



**EXCERPT TAKEN FROM THE JOURNAL OF THE REGULAR SESSION OF THE SANGGUNIANG PANLUNGSOD OF THE CITY OF ALAMINOS, PANGASINAN HELD ON JULY 06, 2021**

**PRESENT:**

- |  |                                 |
|--|---------------------------------|
| <b>Vice Mayor Jose Antonio Miguel Y. Perez</b> | - <b>Presiding Officer</b>      |
| Councilor Apolonia G. Bacay                    | - Presiding Officer Pro-Tempore |
| Councilor Cirilo B. Radoc                      | - Majority Floor Leader         |
| Councilor Oscar A. Boling                      | - Minority Floor Leader         |
| Councilor Carolyn D. Sison                     | - Member                        |
| Councilor Michelle S. Segundera                | - Member                        |
| Councilor Joselito O. Fontelera                | - Member                        |
| Councilor Verna S. D. Rabago                   | - Member                        |
| Councilor Froebel A. Ranoy                     | - Member                        |
| Councilor Dahlia M. de Leon                    | - Member                        |
| Councilor Alfred Felix E. de Castro            | - Member                        |
| LBP Raul B. Bacay                              | - Ex-Officio Member             |
| PPSKP Lovelyly V. Bernabe                      | - Ex-Officio Member             |

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**ORDINANCE NO. 2021-20**

**AN ORDINANCE PROVIDING FOR THE ESTABLISHMENT OF BICYCLE LANES, SHARED LANES AND BICYCLE FACILITIES IN THE CITY OF ALAMINOS, PANGASINAN AND PROVIDING FUNDS THEREOF**

**Sponsored by: LBP Raul B. Bacay**

**WHEREAS**, Republic Act No. 7160, otherwise known as the "Local Government Code of 1991", mandates every LGU to exercise its power to promote health and safety and preserve the comfort and convenience of its inhabitants;

**WHEREAS**, existing guidelines issued by the Inter-Agency Task Force for the Management of the Emerging Infectious Diseases (IATF-EID) and other national agencies, enjoined LGUs to establish a network of bicycle lanes and walk paths to support people's mobility in their respective localities;

**WHEREAS**, paragraph 4.6 of DILG Memorandum Circular 2020-100, providing "Guidelines for the establishment of a network of bicycle lanes and walk paths to support people's mobility," mandated LGUs to pass such policies, ordinances, and issuances to support active transport as necessary which may cover the following: (1) enforcement on prohibiting motorized transport in cycling lanes and walking paths; (2) policy on maintenance of cycling lanes and walking paths from illegal obstructions, (3) enforcement of the use of helmet and compliance to safety measures/ guidelines, (4) policy encouraging local manufacturing of bicycles and parts, and (5) policy on motorist education programs;

**WHEREAS**, Presidential Proclamation 2019-008018, declared the fourth Sunday of November as "National Bicycle Day" in adherence to A/RES/72/272 UN Declaration of World Bicycle Day;

**WHEREAS**, to create a culture of a responsible bicycling public, envisioning the city as a prime bicycling-friendly tourism hub in Region 1, an enactment of an ordinance is deemed necessary;

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(Cont. Ord. No. 2021-20, enacted on 6<sup>th</sup> day of July, 2021)

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**NOW, THEREFORE**, on motion of LBP Raul B. Bacay, duly seconded by Councilor Cirilo B. Radoc, Councilor Oscar A. Boling, Councilor Michelle S. Segundera, PPSKP Lovely V. Bernabe, Councilor Alfred Felix E. de Castro, Councilor Carolyn D. Sison and Councilor Froebel A. Ranoy,

**BE IT ENACTED AS IT IS HEREBY ENACTED BY THE SANGGUNIANG PANLUNGSOD, IN SESSION DULY ASSEMBLED, that:**

**SECTION 1. SHORT TITLE.** — This Ordinance shall be known as the **“THE BICYCLE LANE ORDINANCE OF THE CITY OF ALAMINOS 2021.”**

