BIKING & ILOILO CITY
A Love Affair

By Jason Gonzales
Board Member, Province of Iloilo

September 2022
Executive Order No, 774, s. 2008
Signed on December 26, 2008

EXECUTIVE ORDER NO. 774

REORGANIZING THE PRESIDENTIAL TASK FORCE ON CLIMATE CHANGE

Section 9. Task Group on Fossil Fuels. — (a) To reduce the consumption of fossil fuels, the Department of Transportation and Communications (DOTC) shall lead a Task Group to reform the transportation sector. The new paradigm in the movement of men and things must follow a simple principle: "Those who have less in wheels must have more in road." For this purpose, the system shall favor non-motorized locomotion and collective transportation system (walking, bicycling, and the man-powered mini-train).

(b) The DOTC and the Department of Public Works and Highways (DPWH) shall immediately transform roads using aforesaid principle.

(c) Malacañang Palace and all Cabinet offices are hereby directed to bring down by fifty percent (50%) the consumption of fossil fuels within two (2) years from the issuance of this order.

(d) The PACC shall consult with the biggest consumers and undertake extensive mass media social marketing and mobilization campaigns to reduce the consumption of fossil fuels.

(e) The Department of Budget and Management (DBM) shall immediately make available funds from Road Users’ Tax for the purposes stated in this Section.

(f) The Secretaries of the DOTC, DBM and DPWH shall personally report to the President through the PACC every 48 hours on the progress of the initiatives stated in this Section.

(g) The Department of Interior and Local Government (DILG) shall coordinate with local government units and guide them on the plan to transform the locomotion and transportation system to favor parties who have no motorized vehicles.
Modernizing Public Transport in the Philippines

This article is part of our #StoriesofChange where we profile the work of our partner countries in developing climate actions in transport. Read more #StoriesOfChange and follow the Hashtag on Twitter.

Modernizing Public Transport in the Philippines: The Jeepney+ NAMA

The Public Utility Vehicle Modernization (PUVM) Program of the Philippines aims to transform the road sector of public transport through the introduction of safer and climate-friendly vehicles, improved regulation, and industry consolidation. The program aims to improve the urban quality of life, reduce economic losses due to time lost in travel, reduce health costs and premature deaths, reduce greenhouse gas (GHG) emissions and improve the economic
Philippine Urban Mobility Programme
Towards people-first cities empowered by efficient, dignified, and sustainable mobility
JOINT ADMINISTRATIVE ORDER 2022-0001

DEPARTMENT OF HEALTH
DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF INTERIOR AND LOCAL GOVERNMENT
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS

JOINT ADMINISTRATIVE ORDER
No. 2020 - 0001

AUG 19 2020

SUBJECT: Guidelines on the Proper Use and Promotion of Active Transport During and After the COVID-19 Pandemic
Prescribing guidelines on the design of bicycle facilities along national roads.
GUIDELINES ON THE DESIGN OF BICYCLE FACILITIES ALONG NATIONAL ROADS

- Provides a uniform design of bicycle facilities in order to achieve a consistent approach that will meet the needs and safe access of bicyclist and other road users;

- All projects of DPWH that involve new road and bridge construction or future expansion to relieve traffic congestion shall include in its design the provision of bicycle facility, if feasible, based on the studies of the Department;

- Exemptions may be allowed subject to the evaluation of the Bureau of Design and Approval of the Undersecretary for Technical Services.
INFRASTRUCTURE ATTRACTS

The Case of Iloilo City’s Cycling Infrastructure

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Senior Economic Development Specialist
Policy Formulation and Planning Division
National Economic and Development Authority VI
Background
Filipinos rely heavily on motorized transport.

• In Ambisyon Natin 2040, a typical Filipino family would want to have their own car.

• The Land Transportation Office noted a continuous rise in number of registered motor vehicles.

• Western Visayas exceeded its 600,000-target for registered motor vehicles in 2022 as early as 2018 with 651,872.
In 2020, nearly PhP700B spent for infrastructure.

- The DPWH in Western Visayas received PhP30.78 billion for 1,538 projects in 2020.
- Two major road projects are ongoing in the Region: Boracay Circumferential Road and Bacolod Negros Occidental Economic Highway.
In 2020, we met a new enemy – pandemic.

• Safer modes of transport were in demand.
• Public transport capacity was reduced to ensure minimum public health standards are observed.
Infrastructure Trends in the Philippines

• In the Updated Philippine Development Plan 2017-2022, the Build Build Build Program has become the central nervous system of the construction boom.

