

DLSZ
PRESENTATION

Traffic Management & Community Relations Plan

March 7, 2015



One La Salle Prayer



Opening Prayer



Br. Martin Sellner FSC



National Anthem



Introductions

Ruby Ramos
Grade School Principal



Welcome Address



Br. Bernard Oca FSC
DLSZ President



Our OBJECTIVES

1

To build consensus within the community regarding our proposed program of action to address relevant problems and issues

2

To establish an environment of collaboration and cooperation in the community



**Today, let us find a
common ground.**



DLSZ

To give students and parents appropriate access to DLSZ while ensuring students' safety, well-being and education



AAV

To minimize traffic and pollution, ensure safety, comfort and respect for residents' rights, and maintain quality of life



Our Common Objective

To give students and parents appropriate and safe access to DLSZ while ensuring that traffic and pollution are minimized, and residents' comfort, security, property and other rights are respected



Appropriate and safe access to DLSZ is a pre-requisite for the school to fulfill its core mission, as well as its mandate from the Zobel de Ayala and Madrigal families to provide quality Christian education to Southern Metro Manila communities when the property was donated to DLSZ in 1978.



DLSZ values the trust it was given, and faithfully adheres to its charter and the spirit of the donation.

DLSZ was intended to serve the educational needs of communities in South Metro Manila.

*A fifth of total student population are residents.

Area	Population	%
Ayala Alabang	842	20.1%
Parañaque	1,193	28.5%
Las Piñas	789	18.9%
Muntinlupa	617	14.7%
Cavite	396	9.5%
Laguna	229	5.5%
Others	119	2.8%



DLSZ values the trust it was given,
and faithfully adheres to its charter
and the spirit of the donation.

*Priority is granted to children of
AAV residents who pass the entrance exam.*

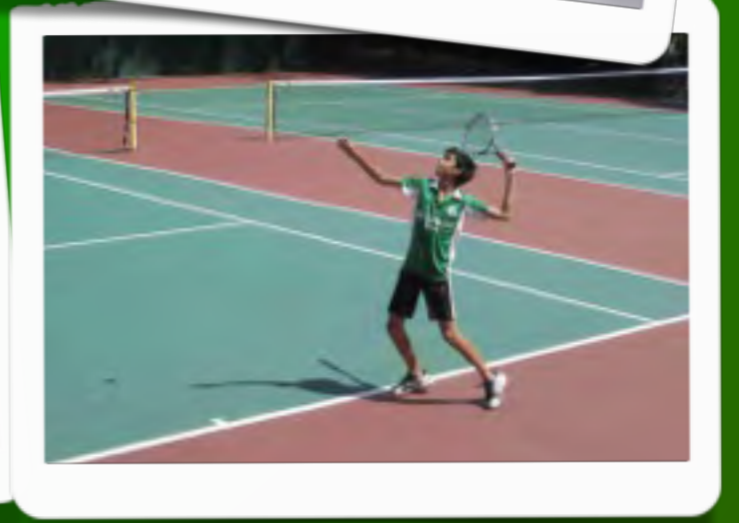
All things being equal, if the student-applicant is
waitlisted and a slot is open for admission, he/she is
given priority.



DLSZ values the trust it was given, and faithfully adheres to its charter and the spirit of the donation.

40% of total lot area shall be set aside for gardens, athletic fields or parking spaces.

61.91%
37,517 sq. m
are open spaces.



**includes proposed GS Bldg.*

Beyond the Deed of Donation, DLSZ seeks to be a responsible member of the AAV community while fulfilling its mission to provide world-class education.



Student Population

DLSZ has been prudent in managing its land area to student ratio.



1 student:
15.8 sq. m.

4,184 students

by comparison



1 student:
16.3 sq. m.

4,300 students
approximately

Student Population

The recent increase in student population was driven by:



DLSZ had to absorb **113** TLC students since 2010.

The K to 12 Basic Education Program

Moving towards full Implementation of the K to 12 Program by AY2017-18



Student Population

*In response to the clamor of its immediate neighbors, DLSZ is **willing to commit to cap its student population to 3,978 by AY 2020-21** under mutually acceptable terms.*



Construction Projects

Recent construction activities were not made to accommodate more students but to improve facilities.

NEW CANTEEN



SPORTS PAVILION



CADLUM HALL



FINANCE/REGISTRAR OFFICES



Traffic Management



Staggering of class schedules of the different levels was implemented AY 2014-15 to spread out vehicles during peak hours.

