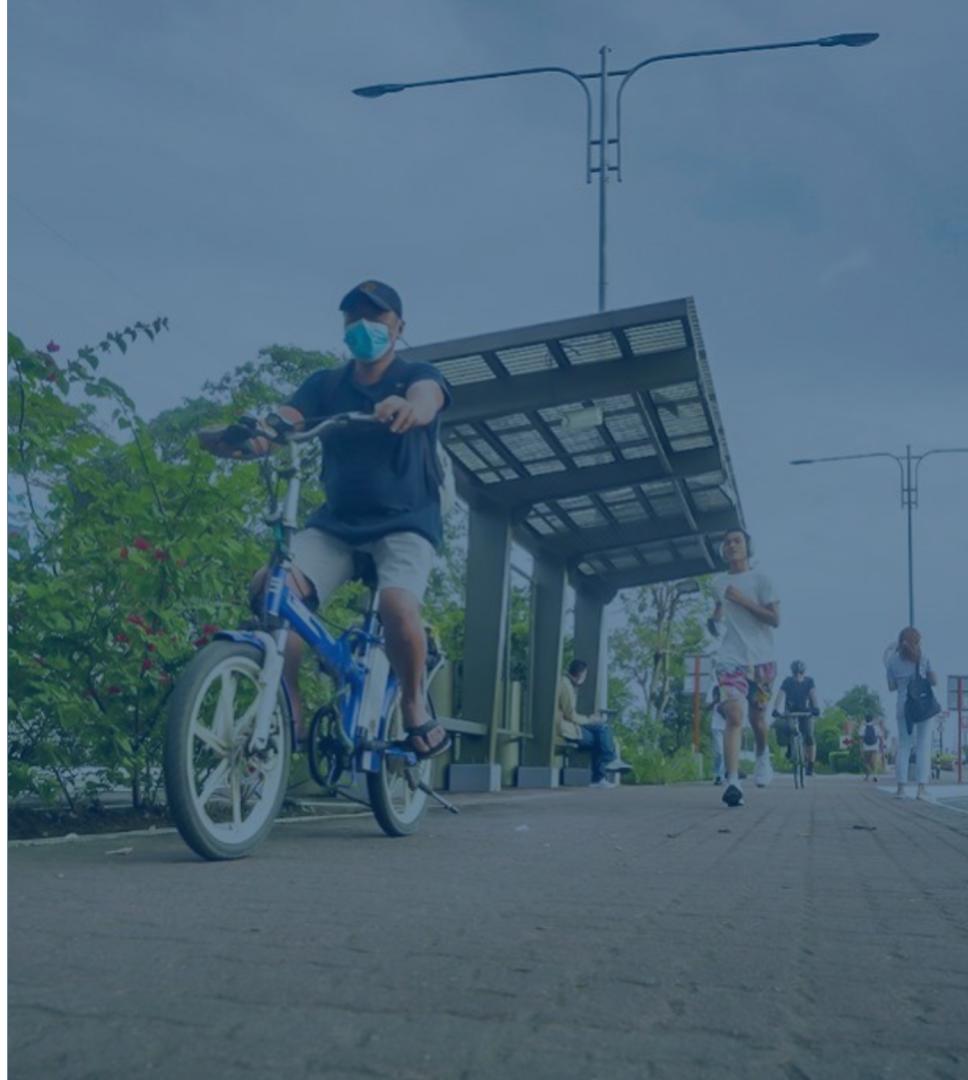


Government's Role in Promoting Active Transport

05 October 2024



Presentation Outline

- **Policies on Active Transport**
- **Benefits of Active Transportation**
- **Bike Lane Network Planning**
- **Infrastructure and Network Design**
- **Policy Development**
- **Communications**

DOTr's Projects on Urban Mobility

ROAD TRANSPORT PROJECTS



INTERMODAL TERMINAL EXCHANGE



BUS RAPID TRANSIT



BUSWAY



ACTIVE TRANSPORT PATHS



ELEVATED WALKWAYS

ROAD TRANSPORT PROJECTS

PUV MODERNIZATION PROGRAM



Policies on Active Transport

POLICIES ON ACTIVE TRANSPORT



Philippine Development Plan 2023 – 2028

Stipulated that active transport infrastructure networks will be developed. Pedestrians and cyclists will be accorded highest priority in the hierarchy of road users.



National Transport Policy

Mandated various government agencies to undertake necessary measures to integrate active transportation in the overall transportation framework of the country

POLICIES ON ACTIVE TRANSPORT



RA 11494

Mandated National Government Agencies (NGAs) for the first time to establish bike lane infrastructure with the corresponding appropriations as provided by the law.



RA 11697

Also known as the Electric Vehicle Industry Development Act (EVIDA) law, which aims to promote the development and utilization of electric vehicles (EVs) in the Philippines, including light electric vehicles (LEVs)

POLICIES ON ACTIVE TRANSPORT



**DOH-DOTr-DILG-
DPWH JAO 2020-
0001**

Serves as guidance on the implementation of Active Transportation projects by delineating the roles of NGAs and local government units (LGUs).



**DPWH-DOTr Guidelines
on the Design of Bike
Facilities**

Establishes the design and standards of various components of bike lane infrastructure to ensure the safety of the cyclists and LMV users.



**DOTr DO
2020-014**

Enumerates guidelines and protocols for active transportation and provides a step-by-step guide for the active transport/LMV users.

Benefits of Active Transport

BIKES BRING BUSINESS!

Businesses can generate as much as **25% in revenue** by investing in bike parking/outdoor dining. Businesses can **save as much as PHP 648,000.00** by investing in bike parking.

AltMobilityPH 2022 'BIKENOMICS: Assessing the Value of Cycling in the Philippines'

Photo by: Dino Leoncarlo Calderon

A man wearing a face mask and helmet rides a bicycle on a busy city street. He is wearing a blue t-shirt and light-colored shorts. The street is filled with other vehicles, including cars and motorcycles. In the background, there's a concrete barrier and some buildings.

SAVE TIME AND MONEY

Metro Manila commuters spend **188 hours in traffic, per year**, costing the city **PHP 26,787,580.43**

AltMobilityPH 2022 'BIKENOMICS: Assessing the Value of Cycling in the Philippines'

Source: Mark Demayo, ABS-CBN News/File

PROMOTION OF HEALTHY LIFESTYLE

Within a 5-day period, **regular bike commuting can already satisfy the WHO's minimum physical activity requirements for adults.**

AltMobilityPH 2022 'BIKENOMICS: Assessing the Value of Cycling in the Philippines'





CYCLING FIGHTS CLIMATE CHANGE

Shifting to cycling from driving can **save around 2.5kg of CO₂/day** for the average bicycle trip of 11km in Metro Manila.

AltMobilityPH 2022 'BIKENOMICS: Assessing the Value of Cycling in the Philippines'

Photo by: DOTr

Active Transport Infrastructure Planning Process



Overview

- 01 Population Density**
- 02 Level of Active Transport Culture**
- 03 Active Transport Network Needs**
- 04 Network Inventory**
- 05 Software Reinforcement**



01

Population Density

Population Density

PLANS network planning process, starts with **narrowing the focus area starting with the highest Population Density and Urban Density.** The current population density and the trend or projection is vital in urban planning, one major focus will be the transportation, road space allocation, and utilization. It is also necessary for this area to have multiple ways to move around to create a coherent transport system for people, goods, and services.



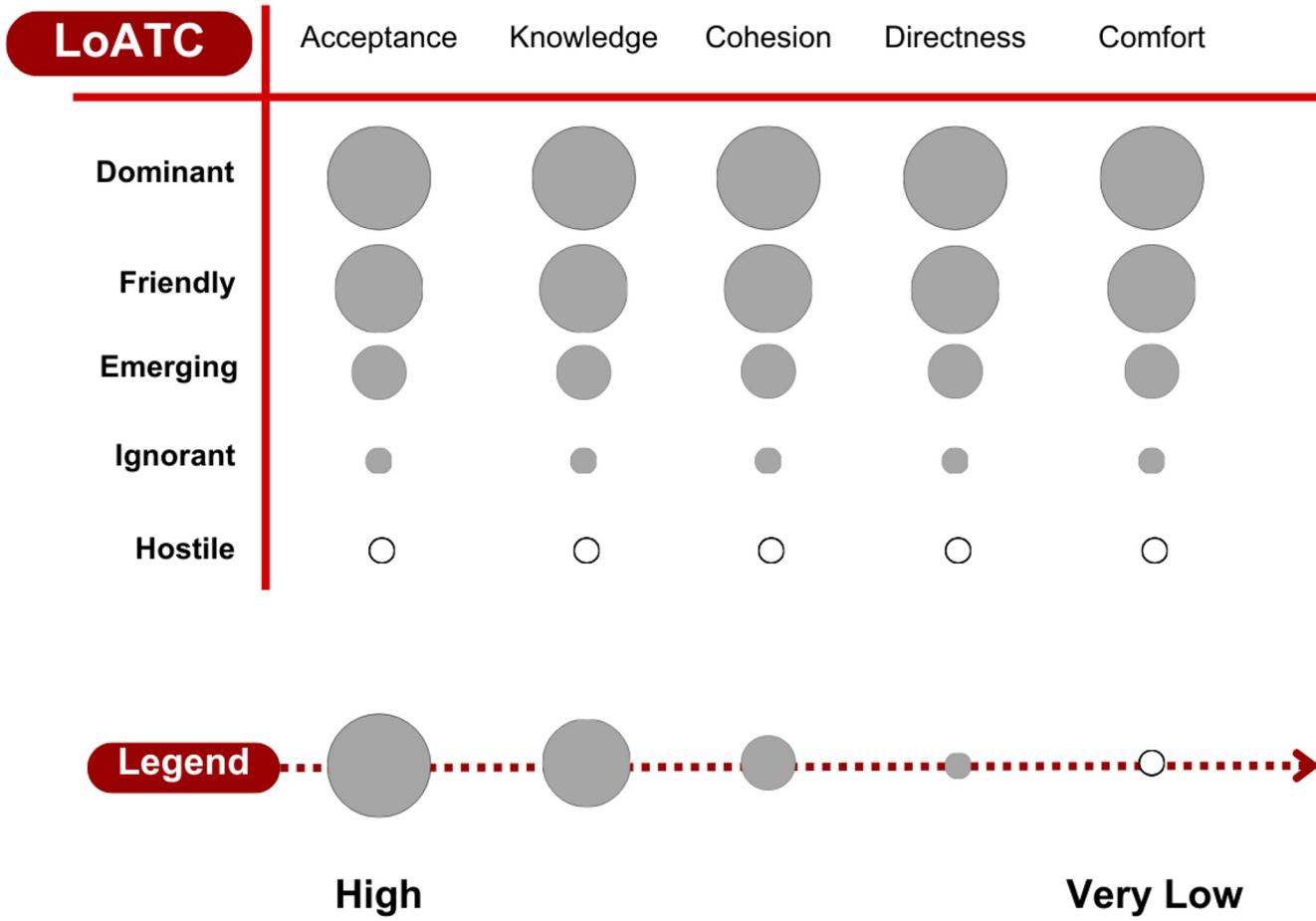
Level of Active Transport Culture (LoATC)

Level of Active Transport Culture (LoATC)

LoATC is a framework for determining the best suitable type and extent of Active Transport Infrastructure in the selected area, as the target of this framework is to get the Active Transport culture or the collective social institutions and customs of people from the area. The framework metrics consist of five major categories:

1. ACCEPTANCE - Evaluated through a survey, to gauge the level of willingness of the area to partake in this kind of projects/Infrastructure
2. KNOWLEDGE - Evaluated through survey, to gauge the level of awareness or familiarity of the area concerning the Active Transport project/Infrastructure.
3. COHESION - Evaluated through technical interpretation, to gauge the level of continuity, connectivity, and density of the existing or planned Active Transport infrastructure network.
4. DIRECTNESS - Evaluated through technical interpretation, to gauge the existing or planned network's routes and alignments.
5. COMFORT - Evaluated through technical interpretation, to gauge the ease of navigating through the network with a low number of network gaps and a higher number of separated bike lanes and sidewalk infrastructure.

