

Application Form

PART 1: BASIC DATA

Contact details: *(this information will not be shared or published).*

CATEGORIES IN WHICH YOU WANT TO APPLY THE EXPERIENCE

1: TYPE OF EXPERIENCE: *choose the most important element (choose only one element which you consider the most outstanding of your practice).*

A) Deliberation Citizen assembly / deliberation workshop / lottery / legislative theater / participatory planning	
B) Decision Participatory budget / referendum / consultation / participatory process with vote	
C) Citizenship Citizenship / community action / permanent council / civic education / associationism / other initiatives to reinforce local democracy	X

2: TYPE OF GOVERNMENT: *choose one only.*

A) Up to 50,000 inhabitants (towns, small cities, rural areas).	
B) Cities between 50,000 and 250,000 inhabitants.	
C) Cities between 250,000 and 1,000,000 inhabitants.	X
D) Large cities or urban areas of more than 1,500,000 inhabitants.	
E) Supralocal, regional, provincial governments	

Experience data: *complete the information below in a clear and concise manner.*

Title of the experience: "I-Bike" - A program promoting the development of the Iloilo City Bike Culture
Name of the city or region: Iloilo City
Inhabitants of the city or territory: 457,626

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Country: Philippines		
Institution presenting the candidacy: City Government of Iloilo		
Website of the experience or institution: https://iloilocity.gov.ph/main/		
Profiles in social networks of the experience or the institution:		
Start date of the experience: June 14, 2022		
End date of the experience: Ongoing		
Budget of the experience: 90,316,036.54 pesos (see attached filed in Google Drive)		
Type of candidacy <i>(mark with an X in the right column)</i>	New experience	
	Innovation on an existing experience	X
	Continuity of an experience	
Type of experience <i>(mark with an X in the right column, you may choose more than one)</i>	Participatory budgeting	
	Participatory planning	X
	Standing council	
	Workshop / meeting for diagnosis, monitoring, etc.	X
	Public hearing / forum	X
	Poll / referendum	
	Assemblies / Citizen juries / Deliberation spaces	
	E-government / Open government / Digital platforms	
	Citizen initiative	X
	Other (specify):	

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Objective of the experience <i>(mark with an X in the right column, you may choose more than one)</i>	To achieve higher levels of equality in terms of participation		X
	Including diversity as a criterion for inclusion		X
	Community empowerment		X
	To empower non-organised citizens		
	To increase citizen's rights in terms of political participation		X
	To connect different tools of participation within a participatory democracy "ecosystem"		
	To improve the effectiveness and efficiency of the mechanisms of participatory democracy		X
	To improve the quality of public decision-making through the mechanisms of participatory democracy		X
	To improve the evaluation and accountability of the mechanisms of participatory democracy		X
To improve any public policy through the active participation of the public		X	
Territorial area <i>(mark with an X in the right column, you may choose more than one)</i>	All the territory	Local	X
		Regional	
	District		
	Neighbourhood		
Thematic area	Governance		X
	Education		X
	Transport		X
	Urban management		X

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<i>(mark with an X in the right column, you may choose more than one)</i>	Health	X
	Security	
	Environment / Climate change and/or urban agriculture	X
	Civic associations, grassroots and new social movements	X
	Culture	X
	Housing	
	Job creation	X
	Decentralization	
	Local development	X
	Training / learning	X
	Economy and/or finances	X
	Legal regulations	X
	Social inclusion	X
	All	
Other (write the topic)		
Sustainable Development Goals (SDG) associated with the practice <i>(mark with an X in the right column, more than one option can be chosen, you can also add the specific target)</i>	SDG 1 - No poverty	
	SDG 2 - Zero hunger	
	SDG 3 - Good health and well-being	X
	SDG 4 - Quality education	
	SDG 5 - Gender equality	X

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	SDG 6 - Clean water and sanitation	
	SDG 7 - Affordable and clean energy	
	SDG 8 - Decent work and economic growth	X
	SDG 9 - Industry, innovation and infrastructure	X
	SDG 10 - Reduced inequality	X
	SDG 11 - Sustainable cities and communities	X
	SDG 12 - Responsible consumption and production	
	SDG 13 - Climate action	X
	SDG 14 - Life below water	
	SDG 15 - Life on land	X
	SDG 16 - Peace, justice and strong institutions	
	SDG 17 - Partnership for the goals	X

PART 2: DESCRIPTION OF THE EXPERIENCE

Fill in the following fields clearly and concisely. You can add links, images or graphics if you consider it appropriate.

Context:

In a **maximum of 300 words**, present the cultural, geographical, historical, institutional and socioeconomic context of the city, region or territory in which the experience takes place.

