

Republic of the Philippines
QUEZON CITY COUNCIL
Quezon City
21st City Council

PO21CC-310

46th Regular Session

ORDINANCE NO. SP- **2988**, S-2020

AN ORDINANCE PROMOTING SAFE CYCLING AND ACTIVE TRANSPORT AS AN ALTERNATIVE MODE OF TRANSPORTATION IN QUEZON CITY, CREATING THE BICYCLE AND ACTIVE TRANSPORT SECTION UNDER THE DEPARTMENT OF PUBLIC ORDER AND SAFETY - GREEN TRANSPORT OFFICE, AND FOR OTHER PURPOSES.

Introduced by Councilor **MIKEY F. BELMONTE**.

Co-Introduced by Councilors Bernard R. Herrera, Lena Marie P. Juico, Dorothy A. Delarmente, M.D., Tany Joe "TJ" L. Calalay, Nicole Ella V. Crisologo, Victor V. Ferrer, Jr., Winston "Winnie" T. Castelo, Atty. Bong Liban, Eden Delilah "Candy" A. Medina, Ramon P. Medalla, Estrella C. Valmocina, Franz S. Pumaren, Kate Galang-Coseteng, Matias John T. Defensor, Wencerom Benedict C. Lagumbay, Jorge L. Banal, Sr., Peachy V. De Leon, Imee A. Rillo, Marra C. Suntay, Irene R. Belmonte, Resty B. Malañgen, Ivy L. Lagman, Hero M. Bautista, Jose A. Visaya, Karl Castelo, Patrick Michael Vargas, Shaira L. Liban, Ram V. Medalla, Allan Butch T. Francisco, Marivic Co Pilar, Melencio "Bobby" T. Castelo, Jr., Rogelio "Roger" P. Juan, Diorella Maria G. Sotto-Antonio, Donato "Donny" C. Matias, Eric Z. Medina, Freddy S. Roxas and Noe Dela Fuente.

WHEREAS, the outbreak of the Coronavirus Disease 2019 (COVID-19) has caused the World Health Organization (WHO) to declare it as a pandemic, thus, President Rodrigo Roa Duterte signed Proclamation No. 922 entitled "Declaring a State of Public Health Emergency Throughout the Philippines on 8 March 2020";

WHEREAS, Section 1 of Presidential Proclamation No. 929, dated 16 March 2020, declared a State of National Calamity over a period of six (6) months. Section 2 of the abovementioned, likewise imposed an Enhanced Community Quarantine beginning 16th of March 2020 until the 13 April 2020;

WHEREAS, in a Memorandum from the Executive Secretary dated 16 March 2020, with the Subject "Community Quarantine over the entire Luzon and Further Guidelines for the Management of the Coronavirus Disease 2019 (COVID-19) Situation", Enhanced Community Quarantine and Stringent Social Distancing Measures were imposed over the entire Luzon, effective 17 March 2020 until 13 April 2020. The said measures suspended all school activities in all levels, prohibited mass gatherings, imposed strict home quarantine, and restricted the operation of private businesses, allowing only the operation of those which provide basic necessities. Further, pursuant to IATF Resolution No. 35, various areas were placed under a Modified Enhanced Community Quarantine (MECQ);

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WHEREAS, the IATF guidelines issued on May 13, 2020 state that public transport will continue to be disallowed in areas declared under the Modified Enhanced Community Quarantine (MECQ). Public transport will be allowed in General Community Quarantine (GCQ), but with a limited load factor which will vary by mode of transport. The stringent physical distancing protocols required to maintain safe public transportation systems will therefore continue to limit the capacity of these systems. Therefore, the use of bicycles and other light mobility and walking have been promoted as essential modes of transport for citizens who need to commute to work and other allowable daily activities. In addition, streets are considered vital public spaces for active transport and exercise as allowed under the IATF guidelines for MECQ and GCQ;

WHEREAS, a main barrier to cycling as daily means of commuting and transportation is the perceived risk to health due to the possibility of physical injury or exposure to pollution. Both factors have been proven over decades of research and evidence to be mitigated by the establishment of a network of cycling lanes throughout a municipality/ city/ province;

WHEREAS, existing scientific literature has shown overwhelmingly that cycling lanes improve mobility outcomes throughout a municipality/ city/ province by encouraging citizens to adopt the less-congestive mode of cycling as transportation rather than resorting to the more congestive mode of private motorized transport;

WHEREAS, cycling is established as a primary mode of transportation around the world, in cities of varying geographies and weather conditions, including those which are hilly, hot and humid, and subject to harsh precipitation, proving that it is possible for biking to be made viable as everyday transport regardless of a municipality's/ city's/ province's specific natural environment;

WHEREAS, cycling allows people of varying ages, physical abilities, and economic conditions to access mobility through the use of specially sized, modified, or improvised bicycles and personal mobility devices, and a network of cycling lanes would thus result in the expansion of economic opportunity for all residents of Quezon City;

WHEREAS, cycling and active transportation addresses the problem of the limited availability of public transportation especially for frontliners required to report to essential work. In the context of COVID19, it also ensures the avoidance of crowding in public transportation settings and facilitates social distancing;

