



Republic of the Philippines
Province of Cavite
CITY OF BACOOR
Office of the City Mayor



CGBCR-MO-05-F04.02
05/30/2024

EXECUTIVE ORDER No. 129 - 2024
Series of 2024

**AN ORDER ADOPTING THE IMPLEMENTING RULES AND REGULATIONS
OF CITY ORDINANCE NO. 364-2024, OTHERWISE KNOWN AS THE
"PROTECTED BICYCLE LANES ORDINANCE
OF THE CITY OF BACOOR"**

WHEREAS, Section 16 of R.A. No. 7160 provides that every local government unit shall exercise the powers expressly granted, those necessarily implied therefrom, as well as powers necessary, appropriate, or incidental for its efficient and effective governance, and those which are essential to the promotion of the general welfare including the promotion of safety of its constituents and provision of adequate transportation facilities;

WHEREAS, the Sangguniang Panlungsod enacted and passed City Ordinance No. 364-2024, otherwise known as the "Protected Bicycle Lanes Ordinance of the City of Bacoor," which aims to promote a more sustainable and inclusive transport system in the City of Bacoor by creating proper sidewalks and networks of cycling lanes, ensuring smooth vehicular traffic flow, and maintaining public safety;

WHEREAS, the City Government of Bacoor recognizes the need to issue an Implementing Rules and Regulations pertinent to the above-mentioned Ordinance;

WHEREAS, the Office of the City Mayor of Bacoor, in coordination with the concerned city government offices, issued the above-mentioned Implementing Rules and Regulations that shall govern the "Protected Bicycle Lanes Ordinance of the City of Bacoor;"

NOW, THEREFORE, I, STRIKE B. REVILLA, City Mayor of Bacoor, Cavite, by virtue of the powers vested in me by law, do hereby order for the adoption and implementation of the Implementing Rules and Regulations of City Ordinance No. 364-2024 herein attached.

Section 1. Implementing Rules and Regulations (IRR). Attached herein is the Implementing Rules and Regulations of City Ordinance No. 364-2024, which shall form part of this Executive Order. This shall be known as the "Implementing Rules and Regulations of Protected Bicycle Lanes Ordinance of the City of Bacoor."

All affected offices and departments are hereby ordered to adopt the said implementing rules and regulations and be guided accordingly. Strict compliance and observance of all city government officials and employees to this IRR is hereby ordered.



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Section 2. Repealing Clause. All previously issued orders and directives inconsistent with any provision found herein shall be deemed repealed, revoked, or amended accordingly.

Section 3. Separability Clause. In the event that any provision found herein shall be judicially or administratively declared illegal or infirm, the remaining provisions shall remain in full force and effect.

Section 4. Effectivity Clause. This Executive Order shall take effect immediately upon its signing and remain in full force and effect until repealed, revoked, or amended accordingly.

SO ORDERED.

DONE this 26th day of July 2024 in the City of Bacoor, Province of Cavite.


STRIKE B. REVILLA
City Mayor





**THE IMPLEMENTING RULES AND REGULATIONS OF
CITY ORDINANCE NO. 364-2024 SERIES OF 2024**

OR

**"AN ORDINANCE ESTABLISHING PROTECTED SPECIAL
LANES ON SELECTED PUBLIC ROADS WITHIN THE
CITY OF BACOOR, CAVITE FOR THE USE OF
BICYCLES, ELECTRONIC VEHICLES, AND ELECTRONIC
BICYCLES, AND PROVIDING PENALTIES FOR
VIOLATIONS HEREOF"**

**Rule 1
GENERAL PROVISIONS**

Section 1. Title. – This serves as the Implementing Rules and Regulations ("IRR" of City of Bacoor Ordinance No. 364-2024, Series of 2024, entitled the "*Protected Bicycle Lanes Ordinance of the City of Bacoor*," also known as the "Ordinance." Henceforth, the IRR shall be referred to as the "Rules."

Section 2. Purpose. – The Ordinance aims to promote a more sustainable and inclusive transport system in the City of Bacoor by creating proper sidewalks and networks of cycling lanes, ensuring smooth vehicular traffic flow, and maintaining public safety. The city seeks to achieve the following objectives:

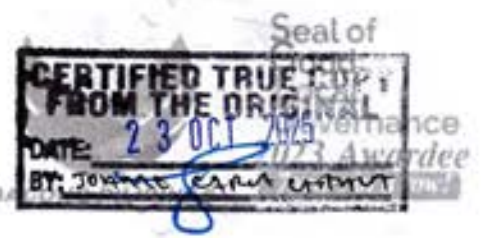
1. **Encourage Active Transport.** The city aims to promote active transport to provide several benefits, including:
 - a. **Health and Well-being.** Regular physical activity, such as cycling and walking, is intended to improve cardiovascular health, strengthen muscles, and help maintain a healthy weight among residents, thereby enhancing overall public health and well-being.
 - b. **Environmental Impact.** By encouraging active transport, the city aims to reduce greenhouse gas emissions and air pollution, thereby contributing to a cleaner environment and mitigating the effects of climate change.
 - c. **Traffic Reduction.** The promotion of cycling lanes and pedestrian-friendly infrastructure is designed to reduce traffic

