

Measuring the Level of Implementation and Barriers in the Enforcement of the Anti-Road Obstruction Ordinance in Baguio City

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Received for publication: 07 September 2025.

Accepted for publication: 26 November 2025.

Abstract

This study examined the implementation of the Anti-Road Obstruction Ordinance in Baguio City, focusing on the level of its enforcement and the challenges encountered by barangay and Public Order and Safety Division (POSD) enforcers. Guided by descriptive research design, the study utilized both quantitative and qualitative methods to provide a comprehensive analysis. A total of 375 respondents composed of residents and business owners from the Central Business District were surveyed to assess the perceived level of ordinance implementation, while 10 purposively selected barangay and POSD enforcers were interviewed to identify common enforcement challenges. Findings revealed that the ordinance was perceived to be highly implemented, indicating that residents generally observed active enforcement within their areas. However, several issues hindered consistent implementation. Human-related challenges included negative public attitudes, non-cooperation, and limited enforcement authority among barangay and POSD personnel. Systemic and structural challenges, such as weak inter-agency collaboration, inconsistent traffic regulations, fragmented ticketing systems, and insufficient logistical support, further constrained the effectiveness of the ordinance. The study concludes that while the Anti-Road Obstruction Ordinance has been substantially enforced in Baguio City, the sustainability of its implementation depends on strengthening institutional coordination, enhancing enforcer authority, and improving community compliance through education and awareness. It recommends empowering enforcers with clearer mandates, harmonizing city and barangay traffic regulations, establishing a unified ticketing system, and investing in adequate support infrastructure and manpower to ensure efficient and equitable enforcement of road regulations.

Keywords: Anti-Road Obstruction Ordinance, Baguio City, law enforcement, public compliance, traffic management

Introduction

Urban mobility and efficient traffic management are essential components of sustainable city governance. In Baguio City — known for its dense population, limited land area, and tourism-driven economy — road congestion and parking violations have become persistent urban challenges. To address these concerns, the Baguio City Anti-Road Obstruction Ordinance was enacted to promote pedestrian safety and maintain smooth traffic flow by prohibiting vehicles from obstructing sidewalks, curb cuts, and other public pathways. Curb cuts, which are ramps built into sidewalks to aid pedestrians—including persons with disabilities, cyclists, and users of strollers or carts—are integral to inclusive urban design. Under this ordinance, vehicles parked over these areas constitute a clear violation and may subject the registered owner to penalties for obstruction (City of Baguio, 2016).

However, despite the existence of this ordinance, illegal parking and road obstruction remain visible problems in various parts of the city, particularly in the Central Business District (CBD) and other commercial zones. The growing number of private vehicles, coupled with the limited availability of parking spaces, has intensified these issues. According to Rith et al. (2020), the increase in car ownership across Philippine urban centers contributes to traffic congestion, longer travel times, and diminished urban mobility. This surge in private vehicle usage also results in greater fuel consumption, higher greenhouse gas emissions, and broader environmental and health repercussions.

Cullinane and Polak (2007) further argued that while the automobile industry supports economic activity, it simultaneously imposes substantial costs on cities through congestion, infrastructure maintenance, and loss of public space. The lack of sufficient parking facilities often pushes motorists to park illegally, thereby obstructing roads, impeding pedestrian movement, and reducing the effectiveness of transport systems. In this context, parking management and enforcement become critical components of urban transport policy.

In Baguio City, the topographical limitations and narrow road networks exacerbate the problem. The increasing volume of vehicles—both from residents and tourists—has led to widespread illegal parking and encroachment on pedestrian zones. These violations not only hinder mobility but also compromise pedestrian safety, emergency access, and public order. Despite continuous enforcement efforts by local authorities, challenges such as inadequate manpower, lack of towing equipment, inconsistent monitoring, and public non-compliance persist.

Given these realities, this study seeks to assess the level of implementation of the Baguio City Anti-Road Obstruction Ordinance and identify the challenges encountered by its implementers. By understanding the extent of enforcement, public compliance, and operational barriers, the study aims to provide insights that can assist policymakers, enforcers, and urban planners in enhancing local parking management strategies. Ultimately, the results of this research may serve as a basis for policy reform, improved enforcement mechanisms, and the development of sustainable urban mobility systems that align with the city's vision for a safer, more accessible, and livable environment.

Literature Review

A city's transport system functions much like a circulatory system—an intricate network that facilitates the continuous movement of people, goods, and services. Efficient transportation is central to the vitality of urban life and the sustainability of economic growth. Chechulin et al. (2021) emphasized that a city's health and prosperity are directly linked to the quality and performance of its transport infrastructure. Consequently, policymakers, urban planners, and transport authorities recognize the importance of maintaining systems that promote accessibility, mobility, and safety.

Accessible and efficient transport networks produce wide-ranging socioeconomic and environmental benefits. Wilcox (2014) explained that improved accessibility reduces commuting time, enhances employment opportunities by widening job search areas, and lowers the cost of living. Moreover, effective mobility systems help sustain productivity and support inclusive economic growth by enabling the efficient movement of people and goods. Wang et al. (2018) similarly noted that transportation infrastructure is integral to urban development, linking cities and regions while supporting social and economic integration. Well-designed transport systems encourage intercity connectivity, facilitate urban expansion, and improve residents' quality of life.

