



A ROAD SAFETY PRACTICES: AN ASSESSMENT OF TRICYCLE PASSENGERS

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Abstract—This research aimed to assess the safe driving practices of tricycle drivers as observed by students. The study sought to examine the respondents' profiles based on gender and program enrolled, assess the safe driving practices as observed by students, determine the problems students face when commuting by tricycle in terms of fare price, driver's behavior, and comfortability, and identify actions taken by students with the problems they have encountered.

A mixed-methods research design was used, combining both quantitative and qualitative data. A total of 374 respondents provided quantitative data, while six participants contributed qualitative data. The data were analyzed using frequency and percentage, weighted mean, and thematic analysis.

Findings revealed that students often observed irregularities in various aspects of tricycle services. The researchers developed six (6) themes: (a) Accede to the demanded fare; (b) passivity; (c) seek another trike to ride; (d) compromise with the fare; (e) have no choice but to ride; and (f) ride on to avert late.

Based from the results of the study, it is concluded that while tricycle drivers in Laoag City generally comply with safe driving practices, irregularities persist in areas such as fare pricing, driver behavior, and comfortability. Furthermore, many students were unaware of where to report such issues, leaving these problems unaddressed.

Hence, it is recommended that distributing informative stickers to students to raise awareness among students and other passengers about where to report irregularities in tricycle services may be done. This would help in ensuring that these problems are reported and, ideally, resolved.

Keywords: Accede to the demanded fare, Passivity, Seek another trike to ride, Compromise with the fare, Have no choice but to ride, Ride on to avert late

I. Introduction

Road safety pertains to measures taken to reduce the risk of road traffic injuries and death (Pan American Health Organization [PAHO], 2024). Individuals and communities take various actions to ensure safety on the road. These practices include following traffic rules and regulations, such as obeying speed limits and traffic signals, wearing seat belts, and using helmets while cycling or riding motorcycles. It's also important to avoid distractions while driving, maintain a safe distance from other vehicles, and be aware of and considerate toward pedestrians.

Road safety is crucial. Adhering to traffic rules and driving carefully can significantly reduce the risk of accidents. When drivers responsibly follow the rules, everyone feels safer, and traffic flows more smoothly. This creates a safer and more successful community for all. Safe roads lead to a better quality of life—resulting in less stress, increased productivity, and a happier community. It's a win-win for everyone involved.

Additionally, various regulations are in place to ensure road safety. These include several measures aimed at promoting safe practices on the roads, notably the Land Transportation and Traffic Code, also referred to as Republic Act No. 4136. This law was enacted in the Philippines to consolidate all legislation related to land transportation and traffic regulations. It establishes speed limits for different types of vehicles and mandates that drivers stay on the right side of the highway. The law also governs overtaking and passing other vehicles, turning at intersections, and the proper use of headlights, taillights, and other vehicle accessories.

The Anti-Distracted Driving Act (R.A. 10913) has significantly improved safety on the roads for both drivers and pedestrians. This law requires all motorists to fully focus on driving and prohibits distractions caused by the unrestricted use of communication devices and other electronic entertainment while the vehicle is in motion or temporarily stopped at an intersection.

Furthermore, the Anti-Drunk and Drugged Driving Act of 2013 or the Republic Act No. 10586 also known as an Act of Penalizing Driving Under the Influence of Alcohol, Dangerous Drugs, and Other similar substances. It is a law that convicts drivers and gives law enforcers the power to indict and imprison drugged and drunk drivers. Law enforcers use a device to conduct a sobriety test on drivers to determine whether they are under the influence of alcohol or dangerous drugs called breath analyzers. Should drivers refuse to undergo such tests, they will be penalized, or their driver's license will be confiscated. Despite road safety regulations and penalties, some drivers ignore them., ultimately leading to possible risks on the road that may result later into accidents.

The researchers conducted this study to evaluate the adherence of tricycle drivers in Laoag City to road safety guidelines. The findings aim to enhance passenger satisfaction and improve safety for passengers. Additionally, the results will assist authorities in addressing relevant issues and provide suggestions for enhancing services. nfiscated. Despite road safety regulations and penalties, some drivers ignore them., ultimately leading to possible risks on the road that may result later into accidents.

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A. *Background of the Study*

Road safety is far more than a set of rules; rather, it is an obligation shared that contributes to both the safety of individuals and the wider community. As traffic laws were established to safeguard the lives of both drivers and passengers, their relevance is undeniable. Despite their importance, road rules violations nevertheless still occur.

In the study conducted by Junia (2018), some deliberate violations identified were driving without seatbelts, exceeding speed limits at major roads or places where necessary, drunk driving, dangerous overtaking, crossing red lights, wrongful parking, overloading, knocking down pedestrians without stopping, offering of bribes and many others. He also discovered that most drivers were unaware that some common driving practices are punishable by law. Distractions were also noted to be the second-highest driving error which resulted in most road accidents in Kumasi Metropolis.

Additionally, a study by Helal (2023), revealed that nearly 1/3 of drivers in fatal crashes and 12% of drivers with serious injuries did not wear a seatbelt. Speed has been described in different ways including driving over the speed limit, driving too fast for the weather conditions, or racing.

Moreover, Bascon (2024) revealed that respondents were moderately knowledgeable about the traffic rules in Kidapawan City. On average, they got a score of 47.17%. This implies that the respondents have a limited understanding of how they should behave in driving. This may give trouble to the drivers since rules and regulations are set and should be followed.

According to the students, violations go beyond driving practices and extend to the conduct of service. During their experiences, the students encountered drivers who exhibited rude behavior, such as cursing or reluctantly accepting fares without charging extra. Some drivers even rejected students for long-distance trips, responding with grumbles or simply walking away. These behaviors are not merely bad manners but also constitute violations of established rules and regulations, which are subject to penalties.

The previous studies concentrated on drivers in general rather than tricycle drivers. The researchers explored the compliance of tricycle drivers with safe driving practices since the previous researchers concentrated solely on knowledge of road rules and violations, not the drivers' compliance to the rules.

This study, which focuses on road safety, is closely linked to the criminal justice system as it addresses the regulation and enforcement of traffic laws and the consequences for violations. It is essential for holding drivers accountable for their actions, protecting victims, and prioritizing road safety to prevent future incidents.

To promote public safety, it is necessary to assess the safe driving practices of tricycle drivers as observed by the respondents, to determine the problems encountered by the respondents, and to identify the actions taken by the respondents with the problems they have encountered. By identifying the issues faced by tricycle passengers, this study aims to develop an action plan to address their concerns and enhance public safety. The results of this study may benefit the passengers with their safety, and the authorities' ability to improve their service, and to provide future researchers with a starting point for further investigations, allowing them to build upon existing knowledge, refine methodologies, and explore new variables or contexts.

B. *Statement of the Problem*

This study aimed to assess the safe driving practices of tricycle drivers as observed by the students. Specifically, this study sought to answer the following questions:

1. What are the safe driving practices of tricycle drivers as observed by the students?
2. What are the problems encountered by the students in commuting by tricycle in terms of:

- 2.1 fare price;
- 2.2 tricycle driver's behavior; and

- 2.3 comfortability?

3. What are the actions taken by the students with the problems they have encountered?

C. Theoretical Framework

The theoretical framework is the structure that can hold or support a theory of a research study (Sacred Heart University [SHU], 2020). This study is anchored on the following theories:

Social exchange theory posits that individuals engage in social interactions with the expectation of receiving rewards and avoiding costs (Turner, 1986). This theory suggests that individuals behave in ways that maximize their rewards while minimizing their costs. When applied to road safety, following traffic rules provides rewards such as a reduced risk of accidents. On the other hand, ignoring road safety results in costs, including an increased risk of accidents.

Domino theory represents an accident sequence as a causal chain of events, represented as dominos that topple in a chain reaction (Heinrich 1931). While the Domino Theory is often used to illustrate how neglecting road safety can lead to accidents, it can also be applied to understand how following road safety practices can result in positive outcomes.

Picture a line of dominoes, each one representing a step toward safe driving practices. The first domino is a driver choosing to obey the speed limit, which shows a commitment to responsible driving. This decision leads to the second domino: a calmer and more controlled driving experience, enabling the driver to respond effectively to unexpected situations. The third domino represents a smoother and more efficient driving journey. Finally, the fourth domino symbolizes a safe arrival at the destination, free from accidents and accompanied by a sense of accomplishment for prioritizing safety.

D. Conceptual Framework

The schematic diagram shown in Figure 1 illustrated the conceptual framework of the study, which used the Input – Process – Output- Outcome (IPOO) model. The IPOO model refers to the representation of all the factors that make up a process. It includes all the materials and information that are required in the process, the specific details of the process itself, and the descriptions of the output anchored on the process that took place (Canonizado, 2021).

Input. The input of this study has three (3) components: safe driving practices of tricycle drivers; problems encountered by the students in commuting by tricycle; and the actions taken by the students with the problems they have encountered.

Process. The process focused on the gathering of data using survey questionnaire and interview.

Output. The output of the study is an action plan that could promote public safety.

Outcome. The outcome of the study is an improved tricycle service, enhanced overall experience of passengers, informed passengers, and public safety for everyone.

