



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

AUG 19 2020

**JOINT ADMINISTRATIVE ORDER**

No. 2020 - 0001

**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

safely reach their workplaces. This push must be aligned with the minimum public health standards set by the Department of Health (DOH) through Administrative Order No. 2020-0015. It is also necessary to provide the infrastructure for the safe use of active transport.

## **II. OBJECTIVE**

This Order aims to provide guidance for the promotion and safe use of active transport during and after the COVID-19 pandemic.

## **III. SCOPE AND COVERAGE**

The guidelines set forth by this Order shall cover all active and motorized transport users, commuters, pedestrians and all other road users, as well as implementing agencies and their concerned units.

## **IV. DEFINITION OF TERMS**

- A. Active Transport** refers to physical activity undertaken as a means of transport.
- B. Administrative Controls** refer to procedural interventions or modifications in policies, standards, and processes that are meant to reduce the frequency and severity of exposure to infectious diseases (e.g. hygiene and disinfection protocols, work shifting, etc.).
- C. Commuter** refers to a person that needs to travel from one place to another, often using a combination of transportation modes to get to their destination.
- D. Bicycle Lanes** refer to roads, streets, or pathways where motorized transport is not allowed to ensure the safety of bicycle users or those using light mobility transport vehicles such as scooters.
- E. Engineering Controls** refer to physical interventions or modifications in spaces or environments that are meant to prevent the transmission of infectious diseases (e.g. use of physical barriers, etc.).
- F. Grade Separated** refers to raised bicycle lanes, made of different paving materials, and/or pavement markings, which can be shared with sidewalks, that provide separation and protection from motorized transport.
- G. Light Mobility** refers to travel using electronic or non-motorized vehicles weighing not more than 100 kg.
- H. Motorized Transport** refers to travel using motorized vehicles weighing more than 100kg.
- I. Object Separated** refers to bicycle lanes that are built at the same level as the surface of the street, where a physical separation element (e.g. curb, planter, flex delineators) is installed.
- J. Pedestrian** refers to a person travelling on foot on a road, whether by walking or running. The term also refers to persons with disability who are moving on a road in a wheelchair or similar conveyance.
- K. Walking paths** refer to pathways which can be used by pedestrians.

## **V. GENERAL GUIDELINES**

1. All National Government Agencies (NGAs) and Local Government Units (LGUs) shall promote the use of active transport, such as walking, cycling, or

- using other forms of light mobility for transportation, during and after the COVID-19 pandemic.
2. LGUs are enjoined to provide a community-wide network of safe walking paths, bicycle lanes, and roads to enable travel entirely by foot, by bicycle, or by other forms of light mobility through their own ordinances.
  3. NGAs and LGUs shall allocate bicycle lanes and walking paths on roads under their jurisdiction, subject to the result of feasibility studies. In determining the feasibility of bicycle lanes and walking paths, the NGAs and LGUs shall take into consideration safety, social distancing measures, operating speed, volume and composition of traffic and carriageway width of the roadway.
  4. Traffic Enforcement agencies shall ensure that traffic rules in relation to the safety of active transport users are enforced.
  5. All road users shall observe physical distancing and respiratory hygiene practices, and other appropriate health interventions in the use of active transport.
  6. Proper waste disposal protocols shall be implemented in bicycle and pedestrian lanes to maintain cleanliness.
  7. NGAs and LGUs shall ensure the safety of pedestrians and commuters and the improvement of their travel time in all renovations of existing infrastructure or construction of new infrastructure.

## **VI. IMPLEMENTING GUIDELINES**

### **A. Commuting Using Bicycle Lanes**

#### **1. Bicycle Lane Construction**

- a. National roads or bridges under the jurisdiction of the Department of Public Works and Highways (DPWH) where the speed limit is 60 kilometers per hour (kph) or below, if feasible, shall allocate bicycle lanes made of colored asphalt or other similar materials that are protected from motorized vehicles using, in order of priority:

- (1) concrete barriers,
- (2) metal barriers,
- (3) traffic cones,
- (4) lane markers, lighting, and reflectors, among others,

LGUs are enjoined to install these lanes for national secondary roads, provincial roads, and city/municipal roads under their jurisdiction. DOTr and DPWH shall coordinate and jointly issue design standards for bicycle lanes taking into consideration safety, social distancing measures, operating speed, volume and composition of traffic and carriageway width of the roadway. For this purpose, DPWH and DOTr may assist the LGUs in ensuring compliance with this Joint Administrative Order.

- b. DPWH shall create protected bicycle lanes for roads and bridges within their jurisdiction, subject to its feasibility. For the purpose of this section, protected bicycle lanes are defined by their separation from the sidewalk and the roadway:

(1) All new proposed roads and existing roads for renovation may include bicycle lanes, preferably grade separated.

(2) Existing roads may be retrofitted with object separated bicycle lanes.

LGUs are strongly enjoined to create protected bicycle lanes within existing roads.

