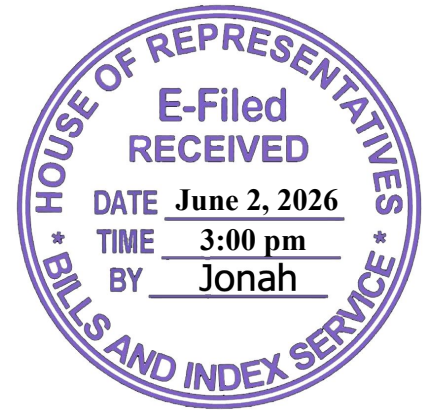


Republic of the Philippines
House of Representatives
Quezon City, Metro Manila

TWENTIETH CONGRESS
First Regular Session

House Bill No. 9669



INTRODUCED BY REP. PATRICK MICHAEL "PM" D. VARGAS

AN ACT
ESTABLISHING BICYCLE-FRIENDLY COMMUNITY LANES IN
BARANGAY CAPRI, QUEZON CITY, AND APPROPRIATING FUNDS
THEREFOR

EXPLANATORY NOTE

Metro Manila has long been recognized as one of the world's megacities, with severe traffic congestion and consistently ranking among the most congested urban areas globally. Recent data from the TomTom Traffic Index (2024) continues to place Metro Manila among the slowest-moving cities in Asia, with average travel times significantly exceeding pre-pandemic levels. While temporary relief was observed during the height of COVID-19 lockdowns, congestion has since rebounded sharply with the economy's full reopening.

The Japan International Cooperation Agency (JICA) estimates that traffic congestion in Metro Manila costs the Philippine economy approximately Php 3.5 billion daily, and, without substantial intervention, this figure is projected to increase to Php 5.4 billion per day by 2035 (JICA, "Roadmap for Transport Infrastructure Development for Metro Manila and Its Surrounding Areas," 2014). More recent assessments suggest that actual losses may already be higher due to inflation and prolonged commute times, underscoring the need for practical and sustainable interventions.

As a measure to help ease traffic congestion in Metro Manila—particularly in the Fifth District of Quezon City—this bill proposes the establishment of bicycle-friendly community lanes in Barangay Capri, Quezon City. The measure aims to promote cycling as a safe, viable, and sustainable alternative mode of transportation, while improving road safety and accessibility at the barangay level.

Among the various modes of transport, cycling is widely recognized as

environmentally sustainable, producing zero emissions and minimal noise. It also provides health benefits, serving as a form of regular physical activity that helps reduce stress and improve overall well-being (World Health Organization, 2020). Thus, promoting bike-friendly communities not only addresses economic losses from traffic congestion but also contributes to environmental protection and public health.

With the implementation of this measure, the barangay is positioned to move toward a safer, cost-efficient, and sustainable transport system for its residents.

In view of the foregoing, approval of this bill is urgently sought.



REP. PATRICK MICHAEL “PM” D. VARGAS
Fifth District, Quezon City

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

SECTION 1. Short Title. – This Act shall be known as the “*Bike-friendly Barangay Capri Act*”.

SECTION 2. Declaration of Policy. – It is hereby declared the policy of the State to pursue economic growth consistent with its obligation to promote and protect the global environment to attain sustainable development.

Pursuant thereto, it shall endeavor to promote and encourage among its citizens an alternative mode of transportation mechanism that shall have a long-term positive environmental and health impact.

SECTION 3. Definition. – As used in this Act, the following terms are defined as:

- a. *Bike* or *Bicycle* -a non-motorized vehicle consisting of a light frame mounted on two wire-spoked wheels, one behind the other, and having a seat, handlebars for steering, brakes, and two pedals.
- b. *Cyclist* – a person who rides a bicycle
- c. *Bike lanes* – a portion of the roadway, designated by striping and pavement markings, designated for the exclusive use of cyclists

- d. *Safety gear* -protective clothing and equipment designed to ensure cyclists are safe from potential injury while riding. This can include a helmet, gloves, kneecaps, protective glasses, reflectors, and a bell on the bike.

SECTION 4. *Bicycle-Friendly Community Program.* The Barangay shall establish a bike program to promote safe biking on all barangay roads of Barangay Capri, Quezon City. The program shall include the construction and maintenance of bicycle lanes, parking, and support facilities. The Barangay shall also create an educational and awareness program on traffic safety.

SECTION 5. *Bicycle Lanes* – There shall be designated bicycle lanes in all barangay roads of Barangay Capri, Quezon City that would serve as exclusive access for bicycle riders. All motorized vehicles shall be prohibited from being driven or parked on any bicycle lane.

The bicycle lanes shall be separated by a physical barrier and shall be clearly identified with signs and/or pavement markings. In cases when the installation of a physical barrier is not feasible, the lane for bicycles shall be identified through reflectorized yellow painted lines. Bicycle lanes must never compromise the mobility and safety of pedestrians.

The bicycle lanes should traverse across all roads of the barangay and connect to all major roads of the city.

SECTION 6. *Bicycle Parking.* All public places, government offices, schools, major business establishments, including malls, banks, restaurants, hospitals, and the like, are hereby required to provide bicycle racks for bicycle parking.

Bicycle parking should be secure, visible, accessible, and not in the way of pedestrians or motor vehicles.

SECTION 7. *Bicycle Infrastructure.* – In addition to the bicycle lanes and bicycle parking areas, support facilities shall be established to ensure that cyclists and their bicycles can travel safely and to lessen the possibility of collisions with pedestrians. These facilities shall include, but are not limited to, the following:

- a. Sidewalk improvements;
- b. Traffic and speed reduction improvements;
- c. Pedestrian and bicycle crossing improvements;
- d. Traffic signage pertaining to bicycles;

- e. Off-street pedestrian and bicycle facilities; and
- f. Traffic diversion improvements.

SECTION 8. *Educational Program.* The Barangay shall establish an educational program to increase awareness of bike safety and road sharing. The program shall be designed for traffic enforcers, motorists, cyclists, and the commuting public. The program shall include:

- a. Traffic education and enforcement;
- b. Motorists' awareness and road-sharing; and
- c. Bicycle and pedestrian safety.

SECTION 9. *Incentives.* The Barangay shall create an incentive mechanism for all private and public establishments that will encourage their employees to ride bicycles by providing for bicycle facilities within their establishments.

SECTION 10. *Appropriations.* – The amount necessary for the implementation of this Act shall be charged against the National Tax Allotment (NTA) of the Quezon City LGU, specifically for Barangay Capri.

SECTION 11. *Implementing Rules and Regulations.* – Within one hundred eighty (180) days after the approval of this Act, the local government unit shall, in consultation with the Department of Public Works and Highways, the Department of Transportation, and such other relevant government agencies and stakeholders, prepare and issue the necessary rules and regulations for the effective implementation of this Act.

SECTION 12. *Separability Clause.* – If any portion or provision of this Act is declared invalid or unconstitutional, other provisions hereof shall remain in full force and effect.

SECTION 13. *Repealing Clause.* – All laws, presidential decrees, executive orders, or issuances or any part thereof which are inconsistent with the provisions of this Act are hereby repealed, amended, or modified accordingly.

SECTION 14. *Effectivity.* – This Act shall take effect fifteen (15) days after its publication in the Official Gazette or in a national newspaper of general circulation.

Approved,