



Committee on Public Transportation and Traffic Management
Committee on Rules and Privileges, Laws and Ordinance

JOINT COMMITTEE REPORT
NO. PTTM-006-2024

Office of the Sangguniang Panlungsod
Received by: Jenet Pring
MAY 02 2024
7:10 am

SUBJECT: AN ORDINANCE ESTABLISHING PROTECTED SPECIAL LANES ON SELECTED PUBLIC ROADS WITHIN THE CITY OF BACOR, CAVITE FOR THE USE OF BICYCLES AND ELECTRONIC TRICYCLES AND PROVIDING PENALTIES FOR VIOLATIONS HEREOF. (PCO 2024-168 March 4, 2024)

The proposed ordinance (PCO 2024-168) was referred to the Committee on March 04, 2024. The Committee hearing held on March 20, 2024 which was attended by the resource persons.

During the said hearing, the sought opinion of the resource persons were explained and the approval of PCO 2024-168 are the impression that the protected lanes are dedicated and designated solely for bicycles which aims to support the "Active Transport Program" of the Department of Transportation.

The Committee recommends that the following revisions be made to the proposed ordinance and the reasons for the said changes:

Original Provision	Proposed Revision/s	Reason for Revision/s
ORIGINAL TITLE. An Ordinance Establishing Protected Special Lanes on Selected Public Roads within the City of Bacoor, Cavite for the Use of Bicycles, Electronic Bicycles and Electronic Tricycles and Providing Penalties for Violations Hereof.	TITLE. "An Ordinance Establishing Protected Lanes on Selected Public Roads within the City of Bacoor, Cavite for the Designated Use of Bicycles, and Providing Penalties for Violations Hereof."	The protected lanes are dedicated and designated solely for bicycles only.
Additional Whereas Clause provision to be added.	"WHEREAS, the regulation of bike lanes will promote safety and encourage mre bike commuters such as the students and workers, and it will help decongest traffic and minimize the effect of pollution and global warming"	As the bike lanes will entice more individuals to use bicycles as a means of transportation, its ecological and environmental effects is one of the auxiliary purpose of the Ordinance for the Green and Nature that contributes to DENR.
To insert provisions in conformity with City Ordinance	City Ordinance No. 228-2022 Series of 2022 or the "Uniform Implementation Procedure of the City of Bacoor, i.e. penalties for minor violators, imposition of community service, among others.	Shall be imposed against any person who will violate this Ordinance.



Republic of the Philippines
PROVINCE OF CAVITE
City of Bacoor



OFFICE OF THE SANGGUNIANG PANLUNGSOD

CGBCR-SPBac-F003.01
04/05/2024

RECOMMENDATION:

Active Transport Program of the DOTr which aims to expand the protected bicycle lane network in the country to 2,400 kilometers by 2028 gets support from the City Government of Bacoor. After very careful and precise review and deliberation by the Committee, it is recommended to **APPROVE** the proposed ordinance pending the revisions recommended by the Committee.

WE HEREBY CERTIFY that the contents of the foregoing report are true and correct.

Signed this 20th day of March 2024 at the City of Bacoor, Cavite.

COMMITTEE ON PUBLIC TRANSPORTATION AND TRAFFIC MANAGEMENT

HON. ROBERTO L. ADVINCULA

Chairman

HON. ADRIELITO G. GAWARAN

Vice Chairman

HON. MICHAEL E. SOLIS

Member

HON. REYNALDO FABIAN

Member

COMMITTEE ON RULES AND PRIVILEGES, LAWS AND ORDINANCES

HON. REYNALDO PALABRICA

Chairman

HON. LEVY TELA

Vice Chairman

HON. ALEJANDRO GUTIERREZ

Member

HON. ADRIELITO GAWARAN

Member



Committee on Public Transportation and Traffic Management
Committee on Rules and Privileges, Laws and Ordinance

JOINT COMMITTEE MINUTES
NO. PTTM-006-2024

Office of the Sangguniang Panlungsod
Received by: Janet Pring
Date: MAY 23 2024
Time: 9:30 am

SUBJECT: AN ORDINANCE ESTABLISHING PROTECTED SPECIAL LANES ON SELECTED PUBLIC ROADS WITHIN THE CITY OF BACOR, CAVITE FOR THE USE OF BICYCLES AND ELECTRONIC TRICYCLES AND PROVIDING PENALTIES FOR VIOLATIONS HEREOF. (PCO 2024-168 March 4, 2024)

This report entitled "An ordinance establishing protected special lanes on selected public roads within the City of Bacoor, Cavite for the use of bicycles and electronic tricycles and providing penalties for violations hereof, was referred to the Committee by the Sangguniang Panlungsod Presiding Officer, Hon. Rowena Bautista-Mendiola, on March 04, 2024.

