



Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

SEVENTEENTH CONGRESS
First Regular Session

House Bill No. 2276



Introduced by Honorable **LORD ALLAN JAY Q. VELASCO**

EXPLANATORY NOTE


Cycling or biking has its variety of benefits whether the use be for transport, recreation or sport. It provides advantages over the use of motor vehicles since bicycles produce no noise pollution, do not consume fuels, there is a reduction in traffic, and parking is easier. It also provides a form of exercise and relaxation. With all these benefits, the establishment of a nationwide program for the establishment of bike lanes in all major thoroughfares is desirable.

In order for the program to be established and properly supported, proper infrastructure must be created. Without it, biking on Philippine roads, which is dominated by motor vehicles, remains hazardous to the cyclist. Bicycle-friendly cities are those that are most accommodating to cyclists. Cities are thought to be bicycle-friendly when they: (1) create a safe and easy environment for cycling; (2) educate the community on bicycle safety and laws; and (3) enforce rules and regulations surrounding traffic and marked lanes.

This bill seeks to establish bike-friendly communities throughout the Philippines.

Establishing bike friendly communities can only be created through smart engineering and proper planning. This will empower citizens by providing them with a concrete alternative means of commuting from one place to another. The integration of biking into the country's transport system will ensure that the program becomes more permanent.

Finally, this bill also seeks to direct the Secretary of Transportation to develop a comprehensive plan and program to ensure the safety not only of cyclists, but all other commuters.


LORD ALLAN JAY Q. VELASCO



Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City, Metro Manila

SEVENTEENTH CONGRESS
First Regular Session

HOUSE BILL NO. 2278

Introduced by Representative LORD ALLAN JAY Q. VELASCO

**AN ACT PROVIDING FOR THE ESTABLISHMENT OF BIKE-FRIENDLY COMMUNITIES AND PROMOTING
THE USE OF BICYCLES AS AN ALTERNATIVE MODE OF TRANSPORTATION**

Be it enacted by the Senate and the House of Representatives of the Philippines in Congress assembled:

Section 1. Short Title. – This Act shall known as the “Bicycle Act of 2016”.

Section 2. Declaration of Policy.- It is the policy of the State to promote environmentally sound and affordable means of transportation for its citizens that shall serve as an alternative to vehicles which consume fuel. It is also the policy of the State to protect the welfare and safety of the commuting public and all road users. Toward this end, the State shall promote biking as a means of transport by establishing a comprehensive network of bike lanes, bike facilities and a road safety program.

The State shall ensure that the needs and safety of all road users particularly the pedestrians and cyclists are fully integrated into the planning, design, operation and maintenance of the country’s transportation system.

Section 3. Definition of terms.- For purposes of this Act, the term-

- A. “Bike or Bicycle” means a non-motorized vehicle consisting of a light frame mounted on two wire-spoked wheels one behind the other and having a seat, handlebars for steering, brakes, and two pedals;
- B. “Cyclist” means a person who rides a bicycle;
- C. “DOT” means the Department of Transportation;
- D. “Secretary” means the Secretary of Transportation.

Section 4. *Establishing Bike-Friendly Communities through a National Bike Program.* - The Secretary shall establish a bike program under the Department of Transportation and Communication to promote safe biking in all towns and cities. The program shall include the construction and maintenance of bicycle lanes, parking, and support facilities. The Secretary shall also create an educational and awareness program on traffic safety. The Secretary may enlist the assistance of other departments or government agencies to carry out this section.

SECTION 5. *Bicycle Lanes.* - There shall be designated bicycle lanes in all primary and secondary roads nationwide that shall serve as exclusive access for bicycle riders. Motor vehicles are prohibited from being driven or parked on any bicycle lane.

The bicycle lanes shall be separated by a physical barrier or devoted path and shall be clearly identified with signs and/or pavement markings. In cases where the installation of a physical barrier or elevated path is not feasible, the lane for bicycles shall be identified through reflectorized yellow painted lines. Bicycle lanes must never compromise the mobility and safety of pedestrians.