- c. DPWH shall improve existing bicycle lanes for roads and bridges within their jurisdiction to ensure the safety and improve the travel time impact of commuters. LGUs are enjoined to do the same for roads within their jurisdiction.
- d. A cycling/pedestrian network plan may be developed to show how the different bike lanes and pedestrian walkways interconnect different focal points of the area.
- e. For areas where dedicated bicycle lanes are not feasible, more stringent guidelines and protocols such as strict enforcement of speed limit, provision of a dedicated traffic enforcer, etc., shall be defined and implemented to accommodate mixed traffic.

## 2. Bicycle Support Infrastructure

- a. LGUs are enjoined to provide bicycle racks and strategic parking facilities for light mobility transport vehicles in every publicly-owned transportation hub or terminal; commercial, community, and activity center; and workplace. LGUs are likewise enjoined to incentivize the provision of said infrastructure in privately-owned facilities, to prevent illegal parking or possible congestion of bicycles and light mobility transport vehicles along the sidewalk. Such racks and parking facilities may be provided at street level if possible, and at most one level or floor above or below the street.
- b. LGUs are enjoined to provide showers and/or changing rooms for government employees, and to likewise incentivize the provision of said facilities in private workplaces as necessary.
- c. DPWH shall install crossing infrastructure that is safe and inclusive for all road users, including users of the bicycle lanes, and pedestrians based on its feasibility. At-grade crossing infrastructure shall be prioritized. Any crossing infrastructure that diverts people away from the street level must be designed to include bicycle ramps or other similar facilities, and in a way that enables independent use of a wheelchair to traverse it in a time that would be no more than double the time needed for an able-bodied person to cross at-grade. LGUs are enjoined to do the same for roads and areas within their jurisdiction.

### 3. Bicycle Lane Safety and Health Standards

- a. Motorized transport shall not be allowed to ride or park in bicycle lanes to ensure the safety of bicycle lane users.
- b. Traffic Enforcement agencies shall ensure that bicycle lanes are unobstructed by sidewalk vendors or vehicles.
- c. Bicycle users are highly encouraged to adhere to and implement safety guidelines and other safety devices (as reflected in Annex A).
- d. All users of bicycle lanes must observe physical distancing of at least one meter, and adhere to appropriate respiratory hygiene, such as no public spitting and proper cough etiquette. Bicycle users must wear face masks to decrease the chances of spreading COVID-19. To avoid experiencing difficulty in breathing, bicycle users are advised to bike in low to moderate intensity. Should they need to take a break to restore normal breathing, they may pause and stay in the pedestrian lane, provided that they strictly follow physical distancing.
- e. NGAs and LGUs are enjoined to prevent the congestion of roads by limiting the use of private motorized transport.

### B. Walking Paths

#### 1. Walking Path Construction

- a. NGAs and LGUs shall promote the use of walking paths for short-distance essential travel to prevent the spread of COVID-19.
- b. Walking paths are recommended to have a landscape/furniture zone for planters and/or trees which provide added protection from vehicular traffic, as well as shade. Public transport stops and waiting sheds, built or modified for the observance of physical distancing, can also be located here whenever appropriate. The design of these spaces must ensure ease of access for all individuals, including persons with disabilities.
- c. Roads with a speed limit under 60 kph and high volume of roadways in urban areas, if not yet constructed, may feature dedicated design of sidewalks, pedestrian infrastructure, and other accessibility facilities for persons with disabilities with engineering controls for the observance of physical distancing measures. Visual cues for foot traffic and unobstructed walking paths at least 2.5 meters wide in each direction may be installed.

- d. A cycling/pedestrian network plan may be developed to show how the different bicycle lanes and pedestrian walkways interconnect different focal points of the area.
- 2. Walking Path Support Infrastructure
    - a. Through the provision of raised pedestrian platforms, highly visible advance warning signages, adequate street lighting, mid-crossing refuges, traffic calming for motorized vehicles, and kerb outstands to reduce road pavement crossing width, safe intersections and pedestrian crossings shall be maintained or developed by the DPWH for national roads and bridges within their mandate or jurisdiction based on its feasibility.
  - 3. Walking Path Safety and Health Standards
    - a. Physical distancing, use of face masks, and proper respiratory hygiene, such as the prohibition on public spitting and the observance of proper cough etiquette, are mandated on walking paths.
    - b. For the benefit of pedestrians who are blind, LGUs are encouraged to develop tactile paving on sidewalks of high-volume transport corridors.

## **VII. ROLES AND RESPONSIBILITIES**

### **A. The Department of Transportation shall:**

- 1. Promote the use of active transport for commuters for the purposes of this Order;
- 2. Inform the public of the proper use and maintenance of bicycles and light mobility transport vehicles;
- 3. Provide technical assistance on the protocols and guidelines for the use of active transport for commuters;
- 4. In coordination with the DPWH, issue design standards for bicycle lanes and pedestrian infrastructure for national and local roads and bridges taking into consideration safety and social distancing;
- 5. Monitor the implementation of the policy and consolidate reports and recommendations from and LGUs;
- 6. Provide capacity building together with DPWH on the proper and safe use of bicycle lanes and walking paths; and
- 7. Facilitate the planning, identification, implementation, and construction of bikeways and walkways especially in inter-city road networks.