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WHEREAS, Section 16 of Republic Act No. 7160, otherwise known as the Local Government Code of 1991, provides that "Every Local Government unit shall exercise the powers expressly granted, those necessarily implied therefrom, as well as powers necessary, appropriate, or incidental for its efficient and effective governance, and those which are essential to the promotion of the general welfare. Within their respective territorial jurisdictions, local government units shall ensure and support, among other things, the preservation and enrichment of culture, promote health and safety, enhance the right of the people to a balanced ecology, encourage and support the development of appropriate and self-reliant scientific and technological capabilities, improve public morals, enhance economic prosperity and social justice, promote full employment among their residents, maintain peace and order, and preserve the comfort and convenience of their inhabitants";

WHEREAS, there is a need to establish bike lanes and bike-friendly zones in order to safeguard bikers from accidents and other road-related incidents;

WHEREAS, this Ordinance aims to protect the rights to property and ensure the safety of the cycling public traversing in Quezon City.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY COUNCIL OF QUEZON CITY IN REGULAR SESSION ASSEMBLED:

SECTION 1. TITLE. - This Ordinance shall be known as the "QC Safe Cycling and Active Transport Ordinance of 2020."

SECTION 2. DECLARATION OF POLICY. - The use of active transport, during and after the COVID-19 outbreak, promotes the general welfare of the City and in realizing the right of people to a balanced and healthful ecology in accordance with the rhythm and harmony of nature, the City hereby adopts the following policies relative to the transportation system in our country, it is hereby declared the policy of the City Government that:

- a. The City seeks to significantly reduce carbon emissions by providing sustainable and environment-friendly mobility options by supporting active transport in its transport plan;
- b. Urban road space is a scarce commodity whose beneficial use must be allocated for the greatest good and greatest number, judiciously, fairly, and in a participatory manner, wherein the movement of people is the paramount priority;
- c. City transport shall be guided by fairness and equity in funding utilities and infrastructure, as well as in maintaining them - individuals or entities engaged in activities imposing societal costs, such as congestion, pollution, and accident risks, will fairly compensate society;

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- d. The City shall promote a shift towards safe, cost-effective, efficient, non-congestive, non-polluting, active transport in a seamless and inclusive transportation system which includes prioritizing non-motorized and non-pollutive transport;
- e. The City shall increase mobility options of the general public and promote the use of sustainable modes of transportation such as walking, cycling, and public transportation;
- f. The City shall properly plan and establish facilities and infrastructures that will support this shift in the transportation system; and
- g. The City shall measure and report on the performance of these measures, the share and usage of the modes, the conditions of the infrastructure, and their social, environmental and economic impacts.

SECTION 3. SCOPE AND COVERAGE. - This Ordinance shall apply to government offices, schools and academic institutions, hospitals and medical facilities, business establishments, particularly malls, supermarkets, groceries, banks, restaurants, major transport terminals and other similar establishments to promote safe cycling and active transport in Quezon City, whilst ensuring the safety and convenience of cyclists and active transport users.

SECTION 4. DEFINITION OF TERMS. -

- a.) Active Transport - relates to physical transport means. It includes travel by foot, bicycle and other manual and electronic-assisted modes of transportation such as e-bikes and e-kick scooters. Active transport also includes the use of public transport as it involves some walking or cycling to pick-up and from drop-off points.
- b.) Bicycle - A bicycle is a vehicle with at least two wheels that is propelled solely by the muscular energy of the person riding on that vehicle, in particular by means of pedals or hand-crank.
- c.) Bicycle Parking Areas - are designated spaces exclusive for the parking of bicycles, scooters, e-bikes, e-kick scooters and other active transport modes. They are designed with metal railings in which the riding public can safely park and lock their bicycles, scooters or their electronic-assisted bikes or scooters.
- d.) Commuter - refers to a person that needs to travel from one place to another, often using a combination of public transportation modes to get to his/her destination.

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- e.) *Cycling Lanes* - refers to a portion of the road, street, or path for the exclusive use of bicycle and active transport use, where private motorized transport are not allowed.
- f.) *Cyclist* - refers to a person riding a bicycle, regardless of bicycle type.
- g.) *E-Bike* - electric assisted bicycles with working pedals.
- h.) *E-Kick Scooter* - are electronic powered stand-up scooters, designed with a large deck in the center on which the rider stands.
- i.) *Motorist* - refers to the driver of an automobile.
- j.) *Motorized Transport* - shall mean any vehicle propelled by any power other than muscular power using the public highways, but excepting road rollers, trolley cars, street-sweepers, sprinklers, lawn mowers, bulldozers, graders, fork-lifts, amphibian trucks, and cranes if not used on public highways, vehicles which run only on rails or tracks, and tractors, trailers and traction engines of all kinds used exclusively for agricultural purposes. *Pedestrian* refers to a person going on foot from one point to another.
- k.) *Rider* - a person who rides or travels by scooter, e-bike, e-scooter or other active transport.
- l.) *Walking Paths* - refer to pathways which can be used by pedestrians.

SECTION 5. CREATION OF THE DPOS - BICYCLE AND ACTIVE TRANSPORT SECTION. - The Quezon City Bicycle and Active Transport Section (BATS) is hereby created under the Department of Public Order and Safety (DPOS) - Green Transport Office (GTO).