Iloilo City is a first class, highly urbanized metropolis situated on the southern coast of Panay in the Visayas, one of the major islands of the Philippines. The city, which serves as

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the province's capital, has a land area of 78.3400 square kilometres and a population of 457,626.

In the Spanish colonial era, the city was referred to as the "Queen City of the South." The province was important in trade during the late 19th and early 20th centuries after the Iloilo Port was opened to the world. Foreign merchants settled locally because of the city's thriving economy, transforming it into a cultural melting pot.

Iloilo City presents many opportunities and attracts people from neighbouring places since it is a hub for trade, commerce, and education, as well as a seat of good governance. Central to local economic activity are the service, industrial, and agricultural sectors. Visitors are drawn in by the city's surroundings, historic treasures, gastronomy, religious and cultural events, particularly the Dinagyang Festival, considered the best tourism event in the country.

The local government unit (LGU) has been successful at combating urban decay through continuing rehabilitation efforts of natural and urban places and structures. The Iloilo River Esplanade, the country's longest linear park, has won several accolades for landscape architecture. The city is regarded as outstanding for incorporating democratic leadership and citizen participation into community-owned projects, one of which is "I-Bike," a program promoting the development of the Iloilo City Bike Culture.

Precedents:

*Explain the precedents and origins of the experience: if it is the innovation of an existing experience, what are its origins; if it is a new experience, what are the antecedents in participation in your city, region or territory. You can also indicate if you have been inspired by experiences in other cities/countries. (In a **maximum of 300 words**).*

In the 1900s, Iloilo City's thriving commerce saw foreign traders venture into bike businesses and bicycle repair shops. Bikers have roamed and travelled the city's road networks alongside horse-drawn carriages (kalesas) and wagons.

With continued development and modernization, Iloilo City has been confronted with urban challenges such as increased road crash incidents and high fuel and transportation fare spending. As the number of vehicles on the road increases, biking provides an alternative and economical means of transportation, breaking away from the car-centric mindset that pervades the urban landscape.

In 2016, the private sector spearheaded the creation of a "Bicycle Network Plan" through a joint effort involving the LGU, national government agencies, and civil society. It is worth mentioning that the proposal of bicycle advocates enabled the development of draft comprehensive master plan that served as a reference for a network of bicycle lanes connecting plazas and major universities in the city.

At the height of the pandemic, the necessity for bicycle use grew. Due to the scarcity of public transportation options, workers relied on bicycles. Commuters also faced health and safety concerns when using public transportation because of virus transmission and the adoption of minimum health protocols, which reduced passenger capacity.

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Thus, cultivating a bike culture has been viewed as a sustainable response for addressing urban challenges. I-Bike demonstrated the cycling culture that existed in Iloilo City even before the pandemic, and guaranteed the standards set by concerned national government agencies regarding transportation. The city now enjoys the moniker "Bike Capital of the Philippines" and considered the most "bike-friendly city" in the country.

Objectives of the experience:

*What is the objective listed in Part 1 that you think is the most important, and indicate other outstanding objectives of the experience. (In a **maximum of 100 words**).*

I-Bike was institutionalized in the pursuit of being a bike-friendly and livable city. By facilitating collaborations between the private sector, bikers' groups, cycling enthusiasts, and other members of the community, the LGU can sustain an innovative and inclusive program.

The city promoted equality and diversity in citizen participation through the development of I-Bike, as well as the improvement of local public policy with the active participation of civil society.

I-Bike's ultimate objectives include lessening transportation-related climate impacts, encouraging environmentally friendly practices, and reducing and eliminating road crash accidents.

Methodology:

*Describe the methodology of the experience: phases of the process, participation channels. (In a **maximum of 300 words**).*

Citizens of Iloilo City are the driving force behind I-Bike, petitioning the local government to establish a comprehensive bike initiative and upgrading program implementation.

The LGU signed a 10-year Memorandum of Agreement (MOA) with Megaworld Corporation in 2014 to annually hold the "Iloilo Bike Festival." The approved MOA states that the collaboration may be extended for 15 more years. The festival has promoted health consciousness and environmental awareness since it began.

Relevant local policies have been adopted considering the cycling culture the community has fostered. The "Bicycle Network Plan" was conceptualized in 2016, which emanated from the private sector. An OIC for the Bike Management Unit under the Public Safety and Transportation Management Office (PSTMO) was designated to oversee the concerns of the cyclists and ensure proper implementation of laws. Motorized vehicles are prohibited from passing through bike lanes along the Benigno Aquino Avenue. Safe bicycle parking zones are required in the parking spaces of government and non-government buildings.

