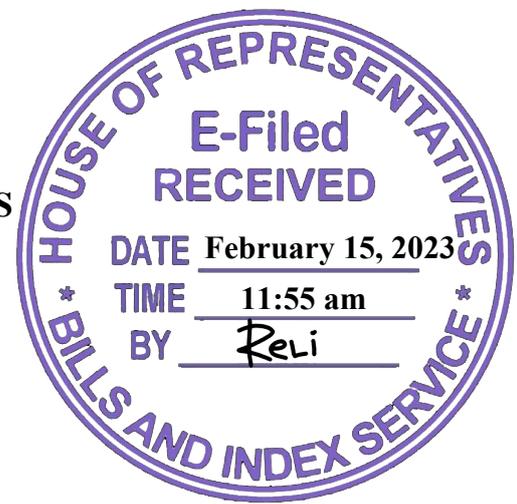


Republic of the Philippines  
**HOUSE OF REPRESENTATIVES**  
Batasan Hills, Quezon City

**NINETEENTH CONGRESS**  
First Regular Session



**HOUSE RESOLUTION No. 782**

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Introduced by  
**ACT Teachers Party-List Rep. FRANCE L. CASTRO,**  
**GABRIELA Women's Party Rep. ARLENE D. BROSAS,**  
and **KABATAAN Party-List Rep. RAOUL DANNIEL A. MANUEL**

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**RESOLUTION**  
**DIRECTING THE HOUSE OF REPRESENTATIVES, THROUGH THE**  
**COMMITTEE ON TRANSPORTATION, TO CONDUCT AN**  
**INVESTIGATION, IN AID OF LEGISLATION, ON THE IMPLICATIONS OF**  
**THE CONVERSION OF PROTECTED BIKE LANES ALONG AYALA**  
**AVENUE INTO "SHARROWS" AND THE ALLEGED SYSTEMATIC**  
**REMOVAL OF PROTECTED BIKE LANES NATIONWIDE**

**WHEREAS**, according to Social Weather Stations, as of April 2022, about 1 out of 4 households nationwide owned bicycles. Moreover, according to its nine national surveys, there are more bicycle owners than car owners with the latest ratio of 4:1;<sup>1</sup>

**WHEREAS**, in 2020, the Department of Transportation promoted active transportation as a new normal mode of transport by installing dedicated bike lanes along key roads in Metro Manila, Metro Cebu, and Metro Davao. This is to ease accessibility for cyclists, improve safety and promote fair division of road space and active transportation;<sup>2</sup>

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<sup>1</sup> Bicycle Ownership, Usage, and Attitudes of Filipino Household Heads on Cycling as Transportation. *Social Weather Stations*, 24 August 2022. <https://www.sws.org.ph/downloads/publications/Bicycle%20Ownership,%20Usage,%20and%20Attitudes%20of%20Filipino%20Household%20Heads%20on%20Cycling%20as%20Transportation-CM%20Entoma%2024Aug2022%20807PM.pdf>

<sup>2</sup> "DPWH promotes active transport in 'new normal' by constructing dedicated road bike lane." *DPWH*, 28 July 2021. <https://pia.gov.ph/press-releases/2021/07/28/dpwh-promotes-active-transport-in-new-normal-by-constructing-dedicated-road-bike-lane>

**WHEREAS**, however, on 10 February 2023, Make It Makati, a collaboration of the Makati City local government, Ayala Land Inc., and the Makati Commercial Estate Association Inc. (MACEA), announced that starting 15 February 2023, the protected bike lanes along Ayala Avenue will be changed into *sharrows* or shared lanes to accommodate both bikers and commuters riding public utility vehicles (PUVs), and to help improve traffic flow in Makati City;<sup>3</sup>

**WHEREAS**, Make It Makati defined Shared Lane Markings (SLMs) or “sharrows” as road markings with a sign showing a bicycle under two wide arrows that is painted on the road and used to indicate a shared lane environment for bicycles and vehicles. In its announcement, it claims that the said initiative is being done to better serve the commuting public and in preparation for the provision of more and bigger transit sheds along Ayala Avenue;

**WHEREAS**, following the public’s negative response to the project, Make It Makati issued a statement on 11 February 2023 saying “We understand your sentiment. However, as businesses and offices already opened, the number of commuters who take public utility vehicles have also increased. As such, we must find ways to better serve the needs of everyone in the community.” It added that due to re-opening of the economy, commuter traffic and the demand for public transportation increased throughout Metro Manila, which necessitated the Shared Lane Marking scheme along Ayala Avenue;