Level	START TIME		DISMISSAL	
	FROM	TO	FROM	TO
Pre-K to Grade 6	8:00am	7:30am	10:00am-3:45pm	10:00am-3:45pm
Grades 7-Y4	8:00am	8:00am	3:00pm-3:45pm	4:05pm-4:15pm



Traffic Management



DLSZ has spent P4.25M to widen its gates and internal roads.

Vehicle throughput doubled, substantially reducing vehicle queues to and within the campus.



GATE 2



INTERNAL ROADS



INTERNAL ROADS



Traffic Management



DLSZ has invested significantly in manpower to address the traffic situation.

- ★ DLSZ has engaged the services of traffic experts to study and recommend actions to improve traffic flow.
- ★ DLSZ has hired an additional 10 guards to manage traffic during peak hours.
- ★ DLSZ has set up a traffic committee composed of school officials and parent partners from different fields of expertise who constantly work on solutions.



Carpooling, Shuttling and Bussing

Carpooling is already being practiced by non-residents and is further being encouraged by organizing families by area of residence.



CURRENT



TARGET



Carpooling, Shuttling and Bussing

At present, DLSZ's buses provide shuttle service for students and employees to Alabang-Zapote Rd.

- ★ The shuttles takes 6 trips in the morning, 4 trips in the afternoon, and 2 trips in the evening.

Area	Departure	Drop Off
McDonald's Roadside	6:15am	Gate 2
McDonald's Roadside	6:30am	Gate 2
McDonald's Roadside	6:50am	Gate 2
McDonald's Roadside	7:00am	Gate 2
McDonald's Roadside	7:15am	Gate 2
McDonald's Roadside	3:00pm	Gate 2
Cafeteria - Gate 2	4:05pm	McDo Roadside
Cafeteria - Gate 2	4:45pm	McDo Roadside
Cafeteria - Gate 2	5:10pm	McDo Roadside
Gate 2	8:45pm	McDo Roadside
Gate 2	9:10pm	McDo Roadside



Carpooling, Shuttling and Bussing

Shuttling as it currently exists exposes both the school and the children to risks.

- ★ The drop off and pickup points are along the Alabang-Zapote service road void of proper security, and exposes children to criminal elements as well as weather risks.
- ★ DLSZ faces risks of legal liability in case of any untoward incident.

A well-designed shuttling system shall be developed.



Carpooling, Shuttling and Bussing

*DLSZ continues to encourage bussing. For this year, accredited school vans more than doubled from **28** last AY to **60** this AY.*

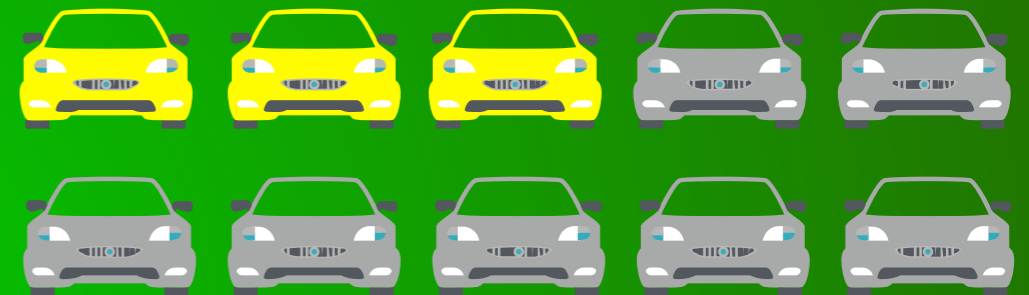




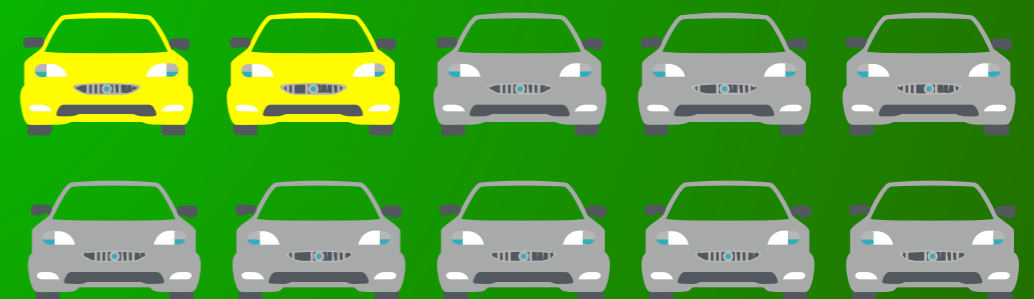
**Despite all these efforts,
why is there still a problem?**

Almost 3,000 vehicles enter the village between 6-8am.