Other policies include those that regulate bike operations, use of earphones while riding bicycles, urge Department of Public Works and Highways (DPWH) to install and integrate bike lanes into future road developments, improved road construction and road repairs,

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prescription for installation of reflectors, and tourism promotion and inclusion of all biking-related programs, projects, and activities in the updated 10-year “Comprehensive Land Use Plan 2021-2029.”

The mayor passed EO 142 series of 2019 to form the Iloilo Bicycle Council. This body takes the lead in regulating and utilizing bicycle lanes as one of its functions. To reinforce its structure and ensure continuity, Regulation Ordinance was passed to institutionalize the Iloilo Bike Council in 2022.

Innovation:

*Explain what you consider as the most innovative aspect(s) in the practice. (In a **maximum of 150 words**).*

I-Bike is not only seen through infrastructure but pervades people's lifestyles and is translated to projects. The city developed a "Bicycle Network Plan," perhaps the first in the Philippines, prior to the guidelines of national government agencies to establish bike lanes in 2020.

The city boasts the country's longest protected bike lanes, lined with public art and murals. Beautification and greening have transformed concrete pots into protective barriers for bikers along the Iloilo Bridge. 50 units of locally fabricated bike parking racks, painted with colorful designs by Ilonggo artists, are installed at strategic locations.

Citizens gathered in 2021 for the “Iloilo Virtual Bike Festival,” another first in the Philippines. It showcased the city while demonstrating safe touring. The “Iloilo Bike Festival” also showcases innovation and people's participation. The 2022 edition featured a 200-kilometer/12–14-hour Double Century Ride that covered 13 municipalities in the Province of Iloilo for the first time.

Inclusion:

*Point out the importance of including as many groups and diverse populations as possible, and how you have achieved it. (In a **maximum of 150 words**).*

Bicycle users and advocates, who come from all walks of life, inform bike-related policies. The private sector is notably the forefront of campaigning for sustainable urban mobility, with around 150-200 biker groups in the city. The Iloilo Cycling Community actively participates from program planning, creation of bike lanes, racks, repair stations, secure parking spaces, to the promotion of events.

Empowerment of women cyclists are given attention with fun rides in celebration of Women's Month and the launch of “Ilongga Bicycle Diaries”, a compilation of stories of 19 women sharing their love for biking and their journey. Interestingly, bike lane markers depict women cyclists as well as male cyclists.

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Communication:

*What has been the strategy and communication channels of the experience for engaging the population. (In a **maximum of 150 words**)*

In 2021, the Tourism Promotions Board of the Philippines allotted P9.9 million in funds for the promotion of Iloilo City as the "Bike Capital of the Philippines. Under the campaign, materials including billboards, posters, and videos were produced to highlight and boost the local biking culture, with the slogan "Bike Ka Naman (Let's Bike)." The promotion campaign was the theme for the 2022 edition of the "Iloilo Bike Festival," where various activities were organized involving the youth, cycling enthusiasts, and other stakeholders.

Articulation with other actors:

*Explain how the experience was articulated with different actors and simultaneous or pre-existing processes. What roles did these participants assume? Explain the degree of success of this articulation. (In a **maximum of 150 words**)*

Iloilo City's bike-related initiatives are recognized by actors on a local and national level. The city was featured in World Wildlife Fund's publication "The Sustainable Urban Mobility: A Case Study of Philippine Cities' Initiatives" which was undertaken as part of the One Planet City Challenge 2017-2018 project. The case study highlights the ingenuity of several Philippine cities to achieve sustainability through governance.

As proof of I-Bike's efficiency and transferability, it has been recognized by award-giving bodies. PhilBike Awards hailed Iloilo City as "Most Bike-Friendly City" in 2018. Bike Lane Awards by national government agencies and SM Foundation gave the city the Gold Award in 2021. Mobility Awards organized by the Institute for Climate and Sustainable Cities and its partners presented the city with a Gold Award in 2021, besting 29 Philippine cities.

Recently, I-Bike won the prestigious Galing Pook Award in 2022 and received formal commendation from the Philippine Senate.

Evaluation:

*What evaluation mechanisms have been implemented? Develop whether the citizenry has participated in the evaluation of the practice. (In a **maximum of 300 words**).*

The establishment of the Iloilo Bike Council, comprised of members from the public sector, oversee annual projects and direct the action plan for the local bike culture. The Iloilo Bike Council closely collaborates with bikers' groups, advocates, business, private sector, and stakeholders.

The LGU is held accountable for bike-related concerns through the Bike Management Unit of the PSTMO. In 2022, PSTMO made 113 arrests related to bike lane violations. Concerns that include illegal parking on designated lanes or broken roads that may endanger public safety are promptly acted upon. Gauging the efficiency of bikes in easing congestion, an initiative of counting bikes and behaviors on the road has provided a clearer picture for planning and decision-making.