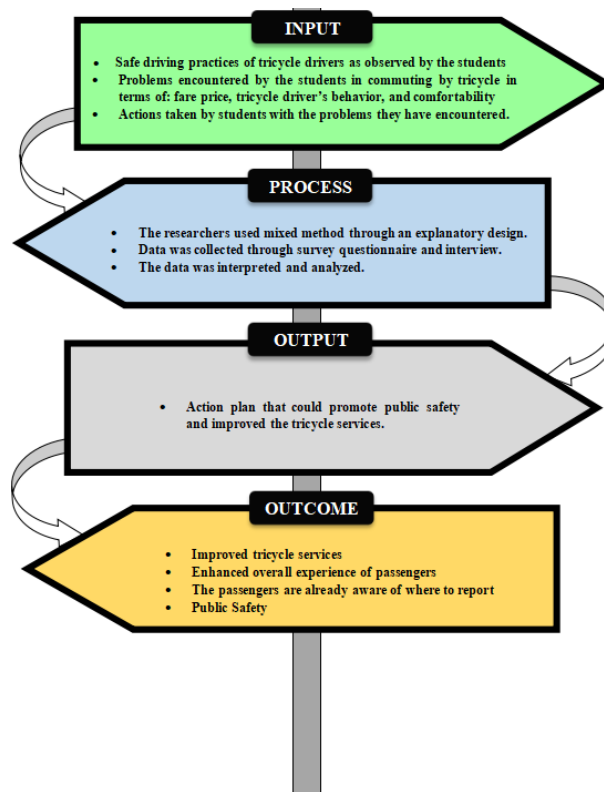


Figure 1. The Research Paradigm

D. Significance of the Study

The outcome of this study is beneficial to the following:

- Passengers. The primary beneficiaries of this study are the passengers themselves. The study could help improve their overall tricycle experience and ensure their safety.
- Students. This study could serve as a practical example for students, particularly those studying fields related to transportation, sociology, urban planning, or public policy. It could offer insights into the research process, from data collection to analysis, and allow students to understand the real-world implications of academic research.
- Tricycle drivers. This study would be beneficial to tricycle drivers, by gaining insights into the road safety practices and preferences of passengers. This information can help them improve their services, implement better safety measures, and tailor their

operations to meet the needs and expectations of passengers.

- Community. This study would lead to safer and more efficient transportation options for everyone.
- Department of Public Safety. The findings of this study could help them create better safety rules and campaigns to improve road safety. Based on the study's findings, they could make sure that safety measures meet passenger needs and ensure safety for everyone.
- Tricycle Operators and Drivers Association. The findings of the study would help them identify the areas in tricycle service that need to be modified and for laws to be strengthened to address the needs and concerns of the students in commuting by tricycle.
- Local Government Unit. The result of the study would serve as their basis for the development of new laws designed to address the problems encountered by students in commuting by tricycles.
- Researchers. This study could help expand knowledge in the field, support a theory being tested by the researchers, and guide subsequent actions for improvement.
- Future Researchers. They could use the data collected in the study as a reference point for comparative analysis or to build upon existing knowledge. The insights gained from the study could serve as a foundation for further research.

F. *Scope and Delimitations of the Study*

The study mainly focused on the road safety practices of tricycle drivers as observed by the students, the problems they have encountered in commuting by tricycle in terms of fare price, tricycle driver's behavior, and comfortability. It was also focused on the actions taken by the students regarding the problems they have encountered.

This study was delimited to the college students who are officially enrolled in the school year 2024-2025 at Data Center College of the Philippines, Laoag City, Ilocos Norte.

G. *Definition of Terms*

This is a list of detailed definitions for technical and operational terms used in the study.

- Assessment. It refers to the observations of the passengers concerning their experiences of commuting by tricycle.
- Comfortability. It pertains to the level of comfort and ease experienced by the passengers while commuting on a tricycle. It encompasses factors like seating quality, ride smoothness, space availability, and overall convenience during the travel experience.
- Fare price. It is the cost of transportation paid by the passengers considering factors like how far they travel, the quality of service they receive, and the usual rates in the market.

- Public safety. It refers to the well-being and protection of everyone in the community. This includes things like preventing crime, responding to emergencies, and making sure that buildings and roads are safe to use.
- Road safety. It pertains to the measures taken to reduce the risk of road traffic injuries and death.
- Tricycle. It refers to the transportation that the passengers use in this study.
- Tricycle driver's behavior. It refers to the actions, attitudes, and conduct exhibited by tricycle operators while providing transportation services. It encompasses how tricycle drivers interact with passengers, other road users, and traffic regulations.
- Tricycle passengers. It refers to the college students at Data Center College of the Philippines, Laoag City, who are commuting on tricycle.

II. REVIEW OF RELATED LITERATURES AND STUDIES

A. *Republic Act 4136 (RA 4136) Land Transportation and Traffic Code*

Republic Act 4136 (RA 4136), otherwise known as the Land Transportation and Traffic Code, is, perhaps, the most important driving law ever enacted in the Philippines. Not only did it create the Philippine Land Transportation Commission, currently known as the Land Transportation Office (LTO) under the Department of Transportation (DOTr), but it also laid the groundwork for all Philippine traffic laws and regulations currently in effect.

The RA 4136 is like the official playbook in terms of vehicle and traffic regulation. It is quite comprehensive, covering everything from requiring vehicle registrations in a national database, setting the registration requirements and fees, setting the standards for the speed, penalties, and fees, and ensuring that all drivers have licenses that allow them to be on the open road legally (LTOPortalPH, 2023).

B. *RA 10586: Anti-Drunk and Drugged Driving Act of 2013*

Republic Act No. 10586, also known as the Anti-Drunk and Drugged Driving Act of 2013, is a law specially designed to prohibit and penalize people who drive under the influence of alcohol, dangerous drugs, and other similar substances. It prohibits driving if you have consumed wine, beer, or any other intoxicating distilled spirits, or have used cannabis or marijuana, ecstasy, cocaine, or methamphetamine hydrochloride (shabu). The law also mandates a drug test for drivers involved in accidents or those whom the law enforcement officers believe to be under the influence of drugs.

The RA 10586 is authored by Vicente "Tito" Sotto III and signed into law by the late President Benigno "Noynoy" Aquino III. It was enacted in May 2013, to protect the citizens' lives and properties by promoting

responsible and ethical driving and imposing penalties against those who drive under the influence of alcohol, dangerous drugs, and other similar substances. As a law, this is one of the government's attempts to protect the safety of life and property, as well as the general welfare of Filipinos through the observance of the citizenry of responsible and ethical driving standards (LTOPortalPH, 2023).

C. Republic Act No. 10913 or Anti-Distracted Driving Act (ADDA)

REPUBLIC ACT No. 10913 or Anti-Distracted Driving Act is an act defining and penalizing distracted driving.

Section 3. Definition of Terms.

(e) Mobile communications devices – electronic communications equipment such as, but not limited to, cellular phones, wireless telephones, two-way radio transceivers, pagers and other similar devices capable of transmitting, receiving, or both, of encrypted data and/or signals through wireless electronic or any other similar means;

(g) Motorist – a person driving a motor vehicle;

(i) Public motor vehicle – a motor vehicle with a valid franchise issued by the appropriate government agency to operate as a public utility vehicle or any vehicle for hire.

Section 4. Distracted Driving. - refers to the performance by a motorist of any of the following acts in a motor vehicle in motion or temporarily stopped at a red light, whether diplomatic, public or private, which are hereby declared unlawful:

(a) Using a mobile communications device to write, send, or read a text-based communication or to make or receive calls, and other similar acts; and

Section 5. Extent of Coverage

(a) The operation of a mobile communications device is not considered to be distracted driving if done using the aid of a hands-free function or similar device such as, but not limited to, a speaker phone, earphones and microphones or other similar devices which allow a person to make and receive calls without having to hold the mobile communications device: Provided, That the placement of the mobile communications device or the hands-free device does not interfere with the line of sight of the driver.

Section 6. Exemptions.

(a) A motorist using a mobile phone for emergency purposes, including, but not limited to, an emergency call to a law enforcement agency, health care provider, fire department, or other emergency services, agency or entity; and

Section 7. Nationwide Public Information Campaign.

The DOTC-LTO, in coordination with the Philippine Information Agency (PIA), the Department of Education (DepEd), the Department of the Interior and Local Government (DILG), the Philippine National Police (PNP) and private agencies and organizations shall undertake a nationwide information, education and communication (IEC)

campaign for a period of six (6) months from the effectivity of this Act.

Section 8. Penalties.

(a) A fine of five thousand pesos (₱5,000.00) for the first offense;

(b) A fine of ten thousand pesos (₱10,000.00) for the second offense;

(c) A fine of fifteen thousand pesos (₱15,000.00) and suspension of driver's license for three (3) months for the third offense; and

(d) A fine of twenty thousand pesos (₱20,000.00) and revocation of driver's license (Lawphil, 2024).

D. City Ordinance No. 2020 - 045

Article I - Speed Limit and Keeping to the Right

Section 16. Restrictions as to Speed.

Any person driving a motor vehicle on a highway shall drive the same at a careful and prudent speed, not greater nor less than is reasonable and proper, having due regard for the traffic, the width of the highway, and any other condition then and there existing; and no person shall drive any motor vehicle upon a highway at such a speed as to endanger the life, limb, and property of any person, nor at a speed greater than will permit him to bring the vehicle to a stop within the assured clear distance ahead.