However, despite these benefits, urban transport systems worldwide continue to grapple with challenges such as traffic congestion, illegal parking, and road obstructions. These issues not only reduce mobility but also compromise pedestrian safety and environmental sustainability. According to Cullinane and Polak (2007), the rapid growth of private car ownership in developed cities has caused chronic congestion, reduced road capacity, and weakened public transport utilization. The

scarcity of parking spaces has further encouraged illegal parking practices, exacerbating urban disorder and safety risks.

To address these challenges, various cities have implemented innovative policies and enforcement mechanisms. London and Singapore introduced congestion pricing schemes to discourage the use of private vehicles during peak hours, with revenues reinvested in public transport improvements. Similarly, Toronto established rapid-response teams tasked with removing illegally parked vehicles and clearing obstructions to maintain smooth traffic flow (Geotab Team, 2022). These international initiatives highlight how enforcement, coupled with policy innovation, can mitigate congestion and enhance road discipline.

Tsakalidis et al. (2015) observed that ineffective parking regulation and weak enforcement are among the primary causes of urban congestion globally. Cities such as New York and Los Angeles have adopted stringent measures to maintain pedestrian access and penalize illegal parking, particularly those obstructing sidewalks or driveways. Empirical research by Lee and Chen (2019) demonstrated that strict enforcement of anti-road obstruction regulations can reduce peak-hour congestion by up to 15%. Likewise, Smith et al. (2021) found that community engagement and public awareness campaigns can reduce obstruction incidents by 30%, underscoring the role of civic participation in sustaining policy success.

In the Philippines, increasing car ownership has not been matched with adequate parking and transport infrastructure, leading to widespread traffic congestion, particularly in urban areas. Robles (2019) attributed this phenomenon to the country's rising purchasing power and economic growth, which have expanded vehicle ownership but not the capacity of existing road networks. In cities such as Baguio, limited land area and topographical constraints exacerbate the problem. Papa (2019) highlighted that some residents have converted their garages for commercial use or encroached on sidewalks and roads, further reducing available parking spaces and endangering pedestrian safety.

Recognizing these issues, the national government initiated policy responses to address road obstruction. In his 2019 State of the Nation Address, President Rodrigo Duterte ordered the Department of the Interior and Local Government (DILG) to reclaim public roads being used for private purposes, warning that noncompliant local officials could face sanctions (CNN Philippines Staff, 2019). Following this directive, DILG Memorandum Circular No. 2019-121 and Memorandum Circular No. 2020-027 were issued to mandate the removal of all forms of road obstructions, including at the barangay level (Enp. Tinio, 2019; Cabico, 2020). These national efforts reflect an institutional recognition of illegal parking as both a governance and urban management concern.

Baguio City, characterized by its steep terrain and limited urban space, faces unique challenges in managing vehicular flow and parking. To address persistent obstructions, then-Mayor Mauricio G. Domogan issued Administrative Order No. 116, Series of 2016, establishing the Anti-Road Obstruction (ARO) Task Force to empower barangay officials in monitoring and enforcing road-use regulations (Herald Express-News, 2017). Records from the ARO Task Force indicate thousands of annual apprehensions, demonstrating the persistence of road obstruction violations from 2017 to 2024.

In response to the need for localized parking management, the city enacted Ordinance No. 04, Series of 2022, authorizing barangays to impose parking fees within their jurisdictions and establishing uniform fee structures for daytime and nighttime parking (Public Information Office [PIO] Baguio, 2022). These ordinances and administrative actions underscore the city's effort to institutionalize road-use regulation and integrate community-level enforcement.

From an analytical standpoint, the trajectory from international policy models to national directives and local implementation illustrates a consistent pattern: effective traffic and road obstruc-

tion management depends on strict regulation, local empowerment, and public cooperation. The literature consistently reveals that while infrastructure and technology play crucial roles, the success of road management policies largely hinges on governance capacity, enforcement consistency, and citizen participation.

Theoretical/Conceptual Framework

Understanding the issue of traffic congestion and the enforcement of anti-road obstruction policies in Baguio City requires the application of relevant theoretical frameworks and legal foundations. This study is grounded in several key theories that provide analytical lenses for examining individual and institutional behavior in relation to ordinance implementation. Deterrence Theory offers a foundational perspective, asserting that individuals weigh the potential costs and benefits before engaging in unlawful behavior. It distinguishes between specific deterrence—where penalties discourage repeat offenses—and general deterrence—where fear of punishment discourages public violations (Nagin, 2018). The Anti-Road Obstruction Ordinance of Baguio City appears to operationalize both dimensions by instituting fines and sanctions intended to promote compliance and instill discipline among motorists.

Complementing this, Rational Choice Theory suggests that individuals act out of self-interest, making decisions based on calculated outcomes. As Ganti (2024) notes, legal compliance is more likely when the perceived rewards of obedience outweigh the benefits of defiance. This theory helps contextualize why some residents adhere to or disregard the ordinance. Moreover, Behavioral Economics introduces an important psychological dimension, highlighting that decision-making is often influenced by cognitive biases, incomplete information, and emotional responses. The concept of bounded rationality (Simon, 1957) suggests that individuals frequently rely on mental shortcuts or heuristics, which may limit their capacity to fully process the implications of the ordinance or its penalties. In this context, Prospect Theory (Kahneman & Tversky, 1979) becomes particularly relevant, proposing that individuals are more sensitive to potential losses than to equivalent gains. This implies that the framing of the ordinance — whether as a deterrent to loss or a contributor to public good — can significantly influence public response and compliance.