The BATS shall be the main office responsible for the efficient and effective implementation of the promotion and development of safe cycling and active transport in the city. It shall, among others, ensure the availability of the appropriate infrastructure in key transport routes within the jurisdiction of the City for the promotion of safe cycling and active transport, as well as provide the necessary regulatory functions to ensure the safety of cyclists and users of active transport.

The BATS shall be headed by a Senior Transportation Regulation Officer. The section head must possess adequate knowledge, training and experience in the field of urban or transport planning or engineering. The full staffing complement of the BATS shall be as follows:

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POSITION	NO. OF EMPLOYEES	SALARY GRADE	EDUCATION	EXPERIENCE	TRAINING	ELIGIBILITY
Senior Transportation Regulation Officer	1	18	Bachelor's degree relevant to the job	2 years relevant experience	8 hours relevant training	Career Service (Professional) Second Level Eligibility
Transportation Regulation Officer II	1	15	Bachelor's degree relevant to the job	1 year relevant experience	4 hours relevant training	Career Service (Professional) Second Level Eligibility
(Data Controller IV) Senior Administrative Assistant	1	13	Completion of 2 years studies in college or high school graduate with relevant vocational/trade course	3 Years of relevant Experience	16 hours relevant training	Career Service (Sub Professional) First Level Eligibility
Transportation Regulation Officer I	1	11	Bachelor's degree relevant to the job	None required	None required	Career Service (Professional) Second Level Eligibility
(Data Controller I) Administrative Aide VI	1	6	Completion of 2 years studies in college or high school graduate with relevant vocational/trade course	None required	None required	Career Service (Sub Professional) First Level Eligibility
Traffic Aide II	30	5	High School Graduate	None required	None required	None required (MC 10 s 2013 Cat.III)

In the event that the creation of the BATS is not yet feasible, the City Mayor shall convene a QC Bicycle and Active Transport Task Force which shall be led by the Department of Public Order and Safety, assisted by the City Planning and Development Department, Parks Development and Administration Department, City Engineering Department and City Architect Department. The Task Force shall perform the functions stated herein and shall ensure the implementation of this Ordinance.

SECTION 6. POWERS AND FUNCTIONS OF THE BICYCLE AND ACTIVE TRANSPORT SECTION. -

- a) *Prepare infrastructure plans for safe cycling and active transport, particularly a cycling lane network and walking paths, public bike parking spaces, as well as necessary signages based on this Ordinance;*

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- b) *Prepare the necessary guidelines that will ensure the safe use of cycling lanes for cyclists and riders of other electronic assisted modalities of transportation;*
- c) *Develop and implement projects, programs, and activities to: (1) support active transport, particularly biking and walking; (2) inform the public regarding active transport projects, programs and activities; (3) ensure that law enforcement agencies strictly enforce traffic laws and limit electronic assisted transport in cycling lanes to e-kick scooters and e-bikes; (4) oversee that law enforcement agencies safeguard unobstructed cycling lanes and walking paths, particularly by sidewalk vendors or vehicles; and (5) conduct information campaigns that shall encourage switching from cars to bikes or other active transport modalities;*
- d) *Develop a legislative agenda of supporting policies, resolutions or ordinances regarding active transport and monitor and assess the policy framework, at least annually for possible improvement or enhancement;*
- e) *Develop incentivization schemes that will promote the use of bicycles and other active transport modes, including the use of safety gear especially in the private and business sectors;*
- f) *Monitor and inspect the operation of the cycling lane network, including all the 30 Kph streets, 10Kph streets, No-Vehicle streets, and safe intersections and make recommendations through the policy framework to improve or further develop active transportation;*
- g) *Ensure the provisions of safe and strategic parking facilities and road signages for bicycles and active transport modes;*
- h) *Develop learning modules and provide the necessary seminars and trainings on road safety and other relevant matters on a regular basis that would ensure safety among cyclists and riders of active transport;*
- i) *Encourage the use of safety gear, especially helmets and safety lights, among others;*
- j) *Maintain and keep a recording of all cyclists and riders of active transport within sixty (60) days from approval of this Ordinance. As such the GTO-BATS shall formulate a system of procedure pertinent to bicycle and electronic assisted modes of transportation;*

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- k) *Enforce the implementation of this Ordinance through the issuance of electronic or physical citation violation receipts;*
- l) *Ensure necessary sidewalk developments are safe and unobstructed for the use of pedestrians, through integration in the appropriate infrastructure development plans of the city government;*
- m) *Provide a platform for the participation of Non-Government Organizations (NGOs), Peoples Organizations (POs) and Civil Society Organizations (CSOs);*
- n) *Coordinate with the necessary City Government and National Government office to ensure that air quality is maintained especially along the City's cycling lanes. Coordinate with the QCDRMO on the inclusion of bike lanes in the QC Contingency Plan and the Disaster and Risk Reduction Management Plans as emergency pathways during calamities and disasters, while ensuring the safety of cyclists and active transport users; and*
- o) *Regular conduct of research including a walkability and bikeability study in the city.*