**SECTION 2. DECLARATION OF PRINCIPLES AND POLICIES.** - It is hereby the policy of the City of Alaminos, Pangasinan to promote the active, safe, and efficient mobility of all people within its jurisdiction. Towards this end, the City shall adopt:

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

**SECTION 3. GENERAL OBJECTIVES.** — This Ordinance seeks to:

- a. Provide people on bicycles and light mobilities with direct access to the entire city and essential service establishments, such as, but not limited to:
  - i. Hospitals;
  - ii. Public markets;
  - iii. Schools;
  - iv. Transport terminals;
  - v. Government centers and offices;
  - vi. Historical and heritage sites; and
  - vii. Local tourist destinations.

Direct access means that the preservation of direct routes for bicycles and light mobilities shall be preferred over the diversion of bicycle traffic in favor of reduced travel time for motor vehicles;

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

**SECTION 4. SCOPE.** — The application of this ordinance shall be limited to pedestrian, bicyclist, bicycle lanes and motorist in the City of Alaminos falling within the definition of terms referred herein, and all the public and private juridical persons within the City.

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(Cont. Ord. No. 2021-20, enacted on 6<sup>th</sup> day of July, 2021)

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**SECTION 5. DEFINITION OF TERMS.** — For the purpose of this Ordinance, the term:

- a. **“Bicyclist”** refers to a person riding bicycle anywhere at any given time and does not have to be licensed or registered in order to use all public roads.
- b. **“Bicycle”** refers to a non-motorized two-wheeled vehicle that is designed to be propelled by human power using pedals, having two functional wheels attached to a frame one behind the other, with saddle(s), handlebar(s) and a pair of functional hand brakes.
- c. **“Bicycle Lane”** refers to a paved road shoulder, a portion within a highway designated by striping, signing and pavement markings that is established for the preferential use of persons riding a bicycle.
- d. **“CBB”** stands for City Bicycle Board.
- e. **“Highway”** refers to the national road right-of-way, consisting of a travel lane and road shoulder; means the entire surface of any way open to public traffic.
- f. **“City Roads”** refers to an access road adjacent/connects to a national highway with or without established shoulder and walk path.
- g. **“Motorist”** means any person operating a vehicle which uses a motorized engine.
- h. **“Parking or parked”**, means that a motorized vehicle is "parked" or "parking" if it has been brought to a stop on the road shoulder or proper edge of a highway, and remains inactive in that place or close thereto for an appreciable period of time.
- i. **“Paved Road Shoulder”** refers to an existing buffer area within a highway, paved with concrete and/or asphalt rendering a smooth and even surface.
- j. **“Pedestrian”** refers to person walking on foot.
- k. **“Road Shoulder”** refers to a buffer area within a highway and possible off-road hazards intended to prevent accidents in the event of a temporary loss of vehicle control, provide emergency access for ambulances, police cars and general services vehicles provide a space for inoperable vehicles so that they do not block the traveled lane.
- l. **“Shared Lane”** the right-hand portion of a highway or a city road within the road right-of-way where there aren't any bicycle lanes established, where sections of its road shoulder are unpaved, uneven and with low lying surface, paved but being use as parking area or crowded with pedestrian, in few cases, shoulder does not exist.
- m. **“Share The Road”** refers to paying attention to how to make streets as safe as possible whether a person is driving, bicycling or walking; the roads are public spaces that every individual have the right to use, and rules and regulations to follow.

**SECTION 6. CITY BICYCLE BOARD.** — The City Bicycle Board is hereby created for purposes of identifying, establishing, and maintaining a bicycle lane network, as well as developing and maintaining pedestrian walkways which shall be composed of the following:

- The City Mayor
- The SP Committee Chairperson on Public Order and Safety;
- The SP Committee Chairperson on Tourism and Social Welfare;
- City Planning and Development Coordinator;
- City Budget Officer;
- City Health Officer;
- City Tourism Officer;
- City Engineer;
- City Disaster Risk Reduction and Management Officer;



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- City Public Order and Safety Officer  
 One (1) representative from the academic sector;  
 One (1) representative from the business sector;  
 One (1) representative from the public transport sector;  
 At least two (2) representatives from the bicycling communities.