Article II - Passengers

Section 15. a) Exceeding registered carrying capacity.

No person operating any vehicle shall allow more passengers in his vehicle than its registered carrying capacity.

Section 18. Overtaking a vehicle.

The driver of any motor vehicle overtaking another vehicle proceeding in the same direction shall pass at a safe distance to the left thereof, and shall not again drive to the right side of the highway until safety clear of such overtaken vehicle except that, on a highway within a business or residential district, having two or more lanes for the movement of traffic in one direction, the driver of a vehicle may overtake and pass another vehicle which is making or about to make a left turn.

Section 19. Driver to give way to overtaking vehicle.

The driver of a vehicle about to be overtaken and passed by another vehicle approaching from the rear shall give way to the overtaking vehicle on a suitable and audible signal being given by the driver of the overtaking vehicle and shall not increase the speed of his vehicle until completely passed by the overtaking vehicle.

Section 20. Restrictions on overtaking and passing.

The driver of a vehicle shall not drive to the left side of the center line of a highway in overtaking or passing another vehicle proceeding in the same direction, unless such left side is visible, and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking or passing to be made in safety.

Article VI - Miscellaneous Traffic Rules

Section 28. Reckless *driving*.

No person shall operate a motor vehicle on any highway recklessly or without reasonable caution considering the width, traffic, grades, crossing, curvatures visibility, and other conditions of the highway and the conditions of the atmosphere and weather, or so as to endanger the property or the safety or rights of any person or to cause excessive or unreasonable damage to the highway.

Section 33. Driving while under the influence of liquor or narcotic drug.

No person shall drive a motor while under the influence of liquor or narcotic drugs.

Chapter VII - Penal and Other Provisions

Section 36. Penalties for violations.

36.c.10 Overtaking from the wrong lane.

36.c.16. Speeding or fast driving.

36.c.22. Arrogance

36.c.23. Refusing Conveyance in the case of public utility vehicles (Sangguniang Panlungsod-Laoag City, 2020).

E. LTO: Over 3,000 Metro Manila motorists caught violating traffic rules in Q3

MANILA, Philippines — The Land Transportation Office – National Capital Region (LTO-NCR) said that it recorded 3,045 motorists violating traffic laws in the third quarter of 2023.

In a statement on Thursday, LTO Regional Director Roque Verzosa III said that 587 individuals of the total motorists were operating motor vehicles with faulty accessories, devices, equipment, and parts, a violation of Republic Act (RA) 4136 or the Land Transportation and Traffic Code.

Due to this, Verzosa warned the public against driving motor vehicles with faulty components.

Meanwhile, data showed that an additional 574 motorists were apprehended by personnel from the Regional Law Enforcement Unit and the District Law Enforcement Teams — majority of these violators received tickets for violating various provisions of Republic Act 4136, including 105 who failed to carry their owner registration or certificate of registration (OR/CR), 76 who operated with an unregistered motor vehicle, 70 for reckless driving and 57 for ignoring traffic signs. Another 587 motorists were also apprehended for not wearing the prescribed seat belt device; 76 were ticketed for not wearing the standard protective motorcycle helmet; while nine more were cited for infringing RA 10666, or the Children Safety on Motorcycle Act; and another three for violating RA 10193, the Anti-Distracted Driving Act (Sarao, 2023).

E. Enforcing Road Safety: The LTO MIMAROPA is actively engaged in the implementation of road safety measures

The Land Transportation Office (LTO) MIMAROPA is actively engaged in the implementation of road safety measures, aligned with the directives of the Department of Transportation (DOTr). Under the leadership of DOTr Secretary Jaime J. Bautista and SAICT Chairman Assistant Secretary Jose “Tacker” Lim IV, the LTO is intensifying efforts to ensure compliance with Republic Act No. 4136.

Law enforcement units from various District Offices within the region have been deployed to conduct thorough inspections of motor vehicles and scrutinize the documentary requirements of drivers. This initiative is a critical component of the overall road safety campaign.

The operation encompassed strategic locations in the MIMAROPA region, specifically Pinamalayan, Oriental Mindoro, and Boac, Marinduque, contributing to a comprehensive approach to road safety. The enforcement activity documented violations related to Republic Act No. 4136. The breakdown of these violations, in accordance with JAO 2014-01, is as follows: Sec 1A (Driving without Driver’s License): 3, Sec 1E (Reckless Driving): 2, Sec 2A (Driving an Unregistered Motor Vehicle): 3, Sec 2D (Defective Parts and Accessories): 1, Sec 1G-1 (Seat Belt Violations): 5, and Sec 1H (Failure to wear helmet): 1

A total of 5 motorcycles/motor vehicles were impounded as a result of the enforcement activity. Temporary Operator’s Permit (TOP). Twelve (12) Temporary Operator’s Permits were issued during the operation, highlighting the commitment to ensuring road safety compliance (Land Transportation Office, 2024).

F. Assessment of Safety Practices amongst Automobile Drivers and Tricycle Riders in Minna Metropolis, Niger State

In Nigeria, road transportation is the predominant means of transportation, with a vast road network linking cities and facilitating the transportation of people, goods, and services in abundance.

Around the world, car accidents happen frequently. Some of them are due to natural causes and some, however, are caused by the inability of road users to consider their safety.

A descriptive survey design was used to collect data from one hundred (100) respondents selected through simple random sampling, comprising fifty (50) automobile drivers and fifty (50) tricycle riders. A structured questionnaire with 52 items was used to gather data, which were analyzed using mean values to determine the views of respondents on safety practices and recommendations for improvement.

The survey results suggest that people generally agree that safe driving practices are important and should be followed. The top five safe driving practices that are both considered important and followed by people are avoiding drunk driving, wearing seat belts while driving or riding,

avoiding excessive speeding, keeping a safe distance from other vehicles, and conducting regular check-ups of steering, suspension, and brakes. On the other hand, conducting regular maintenance checks on their vehicles and keeping the vehicle in good working condition are considered important but not always followed. The survey also suggests that people feel that avoiding the use of mobile phones while driving or riding, and keeping the windshield and mirrors clean for clear visibility are not as important as other safe driving practices.

Overall, it is important to note that while these safety practices are effective in preventing accidents, it is still possible for accidents to occur. Therefore, drivers and riders need to always remain vigilant and practice safe driving habits (Idris, 2023).

G. Road Safety Knowledge and Attitudes among Drivers

Road traffic injuries are a significant issue for society in the twenty-first century, but public health experts frequently ignore them although massive and coordinated efforts are required for their effective and long-term prevention. Human factors and poor driving performance are the most significant contributors to car accidents globally, as shown by a series of studies exploring the causes of road accidents.

A cross-sectional quantitative descriptive using a questionnaire was applied online via a Google form document among car drivers, between January-March 2022. Microsoft Excel was used for statistical analyses.

More than half (55.6%) mention that they drive a car daily and 30% of them have driving experience of more than ten years. Respondents express great concern (71.2%) about the issue of traffic accidents, and 76.3% think that unsafe roads are a key contributing factor. At least once being involved as a driver in road accidents where medical care was needed was mentioned by 2.7% of respondents.

Educational programs and awareness campaigns about road safety among drivers and other vulnerable road users should be systematically organized (Cociu et al., 2023).

H. A Comprehensive Evaluation of Road Safety Awareness among Drivers and Motorists in Zamboanga Peninsula

Road safety is a matter of paramount concern on a global scale, given the substantial loss of life and injury resulting from road accidents every year.

The researchers have employed quantitative techniques. The quantitative dataset underwent rigorous analysis employing an array of statistical methods, with the mean scores and ranking system employed to dissect the collected data.

On the aspect of road safety awareness, the study affirms the presence of a robust understanding of fundamental road safety principles, yet it highlights the

imperative need for focused attention to areas such as overtaking rules and the usage of mobile phones during driving. The research points to inconsistent law enforcement and high levels of traffic congestion as the most influential factors contributing to deficiencies in road safety awareness.

Moreover, the research findings emphasize the pivotal roles of law enforcement, traffic management, education, and targeted awareness campaigns in the quest for an improved road safety scenario (Malang et al., 2023).

I. Traffic Safety Violations and Risk-Tasking Behaviors of Drivers in Kumasi Metropolis

Violating traffic rules has recently become a topical issue in both advanced and developing countries. Safety rules were originally purported by the government of Ghana through the National Road Safety Commission, Driver Vehicle and Licensing Authority, Ministry of Road and Transport, and other institutions of stake, to assist drivers, pedestrians, and other road users to prevent causing harm or being harmed while using public roads.

The study utilized both qualitative and quantitative instruments to provide exhaustive data needed for the study. A qualitative method was mainly adopted to give room for infinite ideas from respondents.

Some deliberate violations identified were driving without seatbelts, exceeding speed limits at major roads or places where necessary, drunk driving, dangerous overtaking, crossing red lights, wrong parking, overloading, knocking down pedestrians without stopping, offering bribes, and many others. The researcher discovered that most drivers were unaware that some common driving practices are punishable by law. Distractions were also noted to be the second-highest driving error which resulted in most road accidents in KMA. The researcher also found out that most factors such as low level of safety laws enforcement, ignorance, competition among passengers among drivers, private lifestyles, etc. influenced passengers to adopt certain driving malpractices.