SECTION 7. CYCLIST AND ACTIVE TRANSPORT USERS DATABASE. - The GTO - BATS shall initiate the establishment of a database that shall maintain all pertinent information on cyclists and active transport users for purposes of continuous improvement of the safe cycling and active transport program of the City. The said program shall follow the following general strategies:

- 1. *The cyclist and active transport database shall be web based, real time and shall maintain security of all personal data in the system.*
- 2. *The process of data gathering shall be voluntary.*
- 3. *Data generation shall be done through gathering from the following:*
 - a. *Reports from Bike dealers within the jurisdiction of Quezon City; and*
 - b. *Crowdsourcing through the development of a mobile app specific for cyclists and active transport users. The said mobile app shall be filled up online by cyclists and active transport users. Information to be gathered shall include the following:*

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i. *Personal Information*

1. *Name*
2. *Birthday*
3. *Address*
4. *Photo*

ii. *Cycling and Active Transport Information*

1. *Bicycle and Active Transport Mode Information*

- a. *Brand, Model, Serial Number, other information*
- b. *Bike Photo*

2. *Cycling and Active Transport History*

- a. *Regular Route*
- b. *Total kms traveled*
- c. *Violations, if any*

3. *Live traffic advisory*

4. *Live weather advisory*

- c. *All recorded cyclists and active transport users in the database shall be encouraged to verify the information provided through personal appearance in the GTO-BATS office.*

SECTION 8. IDENTIFYING AND ESTABLISHING A CYCLING LANE NETWORK AND WALKING PATHS. - *The Quezon City GTO-BATS shall identify the commonly used routes for cyclists and riders of active transport vis-à-vis city-wide traffic conditions, creating a comprehensive plan with appropriate traffic engineering solutions and the necessary infrastructure which prioritizes the safety of cyclists and riders. The following shall be the objectives of the plan:*

- a) *To provide cyclists and riders of active transport with access to the entire city, particularly vital establishments, such as, but not limited to: (i) public hospitals; (ii) public markets and commercial spaces; (iii) public transport terminals; (iv) educational institutions (v) government centers and offices; (vi) public open spaces, and (vii) in consideration of connectivity to other LGUs;*

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- b) *The cycling lane network shall be consistent with road safety standards;*
- c) *To provide direct access for bicycles and other active transport by favoring the shortest and most direct routes to public services, vital establishments and other public open spaces;*
- d) *Transportation plans and policies shall prioritize moving the largest volume of people possible to maximize the use and value of street space to be measured by the flow of people, rather than by the volume of vehicles;*
- e) *The safety and welfare of people using active transport shall be given the highest priority ensuring that cyclists, riders of active transport and pedestrians are not placed at risk from motorized vehicles;*
- f) *To ensure that people of all ages and abilities are able to safely use active transport to access services in the City; and*
- g) *Strictly and effectively complement the existing initiatives of clearing roads of illegal obstruction.*

SECTION 9. COMPLEMENTARY TRAFFIC ENGINEERING AND INFRASTRUCTURE SOLUTIONS. - *Road Infrastructure to support active transport shall prioritize the provision of barriers especially in main thoroughfares, these shall likewise conform to the following:*

Local roads to be converted or redesigned for cycling lanes and walking paths shall be identified as Street Types 1, 2, or 3, described as follows:

1. TYPE 1: Thirty-Kilometer Per Hour Street with Protected Cycling Lane and Walking Paths

On Type 1 streets, dedicated cycling lanes and walking paths are separated by object (e.g. curb, planter, flex delineators) from vehicle traffic.

Recommended road types for Type 1 streets include existing four- or six-lane roads.

Roads designated as Type 1 Streets will adopt a vehicular and motorcycle speed limit of thirty kilometers per hour (30kph) to ensure safety for all users.

Type 1 streets will incorporate traffic calming design interventions (e.g. medians, pinchpoints, speed humps) to ensure compliance with the speed limit.

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2. TYPE 2: Fifteen-Kilometer Per Hour Street with Cycling Lane and Walking Paths

On Type 2 streets, cyclists and pedestrians are prioritized, but cycling lanes and walking paths are not separated by object from motorized vehicle traffic. Cycling lanes and walking paths can be designated with the use of paint or other markings.

Recommended road types for Type 2 streets include existing one, two or four-lane roads.

Type 2 streets will adopt a vehicular and motorcycle speed limit of fifteen kilometers per hour (15kph) to ensure the safety of all users.

Type 2 streets will incorporate traffic calming design interventions (e.g. medians, pinchpoints, speed humps) to ensure compliance with the speed limit.

3. TYPE 3: Street with No Vehicular Traffics

On Type 3 streets, motorized transport through traffic is not permitted. These streets serve to provide a safe environment for active transport and exercise for all ages.

Cycling lanes, walking paths, and play areas can be designated with the use of paint or other markings.

Type 3 streets can be considered on any roadway. Selection should consider the number of people who will need to use this public space.

Residents of the street or emergency vehicles will be allowed access, but will adopt a vehicular and motorcycle speed limit of ten kilometers per hour (10kph) to ensure the safety of all users.