*DLSZ-bound vehicles account for only **30-36%** of traffic entering AAV from 6-8am.*



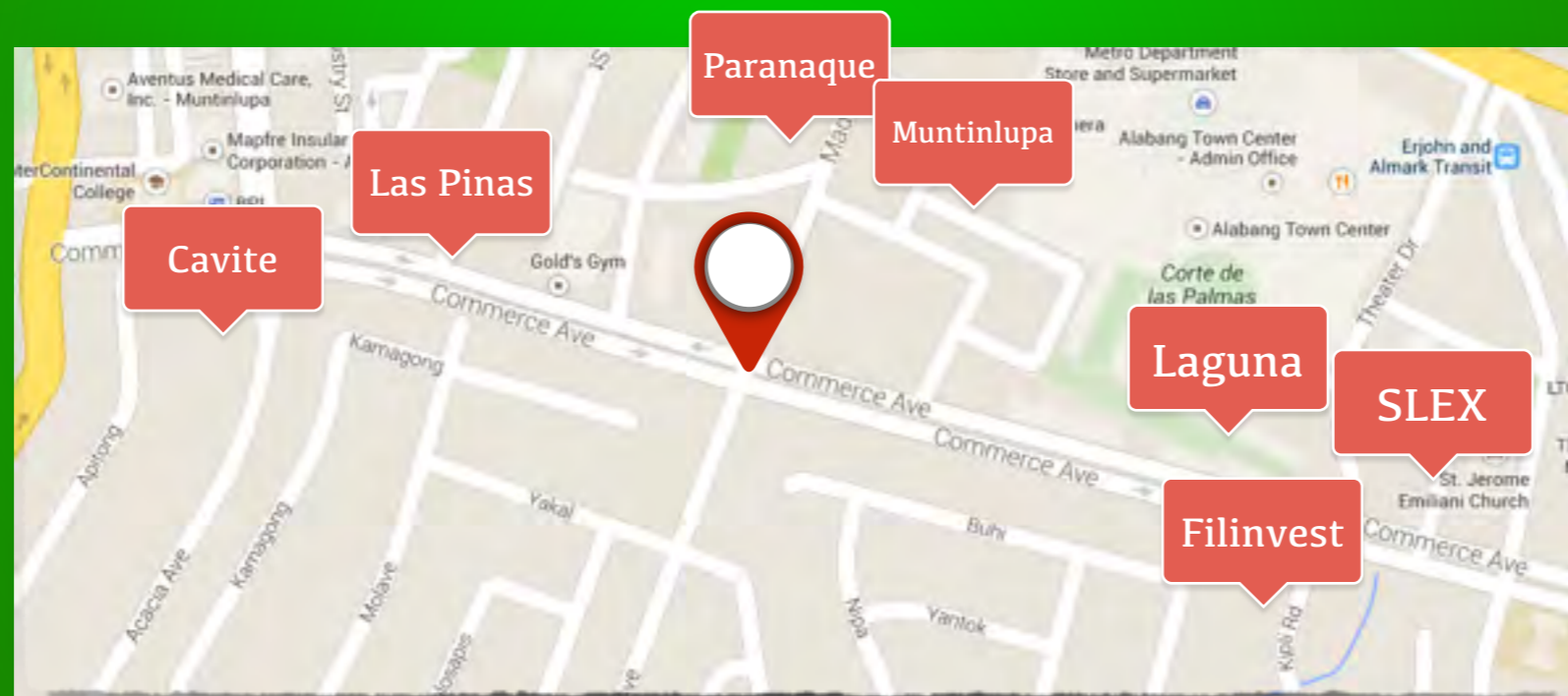
*DLSZ-bound vehicles account for only **11-20%** of traffic entering AAV from 3-5pm.*



* Source: DLSZ/AAV Security Agency (Eight Arms Agency, Inc.), Traffic Count Jan. 26-28, 2015

Commerce Ave. traffic is not caused by DLSZ.

If DLSZ were the main cause of Commerce Ave. traffic, why do we still experience heavy traffic when there are no classes?



Commerce Ave. is the common exit point of all vehicles coming from Daang Hari and SLEX.

