EDSA BUSWAY: ASSESSMENT & WAY FORWARD

Chairman's remarks with overview of busway advocacy



Eduardo "Eddie" Yap Busway advocate

Chairman, Traffic, Transportation & Infrastructure Committee Management Association of the Philippines

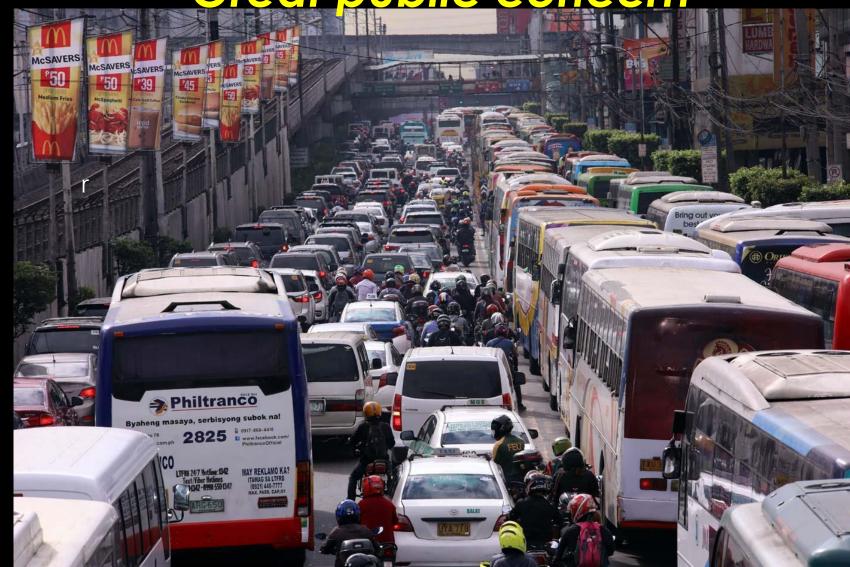
OBJECTIVES OF ASSESSMENT

- Assess the benefits of the new busway and bus service reforms;
- Focus on way forward to improve the system

THE GREAT RESET, MAP 2021 THEME

Efficient mass public transportation is ESSENTIAL for people mobility, economic growth and reduction of air pollution and greenhouse gases.

EDSA - ground zero of Carmageddon Great public concern



MAP MOBILIZES FOLLOWING SEVERE CARMAGEDDON IN AUGUST 2015

Traffic, Transportation & Infrastructure Committee organized by Francisco del Rosario, MAP president appoints Eduardo H. Yap – 1st chairman The Traffic & Transportation Problems of Metro Manila - A Holistic Approach

> M.A.P. General Membership Meeting Aug. 26, 2015

> > by **Mr. EDUARDO H. YAP** Chair, M.A.P. Traffic, Transportation & Infrastructure Committee

MAP POSITION PAPER

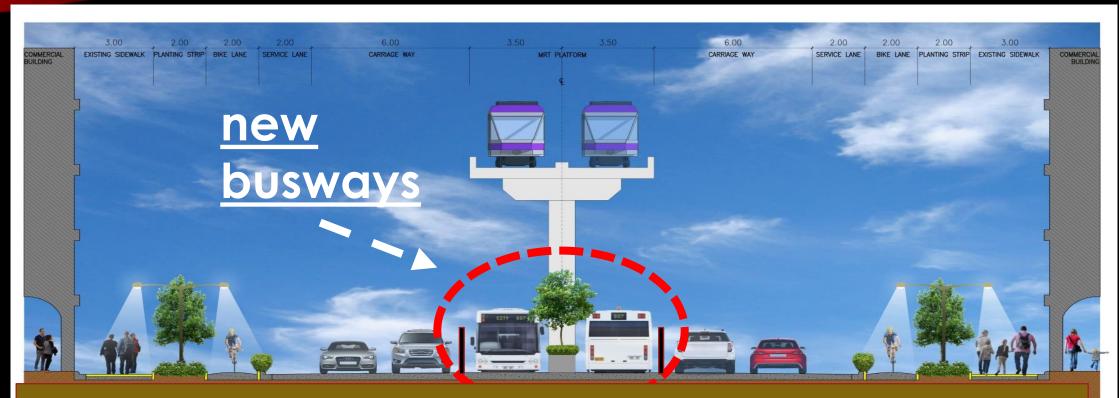
Presentation of MAP holistic plan, Aug. 26, 2015 GMM