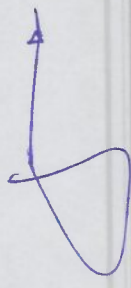
Businesses will be allowed to operate along Type 3 streets but parking and loading and unloading of passengers along the street will be disallowed. Loading and unloading of goods will occur at non-peak hours.

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CRITERIA	TYPE 1	TYPE 2	TYPE 3
Separation	Physical separation by object	Designated lane and pathway with paint or other markings	Designated lane, pathway, and play area with paint or other markings
Road Type	Four or six lane	One, two, or four lane	ANY
Maximum Speed Limit	30 kph	10 kph	10 kph Access limited to residents of the street, off-peak business loading/unloading, emergency vehicles only
Traffic Calming	YES	YES	YES

4. Safe Intersections

All intersections, particularly intersections with high traffic levels, shall be evaluated to ensure that cyclists and riders of active transport are able to safely cross and change directions at-grade without requiring the use of a footbridge or any other crossing infrastructure that divert away from street level. Traffic signals must be timed to allow active transport a safe and reasonable crossing time where they are preferably separated from traffic conflicts with motorized transport.

At-grade pedestrian crossings are highly preferred over footbridges because of both safety and accessibility considerations. If a footbridge, or other such crossing infrastructure, is required at an intersection, instead of an at-grade crossing, a technical analysis, with consultation with a PWD and Senior Citizen Stakeholder Organization showing why a footbridge is the superior option needs to be submitted.

Any crossing infrastructure that diverts active transport away from the street level must be designed such that it enables independent use of a wheelchair. Any crossing infrastructure that diverts active transport away from the street level must be treated as accessibility infrastructure for people on wheelchairs and must be compliant with all existing laws and design standards regulating the design of such infrastructure.

SECTION 10. CYCLING LANE AND WALKING PATH DESIGNS. - Attached to this Ordinance is Annex "A", providing the recommended cycling lane and walking path designs appropriate for implementation.

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SECTION 11. PRINCIPLES FOR CYCLING LANES AND MARKINGS OR SIGNAGES. - *The following principles will guide the implementation of cycling and active transport in existing and future road infrastructure:*

- a. *Universal Access to Destinations - All destinations served by the public road system shall be accessible to cyclists;*
- b. *Equal Rights of Use - People's right to use that portion of a street designed for travel is not diminished by less weight, less size, or less average speed associated with their travel mode;*
- c. *Integration of Modes - Traveling by different modes of cycling and active transport shall not be segregated by law or facility design unless there is compelling, objective, scientifically valid evidence of operational advantages of segregation that outweigh the disadvantages;*
- d. *Uniformity and Simplicity - Use of transportation facilities must be simple and intuitive based on uniformity with the other facilities;*
- e. *Accessible Surfaces - Roadway surfaces should be as clear as possible of hazards for narrow tires such as bicycle wheels, drainage grills must be placed horizontal or perpendicular to road direction to avoid bicycle wheels from falling through its bars;*
- f. *Crossable Roadways - Crossing distances at non-signalized access locations must not exceed the distance that can be covered at slow cycling or walking speed before traffic can arrive from beyond sight distance, and traffic signal timing should provide adequate clearance intervals for safe crossing by pedestrians and slow vehicles;*
- g. *Appropriate Space for Use - Overtaking activities should take place at distances appropriate for the difference in speed, maneuverability of modes, and vulnerability of users.*

SECTION 12. RIGHTS AND DUTIES OF CYCLISTS AND RIDERS OF ACTIVE TRANSPORT. - *All cyclists and riders of active transport can use public roads or streets except on EDSA or where signs prohibiting bicycles and active transport have been posted.*

SECTION 13. RESPONSIBILITIES OF CYCLING LANE USERS. - *All users of the city cycling lanes shall have the following responsibilities:*

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1. *It is the responsibility of the cyclist and riders of active transport to undertake all necessary trainings and seminars to equip him/her of the necessary knowledge, skills and attitude required to operate their bike, scooter, skateboard, e-kick scooter or e-bike in public roads.*
2. *It is the responsibility of cyclists and riders of active transport to ensure the road worthiness of their bikes, scooters, skateboards, e-scooters and e-bikes. This includes the responsibility to ensure operational breaking systems, lights and visible reflectors. Only bikes with lights and reflectors shall be allowed to be utilized at night or when there is zero visibility.*
3. *All cyclists and riders of active transport must wear helmets as minimum safety gear when riding.*
4. *All cyclists and riders of active transport shall not carry anything on the bicycle unless it is in a basket, bag, on a rack, or trailer designed for that purpose.*
5. *It is the responsibility of cyclists and riders of active transport to make the appropriate hand signals in every turn which shall be given not less than 100 feet from turn and while stopping or waiting to turn.*
6. *Every cyclist or rider of active transport shall remain inside such lane, exercising due care when passing a vehicle in full stop or vehicle proceeding in the same direction.*
7. *Every cyclist or rider of active transport shall ensure compliance to speed limit provisions.*
8. *It shall likewise be the responsibility of the cyclist or rider of active transport to comply with the following prohibitions:*
 - a. *In no instance shall the bike, scooter, skateboard or e-bike or e-kick scooter carry more than it was designed to carry except when another regular seat or trailer towed by the bicycle is present.*
 - b. *All cyclists or riders of active transport shall not cling to another vehicle while in the designated cycling lanes.*
 - c. *All cyclists or riders of active transport shall not ride a bicycle on a sidewalk or crosswalk.*

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- d. *No cyclist or rider of active transport shall operate their bicycle or active transport at a speed greater than 30 Kph.*

SECTION 14. END OF TRIP FACILITIES. - End-of-trip facilities shall be made part of the bike infrastructure agenda for all city government offices and facilities. These include safe bike parking, shower facilities, and hydration areas for cyclists and riders of alternative transport. The GTO-BATS shall likewise encourage private commercial establishments and private businesses to adopt end of trip facilities in their infrastructure agenda.

