

SIXTEENTH CONGRESS OF THE REPUBLIC)
OF THE PHILIPPINES)
Third Regular Session)



'16 JAN 25 P5:08

SENATE
S. No. 3108

RECEIVED BY: *J*

Introduced by Senator Miriam Defensor Santiago

AN ACT
IMPROVING THE SAFETY OF NON-MOTORIZED TRANSPORTATION,
INCLUDING PEDESTRIAN AND BICYCLE SAFETY, IN THE VICINITY OF
SCHOOLS

EXPLANATORY NOTE

Every year 1.2 million people die from road and traffic injuries. Studies undertaken by the World Health Organization show that this figure will increase, making road accidents the third leading cause of premature death by 2020. The death rate is highest in developing countries such as the Philippines, where poverty has caused people to take road safety for granted.

The use of non-motorized means of commuting such as bicycling and walking is environment-friendly and more affordable. It instills health consciousness among people, increases physical fitness, provides affordable mobility, alleviates traffic congestion, and does not pollute the air or emit climate-disrupting carbon dioxide.

The bill seeks to integrate non-motorized means of commuting into the country's transportation planning. It also seeks to direct the Department of Transportation and Communications to develop a comprehensive plan and program to ensure the safety of pedestrian, bicycle, and other non-motorized transportation, especially for schoolchildren.¹

Miriam Defensor Santiago
MIRIAM DEFENSOR SANTIAGO
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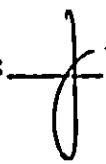
¹ This bill was originally filed during the Thirteenth Congress, First Regular Session and refiled during the Fourteenth Congress, First Regular Session.

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Be it enacted by the Senate and the House of Representatives of the Philippines in Congress assembled:

1 SECTION 1. *Short Title.* – This Act shall be known as the “Safe Routes to
2 Schools Act.”

3 SECTION 2. *Declaration of Policy.* – It is declared policy of the State to ensure
4 that the needs and safety of all road users, in particular the need for pedestrian and
5 bicycle safety are fully integrated into the planning, design, operation and maintenance of
6 the country’s transportation system.

7 Moreover, the State recognizes the need for cheap alternative means of commuting
8 and encourages the use of non-motorized, environment-friendly transportation.

9 Towards this end, the Secretary shall use take such actions as are necessary to the
10 maximum extent practicable, encouraging Filipinos, particularly schoolchildren, to make
11 trips by foot or bicycle while simultaneously reducing crashes involving pedestrians and
12 bicyclists.

13 SECTION 3. *Definitions of Terms.* – For purposes of this Act, the term:

14 (A) “Department” means the Department of Transportation and Communications.

1 (B) "In the Vicinity of Schools" means, with respect to primary and secondary
2 schools as defined below, the area within bicycling and walking distance of the primary
3 and secondary schools, or approximately three kilometers.

4 (C) "Pedestrian and Bicycle Safety" means any plan or method of action that
5 promotes the safety of bicyclists and pedestrians.

6 (D) "Primary Schools" mean schools providing pre-school education through the
7 sixth grade.

8 (E) "Secondary Schools" mean schools providing education from the first through
9 the fourth year high school.

10 (F) "Secretary" means the Secretary of the Department of Transportation and
11 Communications.

12 **SECTION 4. *Safe Routes to Schools Program.* –**

13 (A) *In General.* – The Department shall establish and carry out safe routes to
14 schools program for the benefit of students in primary and secondary schools. The
15 purposes of the program are –

16 (1) To enable and encourage children, including students with disabilities,
17 to walk and bicycle to primary and secondary schools;

18 (2) To make walking and bicycling to primary and secondary schools a
19 safer and more appealing transportation alternative, thereby encouraging a healthy
20 and active lifestyle from an early age; and

21 (3) To facilitate the planning, development, and implementation of projects
22 and activities that will improve safety and reduce traffic, fuel consumption, and air
23 pollution in the vicinity of primary and secondary schools.

24 (B) *Safe Routes to School Coordinator.* – Each Local Government Unit receiving
25 an apportionment under Section 5 for a fiscal year shall use a sufficient amount of the

1 apportionment to fund a full-time position of coordinator of the "Safe Routes to Schools
2 Program" of the city or municipality.

3 (C) *Long-Range Transportation Plans.* – The LGU Coordinator shall develop and
4 adopt a long-range transportation plan that –

5 (1) Includes the most recent data available on the percentage of trips made
6 by foot and by bicycle in their locality;

7 (2) Includes a target level for pedestrian and bicycle trips that is
8 commensurate with the goal of doubling the percentage of trips made by foot and
9 bicycle; and

10 (3) Identify the contribution made by projects under the transportation
11 improvement program of the organization toward meeting the goal of doubling the
12 percentage of trips made by foot and bicycle.