The researcher changed the fact that over seventy percent of drivers in the metropolis deliberately violate traffic safety rules. One of the many reasons is that there are inadequate incentives and personnel to support safety law enforcers, who will constantly be available on public roads to check and arrest safety rules offenders. There should be highway patrol teams on major highways to check for over speeding and other offenses (Junia, 2018).

J. Level of Compliance of Tricycle Drivers on Traffic Rules and Regulations in San Jose, Occidental Mindoro

Every day, tricycle drivers play an important role in the lives of passengers; they are the mode of transportation for many commuters, so they must follow traffic rules and regulations. However, tricycle drivers contribute to traffic congestion such as traffic, violation of traffic rules, and

accidents. Passengers were unaware of road safety features such as road signs and markings and relied heavily on the drivers' ability to follow rules and regulations.

This research used descriptive correlational research design. The method describes and integrates what exists. Descriptive correlational research involves collecting data to test hypotheses or answer questions concerning the status of the subject of the study. It also involves description recording, analysis, and interpretation of conditions that now exist. This further describes the level of compliance of tricycle drivers with traffic rules and regulations.

The result shows that the respondent of the study is highly compliant with the Ten Commandments for safe driving. Moreover, they are also highly compliant both with pavement markings and traffic signs/signals and islands.

Further, the level of compliance of tricycle drivers with traffic rules and regulations decreases when they get older, it also decreases if they are operating for a long period. Lastly, the level of compliance of the drivers decreases as their educational attainment increases (Elipe et al., 2021).

K. Knowledge and Level of Compliance of Tricycle Drivers on Traffic Rules and Regulations: A Case of the Tricycle City of the Philippines

Cabanatuan City prides itself as the Tricycle City of the Philippines. Tricycle operation in this city is a source of livelihood for around 10,000 families. Unfortunately, despite the city's claim and arrogance for being the Tricycle City of the Philippines, many local tricycle drivers seem hell-bent on making Cabanatuan the City of the Most Notoriously Opportunistic and Abusive Tricycle Drivers in the country. This study makes use of the descriptive research method. Descriptive research describes the situation as it exists at present which employs surveys and fact-finding inquiries of different kinds.

It has been discovered through this study that the driver-respondents are neither innocent nor ignorant of road traffic rules and regulations but unfortunately despite them being knowledgeable, they are not always compliant.

Based on the results of this study, the researcher suggests the strict implementation of the driver licensing scheme and avoiding bribery and fixing during driver's license processing. On the part of the concerned agency on Traffic Management and Accident Investigation, stricter regulations and enforcement would help reduce traffic violations. Additionally, appropriate road safety education can be conducted for the welfare of the public (Aydinan, 2020).

III. METHODOLOGY

A. Research Design and Methodology

The study utilized a mixed method through an explanatory sequential research design to obtain information on the safe driving practices of tricycle drivers as observed

by the students and the problems they encountered in terms of fare price, driver behavior, and comfortability.

A mixed-method research design is an approach to collecting and analyzing both qualitative and quantitative data in a single study. It allows for flexibility and can provide differing and even conflicting results (Damyanov, 2023).

The explanatory-sequential approach is a method characterized by the collection and analysis of quantitative data, followed by the collection and analysis of qualitative data. The goal is to use the qualitative findings to explain and interpret the quantitative results (Alele & Aduli, 2023).

B. Population and Locale of the Study

Table 1. Profile of the Respondents

Variables	Frequency (f)	Percentage (%)
Gender		
Male	124	33%
Female	250	67%
Program		
Bachelor of Science in Hospitality Management	135	36%
Bachelor of Science in Criminology	126	34%
Bachelor in Elementary Education	50	13%
Bachelor of Science in Information Technology	22	6%
Bachelor of Science in Business Administration	27	7%
Health Care Service	14	4%
Total:	374	100%

A total of 374 respondents participated in quantitative data, which utilized a random sampling technique to determine the sample. The distribution of respondents across different academic programs is as follows: 135 from the Bachelor of Science in Hospitality Management; 126 from the Bachelor of Science in Criminology; 50 from the Bachelor of Elementary Education; 22 from the Bachelor of Science in Information Technology; 27 from the Bachelor of Science in Business Administration; and 14 from Health Care Service.

For qualitative data, there were six participants from Bachelor of Science in Criminology, and which purposive sampling technique was used in determining the sample participants for the study.

This study was conducted at DCCP of Laoag City, Inc. located at Brgy 1 San Lorenzo, Laoag City, Ilocos Norte and Brgy 8 San Vicente, Laoag City, Ilocos Norte. The respondents of this study were 374 college students enrolled in DCCP- Laoag City, Inc. in the school year 2024-2025.

C. Data Gathering Tool

In this study, a survey questionnaire was utilized to collect quantitative data, followed by an interview guide to gather qualitative data. The survey questionnaire was divided into two (2) parts according to the study's statement of the problem: the first part was comprised of the safe driving practices of tricycle drivers as observed by the students; the

second part was comprised of the problems encountered by the students in commuting by tricycle in terms of (a) fare price, (b) tricycle driver's behavior, and (c) comfortability. An interview guide was utilized to gather the actions taken by the students regarding the problems they encountered and the road safety practices of tricycle drivers. The questionnaires were checked, validated, and approved by the experts in this field. A recording device was also used to record the responses of the participants.

D. Data Gathering Procedure

In the conduct of this study, the researchers have undertaken several actions. They began by conducting a pre-survey to gather initial information, which served as the basis for composing a survey questionnaire and an interview guide. Next, a request letter was sent to the school registrar of DCCP Laoag City requesting the total population of college students enrolled in the year 2024-2025. Once the total number of respondents was determined, the researchers sought approval from the research adviser. The questionnaires were checked, validated, and approved by the research adviser. Subsequently, the researchers sent a request letter to Dean's office seeking permission to conduct a survey and face-to-face interviews with students who participated as research subjects in the study. Upon approval, the questionnaires were distributed to the 374-sample population of the study. During this process, the researchers aided the respondents by thoroughly explaining the contents of the questionnaire and the purpose of the study. Finally, the data gathered from the completed questionnaires were tallied, tabulated, interpreted, and analyzed.

E. Treatment of Data

Statistics plays a crucial role in research. They are essential for various aspects of the research process, including data collection, analysis, interpretation, explanation, and presentation. Statistical analysis is the process of analyzing samples of data into patterns or trends that help researchers anticipate situations and make appropriate research conclusions (Sirisilla, 2023).

The data collected were interpreted and analyzed using ranking scale, frequency, percentage, weighted mean, and thematic analysis.

The profile of the respondents was determined through frequency and percentage, while the road safety practices as observed by the students were ranked through ranking scale, and weighted mean was utilized to calculate the average value for each problem encountered by the students in commuting by tricycle in terms of fare price, driver's behavior, and comfortability.

Moreover, the researchers used thematic analysis to uncover insights that go beyond numerical data by organizing the actions taken by the students with the problems they encountered into meaningful categories.

F. Ethical Considerations

The researchers were committed to ethical practices, emphasizing accountability and responsibility towards their research participants. These ethical standards encompassed obtaining informed consent, encouraging voluntary involvement, ensuring no harm, maintaining confidentiality and anonymity, and evaluating only pertinent aspects.

Participants were fully informed about the research study, including its risks and benefits, before agreeing to participate. The researchers safeguarded the confidentiality of participants' identities. Additionally, they were devoted to treating participants with respect and dignity, conducting their research honestly and in line with ethical norms.

IV. RESULTS AND DISCUSSION

A. Road Safety Practices as observed by the students commuting by tricycle

This section highlights the road safety practices observed by students commuting by tricycle, focusing on the carried-out practices by tricycle drivers that students notice. While tricycles provide an affordable and convenient mode of transportation, it is essential for drivers to actively follow safety protocols to minimize the risks associated with their operation.

Table 2. Road Safety Practices

Road Safety Practices	Frequency	Rank
Pays attention to the road when driving	319	1
Keeps phone away while driving	303	2
Slows down at humps	301	3
Do not use earphones when driving	289	4
Wearing visibility vest	278	5
Check side mirrors regularly	272	6
Obey traffic signs and road markings	253	7
Do not operate a vehicle when intoxicated	245	8
Avoid over-speeding	221	9
Avoid making right side overtake	196	10
Keeping proper distance	175	11

As to the data, "Pays attention while driving" obtained the highest frequency of 319 which is interpreted as rank 1. This is followed by "keeps phone away while driving" with a frequency of 303 which is regarded as the rank 2; "slows down at humps" with a frequency of 301 being the rank 3; "do not use earphones while driving" as the rank 4 with a frequency of 289; "wearing visibility vest" with a frequency of 278 which interpreted as the rank 5; "check side mirror regularly" as rank 6 with a frequency of 272; "obey traffic signs and road markings" as rank 7; "Do not operate a vehicle when intoxicated" being the rank 8; "Avoid over speeding" as rank 9; "Avoid making right side overtake" as rank 10, and lastly "keeping proper distance" being the rank 11 with a frequency of 175.

The researchers requested the participants for further details explaining why, "Pays attention while driving" obtained the highest frequency of 319 and was interpreted as the rank 1 in

the road safety practices.