**SECTION 7. POWER AND FUNCTIONS OF THE CITY BICYCLE BOARD.** — The City Bicycle Board shall lead the development of the Bicycle Lanes Network Master Plan. For this purpose, the City Bicycle Board shall:

- a. Determine sections of existing roads that may be developed into a continuous bicycle lane and pedestrian walkway network;
- b. Adopt traffic engineering solutions that will complement and support safe biking and walking;
- c. Identify local budget items for the development of bicycle lanes and improvement of walking paths;
- d. Approve the technical specifications prepared by the LGU Engineer or other such entity assigned, in order to facilitate procurement or other administrative processes, as may be required;
- e. Initiate communication and education campaigns promoting the proper use of cycling and walking facilities;
- f. Coordinate with different National Agencies for matters necessary for the design and construction of bicycle lanes and pedestrian walkways; and
- g. Regularly monitor the activities related to the implementation of this Ordinance.

**SECTION 8. ESTABLISHMENT OF "BICYCLE LANES" OVER PAVED ROAD SHOULDERS.** — All existing highways with a paved road shoulder shall be designated as "Bicycle Lane," may it be continuous or intermittent, as identified by the City Bicycle Board in coordination with the Department of Public Works and Highways (DPWH).

**SECTION 9. ESTABLISHMENT OF SHARED LANES OVER CITY ROADS.** — All existing secondary roads, streets or alleys, may it be paved or unpaved, with no established bicycle lane shall be designated as shared lanes. "Share The Road" shall be observed in all shared lanes.

**SECTION 10. BICYCLING ON BICYCLE LANES.** — Every bicyclist upon entering a bicycle lane shall remain inside such lane, exercising due care or a speed less than the normal speed of traffic. Such bicyclist may move out of the lane for safety or under any circumstances deemed necessary.

Leaving the bicycle lane is permitted in the following circumstances:

- a. Avoiding rough patches, puddles, potholes, protrusion, debris, street defects and road hardware (manhole, metal sheet, drainage covers, grates and sewers);
- b. Avoiding obstructions, such as riddled with pillars (tree, post), barriers and road repairs;
- c. To overtake, turn left, change lanes and when bicycle lanes are too narrow or it's a dead end;
- d. Yielding to pedestrian, counter-flowing vehicle and bicycle commuter on the lane to avoid collision; and
- e. Used by motorist as waiting area, parking area, loading and/or unloading area and when vehicles turn right to avoid collision.

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(Cont. Ord. No. 2021-20, enacted on 6<sup>th</sup> day of July, 2021)

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**SECTION 11. BICYCLING ON CITY ROADS.** — A bicyclist is permitted to ride closer to the center of the travel lane to establish himself as part of the flow of traffic to prevent motorists from passing bicyclist when there is no room. Taking a full lane is permitted in the following circumstances:

- a. If there is no shoulder or bicycle lane;
- b. If the travel lane is narrow,
- c. When approaching an intersection.

**SECTION 12. PROVISION OF BICYCLE PARKING SPACE, BICYCLE RACKS AND CHANGING ROOMS.** — Government offices, schools and business establishments in the city that accommodate large number of people in one place are hereby mandated to designate a secured bicycle parking area, bicycle racks and changing room as part of their pro-bicycle programs.

Bicycle parking area is preferably well-shed even in outdoors, shall exist within the vicinity of main gate/entrance door, guard house, lobby, terrace, underneath staircases, basement, ground floors or succeeding floor levels, accessible to restrooms with designated changing room.