The bicycle lanes should traverse across all towns and cities nationwide.

Cyclists shall be required to bike within the lanes, unless no bike lanes have been designated on such roads yet. Cyclists must obey all traffic rules and regulations except those which are not applicable to bicycles.

SECTION 6. *Bicycle Parking.* - All public places, government offices, schools, major business establishments, including malls, banks, restaurants, hospitals, and the like, are hereby required to provide bicycle racks for bicycle parking.

Bicycle parking should be secure, visible, accessible, and not in the way of pedestrians or motor vehicles.

SECTION 7. *Bicycle Infrastructure.* -- In addition to the bicycle lanes and bicycle parking areas, support facilities shall be established to ensure that cyclists and their bicycles can travel safely and to lessen the possibility of collisions with pedestrians. These facilities include, but are not limited, to the following:

- A. Sidewalk improvements;
- B. Traffic calming and speed reduction improvements;
- C. Pedestrian and bicycle crossing improvements;
- D. Traffic Signage pertaining to bicycles;
- E. Off-street pedestrian and bicycle facilities; and
- F. Traffic diversion improvements.

SECTION 8. *Educational Program.*- The Secretary, in cooperation with the Department of Education, the Commission on Higher Education, and local governments, shall establish an educational program to increase awareness on bike safety and road sharing. The program shall be designed for traffic enforcers, motorists, cyclists, and the commuting public. The program shall include:

- A. Traffic education and enforcement;
- B. Motorist Awareness and Road Sharing; and
- C. Bicycle and Pedestrian safety.

SECTION 9. *Carless Day.*- To promote the use of bicycles, the country shall participate in the annual celebration of World Car-Free Day. The second Sunday of September shall be designated as Carless

Day. The Secretary is hereby mandated to determine the primary and secondary roads to be carless during this annual celebration.

SECTION 10. Bike to Work.- The Department of Transportation shall establish a program that gives incentives to private and government offices that encourage their employees to ride their bicycles to work by providing for bicycle facilities within their establishments, lockers and showers.

SECTION 11. Grants.- In carrying out the provisions of this Act, the Secretary may make grants to local government units and non-governmental organizations that the Secretary determines are suitably equipped and organized to carry out the objectives and requirements of this Act. A local government unit that receives a grant under this Section may sub-allocate grant funds to a non-profit organization to carry out the program.

SECTION 12. Implementing Rules and Regulations.- Within thirty (30) days after this Act takes effect, a committee shall be created to formulate the implementing rules and regulations of this Act. The Committee shall be composed of the following:

- A. The Secretary of Transportation or an authorized representative, who shall serve as Chairman of the Committee;
- B. A representative from the Department of Public Works and Highways;
- C. A representative from the Department of Environment and Natural Resources;
- D. A professor from the University of the Philippines School of Urban and Regional Planning;
- E. Two (2) representatives from various bicycle organizations; and
- F. A representative from the MMDA.

Within six (6) months after this Act takes effect, the Secretary of Transportation shall promulgate the implementing rules and regulations.

SECTION 13. Appropriation.- To carry out the provisions of this Act, such amount as may be necessary is hereby authorized to be appropriated from the National Treasury. Thereafter, the amount necessary for the continuous operation of the Bike Program shall be included in the annual appropriation of the DOT.

SECTION 14. Separability Clause.- If any provision or part hereof is held invalid or unconstitutional, the remainder of the law or the provision not otherwise affected shall remain valid and subsisting.

SECTION 15. Repealing Clause.- Any law, presidential decree or issuance, executive order, letter of instruction, administrative order, rule or regulation contrary to or inconsistent with the provision of this Act is hereby repealed, modified, or amended accordingly.

Section 16. Effectivity Clause.- This Act shall take effect fifteen (15) days after its publication in at least two (2) newspapers of general circulation.

Approved,