Participant 54, a third-year student of the criminology department, stated:

“Ti kinabayag ko agluglugan tricycle ditoy Loagen, awan met pay diay time a tiltiladda kitkitan tay driver kuma tapos na disgrasya or naidungpar kami.”

[I have never experienced an accident or been hit while riding a tricycle in Laoag due to a distracted driver.]

Participant 38, a second-year student of the criminology department, mentioned:

“Mayat ti panagdrive da met. Awan pay experience ko a about disgrasya ta haan da a kitkitan dalan da, kasla tay agtalyaw- talyaw da kuma a saanmet importante.”

[They're good drivers; I've never been in an accident because the driver wasn't paying attention to the road or was distracted by anything unimportant.]

Participant 50, a second-year student of the criminology department, expressed:

“No maipanggep met ketdi ti panagdriveda, nakafocus damet ayanta dalan nukwa. Ken, everydaynak agcomcommute, awan met pay pasamak a disgrasya kanyak.”

[I commute regularly and have never been involved in an accident because they are attentive when driving.]

Participant 64, a third-year student of the Criminology department, said:

“No dadduma ket adda da dagitay driver a napataray unay a talyaw a talyaw uray saan nga importante. Ngem most of the time met ketdi ket mayat panagdriveda. Sannak pay met nadisgraysa.”

[Some drivers drive too fast and pay attention to things that aren't important, but most of the time they drive safely, and I haven't had an accident yet.]

Participant 51, a second-year student of the Criminology department, added:

“Awan met masaok a madi no about ta panagdriveda, kasi talaga a nakafocus da nukwa met nga agdrive. Awanmet pay experience ko a nadisgrasya gapo ta saanda kitkitan a nasayaat dalanda.”

[I have nothing negative to say about their driving because they are focused on it. I have not been involved in an accident because they pay attention to the road.]

Participant 73, a third-year student of the criminology department, stated:

“Almost 3 yearsak nga agcomcommute tricyclen ngem awanmet pay met napasamak a disgrasya kanyak gapo ta saan a kitkitaen tay drivers ta dalanda. Mayat met

[They drive so well that nothing bad has ever happened to me during the nearly three years that I've been commuting by tricycle because the driver pays close attention to the road.]

Based on the result, it highlights the attentiveness of tricycle drivers while driving. Over years of commuting, none of the participants reported experiencing any accidents caused by the driver's lack of focus on the road. This suggests that these drivers prioritize road safety, contributing to a positive and secure commuting experience for passengers.

In the study of Elipe (2023) it was revealed that tricycle drivers are highly compliant with the ten commandments of safe driving, pavement markings traffic signs/signals, and island.

Additionally, in an article titled “How a tricycle driver in Cavite makes roads much safer,” (Sarne, 2018) a tricycle driver has been making road signs since 2016. He decided to make this his mission when a friend of his young daughter died after getting hit by a speeding car (“*rumaragasang kotse*,” he recalls). Since then, he has been paying careful attention to places while driving his tricycle: If he feels an intersection is too dangerous for pedestrians, for instance, he will make a sign for it reminding motorists to slow down.

Moreover, it is connected to Domino Theory because it understands how following road safety practices can result in positive outcomes. In the study, the first domino was that the driver was focused on the road while driving, demonstrating a commitment to safe driving. This sets up the second domino - calmer and more controlled driving, which results in drivers reacting more effectively to unexpected situations. The third domino was driving more smoothly and efficiently. Finally, the fourth domino is a safe arrival at the destination, complete with no accidents.

Furthermore, it is also associated with the social exchange theory which posits that individuals engage in behaviors that maximize their rewards and minimize their costs. Based on the study the tricycle drivers focus on the road while driving which yields rewards such as reduced accident risk and minimized costs provided that there were no accidents that happened.

B. Problems encountered by the students commuting by tricycle

This section shows the problems encountered by the students in commuting by tricycle in terms of fare price, driver's behavior, and comfortability. It provides both the mean rating and descriptive interpretations associated with these problems.

Fare Price

Table 3.1 Mean rating of problems encountered by the students in terms of fare

Fare Price	Mean Rating	Descriptive Interpretation
Additional charge when you are alone.	3.38	Strongly Agree
Collecting for unjust fare for a far trip.	2.97	Agree
Asks for additional fare even you are with someone.	2.80	Agree
Expensive fare even going nearby.	2.63	Agree
Additional charge for taking along a lot of things.	2.59	Agree
Excessive when you are clueless of the actual price.	2.79	Agree
Expensive when commuting by night.	3.10	Agree
Not returning exact change.	2.46	Disagree
Composite Mean	2.84	Agree

Legend:

Scale	Range Value	Descriptive Interpretation	Verbal Interpretation
4	3.26 - 4.00	Strongly Agree	Problems encountered are always observed
3	2.51 - 3.25	Agree	Problems encountered are often observed
2	1.76 - 2.50	Disagree	Problems encountered are sometimes observed
1	1.00 - 1.75	Strongly Disagree	Problems encountered are never observed

Table 3.1 shows the problems encountered by students in commuting by tricycle in terms of fare price.

“Additional charge when you are alone” obtained the highest mean of 3.38, which is interpreted as *strongly agree*. This is followed by the “expensive when commuting by night,” with a mean of 3.10, which is interpreted as *agree*; the “collecting for unjust fare for a far trip,” with a mean of 2.97, which is interpreted as *agree*; “asks for additional fare even you are with someone,” with a mean of 2.80, which is interpreted as *agree*; the “excessive when you are clueless of the actual price,” with a mean of 2.79, which is interpreted as *agree*; “expensive fare even going nearby,” with a mean of 2.63, which is interpreted as *agree*; “additional charge for taking along a lot of things,” with a mean of 2.59 which is interpreted as *agree*. “Not returning exact change” scored the lowest with a mean of 2.46 which is interpreted as *disagree*.

This implies that problems encountered by students in terms of fare price are rated as “*agree*”. As a result, all the problems enumerated above are often observed by the students.

The researchers requested the participants for further details explaining their experiences with the problem “additional charge when you are alone.”

The statement of Participant 54, a third-year student of the criminology department:

“Mapanak idi diay DATA new, aggapuak diay Brgy 25. Kuna diay driver ket mangnayunak to lattan. Ken, nagunget isuna idi nagluganakon gaputa maymaysanak lang a naglugan. 35 pesos pinagpletek idi ket diay langana ket kasla saan pay enough ket 20 pay nukwa iti pagpletepletek didiay. Kanayon kastoy nukwa mapaspasamak ngem saanko nga amu pagturonan a pagreportan.”

[I was at Brgy 25, ready to go to Data New. The driver mentioned I could simply add my fare, but he seemed upset when I got on because I was alone. I paid thirty-five pesos for the fare, which felt insufficient since I usually only pay

twenty pesos. This situation happens frequently, but I don't know where to report it.]

Participant 38, a second-year student of the Criminology department also stated:

“Idi nag nagluganak a maymaysa, nagpanayon. Inbaga diay driver, 40 pesos ti pagpletek ket aggaponak la didiay Aluag ket iti papanak ket Maharlika. Nagasideg lang, 40 pesos ket 15 or 20 lang nukwa pagpletek dijay. Nu maymaysaak, kanayonko mapadasan kastuy. Sanak agrepreport ta saanko ammo met iti pagreportan.”

[When I rode a tricycle alone, the driver asked for an additional charge and told me to pay 40 pesos. I had just come from Aluag and was heading to Maharlika, which is nearby. I know that the fare should only be 15 or 20 pesos for that trip. I often have this experience when I'm alone, but I don't report it because I'm not sure where to do so.]

Participant 50, a second-year student of the criminology department also mentioned:

“Idi nagluganak tricycle a maymaysa a mapan diay school, inbaga diay tricycle driver a mangnayon nak iti pagplete tapno inkamin. Kanayon kastuy, basta maymaysaak nga aglugan, saanko nga ammo iti pagipulongan ngamin.”

[When I ride a tricycle to school by myself, the driver often tells me that I need to pay an additional fare in order for us to leave. This situation seems to happen every time I'm alone, but I'm unsure where I can report it..]

Participant 64, a third-year student of the Criminology department expressed:

“Kanayonko a maexperience nga nu awan mauray a kadwa kon ibaganan a nayunak to lattan tay pletekon. Ken, adda pay tay time a damagen na nu agdardaras nakon ta nayunak to lattan tay pletekon tapno mapankami kanon. Saanak nga aware ngamin no ayanna ti pagreportan nukwa.”

[Whenever we can't wait for another passenger to join us, he says, "I'll add fare so we can go right away." Other times, he asks if I'm in a hurry, and I agree to pay an extra fare so we can leave promptly. I'm not sure where to report this.]

Participant 51, a second-year student of the Criminology department stated:

“Idi nagluganak a maymaysa iti tricycle diay terminal ti Batac-Paoay a mapan school, kuna diay driver a nayunaktu kanu lattan, uray nu kitkitaem ket asideg lang met ta skwela a pangi tuludan na kanyak. Nagnayunak lattan. Diiay normal a pinagpletepletek a kinse ket ninayunak ti singko ta awan met mabalin ko. Saanko met ammo iti pagipulongan.”