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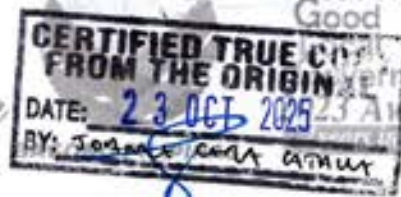
congestion, leading to a smoother traffic flow, shorter commute times, and reduced stress for residents.

- d. **Cost Savings.** Active transport is considered cost-effective, as bicycles require minimal maintenance and do not rely on fossil fuels, leading to savings in transportation costs for individuals and the community as a whole.
 - e. **Community Connection.** Active transport fosters a sense of community by encouraging social interactions and reducing social isolation, thereby strengthening community bonds and enhancing overall quality of life.
 - f. **Safety and Accessibility.** Properly designed cycling lanes and pedestrian pathways enhance safety for all road users, including children, senior citizens, and people with disabilities, while also ensuring accessibility to transportation options for all residents.
2. **Reduction of Vehicular Volumes.** The city seeks to reduce vehicular volumes through the following measures:
- a. **Shift to Non-Motorized Modes.** By encouraging active transport, the city aims to reduce the number of cars on the road thereby decreasing overall vehicular traffic and alleviating pressure on existing transportation infrastructure.
 - b. **Dedicated Bicycle Lanes.** The creation of protected bicycle lanes is intended to provide a safe space for cyclists, thereby reducing conflicts with motorized vehicles, improving cyclist safety, and encouraging more people to cycle as a mode of transportation.
 - c. **Traffic Calming Measures.** Implementing traffic calming measures, such as speed bumps, narrower lanes, and pedestrian crossings, is designed to slow down vehicles and encourage more people to cycle as a mode of transportation.
 - d. **Integrated Public transport.** Integrating cycling with public transport is aimed at providing residents with more transportation options and reducing reliance on private cars, thereby reducing traffic congestion and promoting a more sustainable urban transportation system.
 - e. **Parking Policies.** By discouraging car use through higher parking fees or limited parking spaces, the city aims to incentivize residents to use alternative modes of transportation, such as cycling, walking, or public transit, thereby reducing the





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demand for public spaces and alleviating traffic congestion in the city center.

3. **Minimize Traffic Congestion.** The city aims to minimize traffic congestion through the following strategies:

- a. **Separation of Traffic.** Protected bicycle lanes are intended to separate cyclists from motorized vehicles, reducing conflicts, and ensuring smoother traffic flow, while also improving safety for cyclists and reducing the risk of accidents.
- b. **Alternative Routes.** By providing alternative routes for cyclists, the city aims to reduce pressure on main roads and arterials, allowing for more efficient movement of traffic and reducing congestion during peak hours.
- c. **Modal Shift.** Encouraging people to use bicycles instead of motorized vehicles is intended to reduce the number of cars on the road, thereby easing traffic congestion, reducing travel times, and improving overall traffic flow.

Short Trips. The city aims to reduce overall congestion by encouraging residents to use bicycles for short trips within the city, thereby reducing the number of cars on the road and freeing up road space for longer trips and freight movement.

- d. **Improved Signal Timing.** Optimizing traffic signals to accommodate bicycle users is designed to reduce delays for cyclists and improve the overall efficiency of the transportation network, thereby reducing congestion and improving the flow of traffic throughout the city.

4. **Improve the Quality of Air in the City.** The city seeks to improve air quality through the following initiatives:

- a. **Reduced Emissions.** By promoting the use of bicycles instead of motorized vehicles, the city aims to reduce vehicular emissions, including carbon dioxide, nitrogen oxides, and particulate matter, thereby improving air quality and public health in Bacoor City.
- b. **Less Congestion.** Reduced traffic congestion, resulting from fewer idling cars and more efficient traffic flow, is intended to lead to less pollution from exhaust fumes, thereby reducing the concentration of harmful pollutants in the air and improving overall air quality.
- c. **Promotion of Active Transport.** Encouraging the use of bicycles in protected lanes is aimed at promoting better health

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and reducing the need for medical treatments related to air pollution, thereby improving health outcomes and reducing healthcare costs of the community.