In addition to theoretical frameworks, the study is anchored in existing legal structures that guide traffic and parking regulation in the Philippines. Republic Act No. 4136, also known as the Land Transportation and Traffic Code, serves as the national legislative basis for managing road use and classifies illegal parking as a form of obstruction. This national mandate is localized through the Baguio City Anti-Road Obstruction Ordinance, which is enforced by barangay authorities, local police, and designated task forces. However, disparities in enforcement among barangays suggest challenges in achieving uniform implementation. The ordinance is further supported by City Ordinance No. 7, Series of 1984 (COB 7-84), which laid the foundation for comprehensive traffic regulation in the city, and Administrative Order No. 116 (2016), which established the Anti-Road Obstruction Task Force (ARO) composed of city and barangay officials. This task force plays a key role in traffic enforcement, including the issuance of citation tickets and removal of obstructions.

The study gives particular attention to Baguio City's Central Business District (CBD), as defined in Section 5 of Ordinance No. 01, Series of 2003. This area encompasses several high-traffic barangays enclosed by major thoroughfares such as Naguilian Road, Abanao Street, Marcos Highway, and others. Barangays like Session Road Area, ASKCO, Malcolm Square-Perfecto, and Kayang Extension experience intense vehicular and pedestrian activity, making them critical zones for evaluating the ordinance's implementation. The degree to which these areas adhere to enforcement measures is indicative of the broader effectiveness of anti-road obstruction efforts in the city.

Paradigm of the Study

This study adopts the Input-Process-Output (IPO) model as its research paradigm to systematically examine the implementation of the Anti-Road Obstruction Ordinance in Baguio City, specifically within its Central Business District (CBD) barangays. The IPO model serves as a framework that organizes the flow of the research process — from the identification of essential components, through systematic investigation, to the generation of meaningful outcomes relevant to the study's objectives (Figure 1).

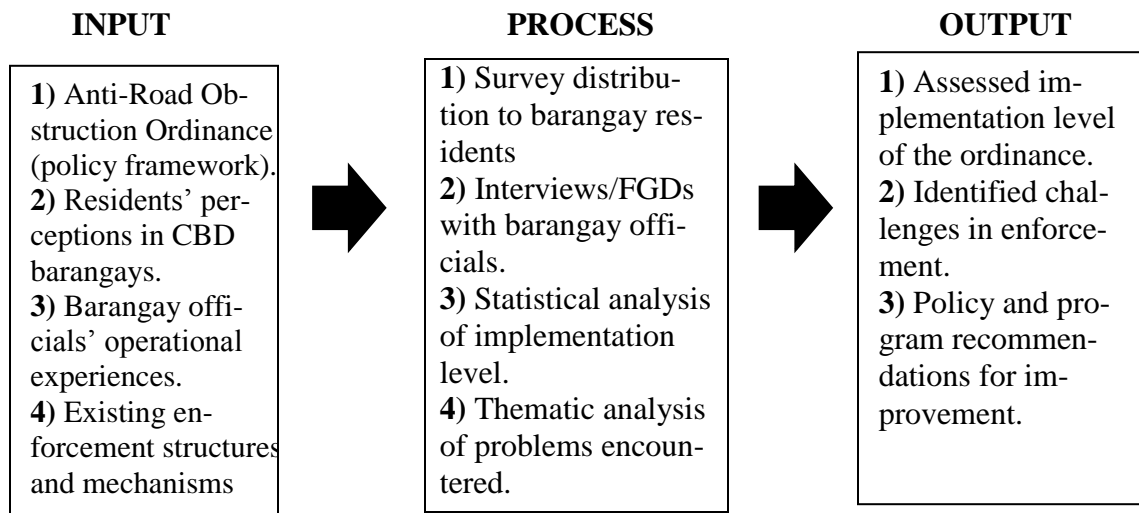


Figure 1. Input-Process-Output (IPO) model

Significance of the Study

This research, which presents the effectiveness of the enforcement of the Anti-Road Obstruction Ordinance in the different barangays of the City of Baguio, is very significant to numerous stakeholders who are involved in or affected by city traffic and road management.

Among the recipients of this research are policymakers, particularly members of the City Council. This research will evaluate the effectiveness of Administrative Order 116 of 2016 and Administrative Order 173 of 2018 and will provide strong feedback regarding the causes and impacts of illegal parking and obstruction of roads. The findings based on this research will help to make evidence-based policy adjustments and enable the council to come up with better strategies that enhance traffic, and pedestrian safety, and overall help in the administration and urban planning of the city. The findings of this research will provide immediate benefits for residents and pedestrians. Their involvement and insights will be vital in guiding policy and programmatic actions that ensure the ongoing safety and clarity of sidewalks and walkways. Increased regulation and enforcement are expected to create a more walkable and accessible environment, ultimately making living conditions in cities better every day.