The committee hearing was held on March 20, 2024 at 10:00am at MSBR Conference Room 4th Flr. City of Bacoor Legislative and Disaster Resilience Bldg., Bacoor Government Center. It was presided over by the Committee Chairman, Hon. Roberto L. Advincula together with Committee Member Hon. Reynaldo Fabian and Hon. Michael Solis together with Joint Committee on Rules and Privileges, Laws, and Ordinance Chaired by Hon. Reynaldo Palabrica with Hon. Alde Pagulayan, Atty. Rey Marco Mendoza from City Legal Services Office, Mr. Adel Udarbe from the BTMD Office, Mr. Christian Barit in behalf of Engr. Jicky Jutba from City Engineering Office and Ms. Elvinia Guerrero from the City Budget Office.

During the said hearing, the Lead Committee Chairman Hon. Advincula gave an explanation for the purpose and objective of the said hearing and ask the attendees if they have queries and comments on the said proposed ordinance.

Atty. Mendoza mentioned: "With respect to the title we understood na yong protected bike lanes will be dedicated solely for bicycles, meaning kung ano ung definition base dito sa Section 2 wherein nakasaad po diyan ay ung Bicycle - is a vehicle with a handle bar for steering, two wheels, a saddle seat, and pedals by which it is propelled. Then nakalagay naman po sa Section 5 sa last paragraph na lahat ng motor vehicles kabilang na ang electronic vehicles and tricycles etc. are prohibited from using the said lane. Pero sa title po natin sinasabi natin na mag-eestablish tayo ng special lanes on selected roads within the City for the use of bicycles and eletronic. Hindi po ba sya contradicted? So gusto lang po namin linawin kung ung dedicated or special bike lanes po ba ay para sa bike lang talaga?"

Hon. Palabrica raised his concern "Pasensya na Atty. Kaya tinanong ko kanina si Atty. Marco kung sila ang gumawa nito kasi ung title saka ung nasa ibang section sa loob contradicting talaga. Medyo confusing kasi dito establishing the use tas dito prohibition medyo may problema Mr. Chairman."

Hon. Gawaran asking Atty. Mendoza "I-address ko lang sa mga gumawa nito, Atty. Kayo po ang gumawa nito?" Atty. Mendoza replied "For the record hindi po kami ang gumawa nito. Nagkaroon po



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BAGONG PILIPINAS
CGBCR-SPBac-F003.01
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kami ng initial copy po nito coming from Ms. Cristy". Hon. Gawaran then said "Ang tanong ko nga po lalo sa BTMD yung mga ano ho nyan mga nakalagay na lahat sa terms and condition. Nagdry run ba ho tayo para malaman natin yung sistema sa mga ganun diba ho. Kasi gumawa kayo ng ganito, tama ho yan maganda yan nagdry run ba kayo para malaman natin kung may problema ho ba duon ng mai-adjust at maiko-correct natin para naman gumanda yung ating ordinance."

Hon. Palabrica "Mr. Chairman siguro ang intensyon ng ordinansa ay para dun sa padyak talaga ng bisikleta kasi buong Pilipinas naman lahat ng LGU ay parang inatasan ng National Government na magkaroon ng bicycle lane even EDSA, kaya sa sidewalk ng EDSA my bicycle lane dun, sa mga Cities ng Bacolod, Iloilo lahat yan meron eh. Ngaun siguro ang intensyon ng ordinansa ay para dun sa bisikleta un de padyak ung two wheel na de padyak. Siguro nagkamali lang na nilagyan sa title ng electronic bicycle and tricycle. Alam naman nating lahat na bawal sa national hi-way ang tricycle. May batas na bawal ang tricycle sa national hi-way so magko-contradicting ito kung included ang e-tricycles. Tapos kung mapapansin natin na iniimplement na sa Metro Manila na bawal din ang mga electronic bicycles pinagbabawal din sa mga national hiways. So again di naman pwede magsupercede ang isang local ordinance dun sa national policies so maybe baka nagkamali lang sa title kasi kung mapapansin naman natin sa loob ng ordinansa prohibited naman ung binanggit dito sa title siguro Mr. Chairman heads up lang sa atin lahat. Pero sundan ko na lang din po ng tanong sa BTMD kasi sila yung nasa kalsada sila, yung mga expert including ang Engineering Dept. Kung saka-sakali bang magkaroon tayo ng bicycle lanes aalisin nalang muna natin yung electronic bicycles tsaka electronic tricycles yung de-padyak na lang muna kasi exercise to at bisikleta talaga. Kung magkakaroon ba ng exclusive lane sa ating mga main thoroughfares ano ang epekto nito dahil kapag exclusive ibig sabihin hindi ito pwede daanan ng 4 wheels or ng ibang motor vehicle. Kapag ginawa ba natin ito ano ang epekto nito sa traffic flow natin considering the present situation of our traffic in the City.?"