- d. **Greener Infrastructure.** Planting trees and adding greenery along protected bicycle lanes is intended to absorb pollutants and enhance air quality across the city, while also providing shade, reducing urban heat island effects, and creating a more pleasant and attractive urban environment for residents and visitors alike.
5. **Promote Sustainable Urban Development.** The city aims to promote sustainable urban development through the following measures:
- a. **Smart Growth Strategies.** Integrating cycling lanes and pedestrian pathways into urban planning promotes compact, mixed-use development, reducing urban sprawl and preserving green spaces. It supports efficient land use, minimizes environmental impact, and enhances overall urban sustainability.
 - b. **Access to Essential Services.** Creating infrastructure for active transport improves access to essential services, such as schools, healthcare facilities, and commercial areas, reducing reliance on motorized vehicles for daily activities. It promotes equity and social inclusion by ensuring that all residents can easily access necessary amenities.
 - c. **Resilient Transportation Networks.** Diversifying transportation options by promoting cycling and walking reduces dependence on single-occupancy vehicles, making the City's transportation network more resilient to disruptions and emergencies. It enhances mobility and connectivity, ensuring that residents can continue to access essential services during crises.

Section 3. Scope and Application. These Rules shall apply to all individual bicycle users of the protected bicycle lanes and are related to promoting safe cycling and active transport.

1. **Coverage Areas.** To ensure safe cycling and promote active transport within designated areas, these Rules apply to individual bicycle users on protected bicycle lanes within the jurisdiction of the City of Bacoor.
2. **Infrastructure.** In order to provide safer spaces for bicycle users while minimizing conflicts with motorized vehicles and promoting active transport, the Rules detail the establishment and enhancement of protected bicycle lanes within the City's Road networks. This includes



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retrofitting existing roads with segregated bicycle lanes or constructing new lanes within road networks.

3. **Safety Measures.** To enhance safety awareness among road users, promote responsible cycling behavior, and reduce the risk of accidents within the designated bicycle lanes, the Rules mandate safety provisions such as setting speed limits for vehicles and bicycles. Additionally, educational seminars on road safety and etiquette tailored for bicyclists may be required as part of these measures.

Section 4. Implementing Offices. The Bacoor Traffic Management Department (BTMD) shall assume primary responsibility for enforcing the aforementioned City Ordinance and these Rules. Other city government departments, units, or offices may be called upon by the directive of the City Mayor to provide auxiliary support in the effective implementation of both the Ordinance and these Rules.

Section 5. Rules of Construction. In construing the provisions of these Rules, the following rules of construction shall be observed unless inconsistent with the manifest intent of the provision, or when applied, they would lead to absurd or highly improbable results.

1. **General Interpretation.** – All words and phrases used in these Rules should be understood according to their usual meaning, but technical terms or those with specific meanings in these Rules should be interpreted accordingly.
2. **Gender and Number.** – Words indicating gender or number should be interpreted inclusively, acknowledging all gender identities and expressions, as well as all numerical interpretations.
3. **Calculation of Time.** – When determining timeframes for actions as outlined in these Rules or related regulations, the first day is excluded, and the last day is included unless it falls on a Sunday or a holiday, in which case the following business day is considered the final day.
4. **References.** – Any mention of chapters, articles, or sections refers to those within these Rules unless otherwise specified.
5. **Resolution of Conflicts.** – In the event of conflicting provisions within different sections, each section's specific details should prevail.





Rule 2
DECLARATION OF POLICY AND DEFINITIONS

Section 6. Declaration of Policy. – It is the policy of the City Government of Bacoor to create a safe pathways network for non-motorized vehicles, emphasizing safety, ecological integrity, and promoting active transport. The policy encourages the creation of protected bicycle lanes along selected roads across the city, ensuring exclusive access for users and prohibiting motor vehicles from using these lanes. It is the pivotal goal of the city to integrate non-motorized transport into existing networks, prioritize multimodal mobility, and create a healthier and more sustainable urban community.

Section 7. Objectives. – The objectives of the City Ordinance and these Rules in establishing protected bicycle lanes are multifaceted, and include the following key goals:

1. **Safety.** Protected bicycle lanes provide a dedicated space for bicycle users, separating them from motorized traffic and improving safety for both bicycle users and pedestrians, reducing the risk of accidents and injuries.
2. **Reduction of Traffic Congestion.** Through the establishment of protected bicycle lanes, the city reduces potential traffic crashes and traffic obstructions. By encouraging the use of active transport, it can reduce traffic congestion as bicycle users may now have their own space, freeing up the main roads for cars and other vehicles.
3. **Promotion of Active Transport.** The protected bicycle lanes encourage people to cycle, walk, or use other non-motorized modes of transportation, promoting physical activity, reducing carbon footprint, and smoke emissions, and contributing to a healthier and greener City of Bacoor.
4. **Sustainability.** Investing in bicycle lane infrastructures supports sustainable transportation options, as it reduces reliance on cars, lowers smoke emissions, and contributes to a more environmentally friendly urban environment.

