



Republic of the Philippines
SANGGUNIAN PANLUNGSOD
City of Mandaluyong

ORDINANCE NO. 600, S-2015

AN ORDINANCE MANDATING SHOPPING MALLS, COMMERCIAL ESTABLISHMENTS, SCHOOLS, BARANGAY HALLS, GOVERNMENT OFFICES AND THE METRO RAIL TRANSIT TO DESIGNATE CONVENIENT AND SAFE BICYCLE PARKING SPACES AND/OR PARKING FACILITIES SUCH AS BICYCLE RACKS AND IRON HOOKS

WHEREAS, Section 16, Chapter 2 of Republic Act 7160, otherwise known as the Local Government Code of 1991, which is hereunder quoted, provides that:

SECTION 16. GENERAL WELFARE. 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. With their respective territorial jurisdictions, Local Government Units shall... promote health and safety... maintain peace and order, and preserve the comfort and convenience of their inhabitants.

WHEREAS, in the spirit of cooperation and in line with the Public-Private Partnership Project envisioned by the National Government, it is the stand of the City Government of Mandaluyong to mandate all shopping malls, commercial establishments, schools, barangay halls, government offices and the Metro Rail Transit to provide bicycle parking spaces and install bicycle racks and iron hooks to address problems of off-street parking for bicycles and of theft and vandalism cases, recognized as a significant deterrent to bicycle thievery;

WHEREAS, healthy lifestyle should be promoted as more residents of the City will be encouraged to use bicycles while shopping and commuting and it will help curb problems of pollution and traffic congestion at the City's business districts;

WHEREAS, biking has many benefits for the people and it is good for the health and for the environment and the people of the City could also save on gasoline expenses;

WHEREAS, shopping malls, commercial establishments, schools, barangay halls, government offices and the Metro Rail Transit could provide support to the City Government of Mandaluyong by designating and constructing bicycle racks at safe and convenient public spaces;

WHEREAS, shopping malls, commercial establishments, schools, barangay halls, government offices and Metro Rail Transit, with the passage of this Ordinance, have the option to charge reasonable amount of fee considering that parking spaces with bike racks and iron hooks are cheap and easy to install, and it would not need much capital investment;

WHEREAS, bicycle parking needs to be visible, accessible, easy to use, and convenient and bike racks need to support the whole bike (not just one wheel) and enable the user to lock the frame and wheels of the bike with a chain, padlock, cable or U-shaped lock while iron hooks should be strongly fixed on the ground/flooring and also enable the user to lock either the front or rear wheel with a chain, padlock, cable or U-shaped lock. Parking should preferably be in plain view without being in the way of

pedestrians or passing vehicles. And if any of these criteria are not met, there is a good chance cyclists/bikers won't use what is provided and will park wherever they think their bike would be safe.

NOW, THEREFORE, be it ORDAINED, by the Sangguniang Panlungsod of Mandaluyong in a session duly assembled that:

ARTICLE I GENERAL PROVISIONS

- SECTION 1. TITLE. This Ordinance shall be known and may be cited as the "Mandaluyong City Bicycle Parking Area Ordinance".
- SECTION 2. BASIS OF ORDINANCE. This Ordinance is hereby enacted pursuant to Section 16, Chapter 2 of Republic Act No. 7160, otherwise known as the Local Government Code of 1991.

ARTICLE II PURPOSE AND OBJECTIVES

- SECTION 3. The purposes and objectives of this Ordinance are as follows:
- a. To put up or designate safe parking areas for bicycles in the City of Mandaluyong that will provide comfort to all bicycle users and motorists;
 - b. To introduce an environment – friendly legislation and program that could also promote a healthy lifestyle as it encourages regular exercise;
 - c. To promote the use of bicycles as a means of transportation; and
 - d. To prevent theft and vandalism of bicycles and address the problem of traffic congestion in the City's business districts.

ARTICLE III DEFINITION OF TERMS

- SECTION 4. For purposes of this Ordinance, the following terms, phrases, words and their derivations shall have the meaning given herein.
- a. BICYCLE – shall refer to any manually operated light two-wheeled vehicle with a steering handle, saddle and pedal and it includes the popularly used mountain bike in the City of Mandaluyong;
 - b. BICYCLE PARKING FACILITY – means a stand or other device constructed as to enable the user to secure by locking the frame and one wheel of each bicycle parked therein;
 - c. BICYCLE RACKS – bicycle parking facility that shall allow the bicycle to be supported upright by its frame in two places and should allow the frame and one or both wheels to be secured by locking the frame and one wheel of each bicycle parked therein with the use of either the U-locks or cable locks;
 - d. COMMERCIAL ESTABLISHMENTS – as defined herein shall mean those with adequate parking facilities of 12,500 square feet or which can accommodate at least eight cars;

- e. SECURED BICYCLE PARKING AREA – bicycle parking area which is convenient, safe, clean and well-lighted, near building entrances, and out of pedestrian paths.