Mr. Udarbe answered "It varies po kasi may mga kalye po tayo na two lanes lang, one lane each direction. So kung gagawin ho natin ung isang lane exclusively for bicycles hindi na po tatakbo yung isang lane kung halimbawang parehong lane ung lalagyan natin ng bicycle lane. Hindi naman ho pwedeng one way lane pano naman ho makakauwi ung naka-bike. Hindi rin naman ho sila pwedeng makipagsalubong sa nag-iisang bicycle lane. Halimbawa po, diyan sa Aguinaldo meron po tayong project with DOTR na bike lane na funded po ng national government na may 9km loop magsisimula po dito sa atin pagpasok sa bagong kalsada natin na yan kakanan sa Aguinaldo tapos kakanan sa St. Dominic nag tapos po dito din. So etong Aguinaldo hi-way na sa atin covered na to nun at Bacoor-Imus by pass road kasama na. Eto naman pong kahabaan ng Bacoor Blvd., meron na po talagang bicycle lane diyan. Magsisikip lang po tayo pagka nandun po tayo sa kalye na 2 lanes lang, one lane each direction. Baka instead na exclusive po ay pwedeng priority lang.?"

Hon. Gawaran suggested "Address ko na lang sa Asst. Head ng BTMD Sir Adel, yun kasing nakita ko sa Exclusive Use and Prohibition pinagsama-sama ung category L1, L2, L3. Ang tanong ko kasi pag pinagsama-sama mo sa lane un magsasama-sama lahat, meron mabagal meron matulin. Ang may problema tayo ung naka-motorsiklo ang tutulin nyan bagkus ang nandito ang babagal nyan may kakanan may kakaliwa nakita nyo ba ung problema pagdating sa ganun tas pagdating pa dito kinukuha pa ung lane ng pasalubong. Kailangan maging istrikto tayo pagdating sa implementation sa ganyang ordinance. Maaaring magdulot dito ng disgrasya kasi halo-halo yan tama kayo maliit ang ating mga lanes dito."

Hon. Fabian commented "Sa palagay ko naman talagang dapat I-go lang natin ay ung bicycle lane kasi ito matagal na tong naaprubahan noon pa. Tama ang sinabi ni Hon. Palabrica at Hon. Gawaran



kasi matutulin ang motor eh, diba? Duon naman sa mga e-bike ay meron tayo ordinansa na bawal talaga sila sa national road di na pwede tumakbo yan. Either ang tututukan natin ay motorcycle or bicycle. Kasi ang bicycle naman talagang mahina ang takbo nyan. Ang mga motor naman kahit may sarili silang linya bakbakan ang takbo nyan. Kaya pag-aralan natin kung ano ang magandang bigyan kung motorcycle or bicycle. Para sa akin ang dapat na gumamit ng lane ay bicycle dahil ung iba nagtitiyaga nagtatrabaho nagpupursigi dahil kapos sa pera kaya nagbibisikleta na lang.”

