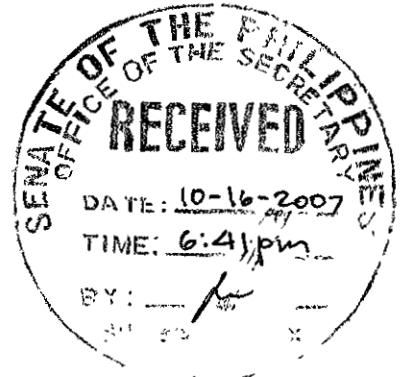


FOURTEENTH CONGRESS OF THE REPUBLIC )  
OF THE PHILIPPINES )  
First Regular Session )



SENATE  
S. No. 1772

---

Introduced by Senator Miriam Defensor Santiago

---

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. In China, there are more bicycle than automobile owners; and bicycle ownership in the country is still on the rise.

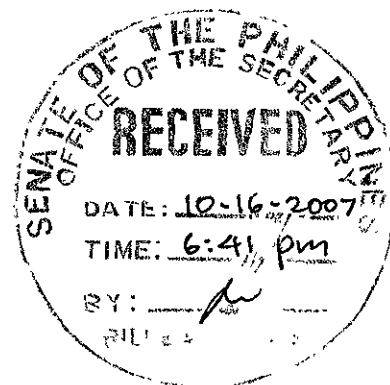
The bill seeks to integrate non-motorized means of commuting into the country's transportation planning. It also seeks to direct the Department of Transportation and Communications to develop a comprehensive plan and program to ensure the safety of pedestrian, bicycle, and other non-motorized transportation,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

*Miriam Defensor Santiago*  
MIRIAM DEFENSOR SANTIAGO  
*sdh*

---

\* This bill was originally filed during the Thirteenth Congress, First Regular Session.

FOURTEENTH CONGRESS OF THE REPUBLIC )  
OF THE PHILIPPINES )  
First Regular Session )



SENATE  
S. No. 1772

---

Introduced by Senator Miriam Defensor Santiago

---

1 AN ACT  
2 TO IMPROVE THE SAFETY OF NON-MOTORIZED TRANSPORTATION, INCLUDING  
3 PEDESTRIAN AND BICYCLE SAFETY, IN THE VICINITY OF SCHOOLS

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

6 SECTION 1. *Short Title.* – This Act shall be known as the “Safe Routes to Schools Act  
7 of 2007.”

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

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

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

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

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

19 (B) “In the Vicinity of Schools” means, with respect to primary and secondary schools as  
20 defined below, the area within bicycling and walking distance of the primary and secondary  
21 schools, or approximately three (3) kilometers.

22 (C) “Pedestrian and Bicycle Safety” means any plan or method of action that promotes  
23 the safety of bicyclists and pedestrians.

1 (D) “Primary Schools” mean schools providing pre-school education through the sixth or  
2 seventh grade.

3 (E) “Secondary Schools” mean schools providing education from the first through the  
4 fourth year high school.

5 (F) “Secretary” means the Secretary of the Department of Transportation and  
6 Communications.

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

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

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

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

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

19 (B) *Safe Routes to School Coordinator.* – Each Local Government Unit receiving an  
20 apportionment under Section 5 for a fiscal year shall use a sufficient amount of the  
21 apportionment to fund a full-time position of coordinator of the “Safe Routes to Schools  
22 Program” of the city or municipality.

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

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

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

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

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

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

- 10 (a) Sidewalk improvements;
- 11 (b) Traffic calming and speed reduction improvements;
- 12 (c) Pedestrian and bicycle crossing improvements;
- 13 (d) On-street bicycle facilities;
- 14 (e) Off-street pedestrian and bicycle facilities;
- 15 (f) Secure bicycle parking facilities; and
- 16 (g) Traffic diversion improvements.

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

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

- 24 (a) Public awareness campaigns and outreach to press and community  
25 leaders;
- 26 (b) Traffic education and enforcement in the vicinity of primary and  
27 middle schools;
- 28 (c) Student sessions on bicycle and pedestrian safety, health, and  
29 environment; and

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

3 (3) *Allocation.* – Not less than 10 percent and not more than 30 percent of the  
4 amount apportioned to a Local Government Unit for a fiscal year shall be used for  
5 noninfrastructure-related activities under this paragraph.

6 SECTION 5. *Appropriations.* –

7 (A) *In General.* – To carry out the provisions of this Act, such sums as may be necessary  
8 are hereby authorized to be appropriated from the National Treasury.

9 (B) *Apportionment of Funds.* – Subject to the preceding paragraph, amounts made  
10 available to carry out this program for a fiscal year shall be apportioned among the local  
11 government units in the ratio that bears to the total student enrollment in primary and secondary  
12 schools in each city/municipality bears to; or the total student enrollment in primary and  
13 secondary schools in the country.

14 (C) *Determination of Student Enrollments.* – Determinations under this subsection  
15 concerning student enrollments shall be made by the Secretary.

16 SECTION 6. *Non-motorized Transportation Pilot Program.* –

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

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

26 (C) *Grants.* –

27 (1) *In General.* – In carrying out the program, the Secretary may make grants to  
28 local government units, and non-governmental organizations that the Secretary

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

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

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

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

11           (1) Develop statistical information on changes in motor vehicle, non-motorized  
12 transportation, and public transportation usage in communities participating in the  
13 program; and

14           (2) Assess how the changes –

15                   (a) Decrease congestion and energy usage;

16                   (b) Increase the frequency of biking and walking; and

17                   (c) Promote better health and a cleaner environment.

18 (E) *Reports.* – The Secretary shall submit to Congress an interim report not later than 30  
19 September of the year following the promulgation of this Act, and a final report not later than 30  
20 September three (3) years thereafter, on the results of the program.

21 (F) *Appropriations.* – To carry out the non-motorized pilot program under this section,  
22 such sums as may be necessary are hereby authorized to be appropriated from the National  
23 Treasury.

24 SECTION 7. *Separability Clause.* – If any provision or part hereof, is held invalid or  
25 unconstitutional, the remainder of the law or the provision not otherwise affected shall remain  
26 valid and subsisting.

1           SECTION 8. *Repealing Clause.* – Any law, presidential decree or issuance, executive  
2 order, letter of instruction, administrative order, rule or regulation contrary to or inconsistent  
3 with the provision of this Act is hereby repealed, modified or amended accordingly.

4           SECTION 9. *Effectivity Clause.* – This Act shall take effect fifteen (15) days after its  
5 publication in at least two (2) newspapers of general circulations.

6           Approved,