• In 2018, infrastructure spending nearly doubled compared to the average in the past five decades.

• Infrastructure investment represent over 5% of the Gross Domestic Product

<table>
<thead>
<tr>
<th>Agency</th>
<th>No. of PAPs</th>
<th>Total Investment (PhP Billion)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DPWH</td>
<td>1,095</td>
<td>1,312.06</td>
</tr>
<tr>
<td>DOTr</td>
<td>482</td>
<td>903.98</td>
</tr>
<tr>
<td>OCD</td>
<td>170</td>
<td>215.47</td>
</tr>
<tr>
<td>DILG</td>
<td>73</td>
<td>144.56</td>
</tr>
<tr>
<td>CHEd</td>
<td>2,711</td>
<td>109.85</td>
</tr>
<tr>
<td>DICT</td>
<td>18</td>
<td>89.97</td>
</tr>
<tr>
<td>BCDA</td>
<td>17</td>
<td>76.22</td>
</tr>
<tr>
<td>DA</td>
<td>6</td>
<td>60.44</td>
</tr>
<tr>
<td>DOE</td>
<td>271</td>
<td>52.78</td>
</tr>
<tr>
<td>DTI</td>
<td>24</td>
<td>52.26</td>
</tr>
</tbody>
</table>

Source: NEDA
Infrastructure Trends in the Philippines

• The National Transport Policy was approved in 2017 by the NEDA Board. This was aimed to address the following:

  Lack of integrated and coordinated transport network
  Overlapping and conflicting functions of transport agencies
  Transport safety and security concerns
  Inadequate transport facilities in conflict-affected and underdeveloped areas
Infrastructure Trends in the Philippines

• Road capacity was a national priority with DPWH widening national primary roads.

• This year, PhP205.99 billion was spent for the national road system’s preservation and network development.

• While roads were widened, car ownership was also on the rise. The unreliability of public transport was among the catalysts.
The COVID-19 Pandemic

• The transport sector is among those which suffered heavily in the pandemic.

• Eased restrictions still saw lower figures in public commutes. In the 3rd quarter of 2020, NEDA estimated about 58.2 percent of the NCR economy could be opened due to low capacity of public transport, only 35.5 percent of the economy was effectively open and 22.7 percent had no means to go to work.
In 2020, the government made policy efforts.

- DOH-DILG-DPWH-DOTr Joint Administrative Order No. 2020-0001 on the Promotion of Active Transport During and After the Covid-19 Pandemic

- DPWH Department Order No. 88, Series of 2020 on the Guidelines on the Design of Bike Facilities along National Roads
State Support for Active Transport

DOH-DILG-DPWH-DOTr JAO 2020-0001

- Approved on August 19, 2020
- Provided guidance for the promotion and safe use of active transport
- Covered non-motorized transport including walking
- Prescribed the creation of local active mobility committee in the LGU

With the transition to General Community Quarantine (GCQ) leading to the resumption of essential national services and workplaces, the use of traditional public transport services such as buses, jeepneys, tricycles, and railways puts the corresponding public at risk as COVID-19 infections due to the difficulty of enforcing physical distancing measures in these modes of transportation. Hence, the Department of Transportation (DOTr) has issued guidelines that encourage the use of bicycles and similar devices. Physical distancing measures in traditional road transport services and modes are expected to take a toll on the travel time of commuters toward their workplaces. In short, while there is a need to keep people moving to their workplaces, transportation should be done with safety as the top priority.

In other countries such as France and Germany, active modes of transportation such as the use of bicycles have been promoted, as these modes ensure physical distancing. Bicycle lanes have been rolled out in cities like Milan, Bogota, and Brussels to increase the number of bicycle users.

The World Health Organization likewise encourages the use of bicycles or walking during the COVID-19 pandemic whenever possible, as this provides "physical distancing while helping you to meet the minimum requirement for daily physical activity." Likewise, studies show that using bicycles and walking have an enormous impact on human health and greatly reduce pollution.

The current pedestrian and cycling regulations and facilities, however, are not adequate to support this immediate shift to active transport during the COVID-19 outbreak. While 80% of daily trips are made either through using public transport or walking, the road space given for bicycles or light mobility vehicles are either shared, or if present, impeded by traditional public and private transport. Likewise, walking paths can be occupied by sidewalk vendors which block pedestrian traffic. Hence, the safety of cyclists and pedestrians is compromised.

