



Republic of the Philippines  
Province of Zamboanga del Norte  
MUNICIPALITY OF PIÑAN



Office of the Sangguniang Bayan

**EXCERPT FROM THE MINUTES OF THE 107<sup>th</sup> REGULAR SESSION OF THE  
10<sup>TH</sup> SANGGUNIAN BAYAN OF PIÑAN, ZAMBOANGA DEL NORTE HELD ON  
AUGUST 9, 2021 AT THE SB SESSION HALL**

**Present:**

Honorable Deogracias T. Cimafranca

Honorable Rommel I. Gudmalin  
Honorable Al Immanuel U. Cantila  
Honorable Saturnino P. Sorronda  
Honorable Greg C. Belangoy  
Honorable Gina R. Aleta  
Honorable Jose Antonio L. Galan  
Honorable Celso M. Montemayor  
Hon. Enrique P. Acoymo

Hon. Lucino A. Gumial

Honorable Geselle Marie R. Saguin

Municipal Vice-Mayor

(Presiding Officer)

Sangguniang Bayan Member

Sangguniang Bayan Member

Sangguniang Bayan Member

Sangguniang Bayan Member

Sangguniang Bayan Member

Sangguniang Bayan Member

Sangguniang Bayan Member

Ex-Officio Sangguniang Bayan Member

(LigangmgaPunong Barangay President)

Ex-Officio Sangguniang Bayan Member

(IP Mandatory Representative)

Ex-Officio Sangguniang Bayan Member

(SKF-President)

**Absent:**

Honorable Nestor E. Protacio

Sangguniang Bayan Member

**MUNICIPAL ORDINANCE NO. 2021- 014**

Series of 2021

**AN ORDINANCE ESTABLISHING BIKE LANES WITHIN THE DESIGNATED  
AREAS OF THE MUNICIPALITY OF PIÑAN, ZAMBOANGA DEL NORTE, PROVIDING  
INCENTIVE MECHANISM, PENALTIES FOR VIOLATION THEREOF AND FOR  
OTHER PURPOSES**

*Sponsored by: Honorable Greg C. Belangoy*

*Co-Sponsored by : Honorable Gina R. Aleta*

**WHEREAS**, on March 8, 2020, President Rodrigo Roa Duterte declared a State of Public Health Emergency throughout the country due to COVID-19, and enjoined all government agencies and local government units ( LGUs) to render full assistance and cooperation and mobilize the necessary resources to undertake critical, urgent and appropriate responses and measures to curtail and eliminate the COVID-19 threat;

**WHEREAS**, on March 17, 2020, the Inter-Agency Task Force (IATF) and the Department of Transportation (DOTr) suspended all forms of public transportation, as the entire areas under the Enhanced Community Quarantine;

**WHEREAS**, in anticipation of the downgrading of ECQ to a General Community Quarantine ( GCQ) in some localities, the DOTr issued guidelines for the road transport



sector on 30 of April, 2020 and encouraged the use of bicycles and similar devices, further LGUs were tasked to identify bike-lanes, or bike-roads ;

**WHEREAS**, the World Health Organization and the Department of Health encourage using bicycles or walking during the COVID-19 pandemic, whenever possible, as these provide physical distancing while helping meet the minimum requirement for daily physical activity;

**WHEREAS**, alternative means of transportation such as biking is sustainable solution both to promote better health and save the environment. It is emission-free, noise free, is a fraction of the cost compared to motorized vehicles, and space usage is at optimum efficiency;

**WHEREAS**, the Department of Transportation (DOTr) urges local government units to craft policies and establish bike-friendly infrastructures to encourage the use of bikes and other personal mobility;

**WHEREAS**, there is a need to establish bike lanes and bike-friendly zones in order to safeguard cyclists and reduce road-related incidents, to access essential goods and services, work, school, and for leisure and tend to result in the expansion of economic opportunities for all residents of the municipality;

**WHEREAS**, Section 16 of the Local Government Code of 1991 provides that local governments shall exercise powers necessary, appropriate or incidental for its efficient and effective governance, and those which are essential to the promotion of general welfare;

**WHEREAS**, Section 17 of the Local Government Code of 1991 states that local government are granted powers to discharge functions and responsibilities to provide basic services and facilities. These include infrastructure intended to service the needs of the residents and which are funded out of local government funds, such as but not limited to roads and bridges. These are also include infrastructure projects funded by the national government where the LGU is the designated implementing agency. Further, an LGU has the power and responsibility to provide adequate communication and transportation facilities;

**NOW, THEREFORE, BE IT ORDAINED AS IT IS HEREBY ORDAINED** by the Sangguniang Bayan Council of Piñan in Regular Session assembled:

**SECTION 1. TITLE.** – This ordinance shall be known as the “*Piñan Bicycle Ordinance of 2021.*”

**SECTION 2. DECLARATION OF PRINCIPLES AND POLICIES.** – It is the policy of this Local Government Unit of Piñan to promote active, safe and efficient mobility of all people within its jurisdiction. Towards this end, the Municipality shall adopt:

a. A healthy approach to people’s mobility, where active and healthy modes of transport through increased physical activity are promoted and institutionalized in the Municipality; and



b. A people-oriented road network and design, such that safe, efficient, and convenient mobility of pedestrians, cyclists and other vulnerable road users are prioritized over the mobility of private motorized vehicles.