1. BICYCLE and ACTIVE TRANSPORT PARKING -

- a. *National and City Government Facilities - The QC GTO-BATS shall ensure the provision of free, secure and adequate bicycle and active transport parking in all QC government facilities to ensure the security of the bicycles, scooters, skateboards, e-kick scooters and e-bikes. It shall likewise initiate coordination with all other national government offices operating in Quezon City, for the phased construction of the said bike and active transport parking facilities. The construction of parking facilities in government offices and facilities shall conform to the following principles:*

- i. Should be located in close proximity to the buildings' entrances and in highly visible well-lighted areas to minimize theft and vandalism;*
- ii. If parking facilities are not visible from the street or main building entrance, a sign must be posted at the main building entrance indicating the location of the parking. Where parking facilities are not clearly visible to approaching cyclists and riders of active transport, signs shall be posted to direct them to the parking facility;*
- iii. Racks and iron hooks to be installed shall be securely anchored to the lot surface so they cannot be easily removed and shall be of sufficient strength to resist vandalism and theft;*
- iv. Parking facilities shall not impede pedestrian or vehicular circulation, and should be harmonious with their environment both in color and design. Parking facilities should be incorporated whenever possible into building design or street furniture;*

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- v. *Outdoor parking facilities shall be surfaced in the same manner as the car or vehicle parking area and shall be equally level. Lighting and other security design features shall be provided in these parking facilities equivalent to those provided for car parking spaces. A safe parking location is one in which activity around the bicycles is easily observable;*
 - vi. *Parking facilities should be designed to accommodate the various transport modalities covered by this Ordinance. It shall accommodate all bicycle, scooter, skateboard, e-kick scooter or e-bike shapes and sizes and facilitate easy locking and should allow for the free movement of all parked active transport modalities;*
 - vii. *Bicycle and Active Transport Parking facilities within car parking areas shall be separated by a physical barrier and clearly marked to protect bicycles and active transport from damage by cars or vehicles, such as curbs, wheel stops, poles or other similar features. Bicycle parking spaces are to be clearly marked as such and shall be separated from car parking by some form of physical barrier designed to protect bikes from being hit by a car or vehicle; and*
 - viii. *Bicycle and active transport parking shall be available to the public but shall give preference to City Government employees especially in QC managed offices. The GTO-BATS shall ensure that separate Bicycle and Active Transport Parking facilities shall be provided to the transacting public.*
- b. *MRT and LRT - The GTO-BATS shall initiate coordination with the Manila Metro Rail Transit (MRT) and the Manila Light Rail Transit (LRT) to ensure the provision of parking facilities in their terminals within the jurisdiction of Quezon City. The parking facilities in these terminals shall conform to the following principles:*
- i. *The MRT / LRT terminals shall have bicycle parking facilities located adjacent to the main entrance of the stations within the jurisdiction of Quezon City. Each station should have a parking/rack for at least ten (10) bicycles and active transport modes. The actual space to be allocated for bicycle parking facilities in the said stations shall consider the number of commuters/cyclists needing parking/racks;*

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- ii. *The location of these parking areas shall be located in close proximity to the stations' entrances, in highly visible well-lighted areas to minimize theft and vandalism, and included in the frequent patrol checks of the designated security guards;*
- iii. *Racks and iron hook to be installed shall be securely anchored to the lot surface so they cannot be easily removed and shall be of sufficient strength to resist vandalism and theft.*
- c. *In consonance with the Quezon City Government Ordinance No. SP-2369, Series of 2014, major business establishments particularly, malls supermarkets, groceries, banks, restaurants, and other similar establishments operating within the jurisdiction of Quezon City shall ensure the provision of parking facilities in their commercial areas.*

In particular, these parking facilities shall conform to the following general requirements:

- i. *Bicycle and active transport parking shall be required in commercial establishments with a gross interior of 50 sqm and above. For commercial establishments with less than 50 sqm of gross interior space, a bicycle rack or parking facility may not be required. However, the establishment shall allow a bicycle or active transport user to lock or park his bike or active transport immediately adjacent to the entrance of the facility.*
- ii. *The location of the parking areas shall be located in close proximity to the establishment's entrances, in highly visible well-lighted areas to minimize theft and vandalism.*
- iii. *Racks and iron hook to be installed shall be securely anchored to the lot surface so they cannot be easily removed and shall be of sufficient strength to resist vandalism and theft.*
- iv. *In determining the size of the required parking space, the following shall apply:*
 - a. *At least 1 bike/active transport rack for every commercial or public establishment with a gross interior space of 50 sqm to 150 sqm.*