Level of Active Transport Culture (LoATC)





03

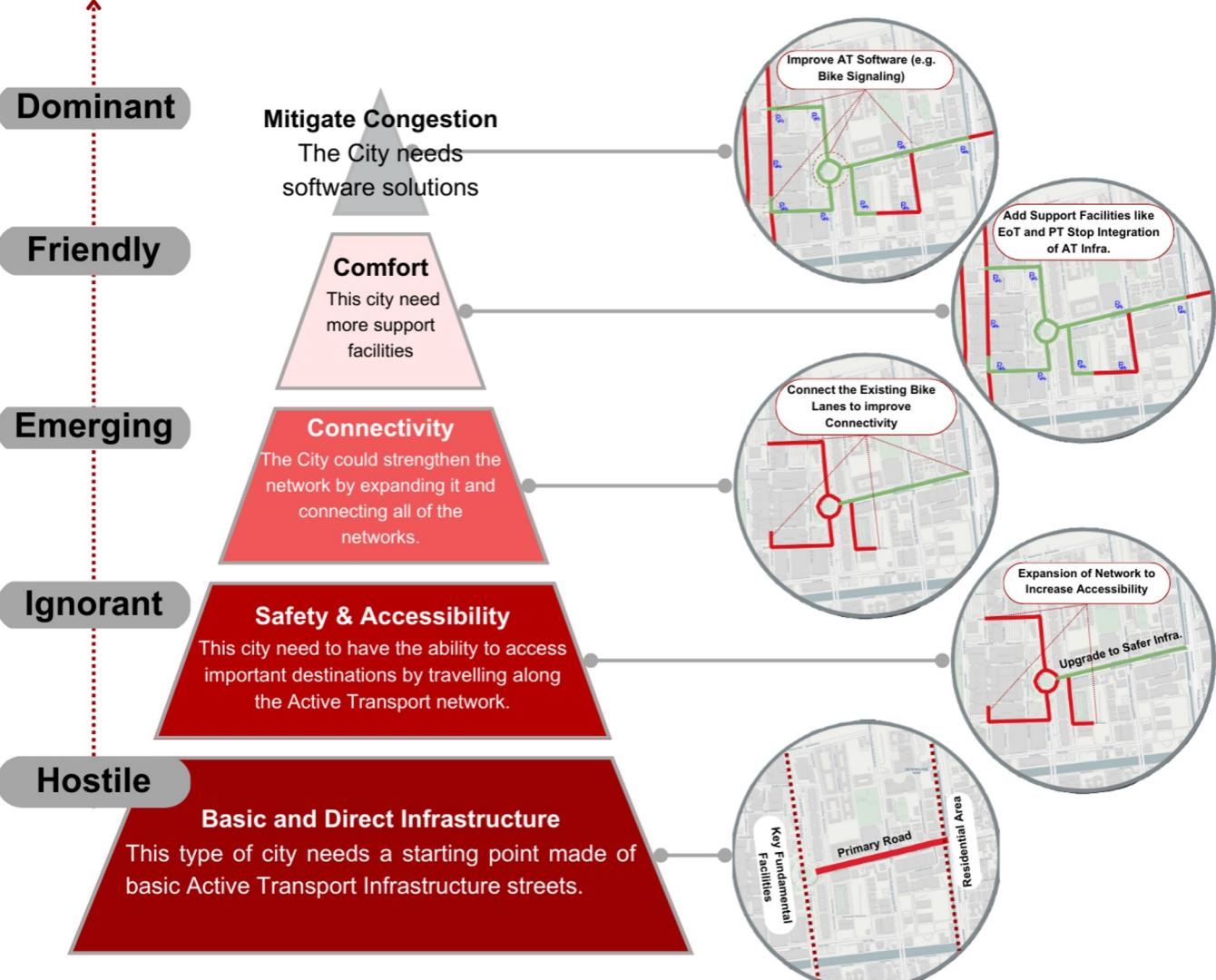
Active Transport Network Needs (ATNN)

ACTIVE TRANSPORT NETWORK NEEDS (ATNN)

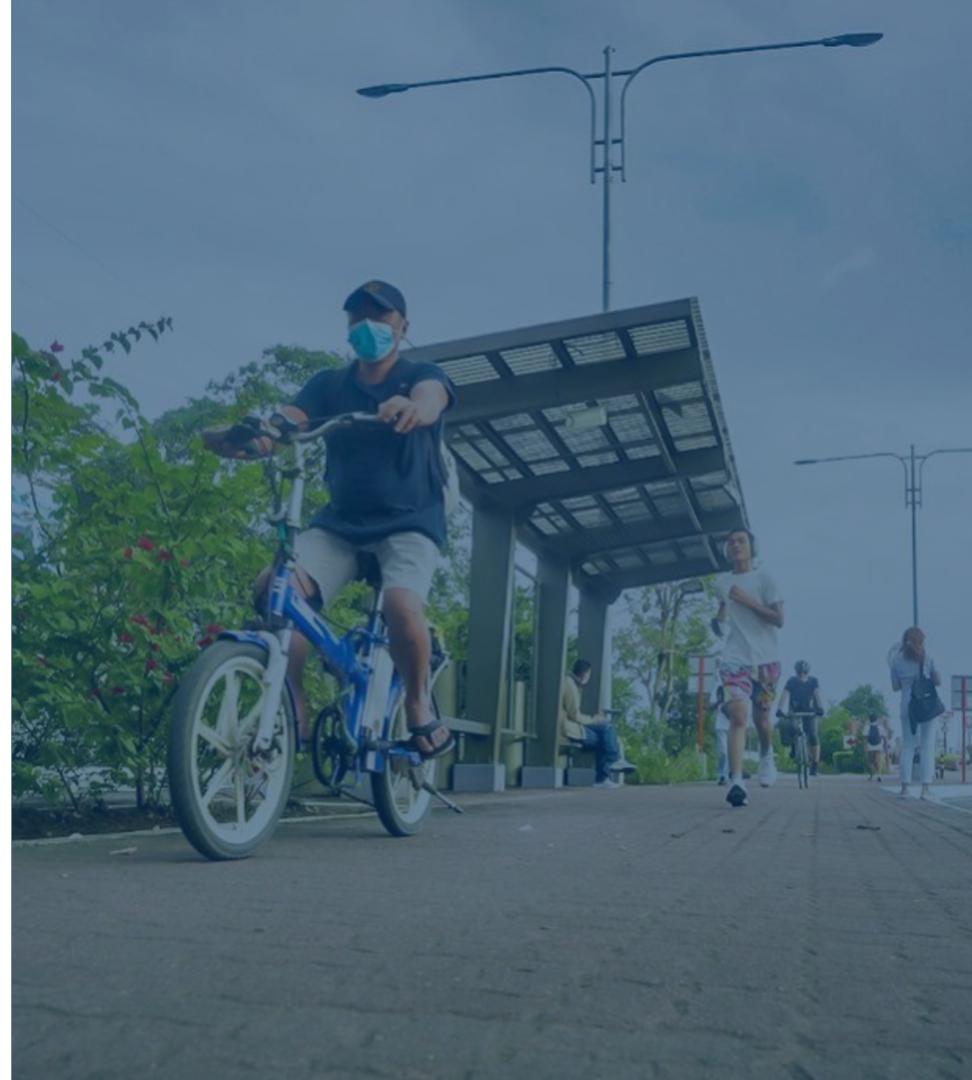
ATNN - Maslow's pyramid of needs will be implied. In this process, the hierarchy of needs will correspond to what the area really needs with respect to the result of Step 2 or the LoATC as seen in the figure.

1. HOSTILE
2. IGNORANT
3. EMERGING
4. FRIENDLY
5. DOMINANT

ACTIVE TRANSPORT NETWORK NEEDS (ATNN)



Active Transport Infrastructure and Network Design



Overview

- 01 Hierarchy of road users**
- 02 Key principles in design and planning**
- 03 Bike lane classification and components**
- 04 Design guidelines and references**
- 05 Completed projects and best practices**

Hierarchy of Road Users

INCLUSIVE & PEOPLE-ORIENTED MOBILITY

Inclusive mobility and accessibility shall be achieved through the **prioritization of people-mobility over vehicle-mobility**.

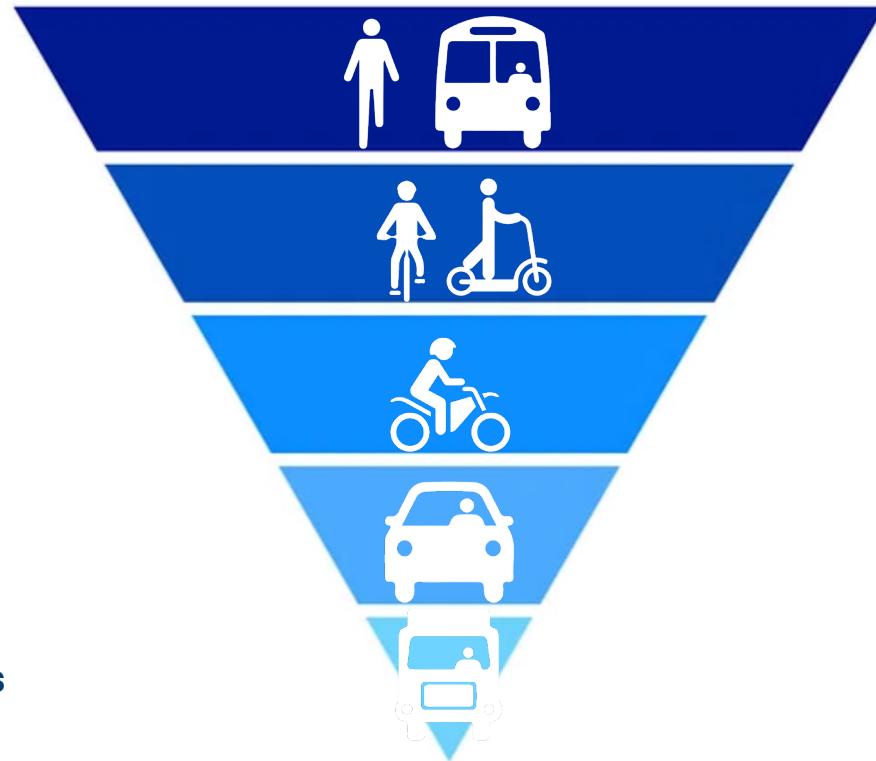
Active transport should be promoted through the **development of greenways, car-free zones, public open spaces, sidewalks, bike lanes, and bicycle sharing services**.

Section 12.9, National Transport Policy, 2017, NEDA

Photo by: Dino Leoncarlo Calderon

Who is priority?

- 01** Pedestrians and Commuters
- 02** NMVs and PMDs
- 03** Motorcycle Riders
- 04** Private Vehicle Users and Light Goods Vehicle Users
- 05** Large Goods Vehicle Users



Source: National Transport Policy, 2017, NEDA

Key principles in design and planning

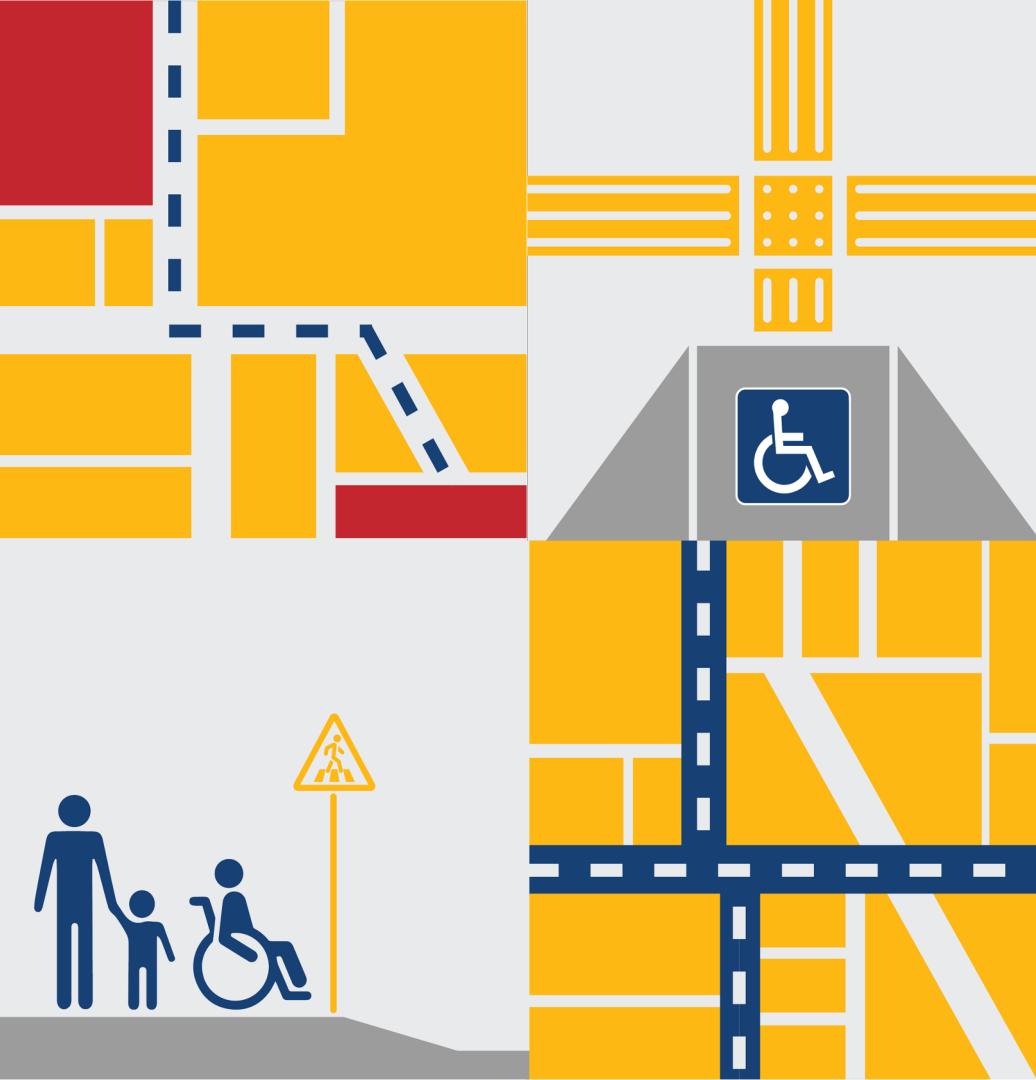
Source: National Association of City Transportation Officials (NACTO)