Pres. Popoy del Rosario, board gov Charlie Rufino,

Eddie Yap, presenter-chair, Traffic & Transportation Cmte with (from left) emcee, Gina Campos, Gerardo Dayno, DOTC Project Dev Mgr, Usec Timmy Limcaoco, DOTC, Valerie Lisack, Transport Specialist, ADB. August 26, 2015, Rigodon Ballroom, Peninsula Hotel

ADVOCACY: NEW BUSWAYOR BUS EXPRESSWAY (YAP HOLISTIC PLAN, SINGLE LANE BETWEEN BUS STATIONS)



New busway, like expressway <u>exclusive</u> for buses & emergency vehicles. <u>Protected</u> with barriers along both sides against intrusion by other vehicles

ADVOCACY CONTINUES

"The coming transition period (to GCQ) with subnormal passenger demand will be a more manageable environment and ought to be productively used to introduce and pilot test a new bus transportation system. Don't waste a crisis." E. H. Yap, Philstar, May 10, 2020

Don't waste a crisis

By Eduardo H. Yap (Philstar.com) -May 10, 2020 - 12:00am

A return to the status quo ante chaotic bus service on Edsa and other major traffic corridors would be a horrible option to the public.

X

DOTR CONFERENCE, MAY 18, 2020 PRESENTATION OF BUS REFORM PROPOSALS

Presenters:

Eduardo "Eddie" Yap, Busway advocate: Busway and bus service reform advocacies

Atty. Martin Delgra III, LTFRB Chair: Bus transportation reforms

Present:

Sec. Arthur Tugade – presiding officer Road Sector Team members. Asec Mark Steven Pastor, et al

DOTR SEC. TUGADE, MAY 18, 2020 AFTER 3-HOUR CONFERENCE & PRESENTATIONS

"Our ideas are aligned"

"Status quo ante is not acceptable"

"Let's do it!"

DOTR HOLISTIC TRANSFORMATIONAL POLICIES INTRODUCED ON JUNE 1, 2020 BY DOTR SEC. ARTHUR TUGADE

- 1. Adopted **busway at inner lane**
- 2. <u>Complementary bus service reforms introduced:</u>
 - 2.1.) rationalized bus route with **EDSA carousel single route** exclusively for **accredited buses** under I-ACT control
 - 2.2.) feeder buses not allowed on EDSA
 - 2.3.) ride transfer system from feeder to carousel line & vice versa
 - 2.4.) reorganized franchises into several consortiums
 - 2.5.) contracted services
- * Bus service reforms complements MRT3 rehab

SEC. TUGADE TAKES ACTION MMDA CHAIR GEN DANNY LIM PROVIDES FULL SUPPORT

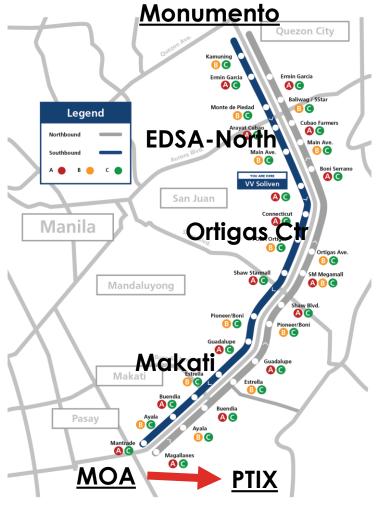


DOTr Sec. Tugade announces new EDSA bus system and busway at MMDA conference, May 30, 2020