**SECTION 3. SCOPE.** – This Ordinance shall be applicable within the territorial jurisdiction of Piñan, Zamboanga del Norte.

It is not only limited to establishing bicycle lanes, bike-friendly zones and bicycle parking facilities but also includes bicycle user equipment, traffic rules and regulations, implementation and funding, advocacy and incentives for the promotion of the use of bicycles as a mode of transportation.

**SECTION 4. LEGAL BASIS.** – This ordinance finds support in the following laws and issuances:

- 4.a. Section 16 & 17 of RA 7160 or the Local Government Code of 1991;
- 4.b. Joint Administrative Order No. 2020-0001 dated August 19, 2020; and
- 4.c. DILG Memo Circular No. 2020-100 dated July 17, 2020.

**SECTION 5. DEFINITION OF TERMS/INSTITUTIONAL MECHANISM.** – For purposes of this Ordinance, the following terms are hereby defined as follows:

- a. **Bicycle** – any two-wheeled vehicle having a rear drive which is solely human powered and having a seat height of 25 inches or greater when the seat is in the lowest possible;
- b. **Bicycle Lane** – at least a meter wide longitudinal strip specifically designated for passage or users of any personal mobility devices in a highway, road or street. There shall be safe and conspicuous bike lanes in the major streets of Piñan. The municipality, through its Engineering Office, could tap the help of the DPWH to help the municipal map out strategic and sufficient roads wherein to incorporate the bike lanes;
- c. **Bicycle Rack** – built up facilities made of steel or a similar material meant to enclose a space where bicycles can be securely locked using cable locks, chains, or similar rigid locking device;
- d. **Bicycle Safety Gear** – refers to protective gear such as helmet, night blinkers/lights, reflectors, protective pads, and front and rear lights;
- e. **Cyclist** – refers to the person using bicycle;
- f. **Bike Patrol**– The Municipal Mayor in coordination with the Bike Lane Task Force shall designate bike patrollers to regularly monitor and implement the said Ordinance.
- g. **Bike Parking Facilities** – refers to a designated, secure area for parking bicycles;



- h. **Bikers Day**- A Carless Day shall be declared every April and November to coincide with the celebration of Earth Day and Clean Air Month. The Bicycle Task Force shall provide the specific date to require all bikers and encourage the Piñanons to use bicycles to commemorate the said special day.
- i. **Establishment** – shall refer to public and private institutions e.g. *government offices, public schools, churches, and major commercial establishments*;
- j. **Pedestrian** - refers to a person who uses shared paths or sidewalks;
- k. **Shared Roadway** – a roadway which is open to both bicycles and motor vehicle travel that may be an existing roadway and street with paved or unpaved shoulders.

**SECTION 6. ESTABLISHMENT OF BICYCLE LANES** – The Municipal Engineering Office shall review all roads and determine sections that may be developed into a continuous cycling lane network in consideration of the following objectives:

- 1. To promote people using bicycle access to the entire municipality, particularly vital establishments, such as, but not limited to: (i) Public Hospital; (ii) Public Markets and other authorized commercial spaces; (iii) Public Transport Terminals; (iv) Government Centers and Offices; and (v) Public Open Spaces;
- 2. To provide direct access for bicycles, the direct routes for active transport to public services, vital establishments and other public open space; and
- 3. The safety and welfare of people using bicycles.

**SECTION 7. PUBLIC ENGAGEMENT** – to ensure the success of promoting the use of bicycles within the Municipality, the public is urged to adopt this physical activity as it does not only provide health advantages to one's health, but it also offers convenience as the Municipality establishes more and more infrastructures for the promotion of a safe and healthy biking lifestyle. Holding of regular events should be considered as an effective way of promoting this better lifestyle.

**SECTION 8. MUNICIPAL-WIDE INFORMATION CAMPAIGN.** The Public Information Officer and Liga ng mga Punong Barangay shall conduct a municipal-wide information dissemination campaign for a period of six (6) months from the effectivity of this Ordinance.