01

Connect key facilities

02

Maintain uniform accessibility



03

Incorporate universal design

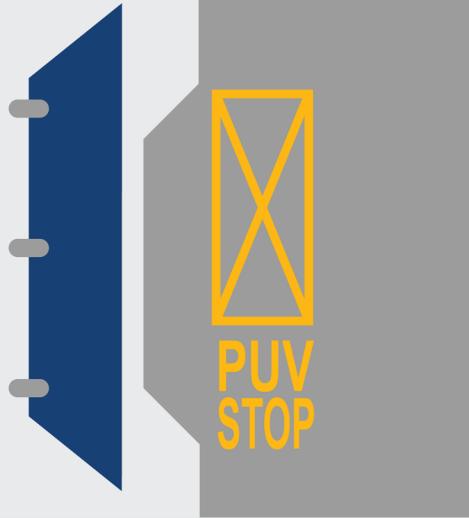
04

Establish direct paths



05

Facilitate access via road and public transport integration



06

Ensure comfort of users



07

Prioritize pedestrian safety

08

Preserve ecosystems

DEVELOPMENT OF ACTIVE TRANSPORT NETWORKS

The active transport networks are designed to increase the accessibility of the activity areas and fundamental facilities, and enhance multimodal transport in cities and municipalities through active mobility.



Proposed Infrastructure



Land Usage



**Commuter Trip Patterns
from Transport Studies
and Surveys**



Road Crash Data

Planned in collaboration with various experts and stakeholders, such as from the Institute of Climate and Sustainable Cities, the University of Twente, and MNL Moves.

Key activity areas and fundamental facilities in the metropolitan areas were overlaid based on the land use data

Transport survey shows a 56% potential modal shift by commuters from Metro Manila, Metro Cebu, and Metro Davao should active transport infrastructure be prioritized and improved.

Road crash data from were considered in the selection of routes for the active transport network.



Definition of Terms

Walkway, also referred to as sidewalk, refers to a portion of a pathway that has been designated specifically for pedestrian use.

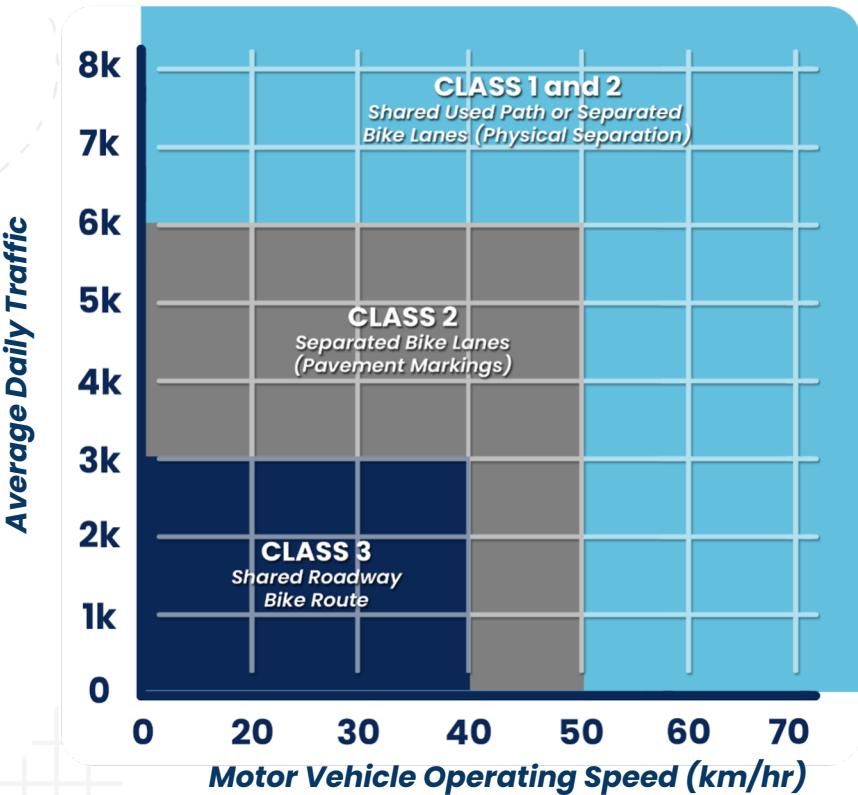
Cycleway refers to a portion of a pathway (or in some cases, roadway) that has been designated for use by NMV, LEV users, and pedestrians.

Pathway, refers to a portion of a road right-of-way, beyond the curb or edge of roadway pavement, intended for pedestrian and cycling use.

Roadway, also referred to as carriageway, refers to a portion of a road right-of-way intended for vehicular traffic.

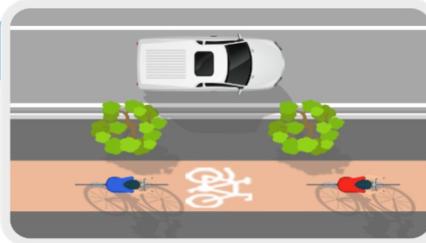
Cycle Lane Classification

NETWORK DESIGN



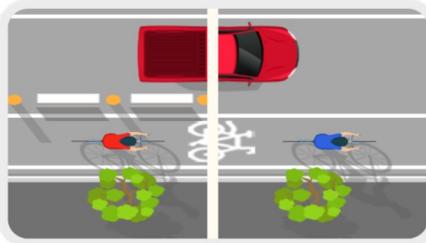
CLASS 1

Separated from
the carriageway



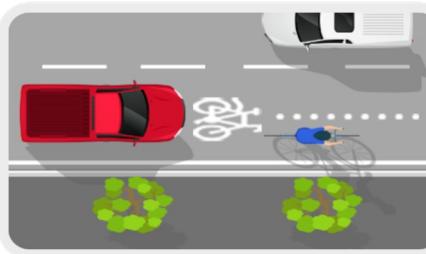
CLASS 2

Protected with
bollards and curbs
Pavement
markings

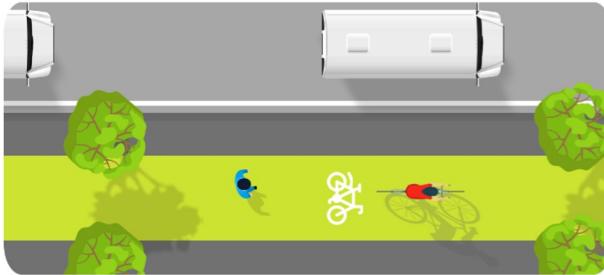


CLASS 3

Shared roadway,
bicycles have the
priority



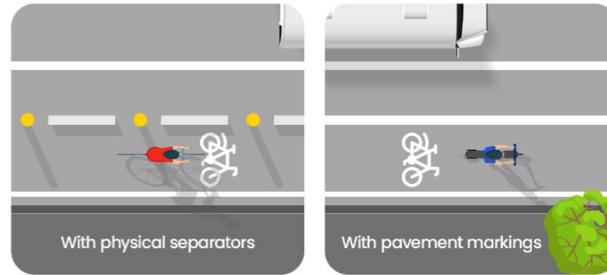
PATHWAY CLASSIFICATION



CLASS 1

Shared use path

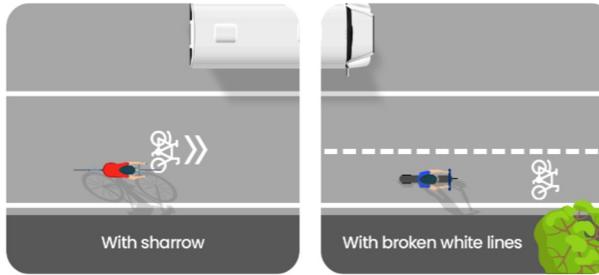
(Pinaghahatian ng mga taong naglalakad at siklista)



CLASS 2

Separated lane

(May tagapaghiwalay at markang linya sa kalsada)



CLASS 3

Shared roadway, non-motorized vehicles should be prioritized

(Shared roadway, bigyang prayoridad ang mga sasakyang hindi de motor)

Design Guidelines & References

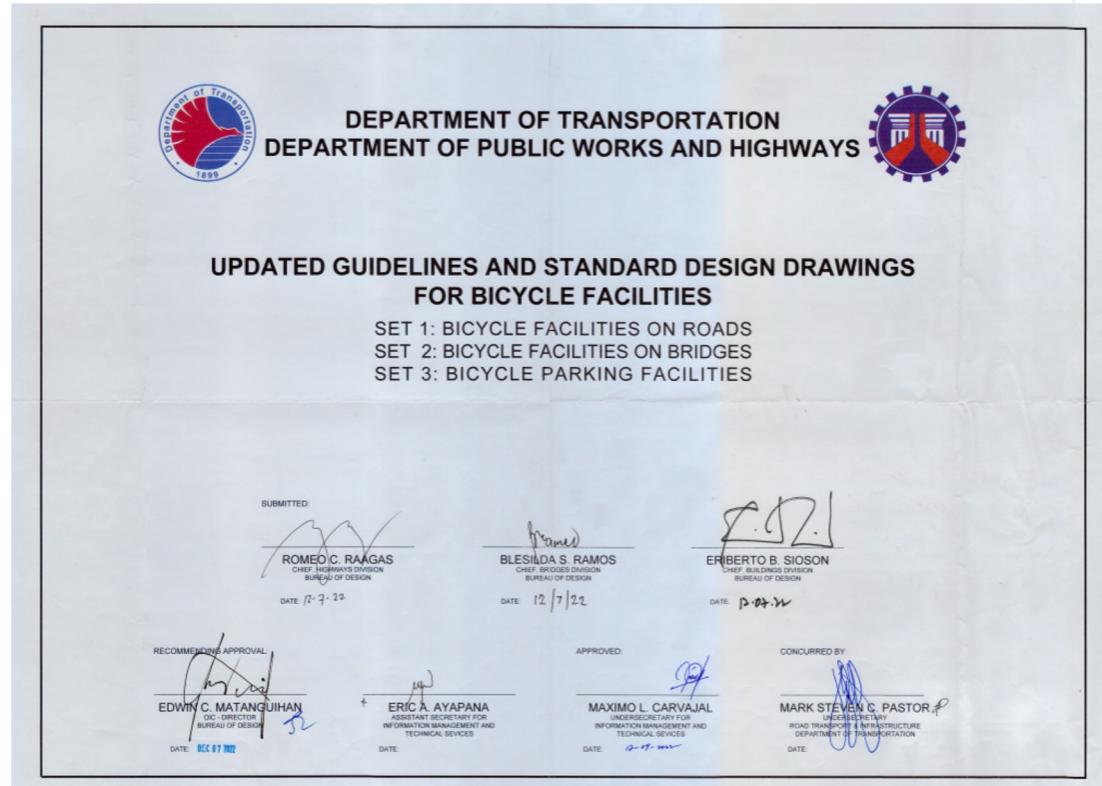
DEPARTMENT ORDER NO. 263

GUIDELINES AND STANDARD

The issuance of the said guidelines aims to ensure cost-effectiveness and uniformity in the design of bicycle facilities for new or existing road and bridge infrastructure projects that will facilitate safe and efficient non-motorized vehicle use.