In view of the ongoing threat of the COVID-19 pandemic, it is imperative that active modes of transport be supported, including walking and bicycling, be promoted to
State Support for Active Transport

DPWH Department Order 88, Series of 2020

• Approved on September 29, 2020

• Prescribed standards for bicycle operating spaces on bridges and roads, conflict areas, grade separated crossings, compliance with accessibility law, road signs and markings, bikeway facility and maintenance, parking facilities and amenities, harmony with existing utilities, and lane width reduction for bridges and roads.
Infrastructure Trends in the Philippines

Bike Lane Classifications per DPWH DO 88, s. 2020

Class I
Exclusive or Shared with Pedestrians

Class II
Separated Bike Lane

Class III
Shared Roadway
Iloilo City: Most Bike-Friendly City

• Iloilo City has been regarded as the Most Bike-Friendly City in the PhilBike Awards 2018.

• It has the first and longest dedicated and traffic-segregated bike lane in the country as early as 2014.

• Policies include requiring buildings to provide bike parking zones and regulating use of bike lanes.
Iloilo City’s Bike Lanes
Overview

Class I
Iloilo Diversion Road
Iloilo Esplanade

Class II
Iloilo Bridge

Class III
Other Roads in the City
Iloilo City Bike Lane Network

Length of Iloilo City Bike Lanes per District per DPWH Classification

<table>
<thead>
<tr>
<th>District</th>
<th>Class I (km)</th>
<th>Class II (km)</th>
<th>Class III (km)</th>
<th>Total (km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Proper</td>
<td>3.230</td>
<td>-</td>
<td>17.854</td>
<td>21.084</td>
</tr>
<tr>
<td>Jaro</td>
<td>3.050</td>
<td>-</td>
<td>23.080</td>
<td>26.130</td>
</tr>
<tr>
<td>La Paz</td>
<td>1.600</td>
<td>-</td>
<td>8.602</td>
<td>10.202</td>
</tr>
<tr>
<td>Lapuz</td>
<td>-</td>
<td>-</td>
<td>3.736</td>
<td>3.736</td>
</tr>
<tr>
<td>Mandurriao</td>
<td>2.000</td>
<td>0.144</td>
<td>19.936</td>
<td>22.080</td>
</tr>
<tr>
<td>Molo</td>
<td>-</td>
<td>-</td>
<td>9.690</td>
<td>9.690</td>
</tr>
<tr>
<td>Villa Arevalo</td>
<td>-</td>
<td>-</td>
<td>5.826</td>
<td>5.826</td>
</tr>
<tr>
<td><strong>Iloilo City</strong></td>
<td><strong>9.880</strong></td>
<td><strong>0.144</strong></td>
<td><strong>88.724</strong></td>
<td><strong>98.748</strong></td>
</tr>
</tbody>
</table>

(Protected bike lanes are overlaid with blue outline)
ILOILO CITY CYCLING INFRASTRUCTURE NETWORK

(PROTECTED bike lanes are overlaid with L.L. outline)
Iloilo Esplanade

• Started as a riverside redevelopment with first section completed in 2012
• Today, it stretches along both riverbanks of Iloilo River with nine sections.
• Two sections (1 and 2) were made exclusive to the pedestrians
Iloilo Diversion Road

- It is regarded as the venue of the first traffic-segregated bike lane and the longest of its kind in the Philippines
- On each side of the bike lanes are pedestrian walkways with at least 1.5 meters width
- The bike lane stretches more or less five kilometers
Other Bike Lanes

- The Iloilo Bridge section is classified as Class II and serves as transition from Iloilo Esplanade to Iloilo Diversion Road
- Other bike lanes are on shared roadways and were completed during the early months of the Covid-19 pandemic
Cost Requirements

<table>
<thead>
<tr>
<th>Classification</th>
<th>Unit Cost per km (PhP)</th>
<th>Length (km)</th>
<th>Total Estimated Value (PhP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class I</td>
<td>5,426,470.00</td>
<td>9.880</td>
<td>53,613,523.00</td>
</tr>
<tr>
<td>Class II</td>
<td>2,400,000.00</td>
<td>0.144</td>
<td>345,600.00</td>
</tr>
<tr>
<td>Class III</td>
<td>2,400,000.00</td>
<td>88.724</td>
<td>212,937,600.00</td>
</tr>
<tr>
<td>Average Value</td>
<td>2,702,806.37</td>
<td>98.748</td>
<td>266,896,723.60</td>
</tr>
</tbody>
</table>

- Estimates do not account costs in building/rehabilitating the roadway and may be assumed as additional cost for new projects.
- Estimates also do not account for landscaping, lighting and other road features.
Developing Iloilo City’s Cycling Culture
Demographic Information