Hon. Palabrica suggested to BTMD,“ Palagay ko ang target ng ordinansa ay bicycle lane. Kung saka-sakali pwede kaya na ung main thoroughfares natin pangalanan natin specific na Tirona, Evangelista, Bacoor Blvd., wag na yong Bacoor-Dasmariñas Rd., Daang Hari maluluwag yan. Duon na muna tayo maglagay ng bicycle lane. Tapos ang suggestion ko kasi dati meron tayo existing ordinance na hindi pa narerefill di rin pa naa-ammend un motorcycle lane ngayon di lang pa naimplement yan. Kung saka-sakali ba na buhayin natin yon motorcycle lane parang share the road principle. Motorcycle lane at the same time bicycle lane. Magshe-share the road dun sa outer lane duon sila. Duon lang talaga specific di natin pwede tawagin na exclusive kasi ung term na exclusive dito magpoprohibit ito sa type of vehicle. Alisin natin ung term na exclusive kungdi designated bicycle and motorcycle lane. I definitely agree to Hon. Gawaran sa kanyang observation na yong mga motorsiklo saan-saan napunta ikaw ang matatakot sa kanila. Pero kung mahihigpitan natin at may designated motorcycle lane is maipatupad ang ordinansa. Siguro ung over speeding naman na concern tingin ko naman ay may batas naman tayo pagdating sa speed regulation gamitin lang un para matigil o mabawasan man lang ang over speeding ng mga motorsiklo. Ang tanong kung saka-sakali ba kaya ba natin maimplement un kasi kung maipasa natin to my suggestion Mr. Chairman the existing motorcycle lane should be use or be designated also as bicycle lane in compliance to the policy of the National Government that Local Government should provide a bicycle lane. Pwede kaya yun?”

Mr. Udarbe answered, “Pwede naman po kaya nga lang babalik tayo sa scenario ni Hon. Gawaran na mabilis ung takbo. Dito ho kasi sa ordinansa may barrier na kasama. Nakalagay dito na my barrier mas kikipot po ang kalsada.”

Mr. Chairman said, “Baka nga iniwasan natin maaksidente ang bicycle eh sya naman maging cause ng aksidente dahil sa barrier na yan. Mr. Barit ilan sukat ba ang allocated para dito? Mr. Barit replied “1.5 meters as per Engr. Jicky nakarely po kami sa design ni DOTr.”

The Committee suggested that this is not possible due to the road conditions that we have in the City. As Mr. Udarbe said some of these roads are narrow and are not capable to have an exclusive lane. It is advised to include the selected roads in this Ordinance. It was agreed to draft a separate Ordinance for the electronic bicycles and electronic tricycles lane.

Hon. Pagulayan expressed his idea during the committee hearing that the primary purpose of the proposed City Ordinance is to note merely about the protection of the safety and security of the bicycle riders. As the bike lanes will entice more individuals to use bicycles as means of transportation, its ecological and environmental effects is one of the auxiliary purpose of the Ordinance for the Green Nature that contributes to DENR. Hence, he requested that an additional Whereas Clause provision be added.

The City Legal Office like suggested to insert provisions in conformity with the City Ordinance for the penalties of minor violators, like imposition of community service, among others.



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Hon. Palabrica proposed that this particular ordinance be specific solely to bicycles and suggested that the title should be revised as designated and not exclusively. (Sought the opinion of the said resource persons were explained that the approval of PCO 2024-168 gives the impression that the designated lanes are dedicated solely for bicycles which also aims to support the "Active Transport Program" of the Department of Transportation to expand the protected bicycle lane.)

Committee hearing was adjourned at 11:30am upon motion of Coun. Reynaldo Palabrica.

Prepared by:

Evelyn L. Amora
Clerk

Approved by:

Roberto L. Advincula
Committee Chairman

**Committee on Public Transportation and Traffic Management
Committee on Rules and Privileges, Laws and Ordinance**

Office of the Sangguning Panglungsod
Received by: Jenet Pring
Date: 11/03/2024
Time: 9:30 am

JOINT COMMITTEE HEARING PICTURES

NO. PTTM-006-2024

SUBJECT: AN ORDINANCE ESTABLISHING PROTECTED SPECIAL LANES ON SELECTED PUBLIC ROADS WITHIN THE CITY OF BACOR, CAVITE FOR THE USE OF BICYCLES AND ELECTRONIC TRICYCLES AND PROVIDING PENALTIES FOR VIOLATIONS HEREOF. (PCO 2024-168 March 4, 2024)





Republic of the Philippines
Province of Cavite
City of Bacoor

Office of the Sangguniang Pangasinan
Received for Janet Pring
MAY 02 2024
9:20 am

Committee on Public Transportation and Traffic Management
Committee on Rules and Privileges, Laws and Ordinance

ATTENDANCE OF JOINT COMMITTEE HEARING

March 20, 2024/10:00am
MSBR Conference Room, 4th Flr., City of Bacoor Legislative and Disaster Resilience Bldg.,
Bacoor Government Center

PCO 2024-168 AN ORDINANCE ESTABLISHING PROTECTED SPECIAL LANES ON
SELECTED PUBLIC ROADS WITHIN THE CITY OF BACOOOR, CAVITE FOR THE USE OF
BICYCLES AND ELECTRONIC TRICYCLES AND PROVIDING PENALTIES FOR
VIOLATIONS
HEREOF.