### **B. The Department of Interior and Local Government:**

- 1. Promote and monitor the enactment of active transport ordinances by LGUs;
- 2. Ensure that law enforcement agencies strictly enforce traffic laws and do not allow motorized transport in bicycle lanes; and
- 3. Ensure that law enforcement agencies maintain that bicycle lanes and walking paths are unobstructed by sidewalk vendors or vehicles.

**C. The Department of Health shall:**

1. Continue to update the set minimum public health standards based on most recent evidence available and issue succeeding updates through appropriate policy issuances;
2. Provide technical assistance in developing health standards, protocols, and guidelines on the use of active transport and development of safe transportation during the COVID-19 pandemic; and
3. Monitor and evaluate relevant health data such as number of injuries, and areas of accidents, among others, in the enactment of active transport.

**D. The Department of Public Works and Highways shall:**

1. Ensure the provision of sufficient bicycle lanes or bikeways for national roads, bridges and under its jurisdiction subject to section VII, D-5 hereof;
2. In coordination with the DOTr, issue design standards for bicycle lanes and pedestrian infrastructure for national and local roads and bridges taking into consideration safety and social distancing measures;
3. In coordination with DOTr and LGUs, provide assistance to the LGUs in ensuring compliance with the provisions of this Joint Administrative Order;
4. Construct or repair walking paths to accommodate expanded foot traffic for the conduct of physical distancing of pedestrians and commuters, among others for national roads and bridges under its jurisdiction and mandate subject to availability of funds for its purpose;
5. Conduct design and feasibility study of bicycle lanes and/or walking paths for national roads and bridges under its jurisdiction or mandate. In conducting its feasibility studies, the DPWH shall take into consideration safety, social distancing measures, operating speed, volume and composition of traffic and carriageway width of the roadway, among others;
6. Ensure that national roads and bridges under its mandate or jurisdiction shall provide the minimum required walking and cycling infrastructure, as may be feasible;
7. Provide capacity building together with DOTr on the proper and safe use of bicycle lanes and walking paths.

**E. Local Government Units are strongly enjoined to:**

1. Review existing transportation ordinances and local transportation plans to assist in the development of counterpart local ordinances to ensure compliance with national directives at the local level;
2. Coordinate with other LGUs to rationalize inter-city bicycle routes and walking paths in metro areas such as Metro Manila, keeping in mind commuters' safety and travel time;
3. Incentivize the provision of cycling racks and showers in commercial, community, and activity centers; workplaces; and buildings;
4. Provide infrastructure for active transport and walking paths;
5. Assist and coordinate with the NGA in providing and facilitating the necessary permits for the construction of bicycle lanes and walking paths within their area of jurisdiction.

6. Ensure availability of right of way for the construction of bicycle lanes and walking paths within their jurisdiction.
7. Maintain the bicycle lanes and walking paths located in their jurisdiction.
8. Coordinate with NGAs in carrying out these guidelines; and
9. Ensure immediate and widest dissemination of these guidelines to all units/sectors within their jurisdiction.

**VIII. REPEALING CLAUSE**

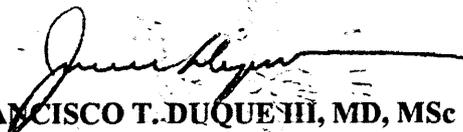
Other related issuances not consistent with the provisions of this Order are hereby revised, modified, or rescinded accordingly. Nothing in this Order shall be construed as a limitation or modification of existing laws, rules, and regulations.

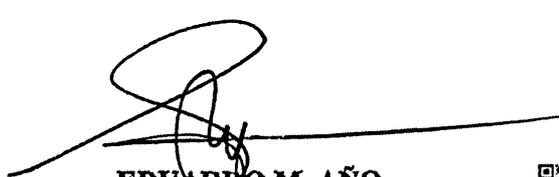
**IX. SEPARABILITY CLAUSE**

Should any provision of this Order or any part thereof be declared invalid, the other provisions, insofar as they are separable from the invalid ones, shall remain in full force and effect.

**X. EFFECTIVITY**

This Order shall take effect immediately.