**District of Residence**
- Jaro: 63, 30.14%
- Mandurriao: 39, 18.66%
- Lapuz: 13, 6.22%
- Villa Arevalo: 16, 7.66%
- City Proper: 20, 9.57%
- Molo: 27, 12.92%
- La Paz: 31, 14.83%

**Sex**
- Female: 53, 25.36%
- Male: 156, 74.64%

**Distribution of Respondents per District of Residence and Sex**
- City Proper: 4, 16
- Jaro: 14
- La Paz: 10, 21
- Lapuz: 2, 11
- Mandurriao: 14, 25
- Molo: 7, 20
- Villa Arevalo: 2, 14
Economic Profile

Estimated Monthly Income, Philippine Peso (PHP)

<table>
<thead>
<tr>
<th>Income Group</th>
<th>No. of Respondents</th>
<th>Age, Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>≤ 3,000</td>
<td>39 (18.66%)</td>
<td>≤ 20</td>
</tr>
<tr>
<td>3,001-4,999</td>
<td>9 (4.31%)</td>
<td>21-30</td>
</tr>
<tr>
<td>5,000-7,999</td>
<td>15 (7.18%)</td>
<td>31-40</td>
</tr>
<tr>
<td>8,000-19,999</td>
<td>52 (24.88%)</td>
<td>41-50</td>
</tr>
<tr>
<td>20,000-39,999</td>
<td>52 (24.88%)</td>
<td>≥ 51</td>
</tr>
<tr>
<td>≥40,000</td>
<td>42 (20.99%)</td>
<td></td>
</tr>
</tbody>
</table>

- City Proper
- Jaro
- La Paz
- Lapaz
- Mandurriao
- Molo
- Villa Arevalo

Age, Years

<table>
<thead>
<tr>
<th>Age</th>
<th>No. of Respondents</th>
<th>Income Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>≤ 20</td>
<td>19 (9.09%)</td>
<td>≤ 3,000</td>
</tr>
<tr>
<td>21-30</td>
<td>73 (34.92%)</td>
<td>3,001-4,999</td>
</tr>
<tr>
<td>31-40</td>
<td>62 (29.66%)</td>
<td>5,000-7,999</td>
</tr>
<tr>
<td>41-50</td>
<td>35 (16.74%)</td>
<td>8,000-19,999</td>
</tr>
<tr>
<td>≥ 51</td>
<td>20 (9.57%)</td>
<td>20,000-39,999</td>
</tr>
</tbody>
</table>

Economic Profile: The Case of Aklan City’s Cycling Infrastructure // MACALALA R. A., 2021
Time Series Analysis

**Year Started Cycling per District**

- **NO INFRASTRUCTURE**
- **OPENING OF ESPLANADE**
- **PROTECTED BIKE LANES**
- **ESPLANADE EXPANSION**
- **PANDEMIC**

<table>
<thead>
<tr>
<th>Year Started Cycling</th>
<th>No. of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>▲ 8.02%</td>
</tr>
<tr>
<td></td>
<td>▲ 15.77%</td>
</tr>
<tr>
<td></td>
<td>▲ 14.47%</td>
</tr>
<tr>
<td></td>
<td>▲ 27.14%</td>
</tr>
</tbody>
</table>

**Percentage Increase**
- City Proper: ▲14.47%
- Jaro: ▲15.77%
- La Paz: ▲14.47%
- Lapuz: ▲27.14%
- Mandurriao: ▲8.02%

**Year Started Cycling**

- 2010
- 2011
- 2012
- 2013
- 2014
- 2015
- 2016
- 2017
- 2018
- 2019
- 2020
- 2021

**Graphical Representation**

- Data visualization showing the increase in cycling respondents per district from 2010 to 2021.
The Pandemic Cyclists

Among the respondents who started cycling in 2020 and 2021:

• Only 20.48 percent says the pandemic did not influence their decision to bike

• 98.80 percent committed to continue cycling even after the pandemic
Cycling Preference

Work
50% of respondents

Essential
65% of respondents

Leisure
93% of respondents
Other Benefits according to respondents

• Best mode of transport during the lockdown during the days when public transport was not allowed to operate.
• Opportunity to exercise while bike-commuting
• Provided mental health benefits
## How Infrastructure Attracts

