

REPUBLIKA NG PILIPINAS
TANGGAPAN NG PANGULO
PANGASIWAAN SA PAGPAPAUNLAD NG KALAKHANG MAYNILA
(METROPOLITAN MANILA DEVELOPMENT AUTHORITY)
TRAFFIC ACADEMY

**TRAFFIC ENFORCERS' DEVELOPMENT COURSE
HIGH SCHOOL**

ROAD IMMERSION ACTIVITY REPORT

AREA : MC ARTHUR - KARUHATAN ROAD, VALENZUELA CITY

DATE : AUGUST 25 - 30, 2006

**TRAFFIC ENFORCERS' DEVELOPMENT COURSE
(HIGH SCHOOL)**

BATCH 6 - GROUP V

GROUP COMPOSITION:

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|----------------------------|---|-------------------|
| 1. TOO1 SISON, SALVADOR L. | - | TEAM LEADER |
| 2. TA1 ALBIS, ANGELITO T. | - | ASST. TEAM LEADER |
| 3. TA2 MAMARIL, RODOLFO P. | - | MEMBER |
| 4. TOO2 CASTRO, SONNY G. | - | MEMBER |
| 5. TA1 SEVILLA, RODOLFO | - | MEMBER |

ADVISER : MR. ANTONIO B. PAGULAYAN, JR.

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I. OBJECTIVES:

A. GENERAL OBJECTIVES

THE PRIMARY OBJECTIVE OF THIS GROUP STUDY IS TO ASSESS AND EVALUATE TRAFFIC CONDITION OF THE PROBLEM AREA, KARUHATAN ROAD - MC ARHTUR HI-WAY IN VALENZUELA CITY. THE GROUP WOULD LIKE TO FIND OUT WHETHER THE RECOMMENDATIONS OF THE PREVIOUS STUDY GROUP HAVE BEEN IMPLEMENTED BY CONCERNED OFFICES OF THE AUTHORITY, AND TO IDENTIFY OTHER PROBLEMS WHICH MAY HAVE NOT IDENTIFIED BY THE PREVIOUS STUDY GROUP AND RECOMMEND APPROPRIATE SOLUTIONS.

B. SPECIFIC OBJECTIVES:

1. TO OBSERVE AND IDENTIFY THE DEVELOPMENTS MADE IN THE AREA AFTER A STUDY HAS BEEN CONDUCTED BY PREVIOUS STUDY GROUP.
2. TO SEE IF THERE ARE OTHER PROBLEMS THAT MAY BE RESOLVED TO FURTHER IMPROVE THE TRAFFIC SITUATION.

II. OBSERVATIONS ON THE IDENTIFIED PROBLEMS, RECOMMENDATIONS AND SOLUTIONS

Problems Identified by Previous Study Group	Recommendations of Previous Study Group	Observations of this Study Group	Recommendations of this Study Group
A. ON ENGINEERING			
<ul style="list-style-type: none"> • Skewed intersection alignment 	<ul style="list-style-type: none"> • Curb geometry improvement 	<ul style="list-style-type: none"> • No geometric improvements have been instituted at the corners of the intersection as proposed by the previous study group 	<ul style="list-style-type: none"> • Curb geometry improvement should be implemented
<ul style="list-style-type: none"> • No pedestrian barriers to control jaywalkers 	<ul style="list-style-type: none"> • Installation of median pink fences and at corners of intersection 	<ul style="list-style-type: none"> • Metal barriers have been installed by the LGU concerned but not enough to control jaywalkers 	<ul style="list-style-type: none"> • Additional see-thru fence should be installed on both sides Mc Arhtur Hi-way
<ul style="list-style-type: none"> • Lack/Improper traffic signages 	<ul style="list-style-type: none"> • Installation of appropriate traffic signages 	<ul style="list-style-type: none"> • No traffic signages such as “no jaywalking and loading/unloading” signs installed in the area 	<ul style="list-style-type: none"> • Traffic signages as recommended should be installed
<ul style="list-style-type: none"> • No lane markings for pedestrians and for vehicular traffic 	<ul style="list-style-type: none"> • Provision of lane markings 	<ul style="list-style-type: none"> • No lane or road markings such as zebra pedestrian lines and directional arrow markings were noted on the intersection. 	<ul style="list-style-type: none"> • Immediate painting of directional arrow marking and zebra pedestrian lines is likewise recommended.