**SECTION 9. SAFETY AND RESTRICTIONS** – cyclist must at all times wear adequate protective headgear and use proper warning devices such as reflectors and tail lights.

**9.1. RIGHTS, DUTIES, AND OBLIGATIONS OF CYCLISTS.** The following shall be the rights, duties, and obligations of cyclists/bicyclists.

**9.1.a. CYCLISTS' CONTROLS AND SIGNALS.** Traffic rules and regulations for bicycle users. – To ride efficiently and safely, cyclists shall operate according to the following rules of the bikeway:

- i. **Ride on the Right** – Cyclists are highly recommended to ride closer to the right edge;



ii. Never Ride Against Traffic – Cyclist should ride with the flow of the traffic never counterflow;

iii. Ride in a Straight Line - Cyclist should ride in a straight line and not weave (wobble);

iv. Ride on a Single File – Cyclists should ride in a single file. Cyclist of more than four should break in clusters and may ride in two file;

v. Obey Traffic Signs and Signals - are expected to know and obey all traffic laws, rules, signs and signals;

vi. Use Hand Signals – Cyclist should use the proper hand signals for left or right turn and for slowing or stopping. When turning, the bicycle user must signal continuously at least 30 meters before the turn or while he/she has stopped and waiting to turn, unless the two hands are needed to control the bicycle.

vii. Cyclists are hereby required to put or to install reflectorized stickers or devices on their bicycles.

viii. Cyclists are hereby required to wear helmets and other protective gear while riding in their bicycles.

ix. At least one hand must be kept on the handlebars while riding.

x. Every bicycle must be equipped with brakes that are capable of stopping the bicycle within twenty-five feet from a speed of 10mph on dry, clean level pavement.

xi. A bicycle operated between sunset and sunrise must be equipped with a lamp on the front exhibiting a white light visible from 500 feet to the front and both a red visible from 600 feet to the rear.

xii. Cyclist propelling a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian.

xiii. Every cyclist shall exercise due care to avoid colliding with any pedestrian or any person operating a bicycle and shall give warning by sounding a horn when necessary.

**9.1.b. TRAFFIC RULES AND REGULATIONS FOR MOTORISTS WITH REGARDS TO CYCLISTS OR PERSONAL MOBILITY DEVICES** – bicycles are vehicles and have legal right to use the roadway. Motorists have a responsibility to act in ways to make the road safer for all users. The driver of motorized vehicles should consider the following rules when passing a cyclist.

i. Motorists should provide a space of one meter from the side of a cyclist and a safe distance from the back of the cyclists depending on the speed of the motor vehicle.

ii. Motorist should wait until it is safe to overtake a cyclist as one should within any other slow-moving vehicle.

iii. When turning right and cyclist is proceeding straight through the intersection, motorist should not cut off a cyclist.

iv. On an unsignalized intersection, motorists should give the right of way to a cyclist and modified traffic regulations shall be implemented to give prominence to bicycling.



v. Motorists shall not create obstruction along the bike lanes, but not limited to, dumping of construction materials, loading and unloading of goods and people, except in emergency cases or situations.

**9.1. C. RESTRICTIONS.** The following are restrictions imposed upon cyclist:

- i. No cyclist may attach himself or herself or cling to any vehicle upon roadways.
- ii. A cyclist shall not carry anything on the bicycle unless it is in a brake bag, rack, or trailer designed for that purpose.
- iii. Reading or sending text messages on an electronic device while riding a bicycle is strictly prohibited.
- iv. No cyclist should ride their bicycle under the influence of alcohol and prohibited substances.
- v. No cyclist shall do any exhibitions or stunts on the bike lane, such as but not limited to, standing on handlebars and "step nut" riding.
- vi. Bicycles may not be parked in areas other than those specified designated.
- vii. Cyclists must not wear a headset, headphone, or other listening device other than hearing aid when riding.

**SECTION 10. CREATION AND COMPOSITION OF THE TASK FORCE BIKE LANE** – A Task Force shall be created responsible for the administration and implementation of the bike lanes of the Municipality. It shall consist of the following members:

Chairperson:	Municipal Mayor
Co-Chairperson:	Municipal Vice Mayor
Vice Chairperson:	Chairperson of the SB Committee on Tourism
Members:	Chairperson of the SB Committee on Peace and Order and Public Safety
	Sangguniang Kabataan Federated President
	Municipal Engineer
	Municipal Planning and Development Coordinator
	Municipal Budget Officer
	Municipal Tourism Officer
	Chief of Police
	Municipal Disaster Risk Reduction and Management Officer
	Representative, DPWH Engineering
	Active Bike Groups/Association of Bikers
	NGOs, Transport Group