**WHEREAS**, on 12 February 2023, Move As One Coalition and other groups protested against the Make It Makati’s project converting the protected bike lanes into sharrows. According to the Coalition, the project is a major step back in ensuring the safety of cyclists and commuters as this will allow motor vehicles to enter into the same space as cyclists;<sup>4</sup>

**WHEREAS**, in a joint statement, the Coalition said that there is a systematic removal of protected bike lanes nationwide endangering the lives of cyclists. It added that “Sharrows will not keep us safer. Paint is not protection. Removing bollards is a death sentence. There are design options to keep all of us safe and keep public transport

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<sup>3</sup> Garcia, Patrick. “Cyclists protest over ‘dangerous sharrows’ in Makati City.” *Manila Bulletin*, 13 February 2023. <https://mb.com.ph/2023/02/13/cyclists-protest-over-dangerous-sharrows-in-makati-city/>

<sup>4</sup> Rita, Joviland. “Bike lanes on Ayala Avenue, Makati to become shared lanes starting Feb. 15.” *GMA News Online*, 13 February 2023. <https://www.gmanetwork.com/news/topstories/metro/860589/bike-lanes-on-ayala-avenue-makati-to-become-shared-lanes-starting-feb-15/story/>

moving without taking space away from our most vulnerable road users: cyclists, pedestrians, women, children, senior citizens, and persons with disabilities”;

**WHEREAS**, due to protest and public demand, Make It Makati announced on 14 February 2023 that the planned conversion of bike lanes to sharrows will be deferred to 6 March 2023 to implement enhanced measures to protect bikers;

**WHEREAS**, according to the Urban Mobility Readiness (UMR) Index, Manila is one of the worst cities among 60 global cities nationwide in terms of preparedness to meet the next chapter of mobility needs. In 2022, Manila City ranked 58<sup>th</sup> with a score of 31.2% far from the global average of 53.7% and Asia Pacific average of 51.9%. Under the sustainable mobility and public transit sub-indexes, Manila ranked 48<sup>th</sup> and 56<sup>th</sup>, respectively. The UMR Index also cited poor quality of roads in the metropolitan area and limited regional connectivity;<sup>5</sup>

**WHEREAS**, the removal of protected bicycle lanes in other cities and municipalities nationwide in Makati is a very dangerous precedent that will have significant impacts to, and even endanger the lives of pedestrians, cyclists and light mobility device users, delivery workers, commuters, persons with disabilities, senior citizens, teachers, and students. This, despite the good example set by local government units such as Quezon City, the policies and projects of which have resulted in a zero fatal bicycle accident rate in 2022. It also fails to heed the demand of many food government to respect bicycling as the mode of transport that is cheaper and faster, and is now being used by a growing number of people;

**WHEREAS**, these developments highlight the need for safer cycling and transport infrastructures not just in Makati but in the rest of the country. Congress, therefore, must look into the various ways that veer away from the current transportation infrastructure projects and policies which are private vehicle-centric and unsafe for the general public, such as those suggested by the unity statement signed by the Coalition and around 300 individuals and organizations, including wider dedicated spaces for bike lanes, accessible and wider walkways and sidewalks, properly designed transport stops, well-maintained roads without potholes, accessible ramps, and bike parks.

**NOW THEREFORE BE IT RESOLVED**, that the Committee on Transportation conduct an investigation, in aid of legislation, on the implications of the conversion of

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<sup>5</sup> “Urban Mobility Readiness Index.” *Oliver Wyman Forum*, 2022.  
<https://www.oliverwymanforum.com/content/dam/oliver-wyman/ow-forum/template-scripts/urban-mobility-index/PDF/Mobility-Index-Report.pdf>

protected bike lanes along Ayala Avenue into “sharrows” and the alleged systematic removal of protected bike lanes nationwide.

*Adopted,*



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**Rep. FRANCE L. CASTRO**  
*ACT Teachers Party-List*



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**Rep. ARLENE D. BROSAS**  
*GABRIELA Women’s Party*



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**Rep. RAOUL DANNIEL A. MANUEL**  
*KABATAAN Party-List*