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- b. At least 2 bike/active transport racks for every commercial or public establishment with a gross interior space of 151 sqm to 500 sqm.
 - c. A bike/active transport parking area measuring at least 2.5 m by 5 m or equivalent to one (1) vehicle parking slot, with installed racks for every commercial or public establishment with a gross interior space of 501 sqm to 5,000 sqm.
 - d. A bike/active transport parking area measuring at least 5 m by 5 m or equivalent to two (2) vehicle parking slots, with installed racks for every commercial or public establishment with a gross interior space of 5,001 sqm to 10,000 sqm.
 - e. A bike/active transport parking area measuring at least 5 m by 7.5 m or equivalent to three (3) vehicle parking slots, with installed racks for every commercial or public establishment with a gross interior space of 5,001 sqm to 10,000 sqm.
 - v. Minimum rack number should increase after a usage evaluation on its first year or when there is an obvious lack of space, whichever comes first.
 - vi. All new commercial establishments shall ensure immediate compliance to the required provision of bicycle and active transport parking facilities.
 - vii. All existing commercial establishments shall be required to implement in a phased manner within a two year period from the approval of this Ordinance.
2. CHANGING ROOM and SHOWER FACILITIES - The GTO-BATS shall ensure the provision of sufficient changing rooms and shower facilities in Quezon City government managed offices to encourage employees, regardless of tenure status, to ride longer distances to work, university or other destinations. These facilities may likewise be utilized by those employees engaged in other physical fitness activities.
- a. Changing rooms and shower facilities should be conveniently located close to bicycle parking facilities or entrances of major city government managed buildings.

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- b. *Separate, individual shower facilities for males, females and all gender are preferred.*
 - c. *The changing rooms and shower facilities shall have non-slip surfaces, hooks and/or benches to keep belongings off the floor. It shall be provided with adequate lighting and ventilation and shall be included in regular cleaning and maintenance programs of the city government. Changing rooms and shower facilities shall be lockable and shall be accessible only to employees of the City Government.*
3. *HYDRATION FACILITIES - The GTO-BATS shall make available, potable water for cyclists and riders of active transport to ensure their proper hydration.*
- a. *Water dispensers, faucets or drinking fountains shall be located in close proximity to the entrances of the city government buildings and shall be located in highly visible and well-lighted areas to minimize theft and vandalism. Their location must be reasonably distanced from any potential source of contamination such as trash bins or emissions from vehicle traffic;*
 - b. *Existing water dispensers and drinking fountains in the offices of the City Government shall likewise be made available for employees who are cyclists and riders of active transport;*
 - c. *Water dispensers and drinking fountains for cycling shall be kept clean and included in regular cleaning and maintenance programs;*
 - d. *A sign must be posted at the main building entrance indicating the location of the hydration facilities;*
 - e. *The GTO-BATS shall ensure the installation of hydration facilities in key public areas for the use of all cyclists and riders of active transport.*
4. *GREEN REST/BIKE REPAIR STATIONS - The GTO-BATS shall make available the development of green rest/repair stations for users of the cyclists and active transport users. The said green rest areas shall ensure that the following principles are followed:*

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- a. Shall be of adequate space to accommodate two bicycles and two cyclists, and shall be of sufficient distance so as not to obstruct the cycling lanes, pedestrian lanes, and roads.
- b. Common tools such as bike pumps, hex keys, and wrenches shall be installed in a manner that shall prevent theft and vandalism, while ensuring convenience in the use of cyclists and active transport users.
- c. It shall be landscaped and designed to provide shade using local plant species. Regular maintenance and upkeep shall be ensured by the appropriate office of the city government.
- d. Green rest/bike repair stations shall be strategically located along bike lanes, in public areas for close monitoring of the city government authorities.

SECTION 15. PROTECTION OF CYCLISTS AND RIDERS OF ACTIVE TRANSPORT. - The City recognizes that the most important factor in preventing injury to cyclists and riders of active transport is designing and constructing safe infrastructure. Transport infrastructure must be designed in a way that prioritizes the safe and convenient travel of pedestrians, cyclists and riders of active transport of all ages and physical abilities. Existing infrastructure in Quezon City shall be re-designed to maximize safety and convenience of pedestrians, cyclists, riders of active transport and commuters of all ages and physical abilities.

Infrastructure that creates inconvenience and danger for pedestrians, cyclists and riders of active transport such as pedestrian cages and sidewalk pedestrian fences, shall not be created and where they are already created, shall be removed or re-designed and rebuilt in a way that prioritizes convenience and safety of pedestrians, cyclists, riders of active transport and commuters.