[As I rode a tricycle alone from the Batac-Paoay terminal to school, the driver mentioned that I only needed to pay a little extra. He suggested that the school he was taking me to was very close by. Since I had no other options and was uncertain about where to get off, I decided to increase the regular fare of 15 pesos by an additional 5 pesos.]

Participant 73, a third-year student of the Criminology department recalled:

“Idi nagsakaynak a maymaysa iti tricycle ket nagpanayon diay driver ti plete. Saan na pay inbaga idi nakalugan nak, inbagana lang idi adda nagbabaakun. Ket ti kunak ‘tito student nak, 15 pesos la ti pletemi kase asideg met la’. Data hanggang garahe ti para-San Nicolas laeng. Ket kuna tay driver ‘saanka kuma nagtricyclen no awan pagbayad mo’. Saanak nakauni idi ta nabiglanak diay inbagana. Mabainnak nak pay idi ta adda nakangeg.”

[While I was riding alone in a tricycle, the driver asked for an additional fee. He didn’t mention this until I had already gotten off. I told him that I’m a student and that my fare is only 15 pesos since my destination is nearby, just between Data and the Garage of San Nicolas. The driver responded, “Don’t ride a tricycle if you don’t have money to pay.” I was taken aback and didn’t know how to respond, especially since someone else had heard the exchange, and I felt embarrassed.]

As has been demonstrated, tricycle drivers ask for additional fare when traveling alone, as well as expensive fare even nearby. They further indicated that if they are unable to wait for other passengers to accompany them on the ride, they will ask for an extra charge so that they can leave right away. Despite these issues with fare prices, they have no choice but to add fare because they are unaware of where to report. The findings are substantially related to those found by Caoleng (2024). It appeared that tricycle fare pricing in the Municipality of Concepcion exhibits

irregularities, with fares often being more expensive than in previous years.

Additionally, the discrepancies in the special ride fare garnered a total of 58%. According to the respondents, if you are the only passenger in the tricycle whether you like it or not, some drivers will treat it as a special ride and add an extra-charge on your fare which the commuters find it unfair for them.

Driver’s Behavior

Table 3.2 Mean rating of problems encountered by the students in terms of driver’s behavior

Driver’s Behavior	Mean Rating	Descriptive Interpretation
Refuse to take passengers to certain destination.	3.38	Strongly Agree
Rude towards passengers.	2.97	Agree
Not returning fare change	2.80	Agree
Gets mad when you don’t pay an exact amount.	2.63	Agree
Complaining about the destination the passenger needs to go.	2.59	Agree
Composite Mean	2.87	Agree

Legend:

Scale	Range Value	Descriptive Interpretation	Verbal Interpretation
4	3.26 - 4.00	Strongly Agree	Problems encountered are always observed
3	2.51 - 3.25	Agree	Problems encountered are often observed
2	1.76 - 2.50	Disagree	Problems encountered are sometimes observed
1	1.00 - 1.75	Strongly Disagree	Problems encountered are never observed

Table 3.2 shows the problems encountered by students commuting by tricycle in terms of driver’s behavior.

“Refuse to take passengers to certain destination” obtained the highest weighted mean of 3.38, which is interpreted as *strongly agree*. This is followed by the “rude towards passengers,” with a mean of 2.97, which is interpreted as *agree*; the “not returning fare change,” with a mean of 2.80, which is interpreted as *agree*; “gets mad when you don’t pay an exact amount,” with a mean of 2.63, which is interpreted as *agree*; and “complaining about the destination the passenger needs to go” scored the lowest with a mean of 2.59 which is interpreted as *disagree*.

Overall, the problems encountered by students in terms of driver’s behavior had a mean of 2.87, which indicates agreement. Therefore, students often observed problems regarding driver’s behavior.

To gain deeper insights, the researchers sought additional information from the participants about the “Refuse to take passengers to certain destination” which obtained the highest weighted mean. According to them:

Participant 54, a third-year student of the Criminology department shared:

“Madama uraymi iti tricycle, kadwak barkadak, adda nagsardeng a tricycle diay sangomi. Inbagami ti papananmi ngem saana kano kayat kasi adayo. Inbagak a nayunanminton ngem saanna latta kayat. ‘Bagiyo latta ta kwarta yon’, kunana.”

[My friend and I were waiting for a tricycle when one finally stopped. We informed the driver of our destination,

but he said he didn't want to go there because it was too far. I suggested paying extra, but he still refused. He then told us, "You can just keep your money.".]

Participant 38, a second-year student of the Criminology department also stated:

“Saanda agilugan kasi adayo kano unay ken maymaysaka kunana idi. Saanak aware no ayanna iti pagturonangan a pagreportan, iso saanko pay nga inpadas ti nagreport uray kanayon nga maka experiencenak kastuy.”

[They do not want to take you on a ride because it is far, and you are alone. I am unsure where to report this, so I haven't tried yet, even though I experience it frequently.]

The statement of participant 50, a second-year student of criminology department:

“Idi saanak kayat nga ilugan diay kayat ko a papanan, saanko nga inpapilit. Nagsarakak ti sabali a driver idin tapno saanak a ma-late.”

[When the driver does not want me to take me to the place where I want to go, I do not insist. I find a tricycle that time, so I won't be late.]

Participant 64, a third-year student of the Criminology department, expressed:

“Kada bumabaak ti jeep, saan a maiwasan nga agmesmesaak nga agcommute ti bigat. Every agdamag tay driver iti papanak, nu medyo adayo ket saanak kayat ilugan, ngem nu adda kadow ket agwen.”

[Every time I get off the jeep, I find myself commuting alone in the morning. Whenever the driver asks me where I'm headed, if my destination is far, he usually refuses to take me. However, if I have a companion with me, he'll agree to the ride.]

Participant 51, a second-year student of the Criminology department, stated:

“Idi mapanak terminal ti tricycle'n, inbagak no yenna papanak. Kunak a Data Partas, tinalawandak ketdi diay tricycle driver'n sa agala sabali a pasaherosna gapu siguro ta meymeysaakla nga aglugan.”

[When I arrived at the tricycle terminal and told the driver my destination, I said "Data Partas." The tricycle then left me to find other passengers since I was alone.]

Participant 73, a third-year student of the Criminology department, relayed:

“Pinarak diay tricycle, nagsardeng met iti sangok. Nakajacket nak idi isu siguro a sinardenganak ta ti ammo na ket saanak nga estudyante. ‘Papanam, ading’ mayat met tay pinangdamag na ngem idi inbagak nga Data Partas ‘ay Saan ading adda

[I called a tricycle, and it came to a stop in front of me. Since I was wearing a jacket at the time, I believe the driver assumed I was not a student. "Where are you going?" he asked politely. However, when I told him I was heading to Data Partas, he refused my request, saying he had something to pick up.]

It appears that there is a recurring issue where tricycle drivers refuse to take passengers to their certain destinations particularly when traveling alone, or when the destination is far. A possible reason for tricycle drivers could be the fear that the fare will not be enough to justify the time and fuel costs involved in completing the trip. However, passengers may also experience feelings of rejection or discrimination, particularly when they perceive the refusal as being based on personal characteristics. Moreover, their lack of awareness of where to report such incidents leaves them without recourse or means of redress.

In a news article titled “Talisay to go after ‘choosy’ tricycle drivers,” (2016), tricycle drivers in Talisay City who select their passengers will now be apprehended, the head of the City of Talisay-Traffic Operation Development Authority said. CT-TODA head, retired general Hiram Benatiro, said this will now be the rule after his office received reports of passengers being denied by tricycle drivers, especially elementary students. He particularly cited an incident last week wherein a grade three pupil was reportedly not able to ride a tricycle home until evening because drivers, apparently wary of passengers who only pay P3 as fare, denied her/him a ride.

Comfortability

Table 3.3 Mean rating of problems encountered by the students in terms of comfortability

Comfortability	Mean Rating	Descriptive Interpretation
Vehicle is untidy.	2.49	Disagree
Vehicle's design and structure is old.	2.52	Agree
Exceeding speed limits.	2.68	Agree
Using cellphone while driving.	2.06	Disagree
Uncomfortable when the tricycle driver is drunk.	2.90	Agree
Uncomfortable when the driver smells like cigarette.	2.99	Agree
Uncomfortable when back riding.	2.59	Agree
Uncomfortable when overcrowding.	3.09	Agree
Composite Mean	2.66	Agree

Legend:

Scale	Range Value	Descriptive Interpretation	Verbal Interpretation
4	3.25 - 4.00	Strongly Agree	Problems encountered are always observed
3	2.51 - 3.25	Agree	Problems encountered are often observed
2	1.76 - 2.50	Disagree	Problems encountered are sometimes observed
1	1.00 - 1.75	Strongly Disagree	Problems encountered are never observed

Table 3.3 presents the problems encountered by students in commuting by tricycle in terms of comfortability.

“Uncomfortable when overcrowding” obtained the highest weighted mean of 3.09, which is interpreted as agreement. This is followed by the “uncomfortable when the

driver smells like a cigarette,” with a mean of 2.99, which is interpreted as *agree*; the “uncomfortable when the tricycle driver is drunk,” with a mean of 2.90, which is interpreted as *agree*; “exceeding speed limits,” with a mean of 2.68, which is interpreted as *agree*; the “uncomfortable when back riding,” with a mean of 2.59, which is interpreted as *agree*; “vehicle’s design and structure is old,” with a mean of 2.52, which is interpreted as *agree*; “vehicle is untidy,” with a mean of 2.49 which is interpreted as *disagree*. “Using a cellphone while driving” scored the lowest with a mean of 2.06 which is interpreted as *disagree*.