  
**FRANCISCO T. DUQUE III, MD, MSc**  
*Secretary*  
 Department of Health

  
**EDUARDO M. AÑO**  
*Secretary*  
 Department of Interior and Local  
 Government



  
**ARTHUR P. TUGADE**  
*Secretary*  
 Department of Transportation

  
**MARK A. VILLAR**  
*Secretary*  
 Department of Public Works and Highways

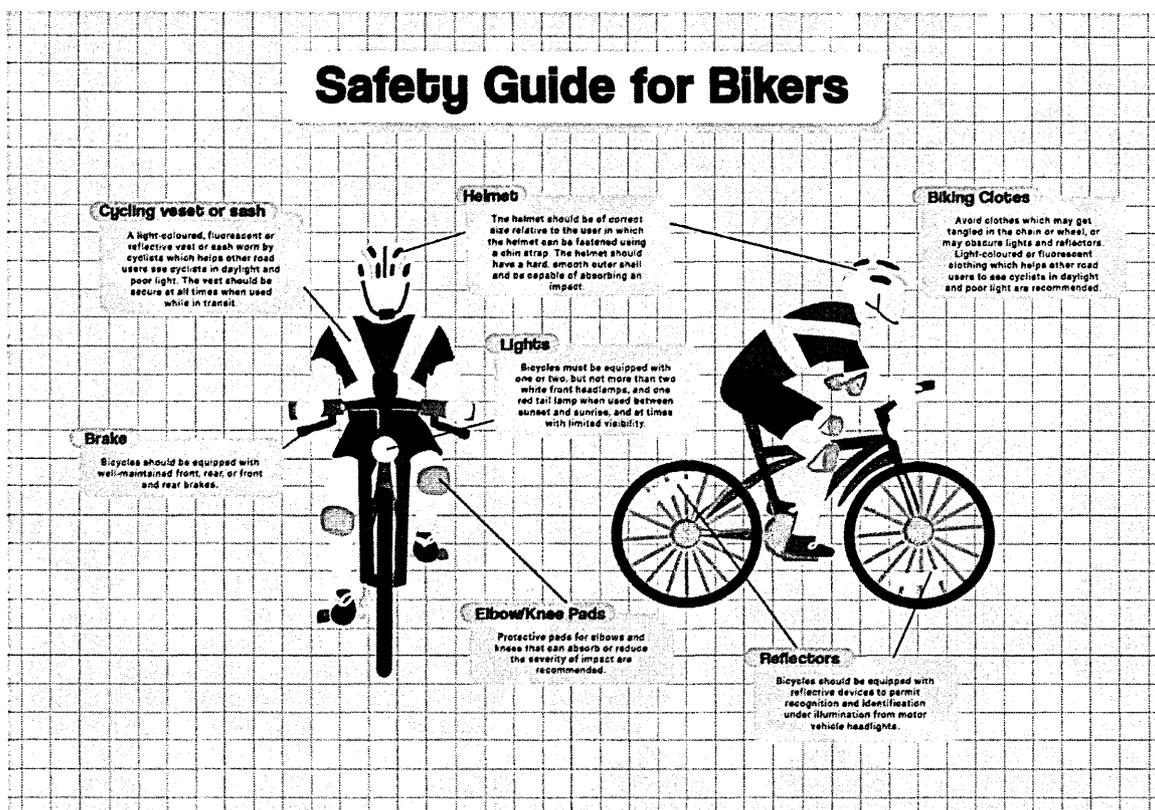
Department of Public Works and Highways  
 Office of the Secretary

  
 OUT0\$93212



  
 DOT-OSEC OUTGOING 20-00931

## Annex A. Safety Guide for Individuals Travelling in Bicycle Lanes

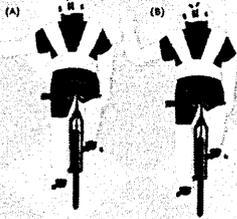


Equipment / Gear	Description
Brake	Bicycles should be equipped with well-maintained front, rear, or front and rear brakes.
Helmet	The helmet should be of correct size relative to the user in which the helmet can be fastened using a chin strap. The helmet must have a hard, smooth outer shell and be capable of absorbing an impact.
Lights	Bicycles should be equipped with one or two, but not more than two white front headlamps, and one red tail lamp when used between sunset and sunrise, and at times with limited visibility.
Reflectors	Bicycles should be equipped with reflective devices to permit recognition and identification under illumination from motor vehicle headlights.
Cycling vest or sash	A light-coloured, fluorescent or reflective vest or sash worn by cyclists which helps other road users see cyclists in daylight and poor light. The vest must be secure at all times when used while in transit.
Elbow/knee pads	Protective pads for elbows and knees that can absorb or reduce the severity of impact are recommended.
Biking clothes	Avoid clothes which may get tangled in the chain or wheel, or may obscure lights and reflectors. Light-coloured or fluorescent clothing which helps other road users to see cyclists in daylight and poor light are recommended.

# Basic Hand Signals for Bikers

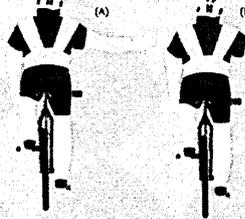
Traffic signals must be done clearly and early enough for other road users to react.

## Signaling Left



Signal left by (A) extending your left arm straight to the side or (B) by upturning your right arm 90 degrees (like making a pledge).

## Signaling Right



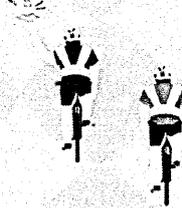
Signal right by (A) extending your right arm straight to the side or (B) by upturning your left arm 90 degrees (like making a pledge).

## Stopping / Slowing Down



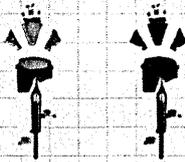
Signal stopping or slowing down by turning your left arm downward 90 degrees, with your palm facing the rear.

## Calling Out Hazards



If riding with a group, point to and call out hazards to other cyclists.

# Basic Health Reminders for Bicycle Users



Cyclists are required to maintain at least one meter distance on all sides from other cyclists and pedestrians. Gatherings of more than 10 people are not allowed.



Cyclists are advised to regularly disinfect their bicycles after each use, or when coming home.