SECTION 16. PROHIBITED ACTS AND PENALTIES. - The following acts shall be considered as violations of this ordinance. Any persons who violates the enumerated prohibited acts herein shall be penalized accordingly:

- a. Prohibition on Motorists
 - i. Motorists use of or obstruction of cycling lanes or walking paths

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1. *First Offense - a fine of One Thousand Pesos (Php1,000.00);*
2. *Second Offense - a fine of Three Thousand Pesos (Php3,000.00);*
3. *Third Offense - a fine of Five Thousand Pesos (Php5,000.00) and thirty (30) hours of community service.*

b. Prohibitions on Cyclists and Active Transport Users

i. Improper use of, or speeding (above 30 kph) in cycling lanes

1. *First Offense - a fine of Three Hundred Pesos (Php300.00) or 1 day of community service*
2. *Second and succeeding offenses - a fine of Three Hundred Pesos (Php300.00) or 1 day of community service, and attendance to the half-day seminar on safe cycling*

ii. Improper use of walking paths

1. *First Offense - a fine of Three Hundred Pesos (Php300.00) or 1 day of community service*
2. *Second and succeeding offenses - a fine of Three Hundred Pesos (Php300.00) or 1 day of community service, and attendance to the half-day seminar on safe cycling*

iii. Improper use of bicycle parking lots/racks

1. *First Offense - a fine of Three Hundred Pesos (Php300.00) or 1 day of community service*
2. *Second and succeeding offenses - a fine of Three Hundred Pesos (Php300.00) or 1 day of community service, and attendance to the half-day seminar on safe cycling*

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iv. Use of for hire pedicabs, and other active transport in cycling lanes

1. First Offense - a fine of Three Hundred Pesos (Php300.00) or 1 day of community service
2. Second and succeeding offenses - a fine of Three Hundred Pesos (Php300.00) or 1 day of community service, and attendance to the half-day seminar on safe cycling

c. General Prohibitions

i. Any persons who shall interfere, hinder or oppose any official or member of the BATS or any other duly deputized person in the performance of their duties in the implementation of this Ordinance.

1. First Offense - a fine of Three Hundred Pesos (Php300.00) or 1 day of community service
2. Second and succeeding offenses - a fine of Three Hundred Pesos (Php300.00) or 1 day of community service, and attendance to the half-day seminar on safe cycling

ii. Any person who shall tear down, mutilate, deface, alter or vandalize any infrastructure such as end of trip facilities, road signages, barriers, and other infrastructure necessary for ensuring safe cycling shall be penalized with a minimum of Five Thousand (Php5,000.00) or the actual price required for the replacement of the damaged public property, whichever is higher.

1. First Offense - a fine of One Thousand Pesos (Php1,000.00);
2. Second Offense - a fine of Three Thousand Pesos (Php3,000.00);
3. Third Offense - a fine of Five Thousand Pesos (Php5,000.00) plus the replacement value of the torn down, mutilated, defaced, altered or vandalized property and thirty (30) hours of community service.

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SECTION 17. IMPLEMENTING RULES AND REGULATIONS. - The Office of the City Mayor, through the Department of Public Order and Safety, with the assistance of the City Planning and Development Department, Parks Development and Administration Department, City Engineering Department, and City Architect Department shall formulate the necessary Implementing Rules and Regulations within fifteen (15) days from the approval of this Ordinance.

SECTION 18. BUDGETARY SUPPORT. - Funding for the implementation of this Ordinance shall initially be sourced from the unprogrammed budget of the City and shall be included in the annual appropriations of the DPOS.

An initial funding of Twenty-Four Million Seven Hundred Five Thousand Nine Hundred Fifty Pesos and Seventy-Five Centavos (Php24,705,950.75) shall be provided.

Succeeding funding for the GTO-BATS and its activities in relation to this Ordinance shall be included in the City Budget Ordinance and to be implemented by the BATS.

SECTION 19. REPEALING CLAUSE. - All ordinances, resolutions and local executive orders which are inconsistent with or contrary to any of the provisions of this Ordinance are hereby repealed or modified accordingly.

SECTION 20. SEPARABILITY CLAUSE. - In the event or for any reason/s, any part/s, sections/s or provision/s of this Ordinance shall be held or declared be unconstitutional or invalid, the remaining part/s thereof which are not affected thereby, shall continue to be effective and in full force.

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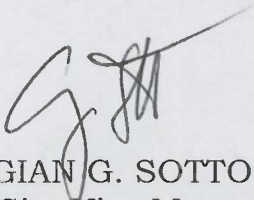
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46th Regular Session

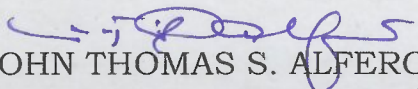
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SECTION 21. EFFECTIVITY. - This Ordinance shall take effect immediately upon its approval and signing as may be imposed by the Local Government of Quezon City.


ENACTED: November 9, 2020.


GIAN G. SOTTO
City Vice Mayor
Presiding Officer

ATTESTED:

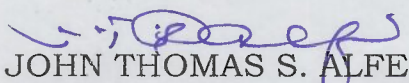

Atty. JOHN THOMAS S. ALFEROS III
City Government Dept. Head III

APPROVED: DEC 09 2020


MA. JOSEFINA G. BELMONTE
City Mayor

CERTIFICATION

This is to certify that this Ordinance was APPROVED by the City Council on Second Reading on November 9, 2020 and was PASSED on Third/Final Reading on November 16, 2020.


Atty. JOHN THOMAS S. ALFEROS III
City Government Dept. Head III

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