Problems Identified by Previous Study Group	Recommendations of Previous Study Group	Observations of this Study Group	Recommendations of this Study Group
<ul style="list-style-type: none"> Traffic signal lights problems such as time phasing 	<ul style="list-style-type: none"> Modification of signal phasing where traffic at one direction synchronizes with the other 	<ul style="list-style-type: none"> Traffic signal lights are not functioning 	<ul style="list-style-type: none"> The group recommends immediate restoration of traffic signal lights. The TEC should consider modification of signal phasing.
<ul style="list-style-type: none"> No loading/unloading areas and waiting sheds provided 	<ul style="list-style-type: none"> Provision of loading/unloading areas and passenger waiting sheds (it may be constructed inside Telecommunications compound 	<ul style="list-style-type: none"> Not a single unit of waiting shed is constructed as of this date 	<ul style="list-style-type: none"> Concerted effort of LGU and MMDA is needed in proposed construction of waiting sheds inside Telecommunications compound. Coordination should establish.
B. ON ENFORCEMENT			
<ul style="list-style-type: none"> Laxity in enforcing anti-jaywalking policy 	<ul style="list-style-type: none"> Strict enforcement of anti-jaywalking policy thru: <ul style="list-style-type: none"> additional enforcers to be complemented by the LGU duplicate wet flag patrol to be initiated by the LGU 	<ul style="list-style-type: none"> No enforcers were seen conducting enforcement operations such as enforcing anti-jaywalking policy. Based on our inquiry, wet flag patrol has not been replicated by the concerned LGU. 	<ul style="list-style-type: none"> Enforcers assigned in the area should, by heart and mind, strictly enforce anti-jaywalking policy. If wet flag operation is not possible, enforcers assigned or LGU concerned should try the "pink cloth" operation.

Problems Identified by Previous Study Group	Recommendations of Previous Study Group	Observations of this Study Group	Recommendations of this Study Group
<ul style="list-style-type: none"> • Proliferation of sidewalk vendors 	<ul style="list-style-type: none"> • Sidewalk clearing operation must be initiated to prevent congestion. It will be done thru: <ul style="list-style-type: none"> - coordination with concerned agencies - operation must be initiated by LGU 	<ul style="list-style-type: none"> • Illegal vendors along MC Arthur Hi-way are still present. It was observed that sidewalks are too narrow because vendors occupy the sidewalks. 	<ul style="list-style-type: none"> • Sidewalk clearing operation is needed to prevent congestion. Sidewalks should be expanded to give more space for the pedestrians • Vendors should be encouraged to sell their trade inside the public market
<ul style="list-style-type: none"> • Enforcers do not mind apprehending traffic violators 	<ul style="list-style-type: none"> • Strict apprehension of motorists violating traffic rules: <ul style="list-style-type: none"> - apprehension may be conducted either on special operations or regular apprehension by an enforcer - may be jointly conducted by MMDA or LGU concerned using MTT 	<ul style="list-style-type: none"> • No enforcer conducting apprehension to motorists violating traffic rules at the time of observation. We have also observed that LGU enforcers were visible but they were conducting traffic direction and control 	<ul style="list-style-type: none"> • Immediate deployment of MMDA Special Operations Group to conduct apprehension to all traffic violators.