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Sustainability is further ensured through multi-sectoral consultation leading to passage of policies and institutionalization of ordinances related to road safety and mobility.

The citizens of Iloilo City participate by posting in social media groups and pages. They serve as watchdog for wrongdoings on welfare of the public. These online platforms give ease in mobilization, notification, and information dissemination on programs, projects, policies, and events.

Impacts and results

*Describe the impacts and results of the process. How many people have participated, and what are their profiles? What have been the impacts on public policies, the functioning of the administration, and the citizenry? (In a **maximum of 300 words**).*

The program ensures that infrastructures are built in accordance with international standards. The DPWH now routinely incorporates bike lanes into road construction, creating esplanade-like structures.

57 road crash incident involving bikes and pedestrians were monitored in 2021, down from an average of 100 in 2019–2020. This resulted from better knowledge about bicycle safety on the road and the expansion of protected bike lanes.

Enhancement, cleanup and maintenance work along the Esplanade and bike lanes have provided jobs for 210 beautification personnel as gardeners, 320 street sweepers, and 80 artists, some are bikers themselves.

The study of Engr. Adrian Macalalag of National Economic and Development Authority Region 6 entitled “Infrastructure Attracts: the Case of Iloilo City Cycling Infrastructure” showed that people use bike lanes when these are connected, with 204 respondents validating the positive impacts. Results showed that cyclist growth rate increased by 12.50% in 2010 since the establishment of Senator Efrain Trefias Boulevard in 2009. With the introduction of Iloilo Esplanade in 2012, it rose 10% toward 2013. It then doubled to 20.55% with installation of traffic-segregated bike lanes starting in 2015. As Iloilo Esplanades 3 to 9 were gradually completed from 2018 to 2020, a steady increase in cyclists was observed.

A 33% increase in bike users was recorded in June 2022 during the third and first Friday Bike Counts. From 6,493 bikers to 8,626 bikers. This translated in an additional 2,165 vehicles for 6,000 commuters. Bike counters by Pilipinas Trapikom conducted June 22-29, 2022, noted that 1,386 bikers pass daily on Benigno Aquino Avenue bike lane.

10,000 bikers from all over the Philippines attended the "Iloilo Bike Festival" during its pre-pandemic editions starting in 2014. The city has currently 150-200 bike organizations with members coming from all over the region.

PART 3: EXPERIENCE SUMMARY

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*A summary of the experience: origins, objectives, operation, results, monitoring, and evaluation. (Do not hesitate to repeat aspects that have already been written before. This summary will be shared on the digital platform for open evaluation and in the publication of the award). (In a **maximum of 500 words**).*

“I-Bike,” a program promoting the development of the Iloilo City Bike Culture is the most-awarded bike initiative in the Philippines. Its most recent accolade was the Galing Pook Award in 2022, for which it gained formal commendation from the Philippine Senate. The program arose from the vision of the local government unit, private sector, and civil society to advocate for and promote sustainability and resiliency.

Iloilo City is a first class, highly urbanized metropolis and has faced a variety of urban challenges due to continued development and modernization. As the number of vehicles on the road increases, biking provides an alternative and economical means of transportation.

I-Bike innovates the existing local bike culture and guarantees the transportation standards established by national government bodies. The program aims to lessen the transportation-related climate impacts, encourage environmentally friendly practices, and reduce and eliminate road crash accidents.

The I-Bike program guarantees that design and construction of necessary infrastructure and facilities are based on international standards. Sustainability and continuity are ensured through multi-sectoral consultation that informs the passage of policies and institutionalization of ordinances related to road safety and active mobility. Program innovations are undertaken through the Iloilo Bike Council and its collaborations with bikers’ groups, advocates, business, private sector, and relevant stakeholders.

Iloilo City’s bike culture has gained wider following in recent years, and presents opportunities for people participation and empowerment. The annual “Iloilo Bike Festival” drew up to 10,000 bikers from all over the Philippines during its pre-pandemic editions since 2014. At present, there are around 150-200 bike organizations in Iloilo with members coming from all over the region.

Iloilo City has come a long way since the conceptualization of its bike lanes, networks, and similar initiatives. At present, the city cemented itself as the “Bike Capital of the Philippines” and is considered the country’s “most bike-friendly city.”

I-Bike is a manifestation of the city’s collective goal to transform the metro into an inclusive, modern, and sustainable society. It is an outcome of action-oriented leadership that has inspired the people of Iloilo to become change makers in their respective communities.

The different components of I-Bike serve as a driving force that will keep Iloilo City dynamic, energetic, liveable, and resilient in the years to come.

We invite you to share annexes that allow you to better illustrate your experience: videos, photographs, documents... These can be sent through a file transfer service, such as WeTransfer, Dropbox or Google Drive.



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Thank you for participating!