

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)MalacañanPalaceand all Cabinet offices are hereby directed to bring down by fifty percent (50%) the consumption of fossils 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



StoriesUf Change

Source: https://changing-transport.org/modernizing-public-transport-in-the-philippines/



Philippine Urban Mobility Programme

Towards people-first cities empowered by efficient, dignified, and sustainable mobility







Philippine Urban Mobility Programme 2020

JOINT ADMINISTRATIVE ORDER 2022-0001



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

AUG 1 9 2020

JOINT ADMINISTRATIVE ORDER No. 2020 - 0001

> SUBJECT: <u>Guidelines on the Proper Use and Promotion of Active Transport</u> <u>During and After the COVID-19 Pandemic</u>

DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS

DEPARTMENT ORDER NO. 88 SEPT. 29, 2020

Prescribing guidelines on the design of bicycle facilities along national roads.

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NT OF PUBLIC WORKS AND HIGHWAYS FICE OF THE SECRETARY DEPARTMENT ORDE

PRESCRIBING GUIDELINES OF SUBJECT : FACILITIES ALONG NATIONA

e with the continuing efforts of the DPWH to nt, the attached ANNEX "A", Guidelines on the Design of nal Roads, providing a uniform design of bicycle facil in order to achieve a consistent approach that will meet the needs and safe access of road users, is hereby prescribed for the guidance and compliance of

protects of DPWH that involve new road and bridge construction or fut lieve traffic congestions such as road/bridge widening, diversion/bypass roads, among ers, shall include in its design the provision of bicycle facility, if feasible, based on th studies of this Department. Exemptions to the provisions of this Order may be allowed subject to the evaluation of the Bureau of Desion and approval of the Undersecretary fi echnical Services. For this purpose, the form hereto attached as Annex "B" is here

This Order shall take effect immed

SEP 2 9 2020

88 Series of 2020 d 9/30/2

MARKA WITLEA

Photo credit: https://www .adobomagazine.com/philippine-news/sustainability-philip cities-can-pedaltheir-way-toward-a-sustainable-future/#jp-carousel-122673



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.

Philippine Institute of Civil Engineers 47th National Convention and Technical Conference

26-27 November 2021

INFRASTRUCTURE ATTRACTS

The Case of Iloilo City's Cycling Infrastructure

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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.



- 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

Major Infrastructure Implementing Agencies and Medium-Term Investment Requirements

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

Source: NEDA

• 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 conflictaffected and underdeveloped areas

- 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

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		DEPARTMENT OF HEALTH DEPARTMENT OF TRANSPORTATION DEPARTMENT OF INTERIOR AND LOCAL GOVERNMENT DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS	SEP 2 9 2020 DEPARTMENT ORDER) SUBJECT: PRESCRIBING GUI) THE DESIGN O NO. 88) FACILITIES ALONG NO. 800 PACILITIES ALONG
	JOIN	T ADMINISTRATIVE ORDER AUG 1 9 2020	Series of 2020 at 9/30/20
	No. 2	020 - <u>6001</u> SUBJECT: <u>Guidelines on the Proper Use and Promotion of Active Transport</u> During and After the COVID-19 Pandemic	In line with the continuing efforts of the DPWH to support the promotion of transport by the government, the attached ANNEX "A", Guidelines on Bicycle Facilities Along National Reads, providing a uniform design of in order to achieve a consistent approach that will meet the needs and bicyclists and other road users, is hereby prescribed for the guidance and c concerned.
	L	BACKGROUND With the transition to General Community Quarantine (GCQ) leading to the reopening of essential sectoral services and workplaces, the use of traditional public transport services such as buses, jeepneys, trieycles, and railways puts the commuting public at risk to COVID-19 infection due to the difficulty of enforcing physical distancing measures in these modes of transportation. Hence, the Department of Transportation (DOT) has issued guidelines that encourage the use of bicycles and similar devices. Physical distancing measures in traditional road transport services and trains are also expected to take a toll on the travelling 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 provide.	All projects of DPWH that involve new road and bridge construction or futu- relieve traffic congestions such as road/bridge widening, diversion/typase others, shall include in its design the provision of bicycle facility, if feasibil studies of this Department. Exemptions to the provisions of this Order subject to the evaluation of the Bureau of Design and approval of the Ling Technical Services. For this purpose, the form hereto attached as Anne prescribed. This Order shall take effect immediately.
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		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 granuly reduces pollution.	5.1.3 DLIVECH/AND
E COPV	, RIVERA (V	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 dially trips are made either through using public transport or walking, the road space given for bicycles or light mobility vehicles are either absent, or if present, impeded by traditional public and private transport. Likewise, walking paths can be occupied by sidewalk vendors which block podestrian traffic. Hence, the safety of cyclistics and pedetrina is compromised.	
ED TRU UG 19 A	RECORDS	In view of the ongoing threat of the COVID-19 pandemic, it is imperative that active modes of transport for commuters, including walking and bicycling, be promoted to	
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State Support for Active Transport



