOMMENDATIONS AND MOVING FORWARD

Looking at the challenges faced by Local Governments, below are some recommendations that can be pursued as we move forward in reforming transportation in our cities:

### **Introduce and Promote Alternative Frameworks Based on Evidence and Science**

Introducing an alternative framework that shifts the focus from a car-centric to a more people-centric perspective provides local government units (LGUs) with the opportunity to reimagine and rethink their planning approaches. Emphasizing the importance of continually highlighting the impact of such a transition on the well-being of the people becomes crucial. This paradigm shift relies on evidence and science to inform policies and strategies and advocates for data-driven decision-making. By embracing this approach, LGUs can cultivate more inclusive and effective planning processes that prioritize the needs and experiences of the community - fostering sustainable and people-centric urban development.

### **From Moving Vehicles, to Moving People towards greater Accessibility**

Shifting our perspective from prioritizing the movement of vehicles to fostering the mobility of people and enhancing overall accessibility is a critical paradigm shift. This change is intricately linked to aligning our metrics to measure the movement of people rather than solely focusing on cars. Recognizing the importance of metrics in decision-making becomes evident as it guides the reorientation of what these measurements actually capture. By centering attention on the movement of people within their jurisdiction, decision-makers can redefine interventions to better address the needs and dynamics of the community. This holistic approach underscores the necessity of considering the human aspect in urban planning, ensuring that policies and strategies are tailored to enhance the overall well-being and mobility of the population.

### **Empowering the People for their Right to the City**

Empowering the voices of specific sectors and incorporating their perspectives, such as those from the elderly, the students, and differently-abled is crucial for fostering a more comprehensive approach to urban and transport planning.

By considering the unique needs and experiences of diverse demographics, planning efforts become more inclusive and responsive. Actively involving people in the process of fixing the transportation system is equally vital, as it not only promotes a sense of ownership, but also ensures that reforms are sustainable. Empowering individuals to participate in the planning process enhances the likelihood that developments align with the actual requirements and preferences of the community, contributing to the creation of more resilient and people-centric cities.

### **Building up Institutions towards Sustainable Reform**

The institutionalization of transport planning is paramount, involving the establishment of a dedicated transport office and the allocation of specialized staff to sustain ongoing efforts. Capacity-building within this team is essential, enabling them to critically rethink transportation strategies and reducing dependency on external consultants for transport planning. Strengthening the capacity of Local Government Units (LGUs) is imperative, allowing them to chart their own course in transportation planning rather than solely deferring to the plans outlined by the National Government. Ideally, local governments should be empowered to assert their autonomy, making informed decisions about their city's transportation infrastructure. This involves cultivating the capability to counter proposals and articulate their own vision, ensuring that their transportation plans align with the unique needs and aspirations of their city rather than merely conforming to pre-existing road-centric solutions.

### **Finding and Forming Champions in Local Governments**

Establishing champions within local governments is vital for successful transportation reform. This involves not only identifying a public champion for the change but also cultivating technical staff who fervently champion the reform frameworks. Transportation reform, given its complexity and potential resistance, relies heavily on individuals who can effectively communicate the benefits and navigate the intricacies of the proposed changes. These champions serve as advocates, driving the necessary momentum and support for transformative initiatives. Their dual role, as both influential figures and knowledgeable experts, is instrumental in overcoming challenges and ensuring the effective implementation of reforms in the transportation sector.





## Moving Forward

It's easy to think that transportation reforms are near impossible, when roads and infrastructure have already been built in front of us. But the fact is: transportation is dynamic and continuously evolving – there is always a window of opportunity to transform the way we move.

The good news is that local governments have the power and autonomy to enable these transformations. In creating a positive impact for a local community, rethinking and reimagining mobility is the first step. This was evident in how pilot LGUs Panglao and San Mateo opened up a space this year for learning and collaboration in improving their public transport, active transport, and local governance.

This shows that with enough political will and openness to improve mobility, your local area can start taking its first few steps towards sustainable and dignified people mobility. If Panglao and San Mateo were able to do it, then so can your LGU!



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# San Mateo, RIZAL



CAID Workshop on Smart Mobility  
Timberland Highland Resort





***The Mobility Handbook for Local Governments*** is a guidebook for local government units, development organizations, civil society organizations, advocacy groups, and individuals who are interested in transforming mobility in local communities. This handbook outlines guiding principles and case studies on how a local government may improve its transportation system in terms of active transport, public transport, and local governance. Any local government stakeholder may refer to this material to learn more about mobility transformations and to take inspiration from the local communities engaged in this handbook.

