



NINETEENTH CONGRESS OF THE REPUBLIC)
OF THE PHILIPPINES)
First Regular Session)

23 JAN 18 P5:22

SENATE
Senate Bill No. 1698

RECEIVED BY:

Introduced by: Senator Raffy T. Tulfo

AN ACT
PROVIDING FOR BICYCLE RIGHTS, CREATION OF LOCAL
BIKEWAYS OFFICE (LBO), ESTABLISHING INFRASTRUCTURE IN
RELATION THERETO AND FOR OTHER PURPOSES

EXPLANATORY NOTE

Since the outbreak of the COVID-19 pandemic, there have been significant transition and changes in mobility worldwide—both active travel modes and environmental friendliness in general. The pandemic boosted demand for bicycles, with people using them to commute, for exercise instead of going to gyms, and to get some fresh air. Keen to stay fit and keep clear of infection, commuters around the world have turned to bicycles to get around during the coronavirus pandemic.

According to the National Economic and Development Authority, bicycle imports saw a 112% increase to 2.1 million in 2020, compared with about 1 million units shipped to the country in 2019.

This gives a short overview of general mobility behavior changes and a detailed summary of changes in relation to cycling and bicycle-related reactions of municipalities in urban planning to address and cater to those changes. The different stages of the pandemic also revealed how changeable mobility and cities are.

One of the first laws related to bicycle use was enacted by the Marikina City Council in 1996 which dwells on the use of all streets, avenues, alleys, sidewalks, bridges, parks, and other public places as bicycle lanes. In 2001, another ordinance from the same city created a Bikeways Office tasked to create, supervise and manage bikeways in the city. Recently, another bicycle ordinance was approved on second reading in the City of Davao.

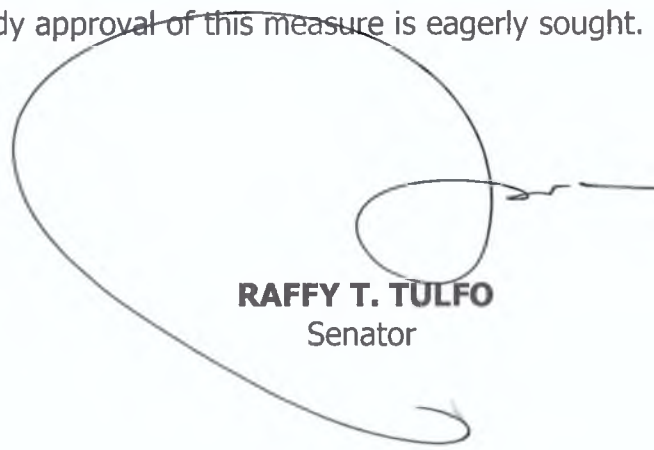
In result, different cities and municipalities in the Philippines are now following what Marikina City has set and demonstrated.

In a survey conducted by the Social Weather Stations, 87% of Filipinos said they prefer bicycles and public transportation to be given priority over private vehicles on roads in cities or municipalities.

With bicycles being seen as a reliable and resilient option in pandemic times, a policy on bicycle and cyclists should now figure prominently in the government's current and post-pandemic planning. This bill also ensures that bike lane networks and other end-of-trip facilities will be integrated in future infrastructure projects across the Philippines.

This bill seeks to provide a framework for a bicycle law on a national level so that Filipino commuters may find a cheaper alternative to get to their destination while saving the environment from harmful emissions.

In view of the foregoing, speedy approval of this measure is eagerly sought.

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RAFFY T. TULFO
Senator



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RELATION THERETO AND FOR OTHER PURPOSES

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

1 SECTION 1. *Short Title.* - This Act shall be known as the "Bicycle Act of 2023."
2

3 SECTION 2. *Declaration of Policy.* - It is the policy of the State to protect
4 and promote the right to health of the people and instill health consciousness
5 among them and to protect and advance the right of the people to a balanced
6 and healthful ecology in accord with the rhythm and harmony of nature.
7

8 Likewise, in view of the fluctuating fuel prices in the world market, the
9 State recognizes the need for cheap alternative means of transportation and
10 encourages the use of non-motorized and environment friendly modes of
11 transport.
12

13 SECTION 3. *Definition of Terms.* - For the purpose of this Act, the
14 term:

15 (A) "Bicycle" means any two wheeled vehicle having a rear drive which
16 is solely