It also strives to identify benefits for Authorized Barangay Anti-Road Obstruction Officers and POSD enforcers by assessing their capacity to carry out their functions. With the identification of best practices and current hindrances, the study will facilitate the design of focused training programs and strategic interventions to improve enforcement capacity and resource utilization.

Finally, road travelers and drivers are the beneficiaries of the impact of the study on traffic flow and road safety. Increased enforcement resulting in fewer obstructions and illegal parking cases means roadways are more accessible, travel times are shorter, and overall commuting is improved. With the combined capabilities of these stakeholders harnessed, the research aims to improve the organization, safety, and effectiveness of the city's transport system.

Objectives of the Study

The purpose of this research is to understand the situation on the ground when it comes to the implementation of the Anti-Road Obstruction Ordinance in barangays covered by the Central Business District Area of Baguio City. Moreover, this research aims to:

- 1) To determine the level of implementation of the Anti-Road Obstruction Ordinance as perceived by the barangay residents in central business district areas?
- 2) To identify the problems encountered by the deputized barangay Anti-Road obstruction enforcers, POSD enforcers during the implementation of the anti-road obstruction ordinance?

Materials and methods

This part of the study presents the overall approach used in the conduct of the study. Hence, the study design and methodology, the population and locale of the study, the data gathering tool, the data gathering procedure, and the treatment of data are described in this section.

Study Design

A combination of qualitative and quantitative research methods was employed in this study, which gave better insight into the numeric figures and personal experiences of the deputized enforcers about their experience in the implementation of the said ordinance. Specifically, an explanatory sequential mixed methods approach was used in this study by employing two distinct phases: first, collecting and analyzing quantitative data, followed by qualitative data collection and analysis. Structured survey questionnaires were administered to gather numerical data on compliance rates with the ordinance among residents and businesses, and structured interviews were conducted with the enforcers to gather diverse perspectives on the challenges deputized enforcers experienced in the implementation of the said ordinance. In this manner, this study not only quantified the level of implementation but also understood the factors influencing it, thereby providing a more nuanced view of the ordinance's effectiveness in Baguio City. Moreover, a descriptive survey was also used in this study, as it entailed methodically gathering information to characterize traits, attitudes, or actions of a population while keeping the research variables unaltered (McCombes, 2023). The results gathered from these data were then examined to address the problem stated in the statement of the problem.

Population and Locale of the Study

The study was conducted in Baguio City, where the implementation of the Anti-Road Obstruction Ordinance has directly affected both residents and business owners within the central business district. A total of 375 respondents were identified for the first objective, which sought to determine the appropriate sample size for surveying the population affected by the ordinance. This sample size ensured that the study achieved sufficient statistical power to produce reliable and valid results, thereby allowing for accurate assessment of the ordinance's implementation and identifying areas that may require improvement or enhanced enforcement.

A convenience sampling technique was employed to gather data efficiently by selecting participants based on their availability and willingness to respond. These respondents included business owners affected by the ordinance and residents who frequently traversed the impacted areas.

Additionally, purposive sampling was utilized to identify 10 participants that would address the second objective of the study. This involved intentionally selecting deputized barangay anti-road obstruction enforcers and Public Order and Safety Division (POSD) personnel who possessed direct knowledge and experience regarding the enforcement of the Anti-Road Obstruction Ordinance. This targeted approach ensured that the information collected was both rich and contextually relevant to the study's specific research questions.

Data Gathering Tools

A combination of checklist-type survey questionnaires and an interview guide served as the primary data-gathering instruments for this study. The survey indicators were carefully selected and developed based on the provisions of City Ordinance No. 7, series of 1984; Administrative Order No. 116, series of 2016; and Administrative Order No. 173, series of 2018, collectively referred to as Baguio City's Anti-Road Obstruction Ordinance.

Two sets of questionnaires were designed for the respondents. The first set was intended for community residents, allowing them to assess the level of implementation of the ordinance in their respective barangays based on identified indicators.

The second set of questionnaires was directed at deputized barangay anti-road obstruction enforcers and Public Order and Safety Division (POSD) enforcers. This instrument gathered feedback, concerns, and observations related to the enforcement of the ordinance, enabling the researcher to identify challenges encountered, as well as the respondents' suggestions and comments regarding its implementation. All scales in the questionnaire eliminated neutral options to enhance the objectivity and decisiveness of the respondents' answers.

Data Gathering Procedures

Data collection was conducted using both survey questionnaires and structured interview guides, crafted in accordance with the provisions of the Anti-Road Obstruction Ordinance. These instruments aimed to capture the community's perception of the ordinance's implementation and the experiences of enforcement personnel within Baguio City's Central Business District (CBD).

Prior to distribution, the researcher secured ethical approval and coordinated with local barangay officials for proper endorsement. Questionnaires were personally administered to ensure clear instructions and proper respondent selection. Community residents were chosen based on their proximity to and familiarity with affected areas, while enforcers were selected for their active involvement in ordinance implementation. Respondents were assured of confidentiality and anonymity, and ample time was provided for completion.

In instances where survey responses required clarification, brief follow-up interviews were conducted with selected barangay and POSD enforcers. These interviews enriched the qualitative data by providing deeper insights into operational challenges and practical barriers encountered in enforcing the ordinance.