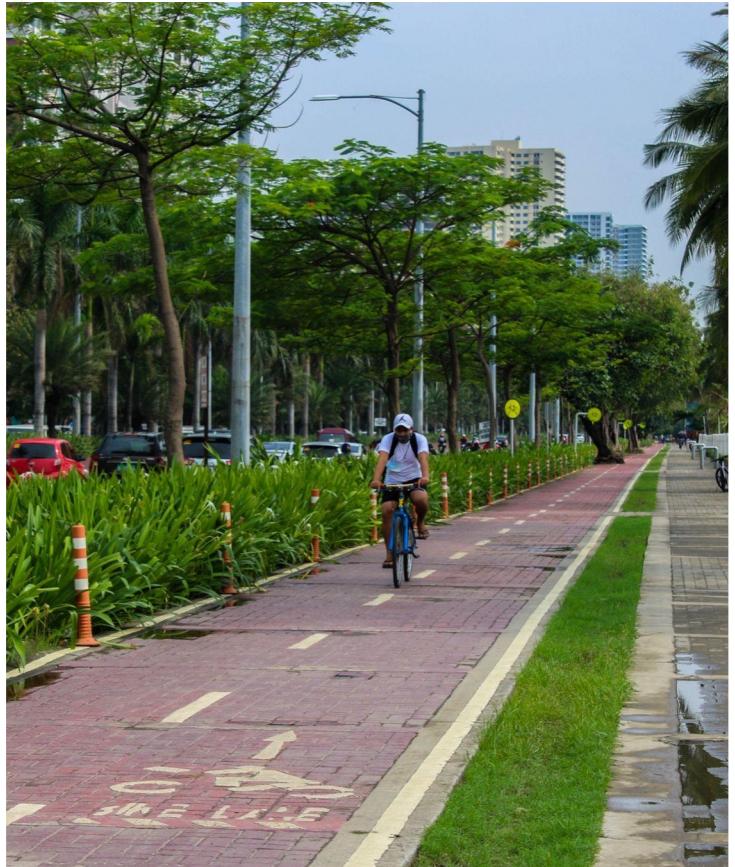
KEY CONTENTS

- Bike lane Classes
 - Different Types per Class
- Intersection Design/Approach
- Signages and Materials
- End of Trip Facility Standards



Best Practices: Active Transport Project Office Projects

METRO MANILA CYCLE LANES



METRO CEBU CYCLE LANES



METRO DAVAO CYCLE LANES



OPEN STREET



Intramuros, Manila



SPEED TABLES

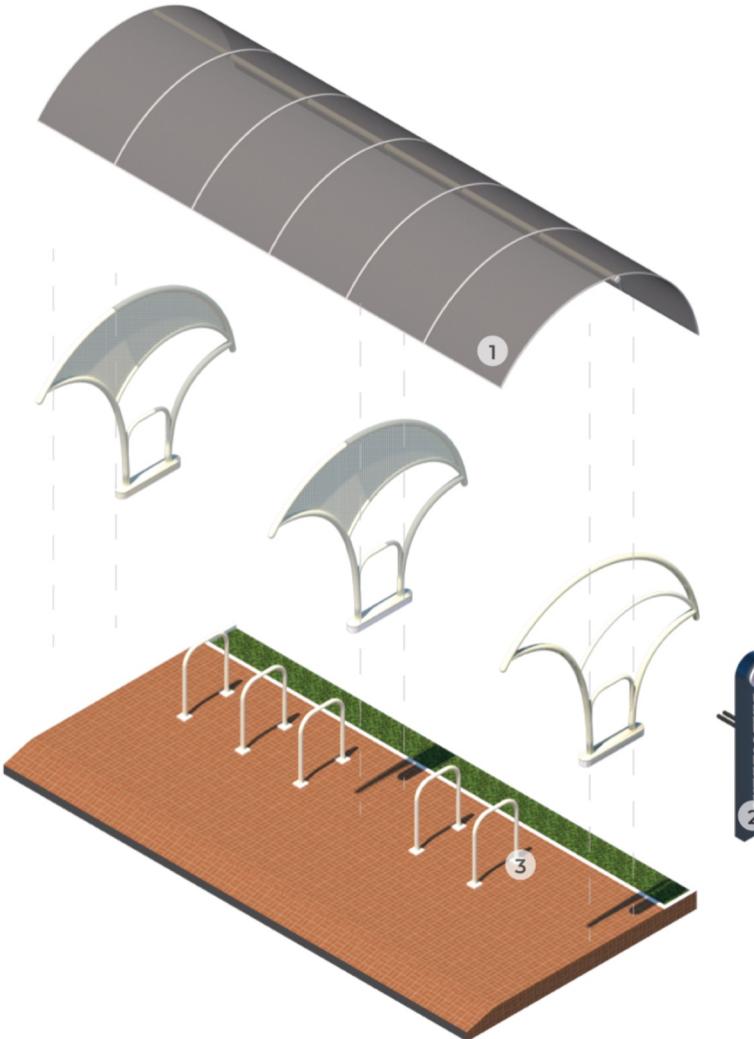
END-OF-TRIP (EoT) CYCLING FACILITY



SURP, UP Diliman

02

Short Term EoT Cycling Facility



- 1 Cycle Shed**
With UV protective film on roof and framing doubles as rack
- 2 Cycle Repair**
With tools, floor pump and stand for basic repairs
- 3 Cycle Racks**
Floor mounted inverted U racks



END-OF-TRIP (EoT) FACILITY



LOCKER AND SHOWER FACILITY



Interior Perspective

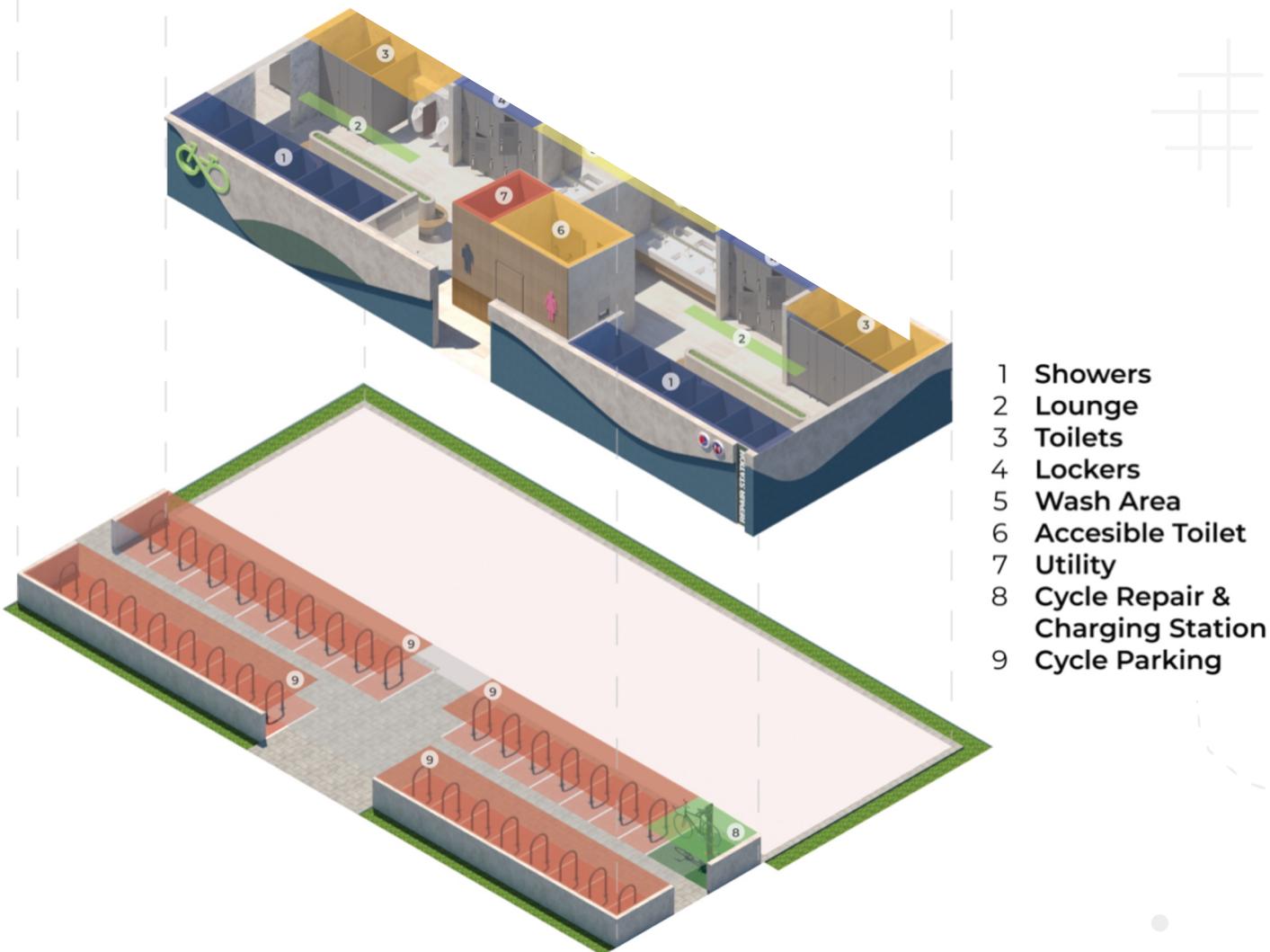
IN-FACILITY



Interior Perspective

02

Long Term EoT Cycling Facility



- 1 Showers
- 2 Lounge
- 3 Toilets
- 4 Lockers
- 5 Wash Area
- 6 Accessible Toilet
- 7 Utility
- 8 Cycle Repair & Charging Station
- 9 Cycle Parking

URBAN SHADING



QUEZON CITY - CLASS 1 CYCLE LANES



QUEZON CITY - PROTECTED CYCLE LANES



Photo from Quezon City Government

RIVER ESPLANADE



ROAD SAFETY PARK – MUNTINLUPA



Best Practices: Local Initiative Projects

ILOILO CITY - CLASS 1 CYCLE LANE



Photos from Randy Fadrido & Jerry Trenas Official

@JerryTrenasOffi

QUEZON CITY – CYCLE RAMPS



Photo from Quezon City Government





KAPITOLYO INTERSECTION



Photo from Pasig City Government

NEW CLARK CITY



Photo from Pampanga360.com

CARLESS WEEKEND – PASIG CITY

Ortigas Ave.



Photo from Carless Weekend



CARLESS WEEKEND – PASIG CITY



Caruncho Ave.



Photo from Carless Weekend

2022.C



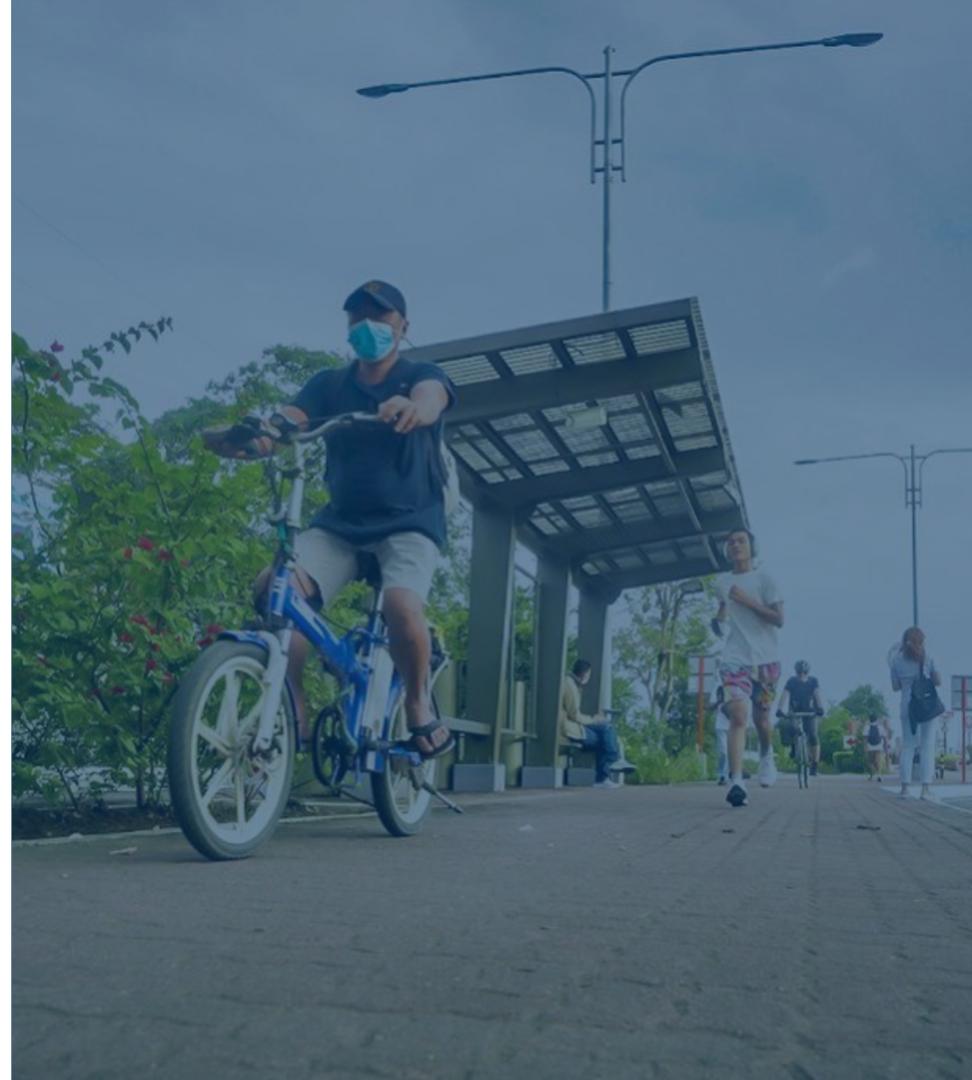
CAR-FREE SUNDAY – MAKATI CITY

Ayala Ave.