13 (D) *Eligible Projects and Activities.* –

14 (1) *Infrastructure-Related Projects.* – Amounts apportioned to a Local
15 Government Unit under Section 5 may be used for the planning, design, and
16 construction of infrastructure-related projects that will substantially improve the
17 ability of students to walk and bicycle to primary and secondary schools in the
18 vicinity of primary and secondary schools, including –

19 (a) Sidewalk improvements;

20 (b) Traffic calming and speed reduction improvements;

21 (c) Pedestrian and bicycle crossing improvements;

22 (d) On-street bicycle facilities;

23 (e) Off-street pedestrian and bicycle facilities;

24 (f) Secure bicycle parking facilities; and

25 (g) Traffic diversion improvements.

1 An infrastructure-related project under Subparagraph (1) may be carried out
2 on any public road or any bicycle or pedestrian pathway or trail in the vicinity of a
3 primary or secondary school.

4 (2) *Non-Infrastructure-Related Activities.* – In addition to projects
5 described in paragraph (1), amounts apportioned to a locality under Section 5 may
6 be used for non-infrastructure related activities to encourage walking and
7 bicycling to primary and secondary schools, including –

8 (a) Public awareness campaigns and outreach to press and
9 community leaders;

10 (b) Traffic education and enforcement in the vicinity of primary and
11 middle schools;

12 (c) Student sessions on bicycle and pedestrian safety, health, and
13 environment; and

14 (d) Funding for training, volunteers, and managers of safe routes to
15 schools programs.

16 (3) *Allocation.* – Not less than ten percent (10%) and not more than thirty
17 percent (30%) of the amount apportioned to a Local Government Unit for a fiscal
18 year shall be used for non-infrastructure related activities under this paragraph.

19 **SECTION 5. *Non-motorized Transportation Pilot Program.* –**

20 (A) *Establishment.* – The Secretary of Transportation and Communication shall
21 establish and carry out a non-motorized transportation pilot program to construct, in four
22 communities selected by the Secretary, a network of non-motorized transportation
23 infrastructure facilities, including sidewalks, bicycle lanes, and pedestrian and bicycle
24 trails, that connect directly with transit stations, schools, residences, businesses,
25 recreation areas, and other community activity centers.

1 **(B) Purpose.** – The purpose of the program shall be to demonstrate the extent to
2 which bicycling and walking can ease the burden on transportation systems, and
3 represent a major portion of the transportation needs that are met, within selected
4 communities.

5 **(C) Grants.** –

6 **(1) In General.** – In carrying out the program, the Secretary may make
7 grants to local government units, and non-governmental organizations that the
8 Secretary determines are suitably equipped and organized to carry out the
9 objectives and requirements of this subsection.

10 **(2) Sub-allocation.** – A Local Government Unit that receives a grant under
11 this section may sub-allocate grant funds to a nonprofit organization to carry out
12 the program under this section.

13 **(3) Availability.** – Funds made available to carry out this section shall not
14 be transferable and shall remain available until expended.

15 **(D) Statistical Information.** – In carrying out the program, the Secretary shall –

16 **(1)** Develop statistical information on changes in motor vehicle, non-
17 motorized transportation, and public transportation usage in communities
18 participating in the program; and

19 **(2)** Assess how the changes –

20 **(a)** Decrease congestion and energy usage;

21 **(b)** Increase the frequency of biking and walking; and

22 **(c)** Promote better health and a cleaner environment.

23 **SECTION 6. Reports.** – The Secretary shall submit to Congress an interim report
24 not later than 30 September of the year following the promulgation of this Act, and a

1 final report not later than 30 September three years thereafter, on the results of the
2 program.

3 SECTION 7. *Appropriations.* – To carry out the non-motorized pilot program
4 under this section, such sums as may be necessary are hereby authorized to be
5 appropriated from the National Treasury.

6 SECTION 8. *Separability Clause.* – If any provision of this Act is held invalid or
7 unconstitutional, the same shall not affect the validity and effectivity of the other
8 provisions hereof.

9 SECTION 9. *Repealing Clause.* – All laws, decrees, orders, and issuances, or
10 portions thereof, which are inconsistent with the provisions of this Act, are hereby
11 repealed, amended or modified accordingly.

12 SECTION 10. *Effectivity Clause.* – This Act shall take effect fifteen (15) days
13 after its publication in the *Official Gazette* or in two (2) newspapers of general
14 circulation.

Approved,

/ml26Nov2015