Section 8. Definition of Terms. – The following terms shall be defined as follows, in accordance with the Ordinance and these Rules:





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 or the person whose name appears in an instrument transferring ownership from the original owner to the new owner;
12. **Pedicab** – two-wheeled bicycle with a side cab which may or may not be operating as a public utility vehicle used to transport passengers and goods;
13. **Personal Mobility Scooter** – 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** – two-wheeled motorcycles with a side cab that may or may not be operated as a public utility vehicle used to transport goods or passengers, or both.

Rule 3 IMPLEMENTING PROVISIONS

Section 9. 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:

1. Aguinaldo Highway;
2. Bacoor Boulevard;
3. Molino Road (Zapote-Paliparan Road);
4. Tirona Highway;
5. Evangelista Street;
6. Bacoor-Imus By-Pass Road; and
7. Daang-Hari Road





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The establishment of the protected bicycle lanes involves several considerations:

1. **Length and Location Determination.** The City Engineer, with the approval of the City Mayor, shall determine the specific length and locations of the bicycle lanes. These decisions shall be based on a comprehensive assessment of existing road infrastructure, traffic patterns, and community needs.
2. **Design Specifications.** The design of the protected bicycle lanes shall adhere to safety and accessibility standards. This includes features such as physical separation from motorized traffic, clear signage, and proper road markings to ensure the safety of cyclists and other road users.
3. **Financial Considerations.** Adequate funding allocation is essential for the successful implementation of the protected bicycle lanes. The city shall allocate budgetary resources for the construction, maintenance, and ongoing improvements of the bicycle lanes to ensure their long-term sustainability and effectiveness.

Section 10. Exclusive Use and Prohibition. –

1. **Exclusive Use of Protected Bicycle Lanes.** Following the completion and public opening, the protected bicycle lanes shall be strictly designated for the sole use of bicycles. All motor vehicles, including electric vehicles, tricycles, motorcycles, and hybrid vehicles, are expressly prohibited from accessing or utilizing these lanes.
2. **Restrictions on Pedestrians and Joggers.** For safety considerations, pedestrians and joggers are permitted to cross the protected bicycle lanes but are expressly forbidden from running or jogging upon them. This restriction is intended to mitigate potential hazards and ensure the safe utilization of the lanes by cyclists.
3. **Limitation on E-Vehicle Categories.** The use of the following categories of e-vehicles is restricted to roads situated within residential subdivisions:
 - a. Category L1 (e-Moped 2W);
 - b. Category L2 (e-Moped 3W);
 - c. Category L3 (e-Motorcycle);

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

Section 11. Penalties. – The following penalties shall be imposed against any person who shall violate this Ordinance upon their conviction by a court of law:

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 Two Thousand Five Hundred Pesos (PHP 2,500.00) for operating on the protected bicycle lanes as defined in this Ordinance and these Rules.

2. For Destroying or Damaging Protected Bicycle Lane Barriers:

The person/s who destroys or damages the barriers installed by the government along protected bicycle lanes shall pay a fine of Two Thousand Five Hundred Pesos (PHP 2,500.00).

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 Two Thousand Five Hundred Pesos (PHP 2,500.00).

Section 12. Payment and Use of Fines. – All fines imposed in the Ordinance and these Rules must be paid directly, or through digital means, with the City Finance Department.

The fines collected due to the implementation of the Ordinance and these Rules shall form part of the general funds of the City Government and may be used for the establishment, construction, design, and maintenance of the protected bicycle lanes or for any other purpose related to traffic management and the maintenance of peace and order in the City of Bacoor.





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Rule 4
FINAL PROVISIONS

Section 13. Budget Appropriations. – The City Government of Bacoor shall allocate the necessary funds in its annual budget or any subsequent supplemental budget to implement the provisions outlined in the Ordinance.

Section 14. Changes or Modifications of the Implementing Rules and Regulations. – In order to ensure the efficient and effective implementation of the Ordinance, the Office of the City Mayor, in consultation with relevant offices, may propose amendments to said Ordinance, and consequently, to these Rules, as deemed necessary.

Section 15. Separability. – Should any section or provision of these Rules be deemed unconstitutional or invalid, the unaffected sections or provisions shall remain to continue in full force and effect.

Section 16. Repeal. – All local rules or regulations inconsistent with or contrary to the provisions of these Rules are hereby repealed and modified accordingly.

Section 17. Effectivity. – These Rules shall take effect immediately upon its approval.