Upon completion of data collection, all responses were compiled, encoded, and organized. Quantitative data from Likert-scale responses were prepared for statistical analysis, while qualitative responses from open-ended items were thematically analyzed to identify recurring patterns and insights. This mixed-method approach ensured a comprehensive understanding of both the extent of ordinance implementation and the issues influencing its enforcement.

Treatment of Data

In the first set of questionnaires, the data gathered through the distribution of questionnaires were analyzed using both descriptive and inferential statistics. Simple mean was also utilized in this study.

Simple Mean. This tool was used to determine the respondents' perception of the extent of implementation of the Anti-Road Obstruction Ordinance in Central Business District Areas in Baguio City. Specifically, the mean will be used for problem one (1). A four-point Likert scale presented in Table 1 will be used to determine and interpret the mean scores and will be categorized, described, and interpreted as follows:

Table 1. Four-point Likert Scale on the Level of Implementation of Anti-Road Obstruction Ordinance (ARO) in the Central Business District Areas of Baguio City

Scale	Mean	Description	Interpretation
4	3.26-4.00	Very Much Implemented	Respondents perceive that the indicator is very highly implemented.
3	2.51-3.25	Much Implemented	Respondents perceive that the indicator is highly implemented.
2	1.76-2.50	Less Implemented	Respondents perceive that the indicator is slightly implemented.
1	1.00-1.75	Not Implemented	Respondents perceive that the indicator is not implemented at all.

For the second set of questionnaires, thematic analysis was used to systematically interpret the qualitative data collected from the respondents by analyzing, identifying, and reporting patterns that could provide insights into the challenges in the implementation of the said ordinance. This was done first through the collection of qualitative data by conducting interviews with deputized barangay anti-road obstruction enforcers and POSD enforcers regarding their experiences with the anti-road obstruction ordinance. Then, key features of the data were identified and coded, which helped in organizing the data into meaningful groups. Later on, each theme was clearly defined and named, ensuring that it conveyed the essence of what was captured in the data.

Eventually, the findings were compiled into a coherent narrative that discussed each theme in relation to the research questions. This section presents evidence from the data to support each theme and highlights the problems encountered by the deputized barangay anti-road obstruction enforcers and POSD enforcers during the implementation of the anti-road obstruction ordinance.

Ethical Considerations

This research involved various ethical considerations aimed at ensuring participants' safety and the study's integrity. Informed consent was obtained through a detailed process where participants received comprehensive information about the study's nature, purpose, and procedures. This included a clear explanation of what participation entailed, how data would be collected (such as through surveys or interviews), and an outline of any potential risks and benefits associated with their involvement. Participants were encouraged to ask questions, ensuring they fully understood their participation before consenting.

Confidentiality was a critical component of this research, and specific practices were implemented to protect participant data. All data was encrypted using industry-standard methods to prevent unauthorized access. Physical data was securely stored in locked cabinets, while digital data resided on secure servers with restricted access. Clear protocols governed how data was shared or published, ensuring that no personally identifiable information was disclosed without explicit consent. By adopting these measures, the researchers emphasized their commitment to participant privacy.

Participants were explicitly informed that they had the right to withdraw from the study at any point without facing any repercussions. This right was clearly outlined in the consent form and reiterated during initial introductions, ensuring that participants felt comfortable and aware of their rights throughout the research process. Additionally, clearance from an Institutional Review Board (IRB) or Ethics Committee was obtained before commencing the research. This step was essential for ensuring oversight, adherence to ethical standards, and protection for both participants and researchers.

To ensure that research findings were accessible and beneficial to the community involved, results were communicated through community meetings or workshops. These events provided engaging platforms for sharing findings and gathering additional insights from participants, promoting transparency and fostering a sense of ownership over the research outcomes. Additionally, potential impacts of findings on participants or their organizations were carefully considered; strategies included collaborating with local authorities or organizations to implement recommendations based on research outputs while developing action plans that addressed any identified issues and minimized negative consequences for participants.

In summary, this research prioritized ethical considerations at every stage, ensuring that participant rights were respected and upheld while contributing valuable insights into the level of implementation of the Anti-Road Obstruction Ordinance among Baguio City residents.

Results and discussion

Level of Implementation of the Anti-Road Obstruction Ordinance

Urban centers like Baguio City face persistent challenges in maintaining road order and accessibility due to limited space and increasing vehicle congestion. To address these concerns, the city government implemented the Anti-Road Obstruction (ARO) Ordinance, which mandates the clearing of public roads, sidewalks, and pathways from any form of obstruction. This ordinance aligns with the broader directives of the Department of the Interior and Local Government (DILG) through Memorandum Circular No. 2019-121, emphasizing the need to reclaim public roads and ensure their safe use.

This section presents the level of implementation of the ARO Ordinance as perceived by residents within the Central Business District (CBD) of Baguio City. Table 2 summarizes the mean scores and descriptive equivalents for each indicator related to enforcement activities, compliance, and coordination efforts.