17 human powered and having a seat height of 25 inches or greater when the
18 seat is in the lowest possible position;

1 (B) "Local Bikeways Office (LBO)" refers to the agency in charge of
2 implementing policies, rules and regulations pertinent to this Act;

3
4 (C) "Cyclist" shall refer to drivers of bicycles;

5
6 (D) "Department" shall refer to the Department of Public Works and Highways;

7
8 (E) "Driver" means any person who drives a vehicle, motorized or non-
9 motorized;

10 (F) "Lane" means any longitudinal strips designated for passage of
11 bicycles; (G) "Non-Motorized Transport (NMT)" means any vehicle which
12 does not use a

13 motorized engine;

14 (H) "Road" means the entire surface of any way or street open to public traffic;

15
16 SECTION 4. *Creation of Bikeways.* – All main roads and highways shall
17 be provided with Bicycle Lanes or "bikeways" identified by the Local Bikeways
18 Office under the supervision of the city or municipal engineering office.

19
20 SECTION 5. *Powers and Functions of the Local Bikeways Office.* – The
21 LBO shall be an adjunct of the city or municipal engineering office and shall
22 have the following powers and functions:

- 23
- 24 a. To manage the construction and maintenance of a bikeway
25 network including the identification of a bikeway roadmap;
 - 26
27 b. To establish provision of safe and strategic parking facilities,
28 road signages and maps, including the planting of trees in
29 designated areas of the network;
 - 30
31 c. To encourage partnership with local and foreign
32 organizations to facilitate easy access to bicycles;
 - 33
34 d. To conduct education and information drives on the benefits
35 of using bicycles or NMTs in order to promote the usage of
36 the same;
 - 37
38 e. To cause all bicycles operating on the bikeways to be
39 registered and determine therefore the manner of such
40 registration;

- 1 f. To maintain and keep a bicycle registry where the LBO, within sixty
2 (60) days from the approval of this Act, shall have formulated
3 a system of procedure pertinent to bicycle registration.
4

5 SECTION 6. *Bicycle Park.* – Each city or municipality shall create,
6 through the LBO and the city or municipal engineering office, a Bicycle Park
7 where provisions for bicycles are present such as but not limited to bikeways,
8 bicycle parking areas and similar infrastructure. Such Bicycle Parks shall be
9 funded by the city or municipality by allocating thirty percent (30%) of their
10 respective revenues raised from miscellaneous activities like parking and
11 license fees.
12

13 SECTION 7. *Rights, Duties and Obligations of Cyclists.* – The following
14 shall be the rights, duties and obligations of cyclists:
15

- 16 a. Ride on any public road or street provided that it has been
17 designated as a bikeway except highways or where signs
18 specifically prohibiting bikes have been posted;
19
20 b. Every person riding a bicycle on the designated bikeways
21 shall be granted all the rights and shall be subject to all the
22 duties applicable to drivers of motorized vehicles except those
23 which by their nature are inapplicable;
24
25 c. A trailer or semitrailer may be attached to the bicycle;
26
27 d. Right and left turn signals shall be given not less than 100
28 feet from turn and while stopped waiting to turn. Such signals
29 may be given intermittently rather than continuously if the
30 hand giving the signal is needed to control the bicycle;
31
32 e. An audible signal shall be given before overtaking;
33
34 f. When riding at night, a bicycle shall be equipped with
35 reflective material visible from both sides for at least six
36 hundred (600) feet, or a lighted lamp visible from both sides
37 for at least five hundred (500) feet from a motor vehicle;
38
39 g. A bicycle and its corresponding cyclist may be equipped with
40 additional lights and reflectors;
41
42 h. A cyclist shall keep one hand on the handlebar at all times;
43
44 i. A cyclist must always wear a helmet properly where the chin
strap is securely fastened;

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- j. Every bicycle shall be equipped with brakes that are capable of stopping the bicycle within twenty-five (25) feet from a speed of 10mph on dry, clean level pavement;

SECTION 8. *Restrictions.* – The following are restrictions imposed upon cyclists and the right to use a bicycle:

- a. No bicycle shall carry more persons than it was designed to carry except when another regular seat or trailer towed by the bicycle is present;
- b. Persons riding a bicycle shall not cling to another vehicle while in the designated bikeway;
- c. Bicycles may not be parked in areas other than those specifically designated as such by the CBO;
- d. A cyclist shall not ride a bicycle on a sidewalk or crosswalk;
- e. A cyclist shall not carry anything on the bicycle unless it is in a basket, bag, rack or trailer designed for that purpose;
- f. A modified bicycle is not allowed on the bikeways, or that which makes the hands higher than the shoulders when gripping the handlebars;
- g. Ownership or custody of a bicycle which has a destroyed, removed, altered, covered or defaced serial number;
- h. No person shall operate a bicycle at a speed greater than is reasonable and prudent under the conditions then existing.