ARTICLE IV
BICYCLE PARKING DESIGN STANDARDS
AND REQUIREMENTS

SECTION 5. LOCATION AND DESIGN STANDARDS OF PARKING FACILITIES INCLUDING THE BICYCLE RACKS AND IRON HOOKS SYSTEM. Bicycle parking facilities shall enable the user to secure the bicycle by locking the frame and one-wheel parked therein. The bicycle parking facilities that shall be designated and installed by shopping malls, commercial establishments, schools, barangay halls, government offices and the Metro Rail Transit shall be governed by the following design standards and requirements:

- a. Bicycle parking facilities should be located in close proximity to the buildings' entrances and in highly visible well-lighted areas to minimize theft and vandalism;
- b. If required bicycle parking facilities are not visible from the street or main building entrance, a sign must be posted at the main building entrance indicating the location of the parking. Where bicycle parking facilities are not clearly visible to approaching cyclists, signs shall be posted to direct them to the facilities;
- c. Bicycle rack and iron hook to be installed shall be securely anchored to the lot surface so they cannot be easily removed and shall be of sufficient strength to resist vandalism and theft;
- d. Bicycle parking facilities shall not impede pedestrian or vehicular circulation, and should be harmonious with their environment both in color and design. Parking facilities should be incorporated whenever possible into building design or street furniture;
- e. Racks and iron hooks must not be placed close enough to a wall or other obstruction so as to make use difficult. An aisle or other space shall be provided to bicycles to enter and leave the parking facility;
- f. The bike rack should allow the bicycle to be supported upright by its frame in two places and should allow the frame and one or both wheels to be secured. The frame shall support a bicycle in a stable position without damage to frame, wheels, or components. Racks must be easily usable with chain and padlock, U-locks, and cable locks. These high security locks are increasingly popular due to increasing bicycle theft levels and the rising price of new bicycles. Racks should support the bikes in a stable upright position so that a bike, if bumped, will not fall or roll down;
- g. Bike parking facilities within car parking areas shall be separated by a physical barrier to protect bicycles from damage by cars or vehicles, such as curbs, wheel stops, poles or other similar features. Bicycle parking spaces are to be clearly marked as such and shall be separated from car parking by some form of physical barrier designed to protect bikes from being hit by a car or vehicle;

- h. Bicycle parking facilities should be designed to accommodate arrange of bicycle shapes and sizes and facilitate easy locking without interfering with adjacent bike;
- i. Outdoor bicycle parking facilities shall be surfaced in the same manner as the car or vehicle parking area and shall be equally level. Lighting and other security design features shall be provided in these parking facilities equivalent to that provided in the facilities for car parking spaces. A safe parking location is one in which activity around the bicycles is easily observable. Bike racks and iron hooks located in remote locations such as alleys or behind landscaping gives thieves time to work.

SECTION 6. RESPONSIBILITY OF BICYCLE PARKING FACILITIES' USERS. In this Ordinance, the bicycle users are encouraged to be equipped with chain and padlock, U-lock, and cable locks as the shopping malls, commercial establishments, schools, barangay halls, government offices and Metro Rail Transit shall designate and install parking facilities with safely anchored and lockable bicycle rack and/or iron hook system.

ARTICLE V
SCOPE OF REGULATIONS

SECTION 7. It shall be the discretion of the administrators/owners of shopping malls, commercial establishments, schools, barangay halls, government offices and Metro Rail Transit to fix reasonable schedule of fees for the use of designated bicycle parking facilities.

ARTICLE VI
IMPLEMENTING OFFICE

SECTION 8. The City Engineering and Building Official's Department and the City Planning and Development Department, within thirty (30) days after approval of this Ordinance, shall recommend to the establishments concerned the design applicable to their place which are more economical, sustainable and most convenient to the bicycle riding public.

ARTICLE VII
PENALTY

SECTION 9. There shall be imposed against the President of the Corporation, Managers, or any other responsible officers of the shopping malls, commercial establishments, Metro Rail Transit and the Principal or Head Teacher of schools, Administrators of barangay halls and government offices, who shall fail to comply with the provisions of this Ordinance with a fine of:

FIRST OFFENSE :	Two Thousand Pesos (P2,000.00)
SECOND OFFENSE :	Three Thousand Pesos (P3,000.00)
THIRD OFFENSE :	Five Thousand Pesos (P5,000.00)

ARTICLE VIII
EFFECTIVITY OF THE ORDINANCE

- SECTION 10. SEPARABILITY CLAUSE. Any provision or portion of this Ordinance found to be violative of the Constitution or invalid shall not impair the other provisions or parts thereof which shall continue to be in force and in effect.
- SECTION 11. REPEALING CLAUSE. Ordinances, rules and regulations or parts thereof, which are inconsistent or in conflict with the provisions of this Ordinance, are hereby repealed or modified accordingly.
- SECTION 12. EFFECTIVITY. This Ordinance shall take effect immediately upon its approval and publication in local newspapers of general circulation and information campaign has been undertaken and that all establishments named herein are given six (6) months after the approval to have a full implementation of the project.

ENACTED on this 1st day of June, 2015 in the City of Mandaluyong.

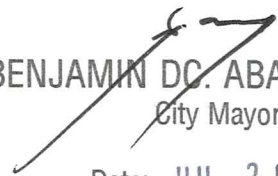
I HEREBY CERTIFY THAT THE FOREGOING ORDINANCE WAS ENACTED AND APPROVED BY THE SANGGUNIANG PANLUNGSOD OF MANDALUYONG IN REGULAR SESSION HELD ON THE DATE AND PLACE FIRST ABOVE GIVEN.


JIMMY D. LACEBAL
Sanggunian Secretary

PRESIDED BY:


EDWARD G. BARTOLOME
Vice Mayor &
Presiding Officer

APPROVED:


BENJAMIN DC. ABALOS, JR.
City Mayor

Date: JUL 20 2015