Table 2. Level of Implementation of the Anti-Road Obstruction Ordinance

Indicators	SD	Mean Score	Descriptive Equivalent
1) Enforcers remove illegal structures obstructing roads and sidewalks.	0.91	3.05	Much Implemented
2) Enforcers act on vehicles parked in “No Parking” zones by removing plates or taking photos.	0.93	2.80	Much Implemented
3) Enforcers act on vehicles blocking drive-ways or property gates.	0.97	2.73	Much Implemented
4) Enforcers act on vehicles parked on pedestrian lanes or near fire hydrants.	0.94	2.73	Much Implemented

Indicators	SD	Mean Score	Descriptive Equivalent
5) Enforcers submit photographic evidence of violations to the LTO.	0.93	2.72	Much Implemented
6) Enforcers remove vehicles obstructing alleyways, sidewalks, and pathways.	0.93	2.69	Much Implemented
7) Enforcers facilitate the removal of junked vehicles and other obstructions from roads.	0.91	2.66	Much Implemented
8) Enforcers clear construction materials blocking the right-of-way.	0.95	2.64	Much Implemented
9) Enforcers sanction illegal parking by issuing traffic citation tickets or confiscating drivers' licenses.	0.89	2.48	Less Implemented
10) Enforcers address illegal parking in PUJ and taxi terminal areas.	0.92	2.45	Less Implemented
TOTAL	0.93	2.69	Much Implemented

The overall mean score of 2.69, interpreted as *Much Implemented*, indicates that residents generally perceive the enforcement of the ARO Ordinance as active and visible within the CBD. This reflects the city's ongoing commitment to maintain orderliness on public roads and to discourage illegal parking and obstruction practices. However, the mean score also implies that there remains room for improvement, particularly in areas involving procedural enforcement and coordination with public transport operators.

The highest-rated indicator, "Enforcers remove illegal structures obstructing roads and sidewalks," obtained a mean score of 3.05, suggesting that such enforcement activities are highly visible and consistently executed. The removal of illegal structures tends to yield immediate, tangible results, which may explain why residents perceive it as effectively implemented. Similarly, the indicators concerning the removal of vehicles in "No Parking" zones (mean = 2.80), addressing vehicles blocking driveways (mean = 2.73), and submitting photographic evidence to the LTO (mean = 2.72) also received "Much Implemented" ratings. These findings suggest that enforcement efforts are particularly strong in addressing visible and easily verifiable violations, aligning with studies emphasizing that visible enforcement fosters greater public compliance and deterrence (Carter & Helms, 2021).

Conversely, indicators categorized as "Less Implemented" include the issuance of citation tickets or confiscation of licenses (mean = 2.48) and enforcement within PUJ and taxi terminal areas (mean = 2.45). These findings suggest challenges in implementing measures that require direct confrontation or formal sanctioning, which may lead to resistance among violators or transport groups. This aligns with the observation of García and Morales (2020) that procedural enforcement tends to be weaker in high-interaction areas where community relationships or potential conflicts influence enforcement discretion.

The standard deviations, which range from 0.89 to 0.97, indicate moderate variation among responses, suggesting some inconsistencies in enforcement practices or differences in implementation across various CBD zones. These variations may stem from factors such as manpower limitations, differences in enforcement visibility, or scheduling of clearing operations. The Department of

the Interior and Local Government (2019) highlights that consistency and sustained monitoring are essential to prevent re-encroachment and to institutionalize discipline among road users.

The results underscore that while the ARO Ordinance is *much implemented* in the city's central areas, strengthening certain aspects of enforcement—particularly in transport terminals and sanction-based measures—remains necessary. Enhancing enforcement consistency, expanding community education campaigns, and improving coordination with local transport associations may lead to more sustainable outcomes. These actions are consistent with Kassiani (2022), who emphasized that effective local ordinance implementation depends on *community cooperation, enforcement capacity, and ongoing evaluation*. The findings demonstrate that the Anti-Road Obstruction Ordinance in Baguio City has achieved a substantial level of implementation, particularly in addressing visible road obstructions. However, achieving comprehensive and sustained road discipline requires both the reinforcement of procedural enforcement mechanisms and greater citizen engagement to cultivate a culture of shared responsibility in maintaining public order.

Problems Encountered by Barangay and POSD Enforcers in the Implementation of the Anti-Road Obstruction Ordinance

This section presents and analyzes the challenges faced by barangay and Public Order and Safety Division (POSD) enforcers in the enforcement of the Anti-Road Obstruction (ARO) Ordinance in Baguio City. The themes were derived from the responses of the informants, whose narratives reflect both operational and systemic barriers to effective ordinance implementation. The data were organized into two major thematic areas: human-related challenges and systemic and structural challenges.

Human-Related Challenges

The enforcement of local ordinances inevitably involves interaction with citizens, where compliance depends heavily on public cooperation and perception of fairness. Barangay and POSD enforcers reported encountering several human-centered challenges that influence their capacity to effectively implement the ARO Ordinance.

Negative Public Attitudes and Non-Cooperation. Resistance and non-cooperation from residents were identified as major obstacles to ordinance enforcement. Enforcers frequently experienced verbal confrontations, questioning of authority, and instances of hostility during apprehensions. As one informant expressed, “*Apay ngay nga dagidjay haan yu ticketan! Pilpilen yu lang day kaya yu tiliwen!*” (“Why don’t you ticket those others! You are just picking on those you want to catch!”). This comment reflects a perception of bias and selective enforcement, which, as Tyler (2006) explained, undermines the legitimacy of authorities and diminishes voluntary compliance.