NAME	BUSINESS/OFFICE AFFILIATION	CONTACT NUMBER	SIGNATURE/DATE
Rey Marco Mendoza	OLLS	09178021361	[Signature]
ADEL UPARIBE	BTMD	09985575097	[Signature]
CHRISTIAN BARIT	CEO	09273929488	[Signature]
ELVIN S. QUERERA	CITY BUDGET	09285707850	[Signature]
R. PHLABRICA	SP		[Signature]
MIKE SENS	SP	09156013248	[Signature]
ADRIEL GONZALEZ	SP	0990044502	[Signature]
R. FABIAN	SP		[Signature]
Con: Alder Pagulayan	SP		[Signature]

ATTENDANCE OF JOINT COMMITTEE HEARING, PTM-006-2024



Republic of the Philippines
Province of Cavite
City of Bacoor

Office of the Sangguniang Panlungsod
Received by: Janet Pring
Date: 3/14/2024
Time: 9:30am

Committee on Public Transportation and Traffic Management
Committee on Rules and Privileges, Laws and Ordinance

**NOTICE OF JOINT COMMITTEE HEARING
(PROOF OF RECEIPT)**

March 20, 2024/10:00am
MSBR Conference Room, 4th Flr., City of Bacoor Legislative and Disaster Resilience Bldg.,
Bacoor Government Center

PCO 2024-168 AN ORDINANCE ESTABLISHING PROTECTED SPECIAL LANES ON
SELECTED PUBLIC ROADS WITHIN THE CITY OF BACOOR, CAVITE FOR THE USE OF
BICYCLES AND ELECTRONIC TRICYCLES AND PROVIDING PENALTIES FOR
VIOLATIONS HEREOF.

NAME	BUSINESS/OFFICE AFFILIATION	CONTACT NUMBER	SIGNATURE/DATE
Coun. Adriel Gawaran	Morissette Montez		[Signature] 3/14/24
Coun. Michael Solis	ENNA MIAZARA		[Signature] 3/14/2024
Coun. Reynaldo Fabian	Maricella Mela		[Signature] 3/14/24
Coun. Reynaldo Palabrica	SP		[Signature] 3/14/2024
Coun. Levy Tela	SP	Loc. 5418	[Signature] 3-14-2024
Coun. Alejandro Gutierrez	CHRYS GOROSPE		[Signature] 3/14/2024
Ms. Leslie Dianne V. Morales	BTMD	09086527028	[Signature] 03/14/24
Ms. Elvinia Guerrero	PubSec	081-4141	[Signature] 3/14/24
Atty. Kim Nyca Lofranco	OCLS	415 Local	[Signature] 3/14/24 / 11:20am
Engr. Jicky Jutba	CEO	481 4138	[Signature] 3/14/24

PROPOSED CITY ORDINANCE NO. 2024-168
Series of 2024

AN ORDINANCE ESTABLISHING PROTECTED SPECIAL LANES ON SELECTED PUBLIC ROADS WITHIN THE CITY OF BACOR, CAVITE FOR THE USE OF BICYCLES, ELECTRONIC BICYCLES AND ELECTRONIC TRICYCLES AND PROVIDING PENALTIES FOR VIOLATIONS HEREOF.

Sponsored by:

WHEREAS, Section 16 of Republic Act No. 7160 empowered local government units to exercise such powers as may be necessary to promote the general welfare.

WHEREAS, Section 11 (3) (vi) of Republic Act No. 10160 (the "Charter of the City of Bacoor") gave the Sangguniang Panlungsod the power to regulate the operation of tricycles and grant franchises for the operation thereof within the territorial jurisdiction of the City.

WHEREAS, Section 11 (5) (v) of RA 10160 further provides that the Sangguniang Panlungsod has the power to regulate the use of streets, avenues, alleys, sidewalks, bridges, parks and other public places.

