

# Local Street View

Active Transport in the New Normal:  
An LGU Perspective

## Key changes in New Normal:

- Public transport is actually quite safe, but fear exists
  - Spreading events in transit seem to be linked to break rooms
  - Other countries' experience shows that public transport can be operated safely
- Philippine public transport has not completely recovered from Pre-COVID levels
- Work commuting by car seems to have declined

# New Priorities for Transport Authorities

- Cycling needs to be instituted as primary transport mode
  - Based on Pasig City surveys, bicycle mode share can easily double or triple depending on abstraction from pre-ECQ public transport mode share
  - Bicycles can have same range as public transport trips
  - Philosophy of Infrastructure First - lanes, intersections and parking
- Cities need to fully implement accessibility laws and infrastructure

# Pasig City Policy Initiatives

## Executive Issuances

- Declared cycling as essential travel, bike shops as essential business during ECQ and GCQ (allowed bike shops to open)
- Declared a protected bicycle network as a priority of Pasig City
  - 3 types of interventions: protected lanes, slow streets, and peoples' streets (no through traffic)
- Procurement of Bicycle Parking and Bike Lane Separators

Pasig City

High Priority

Cycling Network

Phase 1 - Blue

Phase 2 - Green

Phase 3 - Red

# What's next for Pasig?

- Build-out and Physical protection of bike lane network
- Installation of Public Bicycle Parking at government buildings and critical locations
- Implementation of “Slow Streets” and “Peoples’ Streets” Interventions



# Limited Bike Crossings

- Bikers share substandard, improvised crossing from JP Rizal to BGC along Lawton Road bridge construction site



## Bike Shops

- Bike shops are experiencing exceptionally high demand
- Government support of basic bicycle repairs could be warranted





## Bike Parking

- Bike Parking was insufficient pre-ECQ, now, more bike parking is needed than ever
- Most developments need at minimum 3x as much bike parking as previously required

# Growth of new bikers

- High growth in numbers of novice bikers, especially female bikers
- Cycling infrastructure should accommodate all ages and abilities to be truly inclusive



# Transport Scientists Must Shape the New Normal

- LGUs all require active transport planning
- Metropolitan areas need unified cycling policy
  - National-local road distinction in Metro Manila is largely obsolete, not a good distinction for planning bicycle network
  - Bicycles must be able to access the entire city
- Transport experts must count bicycles in studies
  - No bike counts in JICA MUCEP and MMDA AADT