**SECTION 13. PROVISION OF SAFE INTERSECTIONS.** — Bicycle boxes on intersection with appropriate road markings before a pedestrian lane, whenever possible, shall be established.

Time duration of signal lights or traffic enforcer's directing hand signals must allow enough time for safe and reasonable crossing, to allow preferential head start to pass or cross over motorist.

**SECTION 14. IDENTIFYING AND ESTABLISHING A BICYCLE LANE NETWORK.** — The City, through the City Bicycle Board, shall review all roads within its area of jurisdiction and determine sections which may be developed into a continuous bicycle lane network.

**SECTION 15. COMPLEMENTARY TRAFFIC ENGINEERING AND INFRASTRUCTURE SOLUTIONS.** — The City, through the City Bicycle Board, shall adopt traffic engineering solutions that will prioritize, complement, and support safe and efficient biking and walking. Any such solution shall:

- a. be supported by an appropriate traffic study, and/or
- b. form part of the LGU's Local Public Transport Route Plan (LPTRP).
  - i. The City shall evaluate all intersections, particularly intersections with high traffic levels, to ensure that cyclists and pedestrians are able to safely cross and change directions, at-grade. If the City shall design an intersection requiring the use of a footbridge or other different-grade crossing infrastructure, the design decisions must be documented and submitted to the Department of the Interior and Local Government (DILG)
  - ii. Any crossing infrastructure that diverts pedestrians or people on bicycles away from street level must be designed such that it:
    - ii.1. incorporates bicycle-friendly design, i.e. inclusion of bicycle ramps;
    - ii.2. enables independent use of a wheelchair to traverse it at a time that would no more than double the time needed for an able-bodied person to cross at-grade; and
    - ii.3. is developed with accessibility infrastructure for people on wheelchairs, and must be compliant with all existing laws and design standards regulating the design of such infrastructure.

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- iii. The provision of bike boxes on road intersections shall be adopted where possible.
- iv. Traffic signals shall be timed to allow bicycles and pedestrians a safe and reasonable time to cross intersections before motor vehicles, to avoid traffic conflicts.
- v. To improve safety of cyclists and pedestrians crossing on intersections, motor vehicles shall not be allowed to turn right on a red signal. The Public Order and Safety Office (POSO), or any such entity that has control and/or ownership of the traffic signal light in the City, shall utilize the appropriate traffic signal timing which prioritizes cyclists and pedestrians.

**SECTION 16. TRAFFIC SIGNAGES.** — To ensure the safety of all road users, appropriate traffic lights and signages shall be installed to indicate bicycle lane and motor vehicle lane signals, speed limits, and other traffic rules. The same shall indicate the beginnings and ends of special road categories set out in Section 15 of this Ordinance. Where traffic lights and/or signages cannot be installed, traffic enforcers must be deployed for the purpose.

**SECTION 17. MAINTENANCE OF BICYCLE LANE NETWORK.** — The City, through the Public Order and Safety Office, shall strictly and effectively implement the following for the maintenance of the bicycle lanes and pedestrian walkway networks:

- a. Dedicated bicycle lanes and/or pedestrian walkways in existing road spaces shall be protected at all times from the entry of or use by any motorized transport vehicle.
- b. All road spaces designated as bicycle lanes and/or pedestrian walkways shall be cleared of any illegal obstruction, including, but not limited to, illegally parked cars, pursuant to DILG Memorandum Circular No. 2020-027.