Problems Identified by Previous Study Group	Recommendations of Previous Study Group	Observations of this Study Group	Recommendations of this Study Group
<ul style="list-style-type: none"> Indiscriminate loading and unloading of public utility vehicles 	<ul style="list-style-type: none"> Strictly regulate loading/unloading of PUVs by replicating the yellow lane rule: <ul style="list-style-type: none"> follow first come, first served, no overtaking PUBs/PUJs on the 1st lane, private vehicles on the 2nd lane Timers may be installed to regulate loading/unloading Enforcers to apprehend drivers for prolonged waiting time 	<ul style="list-style-type: none"> Indiscriminate loading and unloading in the area is still rampant <ul style="list-style-type: none"> rule on first come, first served is not being followed PUBs/PUJs load/unload anywhere at their will No timers are installed to regulate loading/unloading Enforcers do not mind apprehending drivers for prolonged waiting time at loading/unloading bays 	<ul style="list-style-type: none"> The group strongly recommends for the immediate implementation of the herein stated recommendations, as proposed by the previous group
<ul style="list-style-type: none"> Heavy truck traffic 	<ul style="list-style-type: none"> To look into possible expansion of truck ban policy along Mc Arthur Hi-way <ul style="list-style-type: none"> regulate truck volume by identifying particular time for truck 	<ul style="list-style-type: none"> Large number of trucks is still plying along Mc Arthur Hi-way as there are no alternate routes that could be utilized. Controlling volume of trucks at a given period of 	<ul style="list-style-type: none"> The group believes that there is no need to regulate truck volume because no alternate routes could be utilized as truck route. However, the group recommends that truck

Problems Identified by Previous Study Group	Recommendations of Previous Study Group	Observations of this Study Group	Recommendations of this Study Group
<p>C. ON EDUCATION</p> <ul style="list-style-type: none"> • Unruly behavior of drivers and commuters who violate traffic rules and contribute to traffic congestion 	<p>operation/ routing along Mc Arthur</p> <ul style="list-style-type: none"> • Installation of public address system that would inform the motorists and the riding public on the rules on road <ul style="list-style-type: none"> - PAS system may be static or dynamic - Information should include road safety tips 	<p>time has not been initiated or experimented by concerned agency/LGU</p> <ul style="list-style-type: none"> • Public address system as proposed has not been installed. 	<p>drivers should be given proper education on road rules.</p> <ul style="list-style-type: none"> • Installation of voice movers at the intersection is needed in order to inform motorists, pedestrians and commuters of the traffic rules
<ul style="list-style-type: none"> • No pedestrian informative signages installed in the area. 	<ul style="list-style-type: none"> • Installation of appropriate commuter/pedestrian informative signages <ul style="list-style-type: none"> - MMDA pedestrian signages should be installed to easily catch the attention of commuters or pedestrians 	<ul style="list-style-type: none"> • MMDA pedestrian signages, as proposed, are not yet installed 	<ul style="list-style-type: none"> • Immediate installation of the proposed MMDA pedestrian signages is recommended

Problems Identified by Previous Study Group	Recommendations of Previous Study Group	Observations of this Study Group	Recommendations of this Study Group
<ul style="list-style-type: none"> • Uneducated/misinformed road users 	<ul style="list-style-type: none"> • Public information dissemination or seminars must be undertaken: <ul style="list-style-type: none"> - Mobilize sound trucks. This can be a part of the LGU concerned - Seminars must be continuously undertaken by both MMDA and LGU concerned - Drivers/operators plying within Valenzuela are target participants - Distribution of flyers is also necessary 	<ul style="list-style-type: none"> • Based on our findings, there has been no information dissemination drive in any form that took place. Sound trucks of MMDA have never been deployed in the area. 	<ul style="list-style-type: none"> • This group recommends that information dissemination drive should also be taken into account.

III. FINDINGS & RECOMMENDATIONS

GENERALLY, RECOMMENDATIONS/SOLUTIONS IDENTIFIED BY THE PREVIOUS STUDY GROUP ESPECIALLY THOSE CONCERNING ENGINEERING ASPECTS HAVE NOT BEEN FULLY ADOPTED OR IMPLEMENTED IN AT THE STUDY AREA. ENFORCEMENT AND EDUCATION MUST BE GIVEN IMPORTANCE. RECOMMENDATIONS STATED HEREIN SHOULD BE TAKEN INTO ACCOUNT.

IV. CONCLUSION

GIVEN THE PREVAILING TRAFFIC AND PHYSICAL CONDITIONS, ROAD GEOMETRY, ROAD OBSTRUCTIONS, INADEQUATE TRAFFIC FACILITIES, AMONG OTHERS, NECESSITATES ROAD AUTHORITIES FROM BOTH MMDA AND LGU CONCERNED TO REALLY INSTITUTE APPROPRIATE MEASURES TO PREVENT THE WORSENING TRAFFIC SITUATION IN THE AREA.

