



UNIVERSIDAD AUTONOMA  
DE AGUASCALIENTES

# LISTADO HISTORICO DE PERIODICOS

# BIBLIOTECA CENTRAL

You would think that would be enough to prove his point. Parts pocket to prove his point. or the pointlessness of soliciting a bribe. NO, it was not as the "MMDA enforcer" instructed the driver to call his boss and tell him to do a "SMART Padala" to cellphone # 091\*\*\*\*\*. Corruption at the level of mobility? Now the MMDA wants to implement the no-contact form of "arrest" for traffic violators. Is it convenience or lack of conviction to make the arrests and make them stick? Do we wait and let a traffic violator carry on with their wrong driving habits for months if not a year before we let them know they've been tagged? I say arrest them on the spot, spoil their day and make them learn as soon as possible.

Round and Round the Rotunda...? What Rotunda? In case you don't know or have not heard about it the Shaw Boulevard Rotunda that used to be a major landmark between the old provincial capitol, Pasig's motel row and Barrio Kapitolyo has been sneakily removed piece by piece in order to avoid a firestorm from possible oppositionists. They did it so well and so slowly that many motorists and pedestrians are now asking how many times is hide and seek going to take. For starters, local authorities have decided on in terms of traffic management. At the intersection between Shaw Boulevard, Capitol and Barrio Kapitolyo? Oh well it be one of the organic people are also asking about the humps "around" unfinished concrete posts at various parts of the intersection. Vendors in the area claim they are an elevated platform for pedestrians. But how come they're still there? With people, motorcycles and cars fighting into the village? With people, shrunk the space, this "construction site is now waiting to happen."

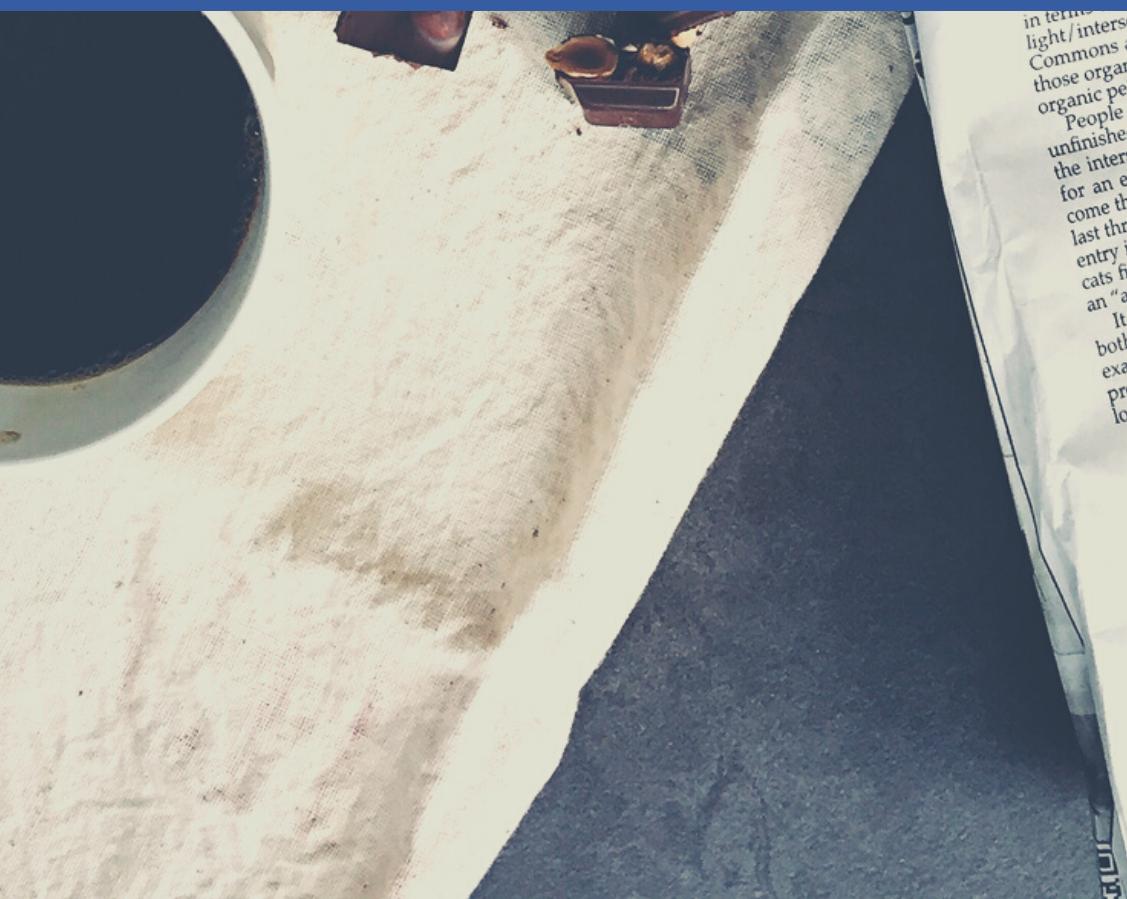
Still in the area of Pasig, as I drove down from Meralco Avenue to St. Paul Road, to St. Martin, I was surprised by a number of vehicles that would suddenly counter flow at high speed nearly coming into my lane head-on. I soon discovered that they were all avoiding driving over a speed hump by driving around it because the hump was only on half the road and not totally across.