Cyclists are strictly prohibited from smoking in all public areas, including the road. Disposal of cigarette butts on the road is also strictly not allowed.



Cyclists are required to use clear universal hand signals to communicate with other cyclists, motorists, and pedestrians (see Annex B).



Cyclists are highly encouraged to wear or install on their bicycles safety gear: closed shoes, helmets, and brass. Reflectors and lights are also encouraged for night cycling. Cyclists who do not have this safety gear are encouraged to stay on the inner bicycle lane to avoid collision with motor vehicles (See Annex A).



Cycling in strong rain is not recommended. Cyclists are advised to seek shelter and wait out the rain before resuming. Those who decide otherwise are highly encouraged to have complete safety gear and to bike slowly.



Cyclists are required to follow basic respiratory etiquette while on the road: Tissues or the inner portion of the elbow must be used to cover nose and mouth when sneezing or coughing. Hands must be disinfected, and used tissues must be disposed of properly. Disposal of used tissues, sneezing, or spitting on the streets are strictly not allowed.



Wearing a mask is not recommended while an individual is cycling. However, cyclists are required to wear masks when not in transit (i.e. at traffic stops, waiting or parking areas).

## **Annex B. Template Ordinance for Local Government Units**

**Session No.**

**EXCERPT FROM THE MINUTES OF THE REGULAR SESSION OF THE  
[NUMBER] SANGGUNIANG [UNIT] OF THE [LGU] HELD AT  
[LOCATION] ON [DATE]**

**WHEREAS**, on 8 March 2020, President Rodrigo Roa Duterte declared a State of Public Health Emergency throughout the country due to COVID-19, and enjoined all government agencies and local government units (LGUs) to render full assistance and cooperation and mobilize the necessary resources to undertake critical, urgent and appropriate responses and measures to curtail and eliminate the COVID -19 threat;

**WHEREAS**, on 17 March 2020, the Inter-Agency Task Force (IATF) and the Department of Transportation (DOTr) suspended all forms of public transportation, as the entire island of Luzon was placed under "Enhanced Community Quarantine" (ECQ).

**WHEREAS**, in anticipation of the downgrading of ECQ to a General Community Quarantine (GCQ) in some localities, the DOTr issued guidelines for the road transport sector on 30 April 2020, and encouraged the use of bicycles and similar devices, further LGUs were tasked to identify bike-lanes, or bike-only roads.

**WHEREAS**, the World Health Organization and the Department of Health encourage using bicycles or walking during the COVID-19 pandemic, whenever possible, as these provide physical distancing while helping to meet the minimum requirement for daily physical activity.

**WHEREAS**, the Local Government Code (the Code) in Section 16 provides that local governments shall exercise powers necessary, appropriate or incidental for its efficient and effective governance, and those which are essential to the promotion of general welfare.

**WHEREAS**, Section 17 of the Code states that local governments are granted powers to discharge functions and responsibilities to provide basic services and facilities. These include infrastructure intended to service the needs of the residents and which are funded out of local government funds, such as but not limited to roads and bridges. These also include infrastructure projects funded by the national government where the LGU is the designated implementing agency. Further, an

LGU has the power and responsibility to provide adequate communication and transportation facilities.

**WHEREAS**, with these powers, this Municipality/City implements the provision of a network of bike lanes and improved sidewalks to support peoples' mobility using this Ordinance's procedures and technical specifications necessary for this adaptation and transition to the "new normal."

**NOW, THEREFORE**, on motion of [Name], seconded by [Name], be it **RESOLVED** to enact the following:

**Ordinance No. \_\_\_\_**  
**Series of \_\_\_\_**

**AN ORDINANCE ESTABLISHING A NETWORK OF BICYCLE LANES  
AND IMPROVED PEDESTRIAN WALKWAYS TO SUPPORT PEOPLE'S  
MOBILITY  
IN THE NEW NORMAL**

**CHAPTER I. GENERAL PROVISIONS**

**Section 1. Short Title.** This ordinance shall be called the Bicycle Lanes Ordinance of 2020.

**Section 2. Declaration of Principles and Policies.** It is the policy of the City/Municipality to promote the active, safe, and efficient mobility of all people within its jurisdiction. Towards this end, the City/Municipality shall adopt:

- a. A healthy approach to people's mobility, where active and healthy modes of transport through increased physical activity are promoted and institutionalized in the City/ Municipality; and
- b. A people-oriented road network and design, such that safe, efficient, and convenient mobility of pedestrians, cyclists, and other vulnerable road users are prioritized over the mobility of private motorized vehicles.

**Section 3. General Objectives.** This Ordinance seeks to:

- a. Provide people on bicycles and light mobilities with direct access to the entire city and essential service establishments, such as, but not limited to: (i) Hospitals; (ii) Public markets; (iii) Schools; (iv) Transport terminals; (v) Government centers and offices; (vi) Historical and heritage sites; and (vii) Local tourist destinations. Direct access means that the preservation of direct routes for bicycles and light mobilities shall be preferred over the diversion of bicycle traffic in favor of reduced travel time for motor vehicles;

- b. Provide pedestrians, cyclists and other vulnerable road users, such as the elderly and those living with physical disability, with safe, efficient, convenient, and just access to the streets within the City/ Municipality;
- c. Ensure that the vulnerable road users, during their transport experience, are safe and protected from any road-related injuries that may involve higher-speed motorized vehicles; and
- d. Promote healthy and active transport methods to commuters and other daily road users, without compromising the safety, comfort, ease, and time or duration of travel.