Several informants reported that residents often rationalized their violations by downplaying the offense. One informant shared, “*Dapat daw yung busy road lang ... ang pwedeng mag ticket-an*” (“They said that only busy roads should be ticketed”), while another recalled hearing, “*Maluwang daw ang kalsada, hindi daw nag-ca-cause ng traffic*” (“They claimed that the road was wide, so it was not causing traffic”). These statements illustrate how residents construct subjective interpretations of rules based on perceived reasonableness, consistent with Sunshine and Tyler (2003), who noted that compliance with regulations is shaped by individuals’ perceptions of fairness and necessity.

Another enforcer remarked, “*Madami kasi hindi pa aware na bawal magparada sa pedestrian*” (“Many are still unaware that parking on a pedestrian lane is prohibited”), suggesting that some violations stem from lack of awareness. However, another informant disagreed, saying, “*The residents are aware of their action leading to the violation.*” These contrasting views indicate that

non-compliance is driven by both ignorance and intentional defiance. According to Tankebe (2013), such resistance is typical when citizens perceive enforcement as overly punitive or inconsistent.

Some enforcers also faced threats or intimidation. One recounted, *“I-rereport daw nila ako sa boss ko”* (“They threatened to report me to my superior”), illustrating how enforcers sometimes become targets of retaliation. Alfie et al. (2018) emphasized that when enforcement is perceived as unfair or arbitrary, community members may resort to hostility rather than cooperation. Similarly, Cahiles-Magkilat (2020) observed that public distrust toward local enforcers in the Philippines is often rooted in perceptions of bias and corruption.

The theme of negative public attitude therefore reflects a deeper issue of legitimacy and perception. When citizens view enforcement as selective, unfair, or overly harsh, they are more likely to resist compliance. This dynamic creates friction, erodes authority, and undermines the collective goal of road discipline and public safety.

Limited Authority of Barangay and POSD Enforcers. Another recurrent theme in the data is the limited authority of enforcers. Respondents expressed frustration over their inability to impose immediate sanctions on violators. As one explained, *“Enforcers are not allowed to confiscate driver’s license or plate when the drivers committed violations.”* Another added, *“Dapat may baklas plaka kasi... kahit saan sila mag-park, okay lang maticket-an sila kasi wala daw silbi ‘yong ‘for LTO endorsement’”* (“They should be allowed to remove plates because some violators know that being ticketed has no effect since they never go to the LTO”).

This perceived lack of punitive power weakens the deterrent effect of the ordinance. According to Piquero et al. (2011), enforcement loses credibility when penalties are viewed as inconsequential or avoidable. Without authority to impose immediate consequences, barangay and POSD enforcers rely on coordination with the Land Transportation Office (LTO) and the Baguio City Police Office (BCPO), causing delays and inconsistencies. Tyler (2006) further asserted that perceived legitimacy stems from clear authority; when enforcement power is limited, compliance declines.

The informants’ testimonies reveal that this constraint undermines enforcement effectiveness and public respect. Violators may view the ordinance as toothless, encouraging repeated infractions. Mendoza and Panganiban (2019) similarly found that in Philippine cities, traffic enforcers’ limited authority contributes to chronic violations, as drivers exploit administrative weaknesses.

Weak Inter-Agency Collaboration. The third major human-related challenge involves the lack of coordination among agencies responsible for ordinance implementation. While multiple offices share enforcement responsibilities, informants described fragmented efforts and unclear lines of communication. One stated, *“Mas maganda kapag may mga kasamang ibang ahensya”* (“It is better when other agencies are involved”), emphasizing the benefits of unified action. However, another admitted, *“Difficulty in implementing ordinances further increases because of conflicting information that needs to be properly coordinated.”* This disjointedness results in overlapping functions, inconsistent procedures, and delayed responses. Brinkerhoff (2002) and Shah (2018) both argue that weak inter-agency coordination diminishes efficiency and public accountability.

Some informants linked poor collaboration to political considerations. One explained, *“Barangay officials are afraid to issue citation tickets because they are afraid residents will not vote for them during elections.”* This observation supports Grindle’s (2007) assertion that local governance in developing contexts is often constrained by patronage and electoral politics.

Other enforcers expressed skepticism about coordination, with one saying, *“Magkakagulo lang lalo”* (“It will only cause more disorder”). Such frustration reflects Agranoff and McGuire’s (2003) warning that collaboration without clear structure can increase bureaucratic confusion. Overall, the theme of weak inter-agency collaboration demonstrates that successful implementation re-

quires institutional synergy, political will, and clearly defined protocols. Without these, enforcement becomes inconsistent and vulnerable to personal or political influences.

Systemic and Structural Challenges

Beyond human factors, several systemic issues hinder the full implementation of the Anti-Road Obstruction Ordinance. These include inconsistencies in traffic regulations and inadequate enforcement infrastructure.