These half-humps may seem practical cost cutting ideas but in truth they are an engineered invitation for accidents. A year or two ago three kids reportedly died in a car accident inside Alabang Village. According to one of the residents, the kids were doing exactly what the half-hump avoiders were doing. My guess is the kids drove one side of tires by the canal and the other side over the humps. Whatever the means or style, St. Paul road half humps are too much of a temptation and a risk and should be completed across the road! The same should be done for humps in traffic areas in Metro Manila.

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# ¡El heraldo!



in terms of light/intersection  
Commons and Barrio Kapitolyo,  
those organic intersections maintained by  
organic personnel of the Pasig TPMO?  
People are also asking about the huge diggings and  
unfinished concrete posts at various points "around"  
the intersection. Vendors in the area claim they are  
for an elevated platform for pedestrians. But how  
come they've stopped working on the project for the  
last three months, blocked walkways and shrunk the  
entry into the village? With people, motorcycles and  
cars fighting for space, this "construction site is now  
an "accident waiting to happen."

It would help if the people, both local and national came out to explain or clarify exactly what they intend to do and why on earth is the project taking so long and why were the contractors allowed to dig, dump, and wall the pedestrian walkway?

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# EL HERALDO AGUASCALIENTES

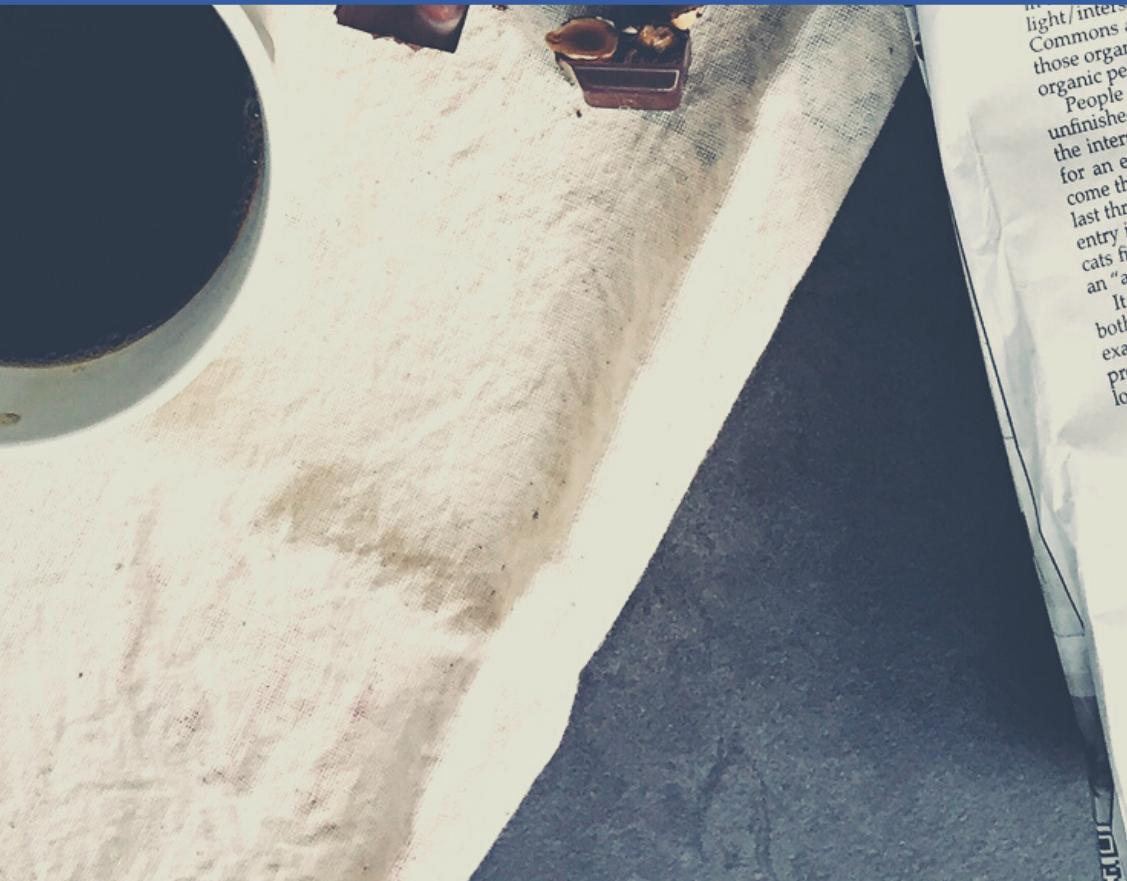
## LISTA ANUAL

# EL HERALDO AGUASCALIENTES

## LISTA ANUAL



# ¡El Sol del Centro!



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# EL SOL DEL CENTRO AGUASCALIENTES

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