**Section 4. Definition of Terms.** As used in this Ordinance, the following terms shall mean:

- a. **Active transport** refers to physical activity undertaken as means of transport.
- b. **Commuter** refers to any person who travels from one place to another, often using a combination of transportation modes to get to his/her destination.
- c. **Bicycle lanes** refer to roads, streets, or pathways where motorized transport is not allowed, to ensure the safety of bicycle users or those using light mobility transport such as kick scooters and skateboards.
- d. **Light mobility** refers to travel using electronic or non-motorized vehicles weighing not more than 100 kg.
- e. **Pedestrian** refers to any person who uses the shared paths or sidewalks.
- f. **Walking paths** refer to pathways which can be used by pedestrians.
- g. **Motorized transport** refers to motorized vehicles weighing more than 100 kg.

## CHAPTER II. THE ACTIVE MOBILITY COMMITTEE

**Section 5.** The local Active Mobility Committee, hereinafter referred to as the Committee, is hereby convened, or an equivalent among the existing local committees hereby designated, to identify, establish, and maintain a bike lane network, as well as develop and maintain pedestrian walkways. The Committee, to be constituted, convened, and/or designated by the [City/Municipal Mayor or Provincial Governor], shall be composed of the following:

- a. **Chairperson** – Local Chief Executive or deputy;
- b. **Secretary** – Legal Officer;
- c. **The Engineer;**
- d. **The Planning and Development Officer;**
- e. **The Budget Officer;**
- f. **The Traffic Officer;**
- g. **The Health Officer** or representative;
- h. One (1) representative from and selected by the **Sanggunian;**
- i. One (1) representative from the **Sangguniang Kabataan;**
- j. One (1) representative from the **local cycling group;**
- k. One (1) representative from the **persons-with-disability (PWD) group;**
- l. One (1) representative from the **women’s group;** and,

- m. One (1) representative from the **senior citizens group**.

A quorum of the Committee shall be composed of a simple majority of all voting members. The Chairperson shall vote only in case of a tie.

**Section 6.** The Committee shall lead the development of the Bicycle Lanes Network Master Plan, which shall be consistent with the LGU's existing Local Public Transport Route Plan (LPTRP). For this purpose, the Committee shall: (a) determine sections of existing roads that may be developed into a continuous bicycle lane and pedestrian walkway network; (b) adopt traffic engineering solutions that will complement and support safe biking and walking; (c) identify local budget items for the development of bike lanes and improvement of walking paths; (d) approve the technical specifications prepared by the LGU Engineer or other such entity assigned, in order to facilitate procurement or other administrative processes, as may be required; (e) initiate communication and education campaigns promoting the proper use of cycling and walking facilities; and (f) regularly oversee monitoring activities related to the implementation of this Ordinance.

### **CHAPTER III. BICYCLE LANE NETWORKS AND PEDESTRIAN WALKWAYS**

**Section 7. Identifying and Establishing a Bike Lane Network.** The City/Municipality, through the Committee, shall review all roads within its area of jurisdiction and determine sections that may be developed into a continuous bike lane network.

**Section 8. Complementary Traffic Engineering and Infrastructure Solutions.** The City/ Municipality, through the Committee, shall adopt traffic engineering solutions that will prioritize, complement, and support safe and efficient biking and walking. Any such solution shall (a) be supported by an appropriate traffic study, and/or (b) form part of the LGU's Local Public Transport Route Plan (LPTRP).

All road infrastructure to be used by people on bicycles shall conform to one of the following categories:

- a. **Protected Bike Lanes and Assigned Walkways on Existing Road Spaces with four or more lanes**
  - i. A minimum width of 1.5 meters for one-way cycle tracks, and 2.4 meters for two-way cycle tracks shall be assigned as dedicated bike lanes, and protected accordingly from motor vehicle lanes, using barriers, traffic cones, or lane markers, with barriers being the most prioritized.
  - ii. A minimum of 1.5 meters, excluding furnishing zones assigned for trees, poles, lights, and hydrants, shall be assigned as a walkway for pedestrians.
  - iii. Vehicular and motorcycle speed limit of 30 kilometers per hour, and an active transport speed of up to 22 kilometers per hour shall be implemented.