Photo from Visor.PH

Policy Development for Active Transport



Overview

01

**INTRODUCTION TO POLICY
DEVELOPMENT FOR ACTIVE
TRANSPORTATION**

02

BEST PRACTICES



01

INTRODUCTION TO POLICY DEVELOPMENT FOR ACTIVE TRANSPORTATION

What is a policy?

A policy is a **predetermined course of action or set of guidelines** established by an organization, government, or authority to **address specific issues**, guide **decision-making**, and achieve **desired goals or outcomes** within a particular context or domain. Policies often articulate principles, rules, procedures, and responsibilities that govern the actions and behaviors of individuals, groups, or entities within the scope of their implementation.

What is policy development?



Importance of Policy in Promoting Active Transportation

- 1. Creating a Framework for Action**
- 2. Establishing Priorities**
- 3. Ensuring Integration and Coordination**
- 4. Providing Legal and Regulatory Frameworks**
- 5. Investment and Funding Allocation**
- 6. Encouraging Behavioral Change**
- 7. Addressing Equity and Social Change**
- 8. Promoting Environmental Sustainability**
- 9. Improving Public Health Outcomes**
- 10. Enhancing Quality of Life**



02

Best Practices on Policy Development

Best Practices on Policy Development

- Establishment of an office dedicated to the promotion of AT
- Incentive Mechanisms
 - For LGUs
 - For Business establishment
 - For employees (i.e. loans)
- Policy Research for Active Transportation
 - Baselineing
 - Database building

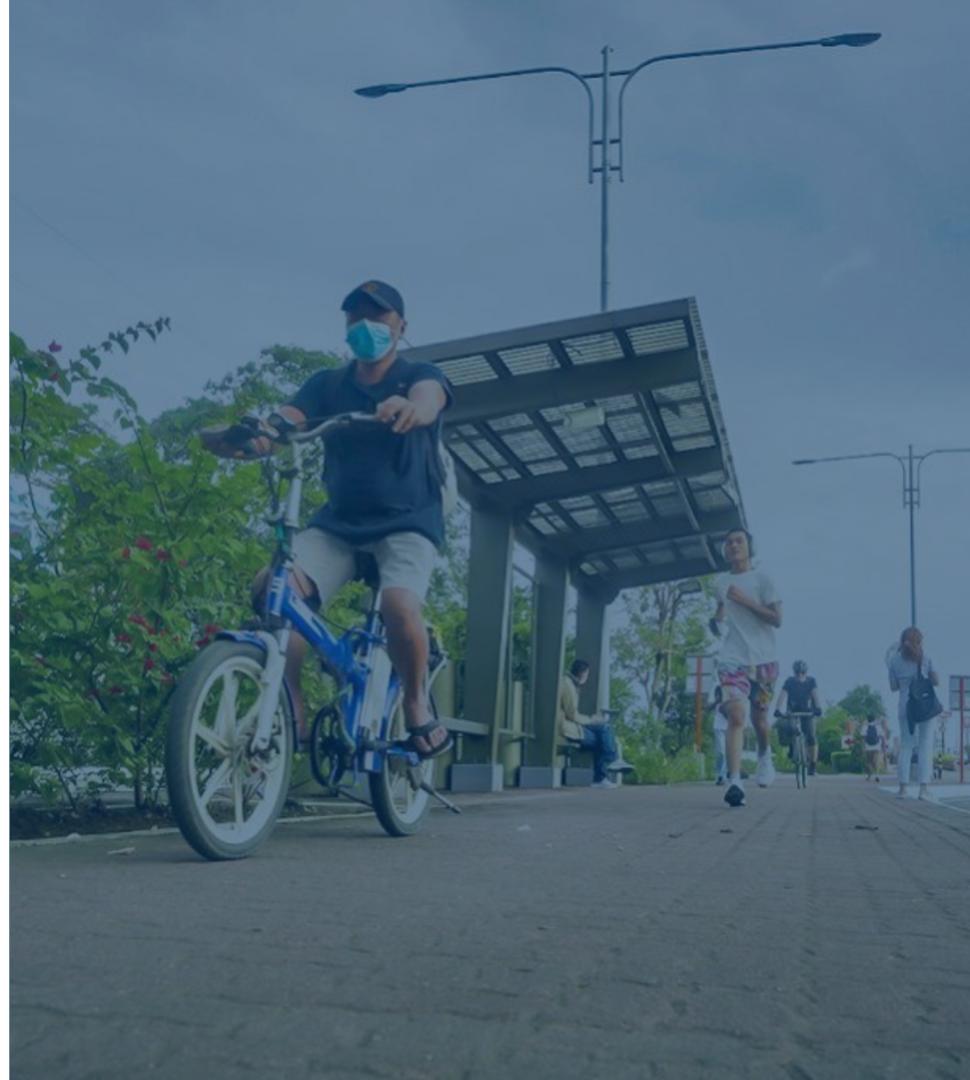
Best Practices on Policy Development

- Car-free day/s
- Bike-to-work Day Declaration
- Observance of National and World Bike Day
- Reclaiming/designating lot/s for AT infrastructure (e.g. cycleways, pedestrian walkways, linear parks, and other open green spaces)
- MOU with schools, academe, other government agencies/units

Sample Policy

- [CLICK LINK TO DOH PLAYBOOK FOR THE TEMPLATE POLICY](#)

Communication Strategies for Active Transport



Overview

- 01** **ROLE OF COMMUNICATIONS AND MEDIA RELATIONS**
- 02** **COMMUNICATION STRATEGIES**
- 03** **INFORMATION, EDUCATION, AND COMMUNICATION (IEC) MATERIALS**
- 04** **WORKSHOP:** Creation of Communications Plan



THE ROLE OF Communication and Media Relations

Communications and Media Relations



Provide accurate information, education, and communication materials on the project's initiatives in partnership with other government agencies and key stakeholders. This team shall effectively communicate and disseminate information regarding the policies, priority programs, and projects of the office through appropriate media. They shall also develop and manage the strategic communications for Active Transport to ensure a holistic approach through the implementation of unified messaging.

MAIN GOAL

**To promote widespread adoption
of active transportation and light
electric vehicles as the primary
sustainable mode of travel for all.**

WHO ARE OUR COUNTERPARTS IN THE P/LGU?

- Public Information Office (PIO)
 - Barangay Information Office (BIO)
- Management Information Services Office
- Executive Offices (Governor, Mayor, Councilor, etc.)
- All other communications related positions/offices

A close-up photograph showing several pairs of hands from different people coming together to form a circle, symbolizing teamwork, collaboration, or communication. The hands are of various skin tones and are positioned in the upper left quadrant of the slide.

02

Communication Strategies

MAIN GOAL

**To promote widespread adoption
of active transportation and light
electric vehicles as the primary
sustainable mode of travel for all.**

Who is our target audience?



Current and Potential
Active Transport Users



Motorized Transport
Users



National and Local
Government Agencies



Private Establishments

What key message do they need to hear?



Current and Potential Active Transport and Light Electric Vehicle (LEV) Users

The use of Active transport and LEVs are not only a cost-effective and fast mode of transportation, but it also promotes fitness and health. With the government pushing to promote active transport through the creation of infrastructure, it's worth giving it a try. Basic cycling lessons and guidelines are readily available through our key implementers.



Motorized Transport Users

Roads are for everyone, but active transport users are among the most vulnerable road users. As users of motorized transport, it's essential to respect bike lanes and walkways to ensure the safety of those traveling through them. The creation of these bike lanes not only enhances road capacity but also alleviates congestion by introducing a mode of transport that requires less space on the roads.

What key message do they need to hear?



National and Local Government Agencies

As outlined in the 2023-2028 Philippine Development Plan, the government is responsible for promoting active transport through the establishment of Active Transport Networks. The Department of Transportation (DOTr) serves as the lead agency in transport policy-making, while other government agencies also contribute to transportation initiatives. It is the government's duty to advocate for and prioritize sustainable transport. Additionally, efforts should be made to enhance capacity-building initiatives aimed at emphasizing the importance of active transport as a viable mode of transportation.



Private Establishments

The private sector should consider developing inclusive facilities for active transport and LEV users. By doing so, these establishments can attract more users to their premises. Providing safe parking spaces for cyclists and LEVs can significantly increase the number of visitors to your establishment. Considering that one car parking slot can accommodate ten bikes, allocating a few parking spaces for bikes instead can allow the establishment to accommodate more patrons. Additionally, the private sector should support bike lanes, walkways, and EOT to support users, reduce congestion, pollution, and promote better public health.

When
should this
communication
happen?

01 Pre-construction

02 Mobilization

03 Post-construction

How will this message be communicated?

01 **Pre-construction**

- Conduct of Groundbreaking Ceremony
- Traffic Advisory on the change in the traffic flow due to the upcoming project
- Information campaign on the upcoming project that will help bring excitement to current users as well as convince potential active transport users (e.g. Facebook reels, Event PRs, etc.)
- Information campaign on the benefits of active transport

02 **Mobilization**

- Traffic Advisory on the change in the traffic flow due to the upcoming project
- Regular project updates
- Partnership with local businesses to offer discounts or incentives for employees and customers who use active transportation. Provide bike racks and amenities to encourage patronage
- Data gathering on existing traffic patterns, pedestrian counts, and cyclist behavior to inform the design and placement of infrastructure. This will be used to measure the success of the project post-construction.

How will this message be communicated?