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

- a. **Protected Bicycle Lane and Assigned Walkways on Existing Road Spaces**
  - i. A minimum width of 1.5 meters for one-way cycle tracks, and 2.4 meters for two-way cycle tracks shall be assigned as dedicated bicycle lanes, and protected accordingly from motor vehicle lanes, using barriers, traffic cones, or lane markers, with barriers being the most prioritized.
  - ii. A minimum of 1.5 meters, excluding furnishing zones assigned for trees, poles, lights, and hydrants shall be assigned as a walkway for pedestrians; this shall be recommended for existing roads with four or more lanes.
  - iii. Vehicular and motorcycle speed limit of 30 kilometers per hour, and an active transport speed of up to 22 kilometers per hour shall be implemented.
  - iv. The Public Order and Safety Office, City Engineering Office, and all Barangays are immediately directed to facilitate the creation of protected bicycle lanes on all roads with the assistance of the Philippine National Police (PNP).
- b. **Slow Streets.** Slow streets are streets or roads where motor vehicle through traffic is permitted at low-speed levels, which allow safe mixing with bicycle traffic.
  - i. Design interventions and traffic calming schemes shall be incorporated to slow traffic to walking speed (10 kilometers per hour or less) upon entering the street.
  - ii. Vehicular and motorcycle speed limit of 20 kilometers per hour shall be implemented on Slow Streets.
  - iii. The Public Order and Safety Office, City Engineering Office, and all Barangays are directed to evaluate and recommend candidate streets, and facilitate transition of identified streets into Slow Streets even after the lifting of community quarantine.

*Admission*  
*[Handwritten signatures and initials]*



(Cont. Ord. No. 2021-20, enacted on 6<sup>th</sup> day of July, 2021)

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- c. **People's Streets.** People's streets are streets or roads where motor vehicle through traffic is not permitted, and the only kind of motor vehicle traffic allowed is access by residents of the street, emergency vehicles, or light delivery vehicles by commercial establishments during off-peak hours.
- i. Design interventions and traffic calming schemes shall be incorporated to slow down incoming vehicular traffic to walking speed upon entering the street. Traffic by walking, cycling or light mobility shall continue to be permitted.
  - ii. Roads identified for this intervention must be a result of a city-wide traffic study for the new normal, preferably roads with a large number of residences whose doors open directly into street, and high foot traffic leading to establishments along the street.
  - iii. Operation of business with zero car parking spaces shall be permitted.
  - iv. An active mobility speed of up to 15 kilometers per hour shall be implemented. Permitted motorized vehicles shall follow a 10 kph speed limit when inside People's Streets.
  - v. The Public Order and Safety Office, City Engineering Office, and all Barangays are directed to evaluate and recommend candidate streets, and facilitate transition of identified streets into People's Streets even after the lifting of community quarantine.
- d. **Safe Intersections**
- c. All at-grade and/or object separators, crossing infrastructure, and other engineering solutions installed to support the establishment of the bicycle lane networks shall be routinely inspected by the Public Order and Safety Office to ensure the protection of cyclists, pedestrians, and other vulnerable road users.
  - d. The City shall ensure that designated stops for Public Utility Vehicles (PUV) are incorporated into the road design without obstructing bicycle lanes and may opt to use lane markers or other engineering solutions in ensuring the aforementioned.

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**SECTION 18. PROHIBITED ACTS.** — The following are restrictions imposed upon bicyclists and the right to use an established bicycle lane:

*Bicyclist Against Road Safety and Pedestrian Practices*

- a. Obstructing motorist while two or more bicyclist riding abreast in highways with appropriate bicycle lane;
- b. Bicycling in walk paths and pedestrian lanes, bicyclist must dismount.
- c. Any cyclist or user of light mobility vehicle who:
  - i. Crossing the intersection or jumps on red light signal on major roads;
  - ii. Crossing major roads at-grade, when prohibited and when proper crossing infrastructure are provided;
  - iii. Failure to make proper, clear, and timely hand signal when changing or exiting the bicycle lane, resulting in crashes with motor vehicles or pedestrians;
  - iv. Rides bicycle when drunk, resulting in collisions with motor vehicles or pedestrians;

*Motorist Against Bicycle Lanes and Shared Lanes*

- d. Parking on bicycle lane;
- e. Entering, overtaking, passing, cutting or tailgating bicyclist(s) in the bicycle lane;
- f. Did not allow a space of at least 3-feet when passing a bicycle on shared lanes.