**SECTION 11. FUNCTIONS AND DUTIES OF THE BICYCLE LANE TASK FORCE**– The Task Force shall lead the development of Bicycle Lanes Network master Plan and shall perform the following:

1. Determine sections or existing roads that may be developed into a continuous bicycle lane and pedestrian walkway network;
2. Adopt traffic engineering solutions that will complement and support safe biking;



3. Identify local budget items for the development of bike lanes;
4. Approve the technical specifications prepared by the LGU Engineer or such entity assigned, in order to facilitate procurement or other administrative processes, as may be required;
5. Initiate communication and education campaigns promoting the proper use of cycling and walking facilities;
6. Regularly oversee monitoring activities related to the implementation of this Ordinance;
5. Conduct meeting quarterly or as often as necessary; and
6. Perform such other functions necessary to effectively implement this Ordinance.

## **SECTION 12. INCENTIVES-**

**12.1. COST PRICE-** The Local Government Unit of Piñan shall offer for sale bicycles to Municipal Employees through salary deduction at cost price, the mechanics to be provided by the Bike Lane Task Force in consultation with the Local Finance Committee and in accordance to the usual accounting and auditing rules and regulations.

**12.2. PROMOTION -** The Local Government Unit of Piñan shall request and encourage any cooperatives or organizations through its Board of Directors or Officers to offer for sale bicycles to some of the constituents, public school teachers and school students at reasonable price.

**SECTION 13. PENALTIES –** The following penalties shall be imposed on the violations of the following, to wit:

### **A. Obstruction of Bicycle Lanes and Designated Routes**

**First Offense –** A fine of Two Hundred Pesos (P 200.00)

**Second Offense-** A fine of Three Hundred Pesos (P 300.00)

**Third Offense –** A fine of Five Hundred Pesos (P 500.00)

### **B. Non-Use of Bicycle Safety/ Protective Gear**

**First Offense –** Warning with issuance of Citation Ticket

**Second Offense-** A fine of One Hundred Fifty Pesos (P 150.00)

**Third Offense –** A fine of Three Hundred Pesos (P 300.00)

### **C. Non-use of Rear/Tail Lights at Night Time**

**First Offense –** A fine of One Hundred Fifty Pesos (P 150.00)

**Second Offense-** A fine of Two Hundred Fifty Pesos (P 250.00)

**Third Offense –** A fine of Five Hundred Pesos (P 500.00)

### **D. Failure of Private Establishments to Provide Bicycle Parking Racks -** A fine of Two Thousand Five Hundred Pesos (P 2,500.00) or a suspension of business permit for one (1) month.

### **E. For other violations under this Ordinance –** The penalty imposed shall be in the amount to Five Hundred Pesos (P500.00).

**SECTION 14. IMPLEMENTATION.** – The Bicycle Task Force in coordination with the Philippine National Police (PNP) - Piñan shall be responsible for the administration and implementation of this Ordinance.

**SECTION 15. MONITORING** – The Municipality through the Municipal Government Operations Officer and in coordination with the Committee, shall regularly monitor the implementation of the bicycle lane.

**SECTION 16. FUNDING** – The Municipal Budget Officer and the Municipal Treasurer is hereby authorized to set aside funds for the purpose of properly implementing this Ordinance subject to the usual auditing and accounting rules and regulations.

The issuance and approval hereof is subject to compliance by the Municipal Government on existing laws and COA rules and regulations on expenditures, appropriations and procurement.

**SECTION 17. SEPARABILITY CLAUSE.** If for any reason or reasons, any part of this Ordinance shall be held to be unconstitutional or invalid, other parts or provisions hereof which are not affected thereby shall continue to be in full force and effect.

**SECTION 18. REPEALING CLAUSE.** All ordinances, orders, rules and regulations contrary to or inconsistent with any of the provisions of this ordinance are hereby repealed, modified or amended accordingly.

**SECTION 19. EFFECTIVITY CLAUSE.** This ordinance shall effect after posting in three (3) conspicuous places in this Municipality and after publication in newspaper of general circulation upon approval of the reviewing authority.

**CARRIED UNANIMOUSLY.**

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**I HEREBY CERTIFY** to the correctness of the aforementioned Municipal Ordinance.

  
**MARIA CELESTE B. CANOY**  
*Secretary to the Sangguniang Bayan*

CERTIFIED CORRECT AS TO ITS  
PASSAGE ON THE THIRD AND FINAL  
READING:

  
**DEOGRACIAS T. CIMAFRANCA**  
*Municipal Vice Mayor*  
*(Presiding Officer) 08/09/2021*

APPROVED:

  
**CECILIA J. CARREON**  
*Municipal Mayor*

17 AUG 2021