SECTION 9. *Obedience to Traffic Laws and Devices.* – Any person operating a bicycle shall obey the instructions of official traffic control signs, and other control devices applicable to vehicles, unless otherwise directed by a police officer. Whenever authorized signs are posted, a person operating a bicycle shall not disobey the direction of such sign except when that person dismounts from the bicycle, in which case such person shall then obey the regulations applicable to pedestrians. No person shall ride or operate a bicycle in any direction except that permitted for vehicular traffic traveling on the same side of the bikeway.

1 SECTION 10. *Flagging by a Police Officer.* - A uniformed police officer,
2 or any deputized traffic officer, may stop, inspect and test a bicycle that is
3 suspected to be unsafe or to have improper equipment. He may also stop any
4 cyclist operating the bicycle in such a manner as to pose danger to others.
5

6 SECTION 11. *Riding on Bicycle Lanes.* Every person operating a bicycle
7 upon a designated bikeway lane shall remain inside such lane, exercising due
8 care when passing a standing vehicle or a vehicle proceeding in the same
9 direction. When a person operating a bicycle upon a bikeway at a speed less
10 than the normal speed of traffic, such person may move out of the lane under
11 any of the following circumstances:
12

- 13 a. Whenever overtaking or passing another bicycle, vehicle or
14 pedestrian within the lane or about to enter the lane if such
15 overtaking or passing cannot be done safely within the lane;
16
- 17 b. When preparing for a turn at an intersection or into a private
18 road or driveway;
19
- 20 c. When reasonably necessary to leave the bicycle lane to avoid
21 debris or hazardous conditions.
22

23 SECTION 12. *Yielding Right-of-Way From Bicycle Paths to Sidewalks.* -
24 Every person riding a bicycle on a bikeway that is about to enter or cross a
25 roadway shall yield the right-of-way to all traffic on such roadway.
26

27 SECTION 13. *Motor Vehicles In Bikeways.* - Whenever a bikeway has
28 been established on a road, any person operating a motor vehicle on such road
29 shall not drive in the bikeway except to park when parking is permitted, to
30 enter or leave the road or prepare for a turn.
31

32 SECTION 14. *Exercise of Due Care.* - Every cyclist shall exercise due
33 care to avoid colliding with any pedestrian, or any person operating a bicycle
34 or other device propelled by human or animal power, upon any road, and shall
35 give warning by sounding the horn when necessary and shall exercise proper
36 precautions upon observing any child or any incapacitated person upon a road.
37

38 SECTION 15. *Bicycle Lane Network to Link Cities and Municipalities.* The
39 Departments of Transportation, Public Works and Highways, Interior and Local
40 Government, Metro Manila Development Authority and the local government
41 units shall plan and construct an interconnecting bicycle lane network to link
42 cities and municipalities and pursue similar approaches towards a sustainable
43 and low carbon emission transport system.

1 SECTION 16. *Penalties.* – Any person who violates any of the provisions
2 of this Act shall be subject to the penalty of a fine of not less than Five Hundred
3 Pesos (P500.00) but not more than One Thousand Pesos (P1,000.00). If such
4 violation causes damage or injury to persons or property then the appropriate
5 provisions of the Civil Code and the Revised Penal Code shall take effect.
6

7 SECTION 17. *Separability Clause.* - If any provision or part hereof, is
8 held invalid or unconstitutional, the remainder of the law or the provision not
9 otherwise affected shall remain valid and subsisting.
10

11 SECTION 18. *Repealing Clause.* - Any law, presidential decree or
12 issuance, executive order, letter of instruction, administrative order, rule or
13 regulation contrary to or is inconsistent with the provision of this Act is hereby
14 repealed, modified, or amended accordingly.
15

16 SECTION 19. *Effectivity Clause.* - This Act shall take effect fifteen (15)
17 days after its publication in at least two (2) newspapers of general circulation.
18

19 Approved,