PROBLEM #1

Poor observance of traffic rules and regulations by motorists

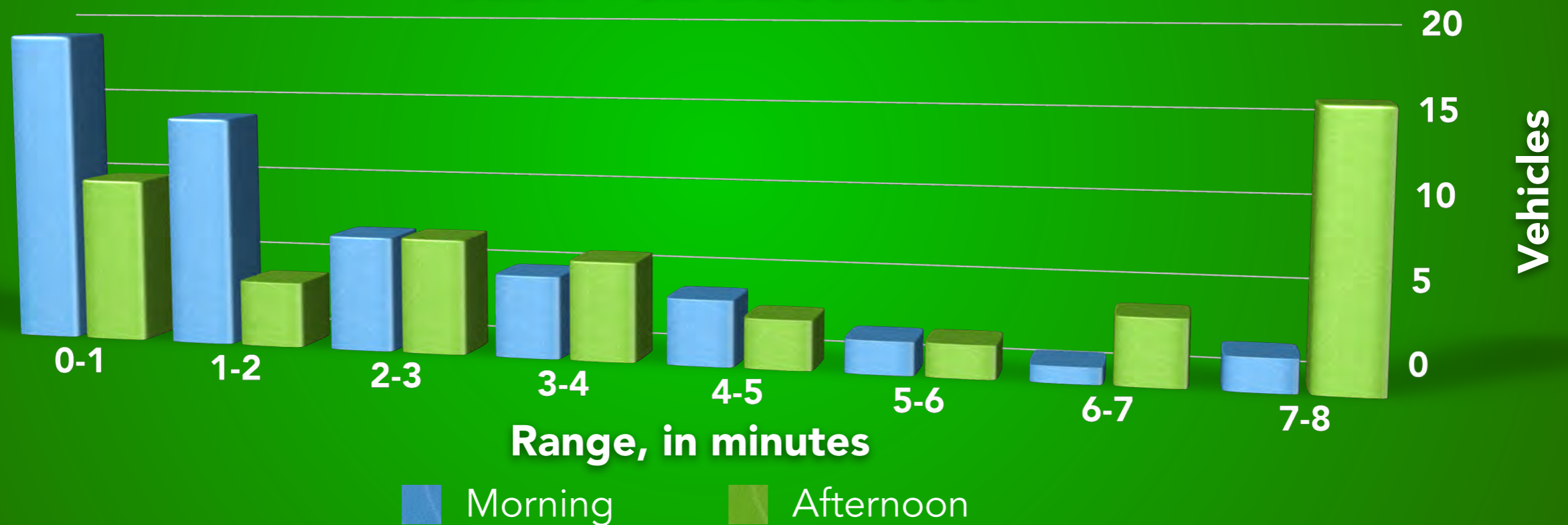
- ★ Poor lane observance; illegal overtaking
- ★ Blocking residents' driveways
- ★ Unauthorized parking
- ★ Failure to give way to pedestrians
- ★ Failure to yield to vehicles backing out of garages
- ★ Failure to observe speed limits
- ★ Use of roads prohibited to non-residents
- ★ Littering and loitering
- ★ Idling vehicles

It is imperative that enforcement is improved.

PROBLEM #2

DLSZ's latest traffic research has identified lower grades drop off as a major bottleneck affecting throughput.

DELAY - GRADE SCHOOL



Average Delay

GS



3.07 mins



10.79 mins

HS



0.23 min



1.14 mins

This has to be improved to at least one (1) minute.

Proposed Program of Action



Anna Isabel Villanueva-Bengzon
DLSZ '90



Key Considerations

Children's **safety**
is paramount.



Key Considerations

*The plan should be **doable** over a **period of time**.*

Rome wasn't built in a day.



- ★ It took many years to create this problem, time is needed to solve it.
- ★ Requires a collaborative effort from all parties involved.



Key Considerations

The plan should be doable over a period of time.

Rome wasn't built in a day.



TIMELINES	
Short-term	SY 2015-2016
Mid-term	SY 2016-2018
Long-term	SY 2019-2022



Key Considerations

Fairness of the plan

Is it fair to both sides?

Is it mutually beneficial?



Key Considerations

*What is the **COST** to implement the plan?*



Key Considerations

*We cannot implement a
ONE SIZE FITS ALL solution.*

- ★ Different ages of the children
- ★ Extra-curricular activities
- ★ Varsity and sports schedules
- ★ Saturday activities
- ★ Group work requirements
- ★ Personal circumstances per family
- ★ Emergency situations



SUMMARY:

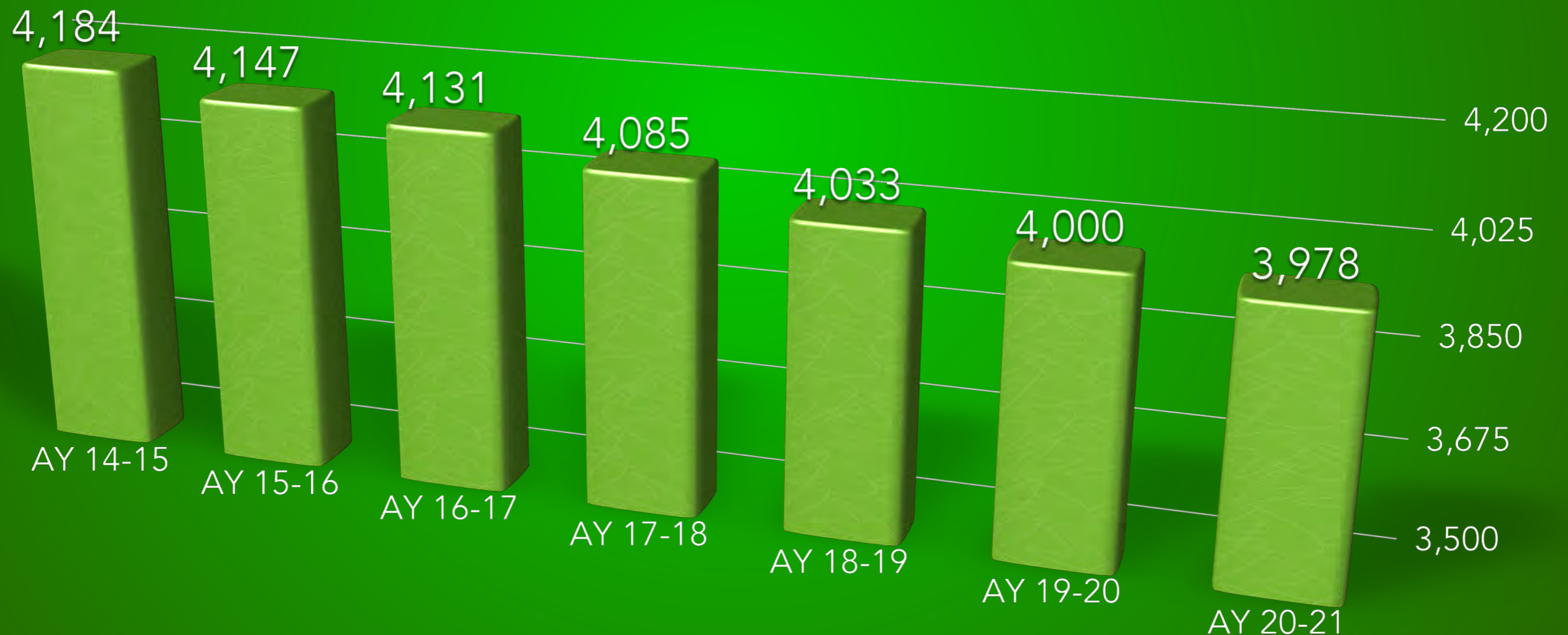
Key Considerations

- ★ **Safety** is paramount - for children & neighbors
- ★ It should be **doable over a period of time**.
- ★ The plan should be **fair**.
- ★ **Cost** to implement should be reasonable.
- ★ Should not be a **one-size fits all** plan.