- iv. The Traffic Management Office, City/Municipal Engineering Office, Environment Office, and all Barangays are immediately directed to facilitate the creation of protected bike lanes on all such roads with the assistance of the Philippine National Police.
- b. Slow Streets.** Slow streets are streets or roads wherein the minimum width of 1.5 meters prescribed for one-way bicycle lanes may not be feasible, and where speed limits at low levels shall be required among motor vehicles to allow for safe mixing with bicycle traffic.
- i. Design interventions and traffic calming schemes shall be incorporated to slow traffic to walking speed (10 kilometers per hour or less) upon entering the street.
  - ii. Vehicular and motorcycle speed limit of 20 kilometers per hour for all through traffic, and a bike speed of up to 15 kilometers per hour shall be implemented on Slow Streets.
  - iii. The Traffic Management Office, City/Municipal Engineering Office, Environment Office, and all Barangays are directed to evaluate and recommend candidate streets, and facilitate transition of identified streets into Slow Streets even after the lifting of community quarantine.
- c. People's Streets.** People's streets are streets or roads where motor vehicle through traffic is not permitted, and the only kind of motor vehicle traffic allowed is access by residents of the street, emergency vehicles, or light delivery vehicles by commercial establishments during off-peak hours.
- i. Design interventions and traffic calming schemes shall be incorporated to slow down incoming vehicular traffic to walking speed upon entering the street. Traffic by walking, cycling or light mobility shall continue to be permitted.
  - ii. Roads identified for this intervention must be a result of a city- or municipal- wide traffic study for the new normal, preferably roads with a large number of residences whose doors open directly into street, and high foot traffic leading to establishments along the street.
  - iii. Operation of businesses with zero car parking spaces shall be permitted.
  - iv. An active mobility speed of up to 15 kilometers per hour shall be implemented. Permitted motorized vehicles shall follow a 10 kph speed limit when inside People's Streets.
  - v. The Traffic Management Office, City/Municipal Engineering Office, Environment Office, and all Barangays are directed to evaluate and recommend candidate streets, and facilitate transition of identified streets into People's Streets even after the lifting of community quarantine.
- d. Safe Intersections**
- i. The City/Municipality shall evaluate all intersections, particularly intersections with high traffic levels, to ensure that cyclists and pedestrians are able to safely cross and change directions, at-grade. If

the City/Municipality shall design an intersection requiring the use of a footbridge or other different-grade crossing infrastructure, the design decisions must be documented and submitted to the Department of Interior and Local Government (DILG) and Department of Public Works and Highways (DPWH).

- ii. Any crossing infrastructure that diverts pedestrians or people on bicycles away from street level must be designed such that it: (a) incorporates bicycle- friendly design i.e. inclusion of bicycle ramps; (b) enables independent use of a wheelchair to traverse it in a time that would no more than double the time needed for an able-bodied person to cross at-grade; and, (c) is developed with accessibility infrastructure for people on wheelchairs, and must be compliant with all existing laws and design standards regulating the design of such infrastructure.
- iii. The provision of bike boxes on road intersections shall be adopted where possible.
- iv. Traffic signals shall be timed to allow bicycles and pedestrians a safe and reasonable time to cross intersections before motor vehicles, to avoid traffic conflicts.
- v. To improve safety of cyclists and pedestrians crossing on intersections, motor vehicles shall not be allowed to turn right on a red signal. Entities in charge of operating traffic signals, such as the Traffic Management Office, local Command and Control Center, or any such entity that has control and/or ownership of the traffic signal light in the City/Municipality, shall utilize the appropriate traffic signal timing which prioritizes cyclists and pedestrians.

***Section 9. Bike Lane and Sidewalk Designs.*** The design of bike lanes and sidewalks must comply with the design standards provided by the DOTr and the DPWH. These standards must take account for safety, social distancing measures, operating speed, volume and composition of traffic and carriageway width of the roadway.

***Section 10. Traffic Signages.*** To ensure the safety of all road users, appropriate traffic lights and signages shall be installed to indicate bicycle lane and motor vehicle lane signals, speed limits, and other traffic rules. The same shall indicate the beginnings and ends of special road categories set out in Section 8 of this Ordinance. Where traffic lights and/or signages cannot be installed, traffic enforcers must be deployed for purposes of these rules.

***Section 11. Maintenance of Bicycle Lane Network.*** The City/Municipality, through the Traffic Management Office or such other relevant offices, shall strictly and effectively implement the following for the maintenance of the bicycle lanes and pedestrian walkway networks. Penalties, as applicable, for the violations of the provisions herein are set out in Section 16 of this Ordinance.

- a. Dedicated bicycle lanes and/or pedestrian walkways in existing road spaces shall be protected at all times from the entry of or use by any motorized transport vehicle.

- b. All road spaces designated as bicycle lanes and/or pedestrian walkways shall be cleared of any illegal obstruction, including, but not limited to illegally parked cars, pursuant to DILG Memorandum Circular No. 2020-027.
- c. All at-grade and/or object separators, crossing infrastructures, and other engineering solutions installed to support the establishment of the bicycle lane networks shall be routinely inspected by the Traffic Management Office or other relevant offices to ensure the protection of cyclists, pedestrians, and other vulnerable road users.
- d. LGUs shall ensure that designated stops for Public Utility Vehicles (PUV) are incorporated into the road design without obstructing bicycle lanes. LGUs may opt to use lane markers or other engineering solutions in ensuring the aforementioned.

***Section 12. Personal Protective Gear.*** To further ensure safety, the use of standard and age- or user-appropriate personal protective gear, including, but not limited to closed shoes, helmets, head gears, and bicycle lights or reflectors, shall be encouraged among cyclists and other users of the bicycle lanes. Minors below the age of 18 using bicycle lanes on major roads shall be required to use the appropriate protective gears.