WHEREAS, the Bacoor Traffic Management Department reported to the Sangguniang Panlungsod that the number of electric vehicles on the various roads of the City of Bacoor has dramatically increased since the end of the COVID-19 pandemic and new policies must be implemented in order to ensure that the smooth flow of vehicular traffic and the safety of the general public is maintained.

WHEREAS, the City Government supports the Department of Transportation's (DOTr) "Active Transport Program" which aims to expand the protected bicycle lane networks in the country to 2,400 kilometers by 2028.

WHEREAS, a study conducted by the BTMD revealed that none of the electronic bicycles and electronic tricycles now plying the roads of the City are registered with the LTO or with the city government and many of the people driving the same does not have a valid driver's license.

NOW, THEREFORE, this Ordinance is hereby enacted by the 5th Sangguniang Panlungsod of the City of Bacoor, Cavite, to wit:

SECTION 1. Title. This Ordinance shall be known as the "**Protected Bicycle Lanes Ordinance of the City of Bacoor**".

SECTION 2. Definition of Terms. As used in this Ordinance, the following terms shall be defined as:

1. **Protected Bicycle Lane** — is a lane on selected public roads within the City of Bacoor that can be exclusively used by bicycles, electronic bicycles, and electronic tricycles segregated from various motorized vehicles by parking barriers, concrete barriers or other physical barriers.
2. **Bicycle** — a vehicle with a handlebar for steering, two wheels, a saddle seat, and pedals by which it is propelled.
3. **Electric Vehicles** — are motor vehicles powered by electric motors with power storage charged directly from external sources. The definition includes hybrid vehicles.
4. **Electric Mobility Scooter (Electric Kick Scooter)** — are two, three or four-wheeled vehicles, with or without operable pedals, powered by electrical energy with less than 300-wattage capable of propelling the unit up to a maximum speed of 12.5 km/hr.

5. **Category L Electric Vehicle** - are motor vehicles with less than four wheels and including 4-wheeled vehicles with restrictions on maximum speed, maximum mass and maximum rated power.
6. **Category L1 (e-Moped 2w)** - a two-wheeled vehicle, with or without pedals, powered by electrical energy capable of propelling the unit up to a maximum speed of 50 km/hr. For regulation purposes, they are further classified into Category L1a and L1b. E-bikes fall under this category.
7. **Category L2 (e-Moped 3w)** - a three-wheeled vehicle, with or without pedals, powered by electrical energy capable of propelling the unit up to a maximum speed of 50 km/hr. For regulation purposes, they are further classified into Category L2a and L2b
8. **Category L3 (e-Motorcycle)** - a two-wheeled vehicle, powered solely by electrical energy capable of propelling the unit more than 50 km/hr.
9. **Category L4 and L5 (e-Tricycle/Three Wheeled Vehicle)**— a three-wheeled motor vehicle powered solely by electrical energy with a minimum rated power of 1000 W capable of propelling the unit to no more than 50 km/hr and having a maximum curb weight of 600 kg. It is designed for the carriage of goods, cargoes, freights and passengers. They could be symmetrically or asymmetrically arranged in relation to the longitudinal median plain. Categories L4 and L5 refers to the asymmetrical and symmetrical versions respectively.
10. **Motorcycles** – are two or three-wheeled motor vehicles with an engine or motor, a handlebar for steering, and saddle seats for one or more persons.
11. **Owner of Electric Vehicle** — the person who bought the electric vehicle and whose name appears on an official receipt issued by the seller of the said vehicle.
12. **Pedicab** — two-wheeled bicycle with a sidecab which may or may not be operating as a public utility vehicle used to transport passengers and goods.
13. **Personal Mobility Scooter** – are self-propelled wheelchairs intended to help the invalid or sick to move around.
14. **Public Roads** — roads situated in the City of Bacoor that are fully or partly constructed or maintained using public funds.
15. **Tricycles** — are two-wheeled motorcycles with a sidecab which may or may not be operated as a public utility vehicle used to transport goods or passengers or both.