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

JOINT ADMINISTRATIVE ORDER No. 2020 - <u>0001</u>

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AUG 1 9 2020

SUBJECT: Guidelines on the Proper Use and Promotion of Active Transport During and After the COVID-19 Pandemic

I. BACKGROUND

With the transition to General Community Quarantine (GCQ) leading to the reopening of essential sectoral services and workplaces, the use of traditional public transport services such as buses, jeepneys, tricycles, and railways puts the commuting public at risk to COVID-19 infection 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 trains are also expected to take a toll on the travelling 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.

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

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

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.



In line with the continuing efforts of the DPWH to support the promotion of active modes of

transport by the government, the attached ANNEX "A", Guidelines on the Design of Bicycle Facilities Along National Roads, providing a uniform design of bicycle facilities in order to achieve a consistent approach that will meet the needs and safe access of bicyclists and other road users, is hereby prescribed for the guidance and compliance of all concerned.

All projects of DPWH that involve new road and bridge construction or future expansion to relieve traffic congestions such as road/bridge widening, diversion/bypass roads, among others, shall include in its design the provision of bicycle facility, if feasible, based on the studies of this Department. Exemptions to the provisions of this Order may be allowed subject to the evaluation of the Bureau of Design and approval of the Undersecretary for Technical Services. For this purpose, the form hereto attached as Annex "B" is hereby prescribed.

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MARK A. VILLAR Secretary

5.1.3 DLB/ECM/AMD

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 trafficsegregated bike lane in the country as early as 2014.
- Policies include requiring buildings to provide bike parking zones and regulating use of bike lanes



Hoilo City's Bike Lanes

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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

District	Class I (km)	Class II (km)	Class Ⅲ (km)	Total (km)
City Proper	3.230		17.854	21.084
Jaro	3.050		23.080	26.130
La Paz	1.600		8.602	10.202
Lapuz			3.736	3.736
Mandurriao	2.000	0.144	19.936	22.080
Molo			9.690	9.690
Villa Arevalo			5.826	5.826
Iloilo City	9.880	0.144	88.724	98.748





- 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





- It is regarded as the venue of the first trafficsegregated 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 I 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

	Classification	Unit Cost per km (PhP)	Length (km)	Total Estimated Value (PhP)
Class I		5,426,470.00	9.880	53,613,523.00
Class I		2,400,000.00	0.144	345,600.00
Class 🎞		2,400,000.00	88.724	212,937,600.00
Average	Value	2,702,806.37	98.748	266,896,723.60

- 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



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Economic Profile







City Proper
Jaro
La Paz
Lapuz
Mandurriao
Molo

Villa Arevalo

Income Group

Age

Time Series Analysis

Year Started Cycling per District





Year Started Cycling

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

District	Respondents (% of total)	Length of Bike Lane (% of total)
City Proper	9.57	21.35
Jaro	30.14	26.46
La Paz	14.83	10.33
Lapuz	6.22	3.78
Mandurriao	18.66	22.36
Molo	12.92	9.81
Villa Arevalo	7.66	5.90
	100.00	100.00

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

CYCLING ACCIDENTS ARE DOWN

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.



Source: http://www.positivelyfilipino.com/magazine/pedal-attraction-in-iloilo

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.



Photo credit: Vic Salas

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.



FORM & FUNCTION

The City Engineer's Office installed 50 units of locally fabricated bike parking racks painted with colorful designs by llonggo 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 lloilo City which are currently being renovated.

Photo Source:

https://www.peoplesdomain.net/iloilobikecapitalph-asuccess-model-for-lgus/



 This contest is a group participation which each group should have minimum of 3 members and a maximum of 5 members.
 This contest is in line with the advocacy for safe biking for the bikers thus #bikesafeiloilo is the official hashtag for this contest.
 This contest is open for all who knows how to bike.
 This contest for this event are as foliovs:
 Relevance to the theme: #bikesafeiloilo – 40% Creativity of the lights on the bikes – 30% Coordination of the team members – 20% You may register online and download the registration form through our IBP Official Page. Send t back to our page and we'll contact you if you've been confirmed as participants of the contest.
 Registration opens on March 8, 2016 and ends on March 16, 2016, 12MN.

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IST PRIZE P20,000.00 WORTH OF GIFT CERTIFICATE 2ND PRIZE PI0,000.00 WORTH OF GIFT CERTIFICATE 3RD PRIZE P8,000.00 WORTH OF GIFT CERTIFICATE

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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.





ANNUAL ILOILO BIKE FESTIVAL

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 lloilo 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.



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