03

Post-construction

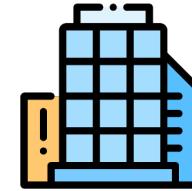
- Conduct of Inauguration Ceremony
- Traffic Advisory on the change in the traffic flow due to the upcoming project (if variations arise)
- Information campaign on how to properly use the AT infrastructure
- Conduct of road safety clinic, biking 101, and enforcement drives
- Organization of events, workshops, and maintenance clinics to support and encourage ongoing usage of the infrastructure
- Continuous monitoring of usage, safety, and satisfaction with the active transport infrastructure. Feedback from users and stakeholders shall be used to identify areas for improvement

**How will this
message be
communicated?**

**Who will be
responsible
for the
communication?**



**National and Local
Government Agencies**



Private Sector



Advocacy Groups



03

Information, Education, and Communication (IEC) Materials

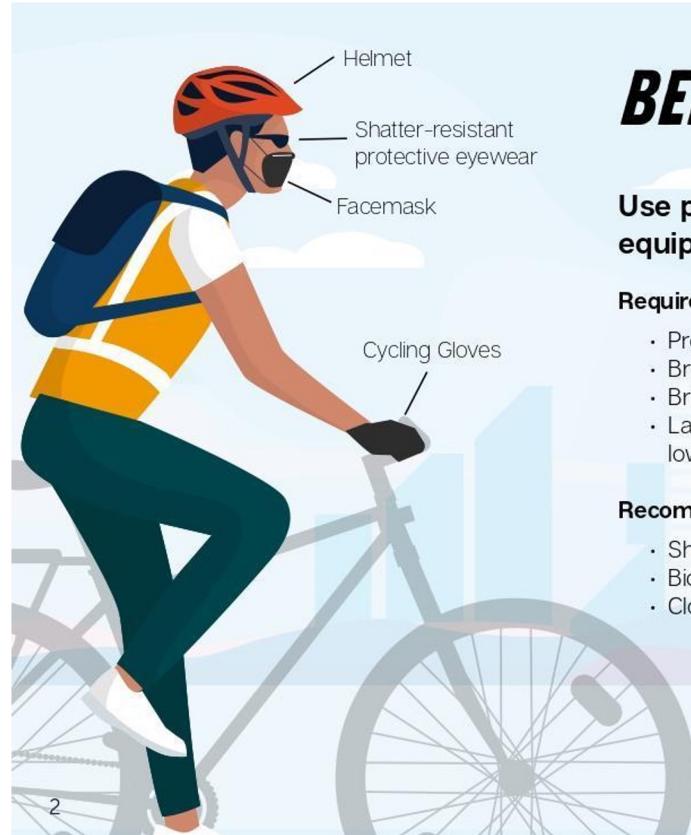
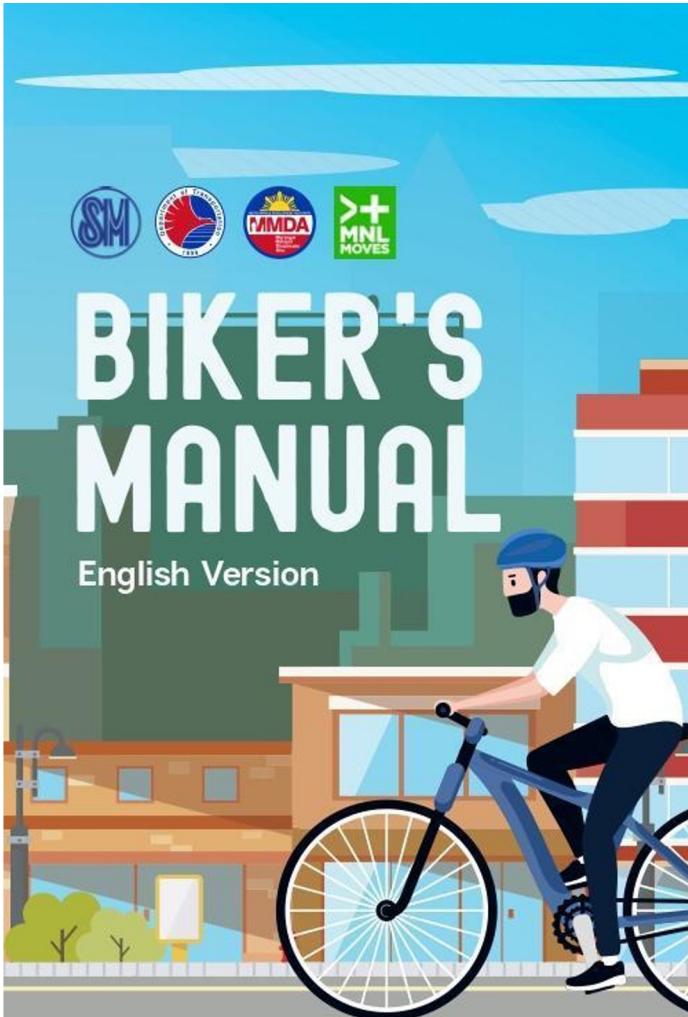
DOTr Light Motor Vehicle (LMV) Guide

**Share the Road
(in partnership
with SM Cares)**



Bike Manual

(in partnership with SM Cares)



BEFORE THE RIDE

Use personal safety gear and equipment

Required Personal Gears/Equipment

- Properly-fitted helmet
- Breathable face mask
- Bright clothing or reflectorized vest
- Lamps and reflectors during night and low-light riding conditions.

Recommended Personal Gears/Equipment

- Shatter-resistant protective eyewear
- Bicycling gloves
- Closed shoes

Make sure your bicycle is in good riding condition

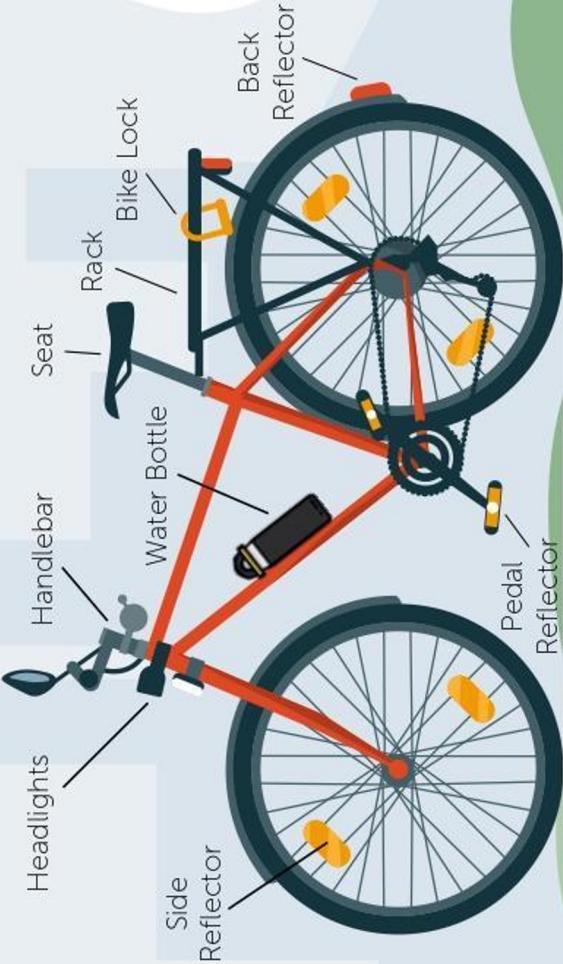
Check tire air pressure, brakes, and other moving parts (chains & quick releases)

Required Equipment

Lamps and reflectors required during night or low-light riding conditions such as a headlight, a tail light, reflectors, or other reflective materials.

Recommended Equipment

- Rear-view mirror
- Rear and/or front rack
- Water bottle cages
- Water bottle
- Audible signal devices (bell or horn)



DURING THE RIDE

- Always **strictly obey** traffic regulations, traffic signs, and traffic signals.
- **Wear** safety gear and protective equipment through the ride.
- **Plan routes** before heading out to your destination.
- Always **prioritize and give way** to pedestrians.
- Observe **physical distancing**.
- In unsegregated bicycle lanes, ride **at least 1 meter** from parked cars when the road condition permits and always watch out for the unexpected opening of parked car doors.
- **Watch out for any obstacle** such as potholes or drainage covers when using the bike lanes.
- Always **look over the shoulder** (both sides) before making turns.

Bike Signals



Left

Right



Hazard

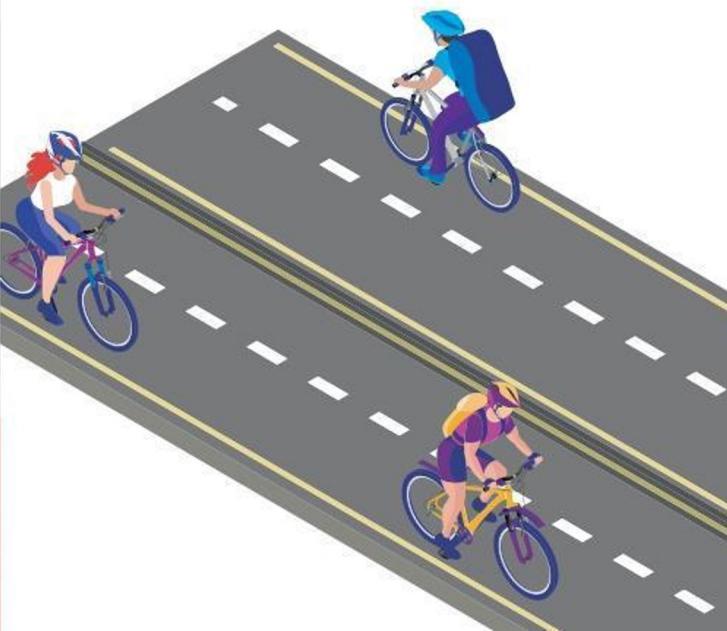
Stop



Use extra caution when traveling in traffic with large vehicles such as buses and trucks. Avoid riding in their blind spots and be prepared for wide turns.

Guidelines for Bike Lane Use

- Bike lanes can only be utilized by bicycles and Light Mobility Vehicles/Personal Mobility Devices weighing not more than 100 kg.
- The maximum speed in bike lanes is 25 kilometers per hour.
- Counterflowing is prohibited on bike lanes.



Traffic Enforcers Training Manual

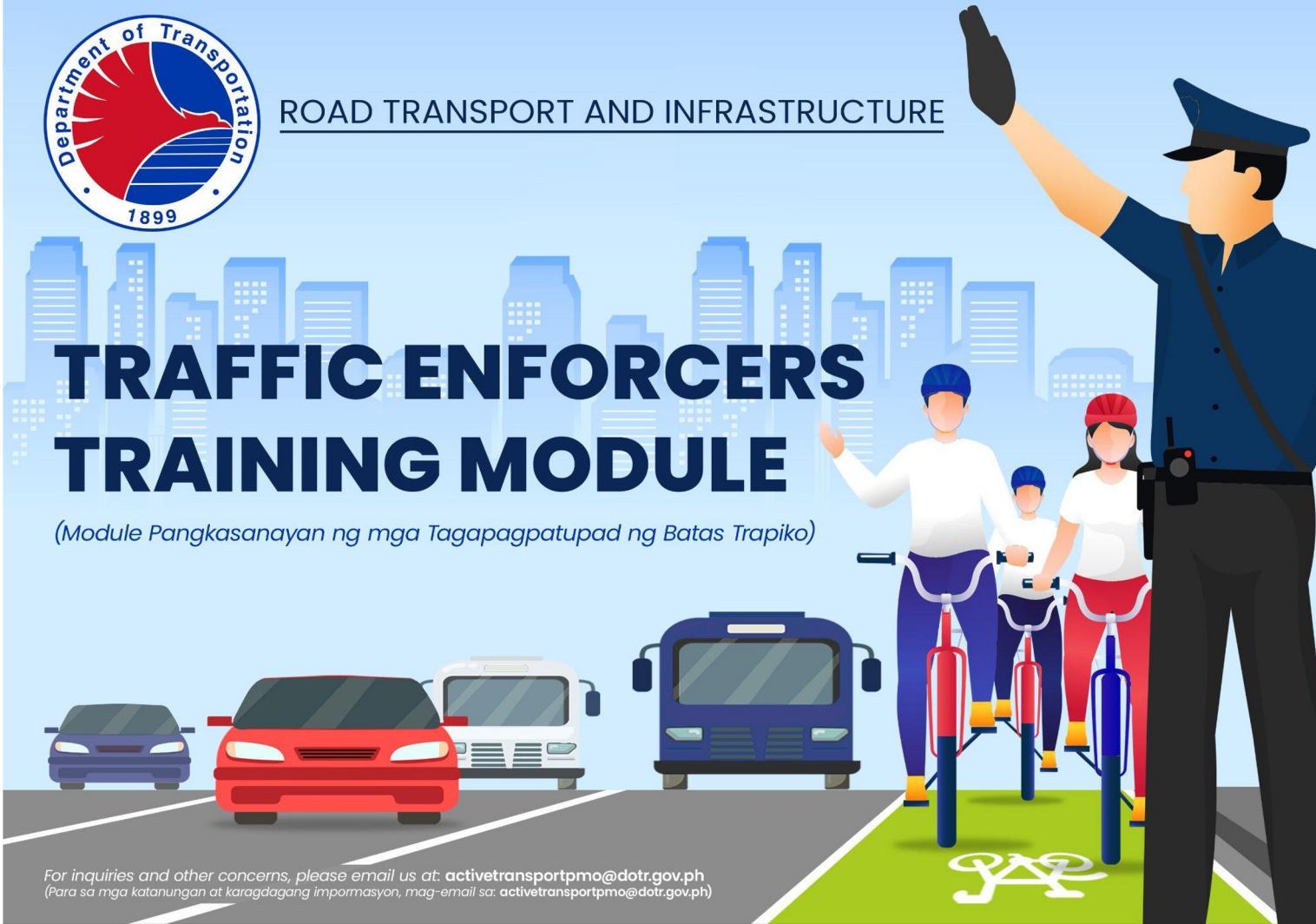
(in partnership with SM Cares)



ROAD TRANSPORT AND INFRASTRUCTURE

TRAFFIC ENFORCERS TRAINING MODULE

(Module Pangkasanayan ng mga Tagapagpatupad ng Batas Trapiko)



For inquiries and other concerns, please email us at: activetransportpmo@dotr.gov.ph
(Para sa mga katanungan at karagdagang impormasyon, mag-email sa: activetransportpmo@dotr.gov.ph)