Overall, the problems encountered by students in terms of comfort were a mean of 2.66 which indicates agreement. Therefore, students often observed problems regarding comfortability.

To gain deeper insights, the researchers sought additional information from the participants about the “Uncomfortable when overcrowding” which obtained the highest weighted mean. According to them:

Participant 54, a third-year student of the Criminology department, mentioned:

“Kalkalpas iti klasemi idi, napanak nagsada dita parte ti tricycle ti Data. Tallo ti pasahero diay tricycle, dinamagnak nu papanak. Idi naibagak papanakon ket kunana, aglugin nak lattan ngem agalalisto gamin diay tricycle isu pinaalisto nak met aglugin. Jak nakasaan idin kasi makaunget diay langanan ken ‘no choice’ nakon uray overcrowded.”

[Our class had just finished, so I went to ride a tricycle near DATA. There were three people on the tricycle, and he asked where I was going. When I told him where I was going, he told me to get in, but the driver was in a hurry, so he rushed me to get in. I couldn't say no at the time because his face was angry, and I had no choice even it is overcrowded.]

Participant 38, a second-year student of the Criminology department also stated:

“Matmattangan kami nukwa nu daduma ngem awan met choice ko no di ket agsakay lattan tapno saanak ma-late.”

[We get cramped at times, but I have no choice but to ride so that I will not be late.]

Participant 50, a second-year student of the Criminology department stated:

“Since adayo ken narigat iti tricycle dijay barangay mi, aglugluginak latta nukwan uray saan nak comfortable kasi ‘no choice’, kasi awan lugan ko agawid ken ma-latenak a mapan diay school.”

[Since it’s difficult to find a tricycle in our barangay, I ride one even though I’m not comfortable. I have no other means

of transportation to get home, and I don’t want to be late for school.]

Participant 64, a third-year student of the Criminology department, said:

“Kada adda event a mapasamak jay school, saan maiwasan ti aggiinnuna nga aglugin. Uray kasano punno ti lugan ket napiya lang a makalugin ket sumakaynak lattan uray saanak comfortable kesa ta mabatiak.”

[Whenever there is an event at school, everyone inevitably rushes to get on. No matter how overcrowded it is, I prefer to join in, even if I'm uncomfortable, rather than be left behind.]

Participant 51, a second-year student of the Criminology department, stated:

“Idi nagluganak ti tricycle nga overcrowded lalu nu pinagawidan nga awan talaga masada a tricycle a sabalin ket ipilit tay tricycle driver a nga ilaon nakami uray nu aglilipit kami diay uneg tricycle'n. Siyak met nga awan mabalin ko nu diket nagtugaw latta jay flooring ti tricycle'n tapno la mapan a sigud diay tricycle ta madi mt aggunay nu saan a napunno ti kargana tapno la makaawidnak a nasapa.”

[When I rode a tricycle, it was often overcrowded, especially during rush hour when no other tricycles would stop for us. Despite the cramped interior, the driver insisted on squeezing everyone in. I had no choice but to sit on the floor of the tricycle just to get moving, as it wouldn't depart unless it was full. All I wanted was to get home early.]

Participant 73, a third-year student of the criminology department, mentioned:

“Idi naglugan nak ti tricycle nga overcrowded, saanko malipatan diay inbagana. Ading center seat ka lattan’. Ngem naillet diy tricyclena isu a saanko kayat. Isu inbagak kenni driver a saan lattan ngem saanko inasahan diay inbaga na. ‘Criminology ka, deta la pinagtugaw mo dita centerseat saanmo pay a kayat. Alan umaykan adding’. Kitkitaendak diay dwa nga karga ti tricycle driver, isu naglugan nak lattan uray naillet.”

[When I rode a tricycle that was overcrowded, I will never forget what the driver said to me. "Just sit in the center seat," he insisted. However, the tricycle was cramped, and I didn't want to ride in that position. I told the driver not to bother,

but I was caught off guard by his next comment: “You’re studying Criminology, and you don’t want to sit in the center seat?” He then added, “Come on.” The two passengers with him were staring at me, so I reluctantly got in, even though it was uncomfortable.]

It reveals that the tricycle driver continues to allow another person to ride, even when the vehicle is already overcrowded. No complaints were raised due to the passengers' shyness, leaving them no option but to endure the cramped conditions to avoid being late. Moreover, participants shared instances of riding an overcrowded tricycle, especially during rush hour, where sitting on the tricycle floor becomes a necessity for the tricycle to commence because it only moves when it is full. They only wanted to get home early, so even though it was overcrowded, the participants still rode.

In the study conducted by Agustin et al. (2018) the respondents strongly disagree that Traffic Regulation Unit (TRU) is strict in monitoring the violations that are committed by the tricycle drivers and/or operators specifically: (a) overloading, (b) overcharging, and (c) refusal to convey passengers with their weighted mean of 1.67, 1.26, and 1.25, respectively. These findings imply the attitude of the tricycle drivers and/or operators to take advantage of the tricycle commuters/ passengers to overload and contribute to risky travel to their respective destinations.

In addition, Boyi et al. (2020) revealed that overloading is the highest offense committed by the operators followed by red light violation, trafficator failure, picking/dropping of passengers as well as mobile phone usage respectively. The result further shows that hardly an operator will pass through Tal’udu Intersection without committing any of the traffic violation offenses.

C. Actions taken by the students with the problems they have encountered

This section presents the actions taken by the students with the problems they have encountered in terms of fare price, driver’s behavior, and comfortability.

In the study, six (6) themes emerged: Accede to the demanded fare and passivity for a fare price, seek another trike to ride and negotiate with the fare for driver’s behavior, have no choice but to ride and ride on to avert being late for comfortability.

Fare Price

- Accede to the demanded fare

This action taken by the students illustrates a situation where students agree with the fare that is being requested by the driver even if it might be perceived as unfair, excessive, or unjust. The participants stated that giving the fare asked by the driver without raising concern would avoid conflict between them and the driver. Furthermore, arguing with the driver will only waste time especially when you’re in a hurry.

This theme is supported by the statement of participant 54, a third-year student of criminology department:

“Inted ko latta diay plete a dawdawaten ni manong driveren tapnu awan iti riri.”

[I simply gave the fare the driver asked for to avoid disagreements.]

Participant 38, a second-year criminology student also stated:

“Inted ko latta jay nayun nan. Saanak nagririn kasi baka agpungtot.”

[I just gave the extra fare that he was asking for. I didn't complain because he might get angry.]

Participant 50, a second-year student of the Criminology department, also supports the theme by stating:

“Inbaga diay driver a mangnayunak iti plete tapnu inkamin isu nangnayun nak latta idin. Malate nak ngamin idin isu nga awan choice ko tapnu makamakamko diay klasek.”

[The driver asked me to add the intended fare so we could go. I had no choice but to add it because I would be late for class.]

Participant 64, a third-year student of the Criminology department, also stated:

“Nangnayunak lattan kasi agdardarasak baka nu malatenak diay papanak.”

[I just added it because I was in a hurry and worried about being late for where I was going.]

This theme is evident in the statement of Participant 51, a second-year student of the Criminology department:

“Naynayunak lattan kasi agdardarasak baka nu malatenak diay papanak.”

[I usually add it because I might be late for my destination.]

The statement of Participant 73, a third-year student criminology student, also supports the theme:

“Nagnayonak latta ti singkon.”

[I added five (5) pesos.]

It suggests that passengers, despite recognizing that the fare demanded by the driver is either unfair or excessively high, choose to comply and pay the requested amount. Passengers may feel that negotiating the fare would be futile, especially if they are in a situation where time is of the essence, or if they believe they have no other transportation options. Additionally, in some cases, passengers might

simply prioritize convenience over challenging the unfair pricing.

In the study conducted by Caoleng (2024), the respondents highlighted some of the methods they use to cope with tricycle fare inconsistencies in the Municipality of Concepcion, with "paid the asked fare" coming in first with 68% of the responses. The respondents stated that rather than wasting time arguing with tricycle drivers, they simply paid the recommended fare.

➤ Passivity

This action taken by students explains the passive acceptance of the price that is being asked, possibly suggesting a lack of initiative or willingness to negotiate or challenge the amount.

This theme is supported by the statement of participant 38, a second-year student of criminology department:

"Saanak latta idi nagsasaon ken binaybay-ak latta idin."

[I just kept silent and ignored him.]

Participant 73, a third-year student of the Criminology department, said:

"Saanak nagririn, binaybay-ak latta idin"

[I did not complain and simply ignored it]

Participant 54, a third-year criminology student also supports the theme:

"Binabay- ak lattan tapno awan ado a riri"

[I just ignored it to avoid disagreements.]

Passengers often choose to passively accept additional fare charges from drivers, even when these charges are not explicitly justified. Instead of negotiating the fare, many passengers simply pay the extra amount, possibly due to a variety of reasons. One reason could be the lack of awareness or understanding of their rights or fare regulations, leading them to believe that the extra charge is legitimate. Another factor could be the fear of confrontation, where passengers may prefer to avoid a potentially uncomfortable or confrontational situation with the driver.