Population Reduction

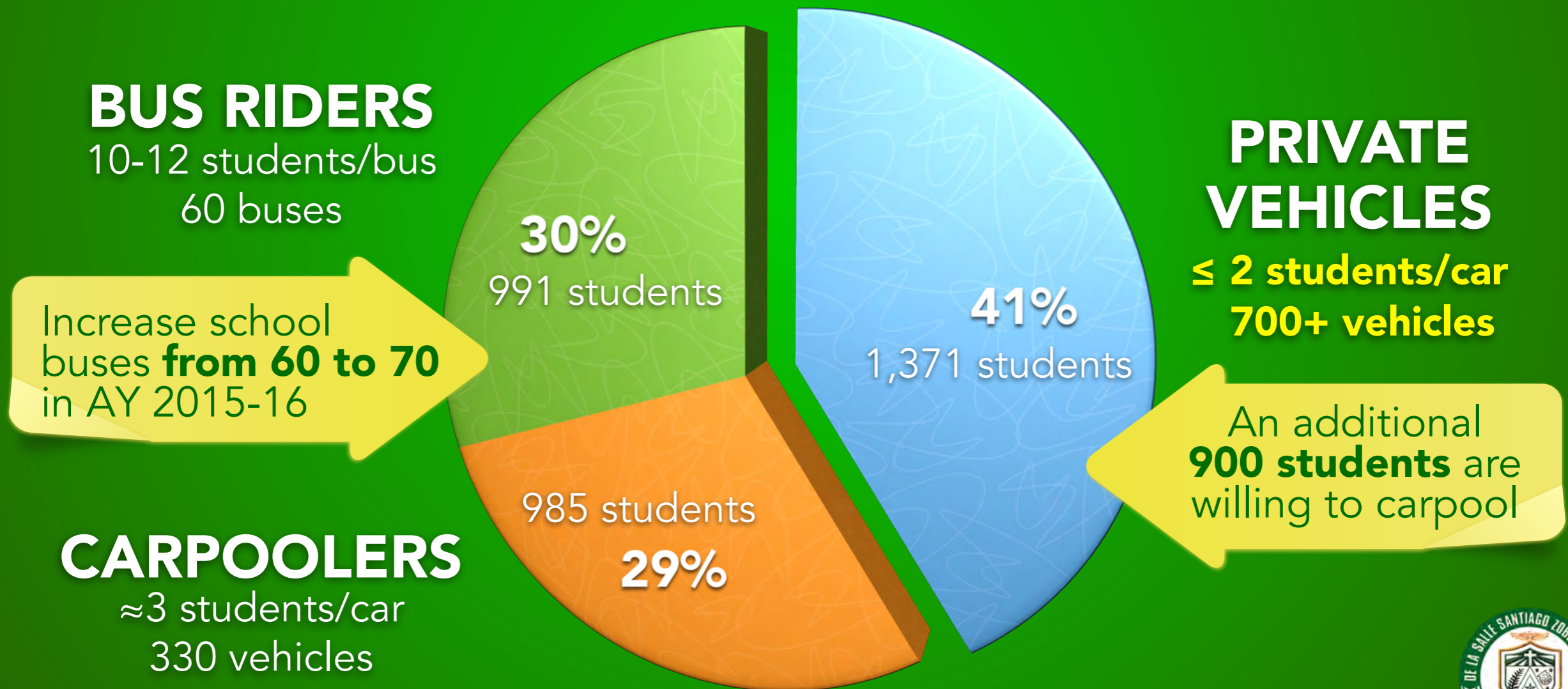
*We are amenable to a cap and a **decrease** in student population to **3,978** by AY 2020-21.*



*It will be unfair to dismiss students without cause.

Carpooling & Bussing

How do non-resident students go to DLSZ?



Carpooling & Bussing

*DLSZ shall **pro-actively** encourage and facilitate carpooling:*

- ★ Organize families into clusters and facilitate a “meet and greet” of the families.
- ★ Utilize the family portal to help connect families who wish to carpool.
- ★ Use of private subdivisions as staging areas (*subject to negotiations with homeowners’ associations*)



Carpooling & Bussing

IMPACT ON TRAFFIC VOLUME

13-
15%

Non-Resident
Vehicular Traffic

*from 1,100 to 935 cars
during peak hours*

3 KIDS



Traffic Flow

Implement a **1-minute Drop-off Rule** for lower grades to improve throughput.

- ★ Strictly implement a rule to disallow parents from bringing their child to the classroom.
- ★ Increase “*ates*”/“*kuyas*” and explore possibility of having HS students help the smaller children.
- ★ Other measures are to be studied further.