GUIDELINES FOR TRAFFIC ENFORCERS

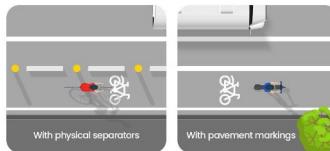
BIKE LANE CLASSIFICATION

(MGA KLASE NG BIKE LANE)



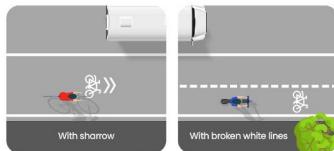
CLASS 1

(Pinaghahatiwan ng mga taong naglalakad at siklista)



CLASS 2

(May tagapaghiwalay at markang linya sa kalsada)



CLASS 3

Shared roadway, non-motorized vehicles should be prioritized
(Shared roadway, bigyang prayoridad ang mga sasakyang hindi de motor)



GUIDELINES FOR TRAFFIC ENFORCERS

VEHICLES ALLOWED AND NOT ALLOWED TO USE CLASS 1 AND CLASS 2 BIKE LANES

(MGA SASAKYANG PINAHIIHINTULUTAN AT HINDI PINAHIIHINTULUTANG GUMAMIT NG CLASS 1 AT CLASS 2 BIKE LANES)

ALLOWED
NON-MOTORIZED VEHICLES
(CATEGORY L1a, L2a)

LESS THAN
25 50kg



Bicycle
Bisikleta



E-Scooter

NOT ALLOWED
ALL TYPES OF NON-MOTORIZED
AND MOTORIZED VEHICLES

GREATER THAN
25 50kg



Motorcycle
Motorsiklo



Car
Kotse



Jeepney
(Traditional)

For inquiries and other concerns,
please email us at: activetransportpmo@dotr.gov.ph

Para sa mga katanungan at karagdagang impormasyon,
mag-email sa: activetransportpmo@dotr.gov.ph

For inquiries and other concerns,
please email us at: activetransportpmo@dotr.gov.ph

Para sa mga katanungan at karagdagang impormasyon,
mag-email sa: activetransportpmo@dotr.gov.ph



GUIDELINES FOR TRAFFIC ENFORCERS

CLASS 1 BIKE LANES

STANDARD PROTOCOLS (BATAYANG PATAKARAN)

Motor vehicles (e.g., cars, motorcycles, jeeps, buses, trucks, etc.) should not encroach or ride on the bike lanes.

Ang mga sasakyan (kotse, motorsiklo, jeep, bus, truck, atbp.) ay hindi dapat pumasok sa mga bike lane.

CONSIDERATIONS (KONSIDERASYON)

MOTOR VEHICLES MAY ENCROACH IN THE FOLLOWING CONDITION:
(MAAARI LAMANG PUMASOK ANG MGA SASAKYAN SA KONDISYONG.)

Areas with green solid or dashed pavement markings as conflict design mostly used in driveways and 30m approach before intersections.

(Bahagi ng kalsada na may solid o linya-linya na berdeng marka na kadalasang ginagamit na disenyo sa mga driveway o 30 metro bago ang intersection.)

Cyclists must be prioritised when positioned in the green solid queuing area.
(Prayoridad ang mga siklista kapag sila ay nasa solid green area o "queuing" area.)



For inquiries and other concerns,
please email us at: activetransportpmo@dotr.gov.ph

Para sa mga katanungan at karagdagang impormasyon,
mag-email sa: activetransportpmo@dotr.gov.ph

GUIDELINES FOR TRAFFIC ENFORCERS

CLASS 1 BIKE LANES

STANDARD PROTOCOLS (BATAYANG PATAKARAN)

Motor vehicles (e.g., cars, motorcycles, jeeps, buses, trucks, etc.) should not encroach or ride on the bike lanes.

Ang mga sasakyan (kotse, motorsiklo, jeep, bus, truck, atbp.) ay hindi dapat pumasok sa mga bike lane.

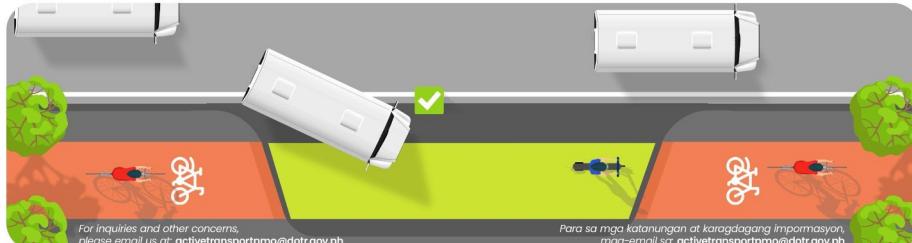
CONSIDERATIONS (KONSIDERASYON)

MOTOR VEHICLES MAY ENCROACH IN THE FOLLOWING CONDITION:
(MAAARI LAMANG PUMASOK ANG MGA SASAKYAN SA KONDISYONG.)

Areas with green solid or dashed pavement markings as conflict design mostly used in driveways.

(Bahagi ng kalsada na may solid o linya-linya na berdeng marka na kadalasang ginagamit na disenyo sa mga driveway.)

Cyclists must be prioritised when positioned in the green solid queuing area.
(Prayoridad ang mga siklista kapag sila ay nasa solid green area o "queuing" area.)



For inquiries and other concerns,
please email us at: activetransportpmo@dotr.gov.ph

Para sa mga katanungan at karagdagang impormasyon,
mag-email sa: activetransportpmo@dotr.gov.ph



GUIDELINES FOR TRAFFIC ENFORCERS

CLASS 2 BIKE LANES

(With lane markings only)
(Daan na may mga markang linya)

STANDARD PROTOCOLS (BATAYANG PATAKARAN)

Motor vehicles (e.g., cars, motorcycles, jeeps, buses, trucks, etc.) should not encroach or ride on the bike lanes.

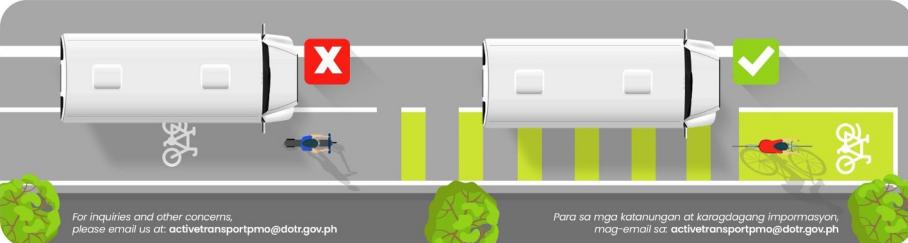
Ang mga sasakyan (kotse, motorsiklo, jeep, bus, truck, atbp.) ay hindi dapat pumasok sa mga bike lane.

CONSIDERATIONS (KONSIDERASYON)

MOTOR VEHICLES MAY ENCROACH IN THE FOLLOWING CONDITION:
(MAAARI LAMANG PUMASOK ANG MGA SASAKYAN SA KONDISYONG)

Areas with green solid or dashed pavement markings as conflict design mostly used in driveways and 30m approach before intersections.
(Bahagi ng kalsada na may solid o linya-linya na berdeng marka na kadalasang ginagamit na disenyo sa mga driveway o 30 metro bago ang intersection.)

Cyclists must be prioritised when positioned in the green solid queuing area.
(Prayoridad ang mga siksik kapag sila ay nasa solid green area o "queuing" area.)



For inquiries and other concerns,
please email us at: activetransportpmo@dotr.gov.ph

Para sa mga katanungan at karagdagang informasyon,
mag-email sa: activetransportpmo@dotr.gov.ph

GUIDELINES FOR TRAFFIC ENFORCERS

CLASS 2 BIKE LANES

(With solid green pavement)
(May solid green na marka sa daan)

STANDARD PROTOCOLS (BATAYANG PATAKARAN)

Motor vehicles (e.g., cars, motorcycles, jeeps, buses, trucks, etc.) should not encroach or ride on the bike lanes.

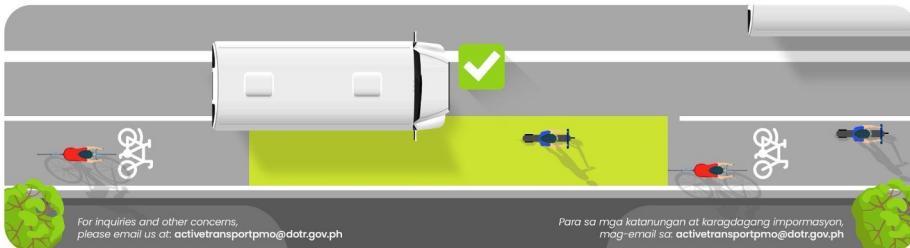
Ang mga sasakyan (kotse, motorsiklo, jeep, bus, truck, atbp.) ay hindi dapat pumasok sa mga bike lane.

CONSIDERATIONS (KONSIDERASYON)

MOTOR VEHICLES MAY ENCROACH IN THE FOLLOWING CONDITION:
(MAAARI LAMANG PUMASOK ANG MGA SASAKYAN SA KONDISYONG)

Areas with green solid or dashed pavement markings as conflict design mostly used in driveways and 30m approach before intersections.
(Bahagi ng kalsada na may solid o linya-linya na berdeng marka na kadalasang ginagamit na disenyo sa mga driveway o 30 metro bago ang intersection.)

Cyclists must be prioritised when positioned in the green solid queuing area.
(Prayoridad ang mga siksik kapag sila ay nasa solid green area o "queuing" area.)



For inquiries and other concerns,
please email us at: activetransportpmo@dotr.gov.ph

Para sa mga katanungan at karagdagang informasyon,
mag-email sa: activetransportpmo@dotr.gov.ph



GUIDELINES FOR TRAFFIC ENFORCERS

CLASS 2 BIKE LANES

(With lane physical separator)
(May tagapaghiwalay sa daan)

STANDARD PROTOCOLS (BATAYANG PATAKARAN)

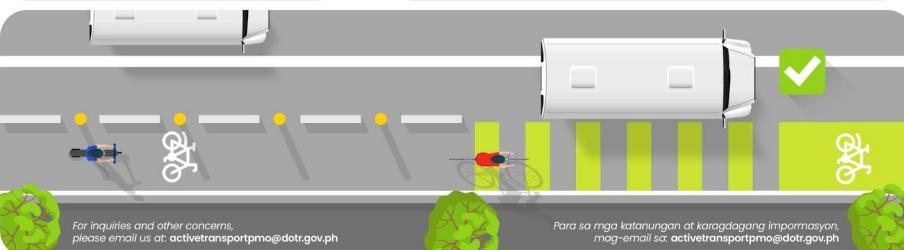
Motor vehicles (e.g., cars, motorcycles, jeeps, buses, trucks, etc.) should not encroach or ride on the bike lanes.

Ang mga sasakyang (kotse, motorsiklo, jeep, bus, truck, atbp.) ay hindi dapat pumasok sa mga bike lane.

CONSIDERATIONS (KONSIDERASYON)

MOTOR VEHICLES MAY ENCROACH IN THE FOLLOWING CONDITION:
(MAAARI LAMANG PUMASOK ANG MGA SASAKYAN SA KONDISYONG:)

Areas with green solid or dashed pavement markings as conflict design mostly used in driveways and 30m approach before intersections.
(Bahagi ng kalsada na may solid o linya-linya na berdeng marka na kadalasang ginagamit na disenyo sa mga driveway o 30 metro bago ang intersection.)



GUIDELINES FOR TRAFFIC ENFORCERS

CLASS 2 BIKE LANES

(With lane physical separator)
(May tagapaghiwalay sa daan)

STANDARD PROTOCOLS (BATAYANG PATAKARAN)

Motor vehicles (e.g., cars, motorcycles, jeeps, buses, trucks, etc.) should not encroach or ride on the bike lanes.

Ang mga sasakyang (kotse, motorsiklo, jeep, bus, truck, atbp.) ay hindi dapat pumasok sa mga bike lane.

CONSIDERATIONS (KONSIDERASYON)

MOTOR VEHICLES MAY ENCROACH IN THE FOLLOWING CONDITION:
(MAAARI LAMANG PUMASOK ANG MGA SASAKYAN SA KONDISYONG:)

Areas with green solid or dashed pavement markings as conflict design mostly used in driveways and 30m approach before intersections.
(Bahagi ng kalsada na may solid o linya-linya na berdeng marka na kadalasang ginagamit na disenyo sa mga driveway o 30 metro bago ang intersection.)