In the study conducted by Batua (2023), it was revealed that passengers frequently encounter fare irregularities daily. One common way they cope with this issue is by choosing to ignore the situation and simply paying the fare as demanded, despite the inconsistencies.

Driver's Behavior

➤ Seek another trike to ride

This action taken by the students involves looking for another tricycle and a driver who is willing to take the

students to their destination. Students tend to find another tricycle because they often experience being rejected by the driver.

The statement of Participant 50, a third-year criminology student, supports this theme:

"No haan nak kayat nga ilugan diay kayat ko nga papanan jak ipiliten agsarak nak latta sabali tricylen'."

[When he didn't want to take me to my desired destination, I didn't insist. I simply looked for another tricycle.]

Participant 64, a third-year criminology student, also supports the theme:

"Naguraynak latta iti sabalin, diay willing a mangilugan kanyak."

[I just waited for someone else who was willing to give me a ride.]

Participant 73, a third-year criminology student, also supports the theme:

"Binaybayak lattan ah, nangpara nak latta ti sabali a tricyclen."

[I just let it go and looked for another tricycle.]

The participants frequently encounter drivers who refuse to take them to certain destinations. Visibly, one explanation is that the driver prefers more profitable routes. Certain areas may be deemed less profitable due to longer trip durations, lesser demand, or fewer fare-paying passengers. As a result, drivers may avoid certain locations to increase their profits by taking shorter, more frequent routes that allow them to pick up more passengers. According to the participants' responses, they frequently choose to disregard the problem and just accept the circumstance by searching for a driver who would accept them as a passenger or drive them to their desired destination.

In a blog, a passenger was rejected by tricycle drivers a lot of time. He was rejected more than 5 times yesterday. His destination was less than a kilometer, it wasn't that far. It was hot then, so he preferred to take a ride. He is dismayed due to the situation, but he still seeks another tricycle to ride in until the driver agrees to take him. (Steemit, 2017).

➤ Compromise with the fare

This theme demonstrates a situation where students offer a higher fare to avoid being rejected by the driver. It highlights their desire to ensure the driver agrees to the ride, possibly because they anticipate that offering more money would make the driver more inclined to accept.

This theme is supported by Participant 54, a third-year student of the criminology department:

“Nayunakto uncle, kunak. iso nagwen.”

[I said I would add fare, and the driver agreed.]

Participant 64, a third-year criminology student, also supports the theme:

“Nayunakto uncle ket late nakun, kunak, iso dijay inluganak metlang.”

[I will just add additional fare because I might be late, I said, then the driver agreed and gave me a ride.]

Participant 51, a second-year student of the criminology department supports the theme:

“Nagsuggest nak nangatngato a plete iso nag wen metlang isuna nga ihuganak ta nagnayunak ti plete.”

[I suggested a higher fare, and the driver agreed to give me a ride because I added a charge.]

Passengers often feel desperate when riding a tricycle, especially if they are in a hurry. Their concern about missing important appointments or deadlines—such as work meetings, classes, or family events—fuels this urgency. To expedite their travel, some passengers offer a higher fare than usual, hoping this will make them a priority and increase their chances of getting a tricycle more quickly.

In a journal article, a college graduate encounters a tricycle driver while waiting at a shopping store in downtown Laoag. The driver offers to take her immediately for twenty pesos, which she finds too expensive, knowing that this amount could cover a bus fare to Batac. The driver then asks if she would be okay with sharing the ride with another passenger, to which she agrees. However, feeling impatient, she later decides to offer the driver an extra amount to go alone, and then the driver agrees. (Nakem,2018).

Comfortability

➤ Have no choice but to ride

This action taken by the students involves students riding a tricycle despite its tight space because they have no other choice. Students choose to endure discomfort because of factors like urgency, affordability, or the sheer lack of other choices.

This theme is supported by participant 54, a third-year Criminology student as he stated:

“Inpilitko latta diay bagikon. Diay flooringnak latta nagtugawen, awan met ti mabalin”

[I insisted myself; I sat down on the flooring because I had no choice.]

The statement of Participant 38, a second-year student of the Criminology department, supports the theme:

“Makmaktangan kami nukwa nu dadduma ngem nagsakay nak lattan, no choice uray saanak a comortablen.”

[We are not comfortable at times, but I still ride because I have no choice.]

Participant 64, a third-year criminology student, also supports the theme:

“Awan met ti choice ko ta awan met pagluganak nga agawiden. Sumakay nak lattan kaysa ta mabati nak.”

[I had no other option because there was no other ride available, I would just ride rather than to be left behind.]

The participants in these scenarios faced challenging circumstances that left them with limited options, leading them to make choices they may not have preferred. Despite experiencing discomfort or shame, they were compelled to act out of necessity rather than choice. The overarching theme revolves around the notion of being constrained by circumstances and having to make decisions based on available options rather than personal preference.

In a news article titled “Students Take Overloaded Tricycles,” (2015) in several cases, the tricycles go very fast, with their drivers sometimes trying to keep up with bigger vehicles along the national highway. Barangay police said there is a town ordinance in Calauag barring the overloading of tricycles. A tricycle can accommodate up to seven passengers. But some tricycle drivers said many students come from remote areas and would risk riding overloaded tricycles.

➤ Ride on to avert late

This action taken by the students describes the students taking swift to ensure they don't arrive late.

The statement of Participant 50, a third-year Criminology student supports this theme:

“Ti inubrak idin ket nagsakayak lattan ta agdardarasak idi ta no baka jak pelang aglugan malate nakun.”

[I insisted on riding even if it was already full so that I would not be late on my destination.]

Participant 51, a second-year student of the criminology department supports the theme:

“Inpilit ko latta ti nagsakay idin uray napunno tapno jak nga ma ladaw diay papanak.”

[What I did was just get on because I was in a hurry and if I didn't get on, I might be late.

Participant 64, a second-year student of the Criminology department supports the theme:

*"Gapo ta malate nak idin a ket
naglugan nak lattan kasi narigat*

[Because I was going to be late, I just took a ride because it's hard to get a tricycle, especially when you're alone.]

It appears that despite the uncomfortable situation, passengers continue to ride the overcrowded tricycle, driven by a sense of urgency to avoid being late. This highlights their determination to prioritize timeliness, even at the cost of personal discomfort.

In a news article titled "Students ride an overloaded tricycle in Laoag", some of the tricycles going to schools in Barangay Gabu Norte have been seen overloaded with up to 10 passengers, most of them elementary and high school students. It is found that the students still ride the tricycle even it is overcrowded to avoid being late. (Lorenzo,2024

V. SUMMARY AND CONCLUSION

A. Summary of the Findings

Road Safety Practices. The practice that students most frequently observe among tricycle drivers is paying attention while driving, with a frequency of 319. In contrast, the least observed practice is refraining from operating a vehicle while intoxicated, which has a frequency of 175.

Problems. According to the respondents, the most common issue with Fare Price is the extra charge applied when traveling alone, which is frequently noticed. In contrast, the least common problem mentioned by respondents is the failure to return the exact change, which they noted only occasionally. When it comes to Driver Behavior, the most common issue reported by respondents is that drivers refuse to take passengers to certain destinations, which is seen as a frequent occurrence. Additionally, it is occasionally noted that drivers express complaints about the places they are expected to go. In the context of Comfortability, the most observed issue is discomfort caused by overcrowding, which has the highest mean rating and is frequently noted. On the other hand, the least common problem is using a phone while driving, which is perceived as occurring only occasionally.

Actions Taken. Six (6) themes emerged: Accede to the demanded fare and passivity for fare price, seek another trike to ride and compromise with the fare for driver's behavior, and have no choice but to ride and ride on to avert late for comfortability.

B. Conclusion

The study on road safety practices among tricycle drivers in Laoag City found that the drivers primarily focus on paying attention while driving, which has contributed to preventing accidents involving students. However, students

reported several issues regarding fare prices, including additional charges for solo rides. Some drivers have also refused to take passengers to their desired destinations, causing inconvenience and frustration. Furthermore, overcrowding often results in discomfort for passengers.

Additionally, the actions of students in response to the issues they have faced regarding fare prices, driver behavior, and comfort have been observed. Regarding fare prices, most students often accept the unfair fares demanded by drivers, choosing to avoid conflict rather than speaking up. In terms of driver behavior, some students look for another tricycle after being rejected by drivers, while others compromise on the fare by suggesting a higher payment. Furthermore, concerning comfort, students continue to ride overcrowded tricycles because they do not want to be late.

RECOMMENDATIONS

Based on the researchers' conclusions and identified potential improvements; the following recommendations were made:

1. Traffic Division/ Department of Public Safety.

They may create tarpaulin and post it in each TODA with information on where to report problems and include fare matrix which indicates the specific fare price for specific places.

2. Philippine National Police.

The PNP may engage with local communities to address concerns related to tricycle driver behavior. This includes holding town hall meetings, organizing community forums, and establishing feedback mechanisms to gather input from residents.

3. Local Government Unit.

LGUs may collaborate with the tricycle operators and drivers by engaging in open dialogue with them to understand their concerns and find mutually acceptable solutions. This collaboration should involve addressing issues such as fare rates, rules and regulations, and road safety practices.

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