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(Cont. Ord. No. 2021-20, enacted on 6<sup>th</sup> day of July, 2021)

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*Motorist Against Bicyclist*

- g. Non-cautious quick left or right turning.
- h. Dooring a bicyclist when the occupant of a parked car swiftly opens their car door on an unsuspecting bicyclist.
- i. Non-cautious exiting from a Driveway
- j. Getting rear ended

*Persons Against Bicycle Lanes*

- k. No person shall cause any form of obstruction within a bicycle lane. Except when there is a need to provide emergency access for ambulances, fire trucks police cars and general services vehicles, provide a space for inoperable vehicles with early warning devices in place, so that they do not block the traveled lane;

**SECTION 19. PENALTIES.** — Any person who violates Section 18 hereof shall be subject to the following penalties.

- a. First Offense - A fine of Three Hundred Pesos (PhP 300.00)
- b. Second Offense - A fine of Five Hundred Pesos (PhP 500.00)
- c. Third Offense - A fine of One Thousand Pesos (PhP 1,000.00)

The fines for the Thirds offense shall be applied for all repeating or habitual offenders of this ordinance. If such violation causes damage or injury to persons or property then the appropriate provisions of the Civil Code and the Revised Penal Code shall take effect.

**SECTION 20. NO CONTEST PROVISION** — Any person apprehended for violating any provision of this ordinance, who does not wish to contest the violation and is willing to pay voluntarily the fine imposed against him/her prior to the filing of a formal complaint with the Office of the City Prosecutor, shall be allowed to pay such fine to the Office of the City Treasurer to avoid being criminally prosecuted.

**SECTION 21. ENFORCEMENT.** — The Public Order and Safety Office shall be responsible for the full implementation of this ordinance within the City.

**SECTION 22. APPROPRIATIONS.** — The amount necessary for the markings and installation of signages shall be charged against the General Fund of the City Government of Alaminos under the current Annual Budget. Thereafter, the amount necessary for the maintenance of the bicycle lanes shall be included in the Annual Budget.

**SECTION 23. SEPARABILITY.** — 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 24.** All issuances contrary to or inconsistent with the provisions of this Ordinance are hereby repealed, modified or amended accordingly.

**SECTION 25. EFFECTIVITY CLAUSE.** — This Ordinance shall take effect fifteen (15) days after its publication.

**SO ORDAINED/ENACTED.....**

*(Handwritten signatures and initials)*



(Cont. Ord. No. 2021-20, enacted on 6<sup>th</sup> day of July, 2021)

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**I HEREBY CERTIFY** to the correctness of the foregoing ordinance consisting of nine (9) pages including this page.

*Chale*  
**LUZ B. VALE**  
 Secretary

ATTESTED:

*[Signature]*  
**JOSE ANTONIO MIGUEL Y. PEREZ**  
 City Vice Mayor/Presiding Officer

*[Signature]*  
**APOLONIA G. BACAY**  
 Presiding Officer Pro-Tempore

*[Signature]*  
**CIRILO B. RADO**  
 Majority Floor Leader

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**OSCAR A. BOLING**  
 Minority Floor Leader

*[Signature]*  
**CAROLYN D. SISON**  
 Member

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**MICHELLE S. SEGUNDERA**  
 Member

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**JOSELITO O. FONTELERA**  
 Member

*[Signature]*  
**VERNA S. D. RABAGO**  
 Member

*[Signature]*  
**FROEBEL A. RANOY**  
 Member

*[Signature]*  
**DAHLIA M. DE LEON**  
 Member

*[Signature]*  
**ALFRED FELIX E. DE CASTRO**  
 Member

*[Signature]*  
**RAUL B. BACAY, LBP**  
 Ex-Officio Member

*[Signature]*  
**LOVERLY V. BERNABE, PPSKP**  
 Ex-Officio Member

APPROVED BY:

*[Signature]*  
**ARTH BRYAN C. CELESTE**  
 City Mayor

12/01/21  
 Date