GUIDELINES FOR TRAFFIC ENFORCERS

CLASS 2 PAVEMENT MARKINGS INTERSECTION WITH HALF LANE

(INTERSECTION NA MAY CLASS 2 BIKE LANE SA KALAHATING LANE)

ASSUMPTION NO RIGHT TURN ON RED

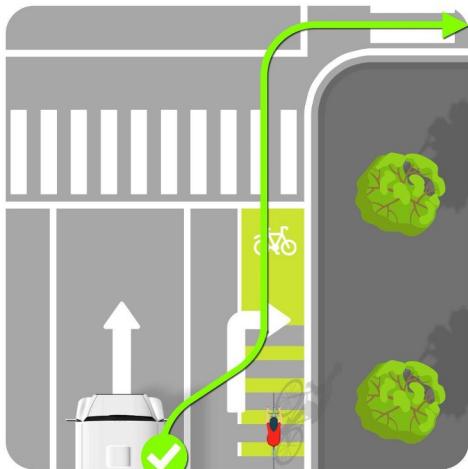
Cars may start shifting to the rightmost lanes beginning at the green dashed lines before turning right.

(Maaring mag-simulang bumuwelo pakanan ang mga sasakyang magmula sa berdeng mga linya bago tuluyang lumiko pakanan.)

Cars must avoid encroaching the solid green pavement at red light, since cyclists will be queuing in this area.

(Dapat iwasan ng mga sasakyang na pasukin ang solid green area kapag pula ang stoplight dahil nasa queuing area nito ang mga siklista.)

For inquiries and other concerns,
please email us at: activetransportpmo@dotr.gov.ph



Para sa mga katanungan at karagdagang impormasyon,
mag-email sa: activetransportpmo@dotr.gov.ph

GUIDELINES FOR TRAFFIC ENFORCERS

INTERSECTION WITH CLASS 2 BIKE LANE PAVEMENT MARKINGS

(INTERSECTION NA MAY CLASS 2 BIKE LANE NA MAY MGA
BIKE BOXES SA HARAPAN AT KALAHATING LANE SA PAKANAN)

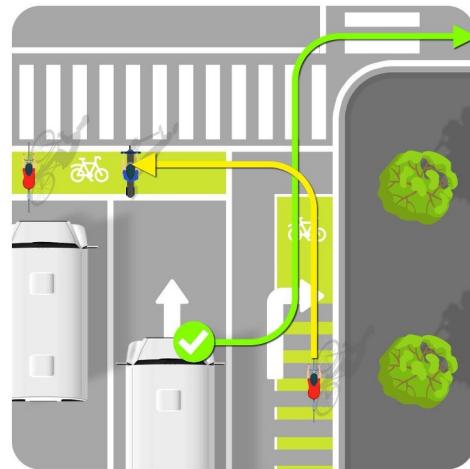
ASSUMPTION TURN RIGHT ANYTIME

Cars may start shifting to the rightmost lanes beginning at the green dashed lines before turning right.

(Maaring mag-simulang bumuwelo pakanan sa dulong bahagi ang mga sasakyang mula sa berdeng mga linya bago tuluyang lumiko sa kanan.)

If no bike box in front: Guide cyclists to the adjacent lane/ bike box in front of the stop line. (kung walang bike box, maaring ituro sa mga siklista na mag-abang sa katabing lane / sa bike box sa harap ng stop line para maiwasan ang pagbabara.)

For inquiries and other concerns,
please email us at: activetransportpmo@dotr.gov.ph



Para sa mga katanungan at karagdagang impormasyon,
mag-email sa: activetransportpmo@dotr.gov.ph



GUIDELINES FOR TRAFFIC ENFORCERS

INTERSECTION WITH CLASS 2 BIKE LANE PAVEMENT MARKINGS AND L-TYPE BIKE BOX

(INTERSECTION NA MAY CLASS 2 BIKE LANE NA MAY MARKANG L-TYPE NA BIKE BOX)

ASSUMPTION 1 TURN RIGHT ANYTIME

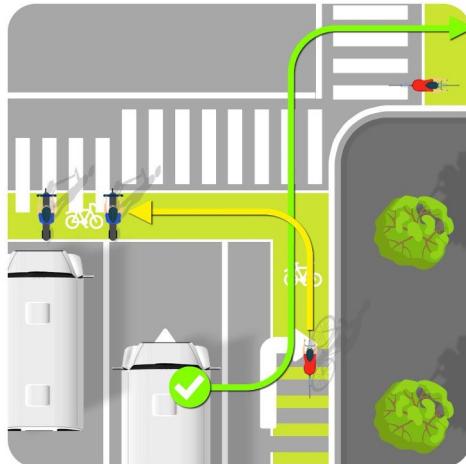
Cars can start shifting to the rightmost lane beginning at the dashed green line before turning right. Cyclists may queue at the bike box in front of the stop line avoiding the right turning lane for cars.

(Maaring magsimulang bumuwelo pakanan ang mga sasakyang magmula sa berdeng mga linya bago tuluyang lumiko pakanan. Ang mga siklista ay maaring pumila o dumakot sa bike box sa harap ng stop line upang maliwasan ang lane para sa mga sasakyang pakanan.)

ASSUMPTION 2 NO RIGHT TURN ON RED

Cars can start shifting to the rightmost lane beginning at the dashed green line before turning right.
(Maaring magsimulang bumuwelo pakanan ang mga sasakyang magmula sa berdeng mga linya bago tuluyang lumiko pakanan.)

Cars must avoid encroaching the solid green pavement on red light, since cyclists will be queuing in this area.
(Dapat iwasan ng mga sasakyang pasukin ang solid green area kapag pula ang stoplight dahil ito ang hintayan o "queuing" area ng mga siklista.)



For inquiries and other concerns, please email us at: activetransportpma@dotr.gov.ph
(Para sa mga katanungan at karagdagang impormasyon, mag-email sa: activetransportpma@dotr.gov.ph)



GUIDELINES FOR TRAFFIC ENFORCERS

CLASS 3 BIKE LANES

(With dashed lines)
(May putol-putol na mga linya)

STANDARD PROTOCOLS (BATAYANG PATAKARAN)

Motor vehicles (e.g. cars, motorcycles, jeeps, buses, trucks, etc.) may encroach or ride on the bike lanes while prioritising cyclists on the road.

Ang mga sasakyang (kotse, motorsiklo, jeep, bus, truck, atbp.) ay maaring pumasok sa mga bike lane habang binibigyang prayoridad ang mga siklista sa kalsada.

CONSIDERATIONS (KONSIDERASYON)

Motor vehicles may encroach in any condition given that class 3 pavement markings are dashed, so long as cyclists are given priority to avoid collisions. (Maaring pumasok ang mga sasakyang sa anumang kondisyon basta ang class 3 na marka sa daan ay putol-putol na linya at binibigyang prayoridad ang mga siklista para maliwasan ang banggaan.)

Cyclists must be prioritised when positioned in the green solid queuing area. (Prayoridad ang mga siklista kapag sila ay nasa solid green area o "queuing" area.)



For inquiries and other concerns, please email us at: activetransportpma@dotr.gov.ph

Para sa mga katanungan at karagdagang impormasyon, mag-email sa: activetransportpma@dotr.gov.ph



GUIDELINES FOR TRAFFIC ENFORCERS



GUIDELINES FOR TRAFFIC ENFORCERS

CLASS 3 BIKE LANES

(With dashed lines)
(May putol-putol na mga linya)

STANDARD PROTOCOLS (BATAYANG PATAKAN)

Motor vehicles (e.g. cars, motorcycles, jeeps, buses, trucks, etc.) may encroach or ride on the bike lanes while prioritising cyclists on the road.

Ang mga sasakyan (kotse, motorsiklo, jeep, bus, truck, atbp.) ay maaaring pumasok sa mga bike lane habang binibigyang prayoridad ang mga siklista sa kalsada.



For inquiries and other concerns,
please email us at: activetransportpmo@dotr.gov.ph

CONSIDERATIONS (KONSIDERASYON)

Motor vehicles may encroach in any condition given that class 3 pavement markings are dashed, so long as cyclists are given priority to avoid collisions.
(Maaring pumasok ang mga sasakyan sa anumang kondisyon basta ang class 3 na marka sa daan ay putol-putol na linya at binibigyang prayoridad ang mga siklista para maiwasan ang bangaan.)

Cyclists must be prioritised when positioned in the green solid queuing area.
(Prayoridad ang mga siklista kapag sila ay nasa solid green area o "queuing" area.)

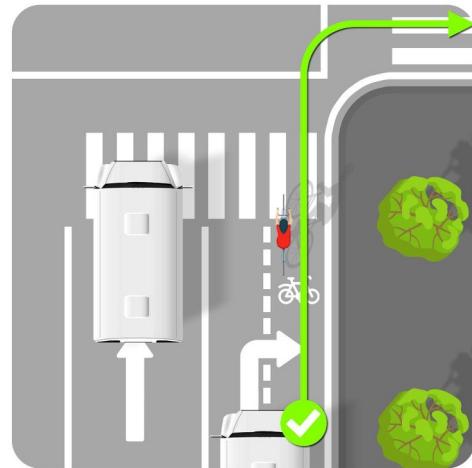
CLASS 3 PAVEMENT MARKINGS INTERSECTION WITH HALF LANE

(INTERSECTION NA MAY CLASS 3 BIKE LANE SA KALAHATING LANE)

ASSUMPTION NO RIGHT TURN ON RED

Cars may traverse the bike lane to turn right but must give priority to cyclists.

(Maaring daanan ng mga sasakyan ang bike lane pakanaan, pero dapat bigyang prayoridad ang mga siklista.)



For inquiries and other concerns,
please email us at: activetransportpmo@dotr.gov.ph

Para sa mga katanungan at karagdagang impormasyon,
mag-email sa: activetransportpmo@dotr.gov.ph



GUIDELINES FOR TRAFFIC ENFORCERS

CLASS 3 PAVEMENT MARKINGS WITH BIKE BOX IN FRONT

(INTERSECTION NA MAY CLASS 3 BIKE LANE AT MARKA NG BIKE BOX SA HARAPAN)

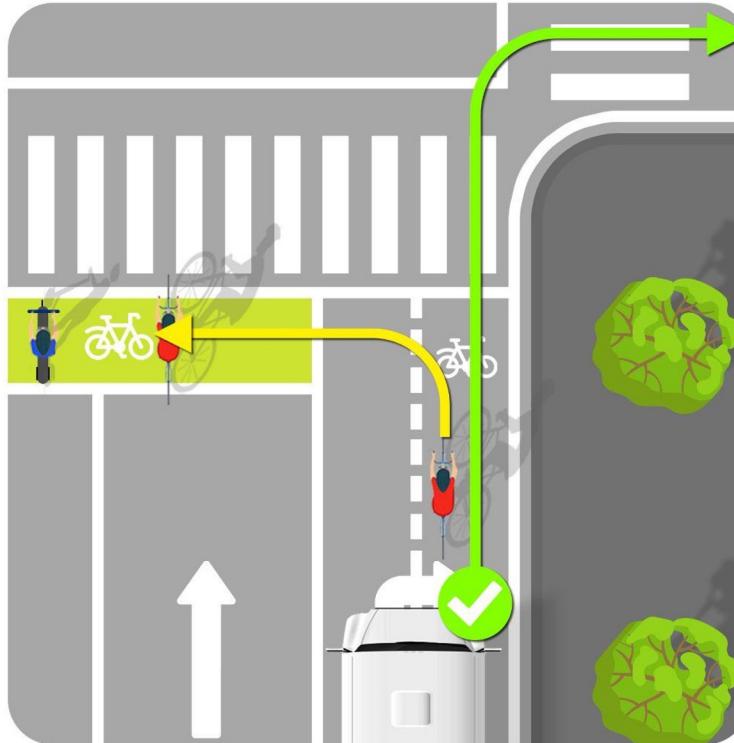
ASSUMPTION TURN RIGHT ANYTIME

Cars may turn right anytime with care.
Cyclists may queue at the bike box in front of the stop line.

(Maaaring kumanan anumang oras ang mga sasakyang nang may pag-iingat. Ang mga siklista ay maaaring pumila o dumako sa bike box sa harap ng stop line.)

If no bike box in front: Guide cyclists to the adjacent lane/ bike box in front of the stop line to avoid conflict.

(Kung walang bike box, maaaring ituro sa mga siklista na mag-abang sa katabing lane o bike box sa harap ng stop line para maiwasan ang pagbabara.)



Thank you very much!

For inquiries and suggestions you may reach us at:

activetransportpmo@dotr.gov.ph

Follow our official Facebook page:



www.facebook.com/ATPOph