Inconsistent Traffic Regulations. Enforcers reported confusion arising from varying traffic ordinances between barangays and the city government. While Baguio's Traffic Code (Ordinance No. 7-84) provides overarching regulations, barangays often issue local ordinances or enter Memoranda of Agreement (MOAs) with residents regarding parking schedules. One informant explained, *"It is difficult to enforce laws outside the Central Business District because I may not be aware of the MOA that barangay officials have with residents regarding parking."*

Such inconsistency leads to confusion, disputes, and perceptions of arbitrariness. Agranoff and McGuire (2003) noted that fragmented governance reduces compliance and trust in regulatory systems. To address this, one enforcer suggested, *"A database that stores the barangay ordinances so that all enforcers will be aware of the ordinances in each barangay."* This echoes Andrews and Entwistle (2010), who emphasized that shared information systems strengthen inter-organizational coordination.

The lack of a unified ticketing system further complicates enforcement. As one enforcer expressed, *"Magkaroon sana ng single ticketing system"* ("I hope there will be a single ticketing system"). The Department of the Interior and Local Government (2023) has similarly advocated for standardized ticketing to promote transparency and accountability.

Fragmentation even extends to barangay-level discretion, as described by one informant: *"Yung pinapayagan ng barangay na mag-park sila sa hindi designated parking area"* ("The barangay allows them to park in non-designated parking areas"). Brinkerhoff (2002) warned that inconsistent local practices foster confusion and erode public trust in enforcement.

Insufficient Support Infrastructure. Enforcers also identified inadequate infrastructure—such as limited signage, towing vehicles, and manpower—as key barriers to effective implementation. Informant 6 stated, *"Kailangan ang mga signage para madali ang implementation"* ("Signages are needed so that implementation becomes easier"), while Informant 7 added, *"Additional manpower is also needed."* Signages and manpower are essential for preventive and reactive enforcement. World Health Organization (2015) highlighted that adequate traffic control devices directly improve compliance and reduce accidents.

The absence of towing vehicles was also raised: *"Dapat maraming towing na sasakyan kasi pag tinickitan mo naroon pa rin 'yong obstruction"* ("There should be more towing vehicles because even after issuing a ticket, the obstruction remains"). This demonstrates how lack of equipment limits enforcement effectiveness. Pojani and Stead (2017) emphasized that efficient traffic management requires technological and logistical support to sustain compliance.

Collectively, these systemic challenges underscore the importance of institutional support, harmonized regulations, and adequate resources. Enforcement is not solely dependent on manpower but also on a functioning system that integrates legal, logistical, and infrastructural components.

Conclusions

This chapter presents the conclusions derived from the comprehensive analysis of the study's findings.

Conclusions

The findings on the level of implementation of the Anti-Road Obstruction Ordinance reveal that while the ordinance is generally perceived to be well-implemented within the Central Business District, its effectiveness is not solely dependent on enforcement presence but also on the public's sense of accountability and civic discipline. The positive perception suggests a level of community awareness and compliance; however, sustainable implementation requires consistent enforcement, transparency, and public engagement. The data imply that effective enforcement goes beyond punitive actions—it depends on fostering shared responsibility among residents, ensuring that the ordinance is not just followed out of fear of penalty but understood as a collective effort toward maintaining order and accessibility in urban spaces.

Meanwhile, the problems encountered by barangay and POSD enforcers underscore that the challenges in implementing the ordinance are deeply rooted in both human and systemic factors. Resistance from residents, limited authority, weak inter-agency collaboration, and inconsistent traffic regulations collectively point to structural weaknesses in policy enforcement. These highlight the need for capacity building, institutional reforms, and strengthened coordination mechanisms between local and city agencies. Addressing these barriers requires a multi-level approach that empowers enforcers with adequate authority and resources while promoting citizen cooperation through education and transparent governance. Strengthening these institutional foundations will enhance the legitimacy and long-term effectiveness of the Anti-Road Obstruction Ordinance in Baguio City.

Recommendations

- 1) The city government, through the Public Information Office and barangays, should conduct sustained information drives about the Anti-Road Obstruction Ordinance. This may include social media dissemination, barangay assemblies, and visible signage in key areas to educate residents on prohibited acts and corresponding penalties. Increasing awareness can minimize unintentional violations and foster voluntary compliance.
- 2) The City Council may consider revising or amending existing policies to grant barangay and POSD enforcers limited authority to issue or enforce penalties, under proper supervision. Providing clear operational guidelines and legal backing will enhance their credibility and efficiency in the field.
- 3) Establishing a coordination body or task force composed of representatives from the POSD, BCPO, barangays, and LTO can harmonize enforcement procedures and communication. Regular coordination meetings and shared digital reporting systems should be implemented to ensure consistency and accountability.
- 4) A centralized ordinance database and a unified ticketing system should be created to ensure all enforcers follow consistent rules across barangays. This will prevent confusion, reduce disputes with residents, and support transparency in enforcement and documentation.
- 5) The local government should invest in additional traffic signage, towing vehicles, and manpower to facilitate smoother implementation. Clear, well-maintained road markings and visible no-parking signs will also strengthen preventive enforcement and reduce the burden on personnel.
- 6) Regular training and workshops for barangay and POSD enforcers on communication skills, conflict management, and procedural fairness should be conducted. These can enhance professionalism, improve public interaction, and promote a more community-oriented approach to law enforcement.

7) Policies should be implemented to protect enforcers from political pressures and ensure that the ordinance is applied uniformly across all barangays. This can include anonymous reporting mechanisms and strict monitoring of enforcement activities to uphold fairness and integrity.

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