### Percent Share of Cyclists in Iloilo City based on Respondents and Percent Share of Bike Lanes, per District

<table>
<thead>
<tr>
<th>District</th>
<th>Respondents (% of total)</th>
<th>Length of Bike Lane (% of total)</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Proper</td>
<td>9.57</td>
<td>21.35</td>
</tr>
<tr>
<td>Jaro</td>
<td>30.14</td>
<td>26.46</td>
</tr>
<tr>
<td>La Paz</td>
<td>14.83</td>
<td>10.33</td>
</tr>
<tr>
<td>Lapuz</td>
<td>6.22</td>
<td>3.78</td>
</tr>
<tr>
<td>Mandurriao</td>
<td>18.66</td>
<td>22.36</td>
</tr>
<tr>
<td>Molo</td>
<td>12.92</td>
<td>9.81</td>
</tr>
<tr>
<td>Villa Arevalo</td>
<td>7.66</td>
<td>5.90</td>
</tr>
<tr>
<td><strong>100.00</strong></td>
<td><strong>100.00</strong></td>
<td></td>
</tr>
</tbody>
</table>
Other Feedback from respondents

• In a scale of 1 to 5, respondents rated their satisfaction with the cycling facilities of Iloilo City a 3.46.
• Encroachment of vehicles remains a top problem.
• Lack of discipline of some cyclists and drivers develop risks
• Lack of dissemination and implementation of government policies and guidelines slows down development of cycling culture
Conclusion

• Infrastructure primarily attracted the end-users they were built for.
• The Covid-19 pandemic provided an eye-opener to the development of more cycling infrastructure.
• Cycling in Iloilo City has the most potential as a leisure activity.
Ways Forward

1. Establishment and enforcement of traffic rules and regulations
2. Speed management for roads hosting Class II and Class III bike lanes
3. Development of bike-friendly workplaces
BIKING AND THE CITY: THE GAINS

Photo Credit: Arnold Almacen
Road crash incidents involving cyclists and pedestrians significantly reduced from an average of 100 in 2019-2020, down by more than half to 57 in 2021. This was due to increased information on road safety for cyclists and rise of protected bike lanes.
BIKE SHOPS HAVE SPROUTED as data from the City Treasurer’s Office show gross sales from bike shops and bike-related establishments reached P38-M in 2018; P41-M in 2019; and P43.5-M in 2020. This is an average increase of P2-M to P3-M annually.

Source: http://www.positivelyfilipino.com/magazine/pedal-attraction-in-iloiolo
JOB CREATION. The enhancement, cleanup and maintenance works along the Esplanade and bike lanes have provided jobs for 210 beautification personnel as gardeners, 320 street sweepers, and 80 artists, some are bikers themselves.
The City Engineer’s Office installed 50 units of locally fabricated bike parking racks painted with colorful designs by Ilonggo artists. These bike racks were placed at strategic places frequented by cyclists. There are also bike racks to be installed in all public plazas in Iloilo City which are currently being renovated.

Photo Source:
https://www.peoplesdomain.net/iloilobikecapitalph-a-success-model-for-lgus/
BIKE EVENTS HAVE MULTIPLIED

The number of bike events such as rides and fun rides almost doubled to 25 in the first five months of 2022, compared to a total of 13 in 2021, based on special permits issued.
There have been wider following and opportunities to participate in events which offer affordable fees. The Annual Iloilo Bike Festival, a 10-year partnership with Megaworld, is a major promotional vehicle for tourism, economic and road safety.

The festivities drew up to 10,000 bikers from all over the Philippines during its pre-pandemic editions since 2014. There are around 150-200 bike organizations in Iloilo with members coming from all over Western Visayas.
THE IMPACT OF CONNECTED BIKE LANES

As bike lanes became more connected, more people patronized it. Since the establishment of Senator Efrain Treñas Boulevard in 2009, cyclist growth rate increased by 12.50 percent in 2010. With the introduction of Iloilo Esplanade in 2012, it rose 10% toward 2013.

It then doubled to 20.55% with installation of traffic-segregated bike lanes starting in 2015. As Iloilo Esplanades 3 to 9 were gradually completed from 2018 to 2020, a steady increase in cyclists could be observed.

Moreover, the pandemic also became a catalyst for more bike patrons to double to 41.89%. Results showed that 50% of respondents use bicycles for work, 65% for essential travel, and 93% for recreational purposes.

Photo Credit: PR & Events Circuit FB
A PARTICIPATORY PROCESS

The Iloilo Cycling Community is actively participating from the planning process; installation of bike lanes, green tunnels, racks, repair stations, safe parking spaces, to promoting and supporting advocacies and events.

Photo Credit: PR & Events Circuit FB