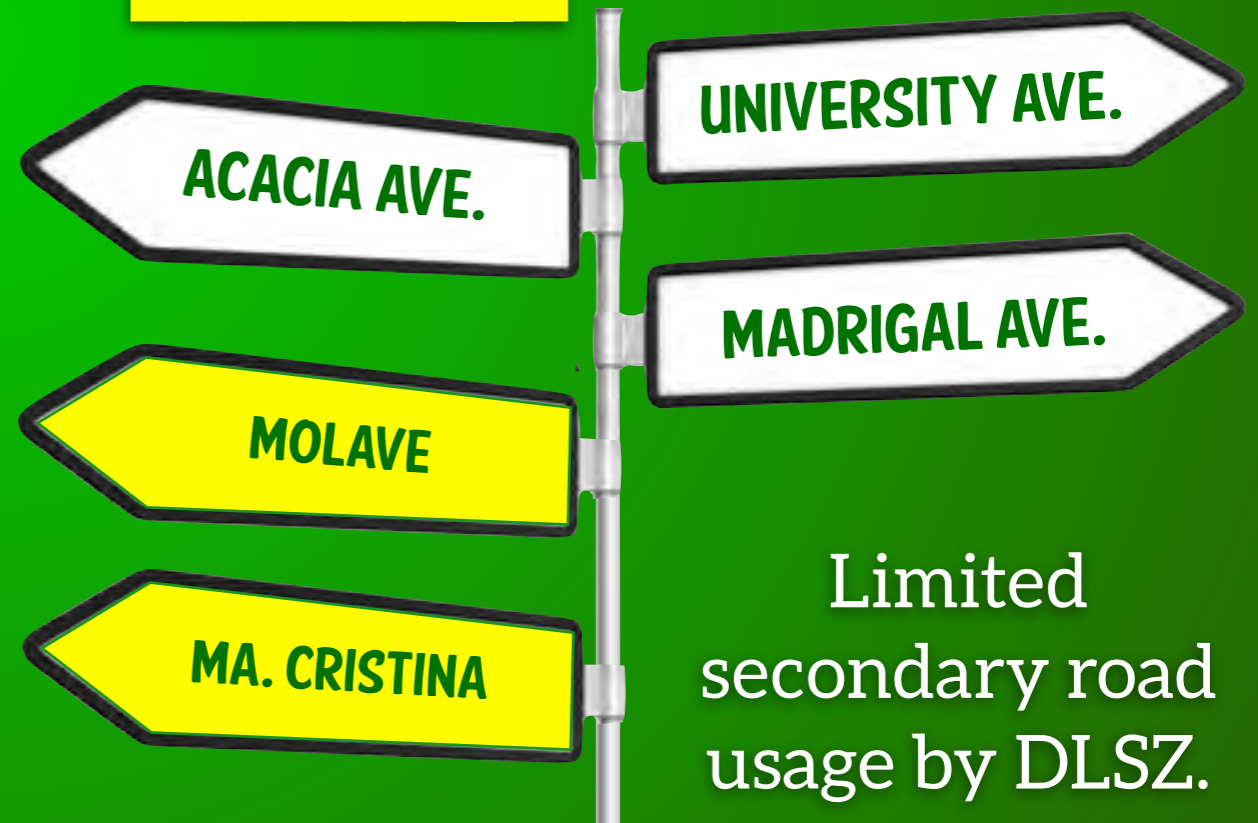
Traffic Flow

Conduct a technical traffic study to evaluate the pros and cons of the following schemes:

OPTION 1



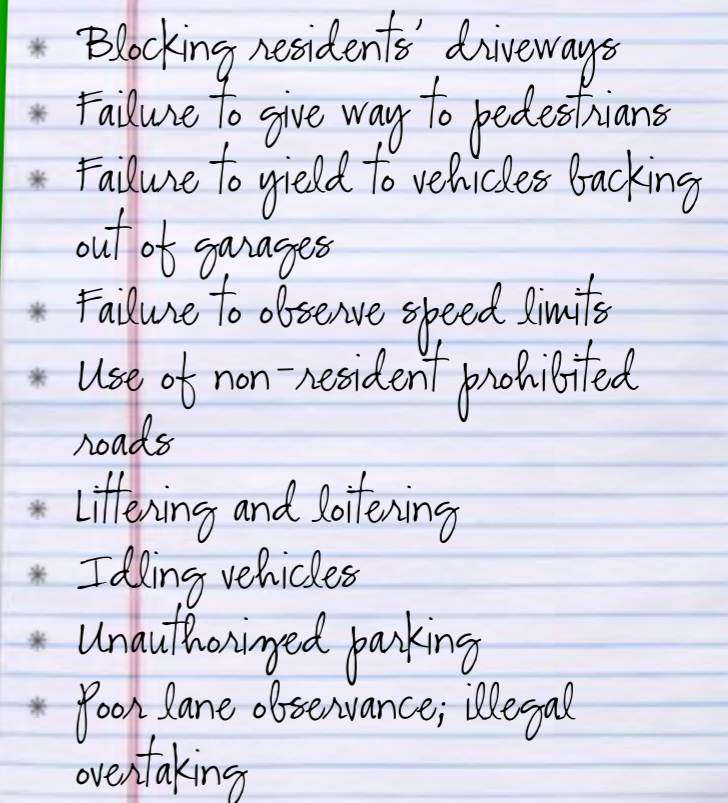
OPTION 2



Traffic Enforcement

Review definition of offenses and strictly enforce appropriate sanctions for violations.

- ★ Standardize violations.
- ★ Blocking of driveways and not yielding to residents shall become a violation.
- ★ Restructure citation process: no confrontation between enforcer and offender.
- ★ Gather evidence via body cameras and other methods.

- 
- * Blocking residents' driveways
 - * Failure to give way to pedestrians
 - * Failure to yield to vehicles backing out of garages
 - * Failure to observe speed limits
 - * Use of non-resident prohibited roads
 - * Littering and loitering
 - * Idling vehicles
 - * Unauthorized parking
 - * Poor lane observance; illegal overtaking

Traffic Enforcement

For offenses caught by DLSZ security personnel in and out of campus, a Traffic Violation Report (TVR) shall be issued to the parent via the student.