***Section 13. Auxiliary Programs, Projects, and Activities.*** The City/Municipality, in support of the implementation of the bicycle lane and pedestrian walkway networks, shall endeavor to:

- a. Install safe, sufficient, and proper bike use facilities, such as bicycle parking spaces, bike racks, and shower and change rooms in strategic locations accessible to cyclists, including, but not limited to government centers and public establishments.
- b. Develop incentive mechanisms to encourage private entities, office establishments, and commercial buildings to provide the same bike use facilities to promote active transport among their clients and employees.
- c. Develop and implement a local bike sharing program, to encourage active transport within the City/Municipality.
- d. Invest in and strategically distribute free bike units and bike accessories to local government employees and students in local public schools.
- e. Implement training and information campaigns, programs, projects, or activities which educate citizens on road safety and proper etiquette for walking, biking, and driving, and promote healthy lifestyle and active transport.

**Section 14. Emergency Services.** Emergency medical services shall be made available by the LGU for all road users, including cyclists and pedestrians, in case of road collisions.

#### CHAPTER IV. ENFORCEMENT AND PENALTIES

**Section 15. Enforcement and Penalties.** Any violation of the provisions of this Ordinance and other existing rules relative to the implementation of the bicycle lane and pedestrian walkway networks, shall incur the corresponding penalties as herein provided:

- a. Any motorist who:
  - i. Obstructs or parks in protected bike lanes and pedestrian walkways shall be liable for *obstruction of roadways* under existing City/Municipality ordinances and DILG MC No. 2020-027, and shall be subject to appropriate action and penalties;
  - ii. Makes right turns when the traffic light is red shall be liable for *violation of no left or right turn* under existing City/Municipality ordinances, and shall be subject to appropriate action and penalties;
  - iii. Drives through a Slow Street above the allowable speed limit shall be liable for *violation of speed limits* under existing City/Municipality ordinances, and shall be subject to appropriate action and penalties;
  - iv. Drives through a People's Street when not a resident shall be liable for *driving onto a place not intended for traffic* under existing City/Municipality ordinances, and shall be subject to appropriate action and penalties;
  - v. Collides with a cyclist or pedestrian in a bike lane, a pedestrian walkway, a Slow Street, or a People's Street, shall be considered to have committed the offence of *reckless driving* under existing City/Municipality ordinances, in addition to other offences for which said driver may be liable, and shall be subject to appropriate action and penalties.
- b. Any cyclist or user of light mobility vehicle who:
  - i. Crosses the intersection or jumps on red light signal on major roads shall be liable for *disregarding traffic signs* under existing City/Municipal ordinances, and shall be subject to reprimand or any such action or penalty as applicable;
  - ii. Crosses major roads at-grade, when prohibited and when proper crossing infrastructure are provided, shall be liable for *unauthorized*

*crossing* under existing City/Municipal ordinances, and shall be subject to reprimand or any such action or penalty as applicable;

- iii. Fails to make proper, clear, and timely hand signal when changing or exiting the bike lane, resulting in crashes with motor vehicles or pedestrians, shall be liable for *failure to give proper signal* under existing City/Municipal ordinances, and shall be subject to reprimand or any such action or penalty as applicable; and
- iv. Rides their bicycle when drunk, resulting in collisions with motor vehicles or pedestrians, shall be liable for driving under the influence of alcohol, dangerous drugs or similar substance under existing City/Municipal ordinances, and shall be subject to reprimand or any such action or penalty as applicable.

## **CHAPTER V. MONITORING**

***Section 16. Reporting and Monitoring.*** The City/Municipality, through the Local Government Operations Officer (LGOO) and in coordination with the Committee, shall regularly monitor the implementation of the bicycle lane and pedestrian walkway networks, and other indicators related to components of this Ordinance. Feedback from the public shall be incorporated into the monitoring process. Monitoring data shall be consolidated by the Committee and reported on a regular basis by the City/Municipality to the relevant regional National Government Agencies (NGAs).

## **CHAPTER VI. APPROPRIATIONS**

***Section 17. Appropriations.*** The funding necessary to implement the provisions of this Ordinance, to establish and maintain bicycle lanes, to improve sidewalks, and to implement other related programs, may be sourced from the following, in order of priority:

- a. The LGU's annual Internal Revenue Allotment (IRA);
- b. Total collections from penalty fees incurred through road users' violation of traffic rules related to bicycle lane and bicycle use;
- c. Local parking levies;
- d. National Government subsidies to related programs, projects, and activities through the relevant agencies; and/or,
- e. Supplemental funding requests from relevant NGAs.

## CHAPTER VII. MISCELLANEOUS PROVISIONS

***Section 18. Implementing Rules and Regulations (IRR).*** The City/Municipal Mayor may issue appropriate and relevant rules and regulations, as necessary for the proper implementation of any and all provisions of this Ordinance.

***Section 19. Repealing Clause.*** All other orders and issuances, or parts thereof, inconsistent herewith are repealed, amended, or modified accordingly.

***Section 20. Effectivity.*** This ordinance shall take effect (*immediately upon its approval OR on [insert date]*).