



Republic of the Philippines
Province of Sorsogon
CITY OF SORSOGON



Office of the Sangguniang Panlungsod

EXCERPTS FROM THE MINUTES OF THE REGULAR SESSION OF THE SEVENTH CITY COUNCIL HELD ON JANUARY 26, 2021 AT THE SANGGUNIANG PANLUNGSOD SESSION HALL, SORSOGON CITY.

PRESENT:

HON. MARK ERIC C. DIONEDA
City Vice Mayor/Presiding Officer

BACON DISTRICT

Hon. Jo Abegail C. Dioneda
Hon. Danilo A. Deladia
Hon. Melchor P. Atutubo

EAST DISTRICT

Hon. Ralph Walter R. Lubiano
Hon. Mary Ellen D. Jamisola
Hon. Franco Eric O. Ravanilla
Hon. Joven G. Laura

WEST DISTRICT

Hon. Nestor J. Baldon
Hon. Erwin J. Duana
Hon. Fernando David H. Duran, III

EX-OFFICIO MEMBERS

Hon. Ma. Teresa D. Perdigon
Hon. Lorenz S. Abenion

ABSENT:

Hon. Rebecca D. Aquino- on official business
Hon. Hilario D. Dioneda

Resolution No. 025, Series of 2021

(Author: Hon. Mark Eric C. Dioneda)

RESOLUTION ENACTING AN ORDINANCE ESTABLISHING CYCLING LANES ALONG STRATEGIC LOCATIONS IN THE TERRITORIAL JURISDICTION OF THE CITY OF SORSOGON AND PROVIDING PENALTIES FOR VIOLATION THEREOF.

WHEREAS, as a backgrounder, salient details of GUIDELINES FOR THE ESTABLISHMENT OF NETWORK OF CYCLING LANES AND WALKING PATHS TO SUPPORT PEOPLE'S MOBILITY as contained in Memorandum Circular No. 2020-100 of the Department of the Interior and Local Government (DILG) dated July 17, 2020 which states that;

1. That the National Transport Policy of the National Economic and Development authority (NEDA) encourages local government units (LGUs) to accord highest priority to the development of proper sidewalks and networks of bicycle lanes to promote a more sustainable and inclusive transport system that encourages active transport, and provides safe and direct access to priority services. Through careful planning and adoption of appropriate strategies, the shift of mobility mode to walking and cycling may significantly decrease the vehicular volume, minimize traffic congestions in major roads and highways, and improve urban air quality levels through reduced transport emissions;

2. That as the country prepares for its transition to the “New Normal” amid the Covid-19 pandemic, the stringent social distancing protocols required to maintain safe public transportation system will limit its current capacity. The use of bicycles and walking have been promoted as essential and safer modes of transport as this allows physical distancing and provides the needed mobility for citizens to proceed with their daily activities.
3. That with the foregoing mandate of the LGUs under Republic Act (R.A.) No. 7160 to exercise its powers to promote health and safety and preserve the comfort and convenient of its inhabitants, as well as the existing guidelines issued by the Interagency Task Force for the Management of Emerging Infectious Diseases (IATF-EID) and other national government agencies, the LGUs shall implement the establishment of a network of cycling lanes and walking paths to support people’s mobility in their respective localities.

WHEREAS, in consonance with the preceding statements, the Department of the Interior and Local Government (DILG) further issued Memorandum Circular No. 027-2020 in relation to the Continued Implementation of the Presidential Directive to Clear Roads of Illegal Obstructions dated February 7, 2020, which among others, provide guidelines for local government units in the conduct of road clearing within their respective localities, with emphasis on the implementation by barangays and the clearing of barangay and tertiary roads;

WHEREAS, the Department of the Interior of the Local Government further issued Memorandum Circular No. 145 dated October 27, 2020 reiterating the Continuance of Road Clearing Operations;

WHEREAS, cognizant of foregoing premise, the Hon. Mark Eric C. Dioneda, City Vice Mayor immediately filed a legislative measure for purposes of compliance and in order to establish public order and safety wherein his proposal was eventually offered for deliberation as an ordinance;

WHEREAS, following the required procedure in the passage of an ordinance, public hearing and consultation was conducted with the presence of stakeholders wherein full discussion and deliberation on the matter was made;

WHEREAS, foregoing premise considered and after due deliberation on the matter, the 7th City Council deemed it necessary to pass a resolution Enacting An Ordinance Establishing Bike Lanes Along Strategic locations in the territorial jurisdiction of the City of Sorsogon.

NOW THEREFORE, on motion of **Hon. Franco Eric O. Ravanilla**, duly seconded by **Hon. Jo Abegail C. Dioneda**, resolved as it is hereby resolve to enact an ordinance Establishing Bike Lanes Along Strategic locations in the territorial jurisdiction of the City of Sorsogon.

City Ordinance No. 02, Series of 2021

AN ORDINANCE ESTABLISHING CYCLING LANES ALONG STRATEGIC LOCATIONS IN THE TERRITORIAL JURISDICTION OF THE CITY AND PROVIDING PENALTIES FOR VIOLATION THEREOF.

