A RESOLUTION URGING THE DEPARTMENT OF TRANSPORTATION, DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS, METROPOLITAN MANILA DEVELOPMENT AUTHORITY AND ALL LOCAL GOVERNMENT UNITS TO PROVIDE A MOTORCYCLE LANE PARALLEL TO THE BICYCLE LANE ON THE RIGHTMOST LANE OF THE ROAD AND TO INCORPORATE IN THE DESIGN AND CONSTRUCTION OF ALL ROADS IN THE FUTURE WITHIN THE METROPOLITAN CENTERS OF THE COUNTRY

WHEREAS, the number of COVID-19 cases has been increasing due to the new Delta variant. As a response, all provinces and cities in the country are from time-to-time subjected to a form of community quarantine depending on the number of active cases in the community;

WHEREAS, due to the limited and reduced capacity of public transportation brought about by the pandemic, alternative modes of transportation was introduced that includes active transportation in the form of bicycles was utilized by commuters and is being encouraged to prevent the spread of the COVID-19 virus;

WHEREAS, cycling as a form of transportation has increased exponentially for the past months. There has been push for bike lanes through grassroots initiatives and other socio-civic organizations to address mobility. Thus, both the Senate and House of Representatives appropriated in Republic Act No. 11494 or the Bayanihan to Recover as One Act a funding amounting to PHP 1,316,000,000 to ensure the safety of the bicycle users that includes the development of accessible sidewalks and protected bicycle lanes, procurement of bicycles and related safety equipment for bicycle distribution, sharing and lending programs, and procurement of bicycle racks as well;
WHEREAS, the Department of Transportation in partnership with the Department of Public Works and Highways, was able to construct a total of 497.33 km, the breakdown of which in Metro Manila (313.12 km), Metro Cebu (129.47 km), and Davao City (54.74 km);

WHEREAS, the bicycle lanes have been serving its purpose by ensuring the safety of the bicycle users. Unfortunately, it is not only bicycles that are utilizing the bicycle lanes. Motorcycle riders are also using the bicycle lanes;

WHEREAS, to address the issue and to have consistency of all road users not only in Luzon but all throughout the country, the remaining portion of the last lane parallel to the bicycle lanes should be provided and utilized as motorcycle lanes;

WHEREAS, this representation had the opportunity to inspect the bicycle lanes last July 27, 2021 during the inauguration of the Metro Manila Bike Lane Network. During that inspection, we observed that the most ideal design of road sharing is in C-5 Road, wherein the road users can clearly see the indicated signages of the bicycle and the motorcycle lanes and the design should be adopted in all throughfares in Metro Manila, Metro Cebu and Metro Davao, wherein the the remaining portion of the last lane parallel to the bicycle lane should now be provided and utilized as motorcycle lanes.

WHEREAS, since cycling is environmentally friendly and good for the health, the National Government and the Local Government are encouraged to provide bicycle and motorcycle lanes in all local roads to have sustainable and well connected cycling route lanes.

NOW THEREFORE, BE IT RESOLVED, AS IT IS HEREBY RESOLVED, the House of Representatives, urges the Department of Transportation, Department of Public Works and Highways, Metropolitan Manila Development Authority and all Local Government Units to provide the remaining portion of the last lane parallel to the bicycle lanes as motorcycle lanes on all roads that has capacity to do so in all metropolitan centers and incorporate such provision in their design of roads and other appropriate infrastructure that are yet to be constructed or are to be repaired, implement this design nationwide and to allocate funding for construction, maintenance, and repair the specific purpose and to mandate all traffic enforcers to strictly enforce the said provision for the welfare of both bicycle and motorcycle users.

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