SECTION 4. Establishment, Construction, and Design of Protected Bicycle Lanes. The City Engineering Office of the City of Bacoor, Cavite is hereby directed to establish and construct protected bicycle lanes on the following public roads within the City of Bacoor:

- 4.1. Aguinaldo Highway
- 4.2. Bacoor Boulevard
- 4.3. Molino Road (Zapote -Paliparan Road)
- 4.4. Tirona Highway
- 4.5. Evangelista Street
- 4.6. Bacoor -imus By Pass Road and
- 4.7. Daang- Hari Road.

The exact length, location, and design of the said bicycle lanes shall be determined by the City Engineer with the approval of the City Mayor subject to availability of funds and the road conditions where the said protected bicycle lanes are intended to be established.

SECTION 5. Exclusive Use and Prohibition. The said protected bicycle lanes, once constructed and opened to the public, shall be exclusively used by the following:

- a) Category L1 (e-Moped 2w)
- b) Category L2 (e-Moped 3w)
- c) Category L3 (e-Motorcycle)

- d) Category L4 and L5 (e-Tricycle/e-Three Wheeled Vehicle)
- e) Bicycles
- f) Pedicabs

All types of motor vehicles including electronic vehicles, tricycles, motorcycles, and hybrid vehicles are prohibited from using the said lanes. For safety reasons, pedestrians and joggers shall only be allowed to cross the said lanes but not to run or jog on them.

SECTION 6. Penalties. The following penalties shall be imposed against any person who shall violate this Ordinance upon their conviction by a court of law:

5.1. For Operating a Motor Vehicle, Tricycle, Motorcycle, Electronic Vehicle or Hybrid Vehicle on Protected Bicycle Lanes: The driver and/or registered owner of the motor vehicle, tricycle, motorcycle, electric vehicle, or hybrid vehicle shall pay a fine of Php 2,500.00 for operating the same on the protected bicycle lanes as defined in this Ordinance or its implementing rules and regulations.

5.2. For Destroying or Damaging Protected Bicycle Lane Barriers: The person/s who destroy or damage the barriers installed by the government along protected bicycle lanes shall pay a fine of Php 2,500.00.

5.3. For Defecating, Urinating, Spitting, Littering, Loitering, or Impeding Traffic Flow on Protected Bicycle Lanes: Any person who defecates, urinates, spits, litters, or loiters on the protected bicycle lanes or does any act that impedes the flow of traffic on the said lanes shall pay a fine of Php 2,500.00.

SECTION 6. Manner of Implementation; Implementing Rules and Regulations. In the implementation of this Ordinance and in the formulation of its implementing rules and regulations, the BTMD, E-Governance Department, and the City Legal Services Office are hereby directed to comply with the pertinent provisions of City Ordinance No. 228-2022 (the "Uniform Procedure Implementation Procedure Ordinance of Bacoor") and other pertinent city ordinances and laws. The City Legal Services Office is hereby directed to submit the implementing rules and regulations of this Ordinance for the approval of the City Mayor not later than sixty (60) working days from the date of effectivity hereof.

SECTION 7. Payment/Use of Fines. All fines imposed in this Ordinance must be paid directly, or through digital means, with the Office of the City Treasurer. The fines collected due to the implementation of this Ordinance shall form part the general funds of the City Government and may be used for the development and maintenance of registration database created by virtue of Section 4 hereof or for any other purpose related to traffic management and the maintenance of peace and order in the City of Bacoor.

SECTION 8. Separability Clause. In case any any part of this Ordinance is found to be invalid or unenforceable by a court of law, the remaining parts of this Ordinance will still be valid and enforceable.

SECTION 9. Repeal Clause. All ordinances, resolutions, and executive orders that are inconsistent or are in conflict with the provisions of this Ordinance are hereby repealed or modified accordingly.

SECTION 10. Effectivity. This Ordinance shall become effective immediately after it has been published at least once in a newspaper of general circulation in the Province of Cavite and after a copy hereof has been posted on at least three (3) conspicuous places within the City of Bacoor, Cavite.

ENACTED this ___ day of _____ 2024 at the City of Bacoor, Cavite

I hereby certify that this Ordinance was duly approved in accordance with law by the 5th Sangguniang Panlungsod of the City of Bacoor, Cavite.

Certified by:

HON. ROWENA BAUTISTA-MENDIOLA
Presiding Officer/City Vice Mayor

Attested by:

ATTY. KHALID A. ATEGA JR.
Sangguniang Panlungsod Secretary

Approved by:

HON. STRIKE B. REVILLA
City Mayor

Date of Approval: _____