Be it ordained by the 7th City Council of Sorsogon in session assembled that;

Section 1 **SHORT TITLE**

This ordinance shall be known as “**CYCLING LANE ORDINANCE OF 2021.**”

Section 2 **DECLARATION POLICY**

It is hereby the policy of the City Government of Sorsogon to promote Public Order and Safety among its constituents. Amid COVID 19 Pandemic, mobility of person is vital and as such;

- a. Provide active transport access, favoring the shortest and most direct routes to the entire city/ municipality, particularly vital establishments or social services, such as, but not limited to: public hospitals, public markets and other authorized commercial spaces; public schools; public transport terminals; government centers and offices; and public open spaces; historical and heritage sites; and local tourist destinations;
- b. Prioritize moving the largest volume of people possible to maximize the use and value of street space to be measured by the flow of people, rather than the volume of vehicles;
- c. Prioritize the safety and welfare of people using active transport, ensuring that cyclists, other light mobility users, and pedestrians are not placed at risk due to motorized transport; and
- d. Ensure that people of all ages and abilities are able to safely use active transport to access services in the city.

Section 3 **DEFINITION OF TERMS**

1. **Active Transport-** refers to non-motorized means of travel, including walking or use of bicycles, skateboards, or scooters;
2. **Bicycle-** a two wheeled pedal operated vehicle used as an alternative mode of travel declared as Light Mobility Vehicle.
3. **Cycling Lane-** refers to a road, street, or path where private motorized transport is not allowed in order to ensure the safety of bicycle users or those using light mobility transport;
4. **Light Mobility-** refers to travel using electronic or non-motorized vehicles weighing not more than 100 kg; solar powers, non- motorized vehicles weighing not more than 100 kgs.
5. **Light Mobility Vehicle-** shall mean bicycles, electronic and/or solar powered non-motorized vehicles weighing not more than 100 kgs and as defined in this ordinance.
6. **Local Roads** - refer to Provincial, City/Municipal, and Barangay Roads;
7. **Provincial Roads-** Connect cities and municipalities without traversing national roads; connect national roads to barangays through rural areas; and connect to major provincial government infrastructures.
8. **City/Municipal Roads-** Roads within the Poblacion, roads, roads connect to provincial and national roads; roads that provide inter-barangay connections to major municipal and city infrastructure without traversing provincial roads.
9. **Barangay Roads-** Other public roads (officially turned over to the LGU) within the barangay and not covered in the above definitions;

10. **Pedestrian**- refers to a person who uses the shared paths or sidewalks;
11. **Walking Paths**- refer to pathways which can be used by pedestrians such as sidewalks;
12. **Motorized Transport**- refers to motorized vehicles weighing more than 100 kg.
13. **Scooters**- shall refer to electronic and or solar powered single conveyance vehicle used as means of transportation, sports and leisure. In addition hereof, the same is maneuvered while standing.

SECTION 4. IDENTIFICATION AND ESTABLISHMENT OF CYCLING LANES

The SK3 and Sorsogon City Public Safety Office shall be responsible in the identification and establishment of Cycle Lanes in the territorial jurisdiction of the City of Sorsogon subject to existing relevant rules and regulations.

SECTION 5. ACTS PUNISHABLE AND RESTRICTIONS.

1. No bicycles and Light Mobility Vehicles shall be allowed to traverse along lanes designated for Motorized Vehicles.
2. No Motorized Vehicles shall be allowed to traverse along lanes designated as Cycling Lanes.

SECTION 6. PENALTY PROVISIONS

Violation of Section 5 hereof shall be meted with the following fines:

- | | |
|------------------|----------------------------------|
| First Offense - | Five Hundred Pesos (Php500.00) |
| Second Offense - | One Thousand Pesos (Php1,000.00) |
| Third Offense - | Two Thousand Pesos (Php2,000.00) |

SECTION 7. IMPLEMENTING AGENCY.

The SK3, Public Safety Office and PNP are hereby directed to ensure full implementation of this ordinance.

SECTION 8. IMPLEMENTING RULES AND REGULATIONS

Sixty (60) days upon the effectivity of this ordinance and in close supervision of the local chief executive, the Sk3 and Public Safety Office shall issue an Implementing Rules and Regulations for the effective and efficient implementation of this ordinance.

SECTION 9. AUTOMATIC INCLUSION IN THE ANNUAL PERFORMANCE BUDGET

Ample amount as determined upon recommendation and submission of Project Design by SK3 and Public Safety Office shall be automatically included in the Annual Performance Budget of the next year. Provisions for personnel manning enforcement of this ordinance shall be among the main consideration hereof.

SECTION 10. AUTOMATIC TERMINATION OF CYCLING LANES.

For purposes of this ordinance, identified and established cycling lanes maybe terminated immediately upon assessment of the local chief executive when traffic congestion arises as a result of implementation of this ordinance as recommended by the Sangguniang Panlungsod through the Committee on Transportation and SK3; and/or when health protocols are at stake as recommended by the City Health Office.

SECTION 11. SEPARABILITY CLAUSE

If for any reason, any provision or provisions of this ordinance be held unconstitutional or declared invalid, other provisions hereof which are not affected thereby shall continue to be in full force and effect.

SECTION 12. REPEALING CLAUSE

All ordinances, rules and regulations in conflict with and/or inconsistent with the provisions of this ordinance are hereby repealed or modified accordingly.

SECTION 13. EFFECTIVITY CLAUSE.

This ordinance shall take effect immediately after publication to a newspaper of local circulation in three (3) consecutive weekly issues.

DATE APPROVED: January 26, 2021

I HEREBY CERTIFY to the correctness of the foregoing resolution and ordinance.



ROYAN E. DOMASIAN

Secretary to the Sangguniang Panlungsod

Attested:


MARK ERIC C. DIONEDA
City Vice Mayor/Presiding Officer

Approved:


MA. ESTER E. HAMOR
City Mayor