- ★ Violations shall be attached to the record of students (but will not affect students' academic record)



Traffic Enforcement

*Implement **THREE STRIKE RULE.***

- ★ Three Strike Rule to be applied:
 - 1st offense: written warning
 - 2nd offense: conference with school official
 - 3rd offense: removal of sticker for one term
- ★ Parent can reapply for the succeeding term, and the three strike rule shall apply again.

**Details to be further studied and officialized in the Traffic Management & Community Relations Plan*



Traffic Enforcement

Clear communication of rules and sanctions

- ★ Mandatory and continuing traffic education for parents and drivers
- ★ Issuance of Traffic Handbook
- ★ Contractual commitment of parents to observe rules



Traffic Enforcement

Proposed Centralized Deputation



*Set-up a Junior Police
Patrol for HS Students*



Pollution Reduction

A study by Portland State University concluded that congestion mitigation does not necessarily result in reduced emissions.

“For capacity-based congestion mitigation, total emissions are only expected to decrease under initial conditions of **low average speed** and **low vehicle mileage...**”

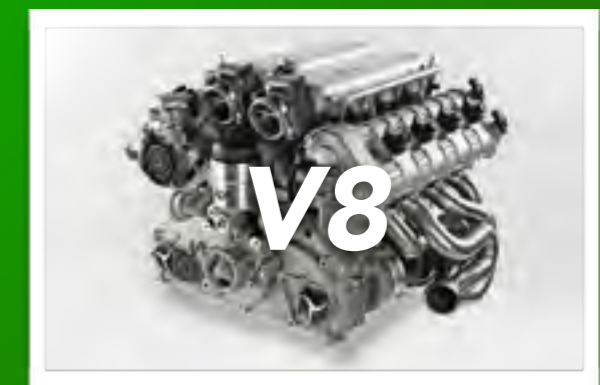
* *Source: Traffic Congestion Mitigation as an Emission Reduction Strategy, Portland State University, June 2011*

Pollution Reduction

*Impose a **5 KPH** speed limit inside campus.*



Higher sticker prices may be imposed for vehicles that are not environmentally friendly.



Pollution Reduction

Install a LED Display showing the Pollution Index at certain times of day.



Parameter	Measured	Limit
SO ₂ (µg/m ³)	25.78	80
NH ₃ (µg/m ³)	24.67	100
NO ₂ (µg/m ³)	9.28	80
HC (Total)	1.18	100

Give love to our Earth, our beautiful home.



How do we move forward?



We need sincere collaboration among all stakeholders to solve the problem.

Legal Framework

Albert Vincent Y. Yu Chang
SyCip Salazar Hernandez & Gatmaitan
DLSZ Legal Counsel



MOU/MOA: Salient Points

TARGETS:

- ★ Cap on Student Population
- ★ Percentage of Vehicle Volume Reduction

MEASURES:

- ★ DLSZ will commit to support various measures subject to details to be set forth in the Traffic Management and Community Relations Plan.



MOU/MOA: Salient Points

MECHANISM: TRAFFIC MANAGEMENT AND COMMUNITY RELATIONS COMMITTEE (TMCRC)

- ★ Delegation of power to TMCRC
- ★ Power and Responsibility to Amend Traffic Management and Community Relations Plan from time to time
- ★ Representation of key sectors - AAVA, Neighborhood, DLSZ and DLSZ PA
- ★ Power to remove non-performing members
- ★ Chairmanship on rotational basis
- ★ Contractual Remedies for breach
- ★ Termination of MOA in case of uncured material breach

Documentation and Proposed Timeline

ITEM	TIMING
Signing of Memorandum of Understanding	by March 20, 2015
Signing of Memorandum of Agreement (MOA)	by March 31, 2015
Formation of multisectoral Traffic Management and Community Relations Committee (TMCRC) pursuant to MOA	by April 10, 2015
Adoption of Traffic Management and Community Relations Plan by TMCRC pursuant to MOA	by April 24, 2015



OPEN FORUM



The future of our children is at stake.





St. John Baptist De La Salle, pray for us.
Live Jesus in our hearts forever.





These are presentation slides prepared by the administration of De La Salle Santiago Zobel School, Inc. (DLSZ) in relation to its presentation on March 7, 2015, at the Center for Performing Arts, De La Salle Santiago Zobel School, University Avenue, Ayala Alabang Village, Muntinlupa. The information within these slides is being presented for discussion purposes only and should not be construed or relied upon as a promise, representation or commitment unless expressly agreed upon in a binding memorandum of agreement or similar written document by and among DLSZ and concerned parties.