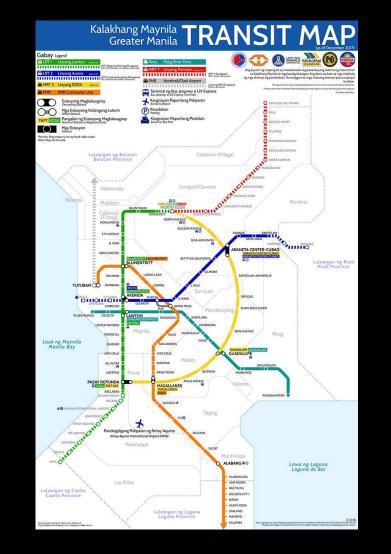
Inspecting new busway under construction preparatory to June 1, 2020 launch.





EDSA single line carousel route

NEW NCR BUS SYSTEM



*LTFRB MC #2020-19

MASTERSTROKE STRATEGIES EMPLOYED* ACCOUNTING FOR QUICK, INEXPENSIVE AND DISRUPTION-FREE IMPLEMENTATION

- Complete staff work (CSW) for bus transport route and service reforms;
- 2. Best practices in bus service employed new carousel line, feeder system
- 3. Inclusive process employed existing bus operators were invited to participate in new routes
- 4. Existing resources employed rollingstock of bus operators
- 5. MRT3 facilities utilized bridges and emergency stairs

*good management case study for management practitioners

BRILLIANT MOVE – INTERIM ACCESS TO BUSWAY PLATFORMS VIA MRT3 BRIDGES & STAIRS

Handicap: bus commuters

must pass through <u>crowded MRT3 station</u> and <u>narrow track platform</u> to access (emergency) stairs to bus platform. Good as <u>interim</u> solution during lockdown.

INTERAGENCY TEAMWORK GETS BUSWAY GOING IN RECORD TIME

DOTR/LTFRB/ I-ACT, MMDA, DPWH

Busway sections completed in record time: 1st section within 2 weeks from EDSA-North to Guadalupe 2nd section within 1st 6 months from Monumento to North Edsa; Guadalupe to Estrella, Makati

Despite: lockdown, supply chain disruption

New MMDA Chair Benhur Abalos has prioritized new overpasses at U-turn slots at north sector of EDSA to eliminate traffic conflict between buses and other vehicles.

COMMUTERS BENEFIT FROM FASTER TRAVEL BUSWAY LIKE RAILROAD UNAFFECTED BY VEHICULAR TRAFFIC



<u>Click for</u> <u>Video</u> (Fast mode)



By Krixia Subingsubing, Julie M. Aurelio and Miguel R. Camus (Team_Inquirer) No jeepneys and only a few buses when Metro Manila starts to spring back to life on Monday after 8 o days of strict uarantine? That does not seem to be a dior problem for the Dera

LTFRB PLANS SINGLE EDSA BUS ROUTE

The land transport regulator plans to reduce the 96 bus routes in Metro Manila to 29, with only one through Edsa, after the lockdown, in a simplification that will make commuters take multiple rides and bus operators lose income.



June 1, 2020: DOTr/MMDA/LTFRB implements:

- 1. New busway on EDSA
- 2. Bus franchise rationalization & route restructuring

CHANGE MAKES HEADLINES



Business group hails bus system transformation on EDSA



(Philstar.com) - June 1, 2020 -10:55am

MANILA, Philippines - The

two-pronged reform of the

bus system on EDSA. a main PROMOTED STORIES

Expert opinion



"The busway scheme is the most practical solution ever proposed in a long time to try to put order in the Edsa traffic" – former DPWH & DOTC secretary Jose "Ping" De Jesus, Edsa Busway: Aim for Gold, Inquirer, 2 Nov 20

DOTR'S TRANSFORMATIONAL REFORM POLICIES HANDICAPPED BY...

1. Lack budget

2. **3-way authority fragmentation** over EDSA – DPWH, DOTr, MMDA – impinging on road space allocation for busway

3. No construction arm

4. Busway – new concept in PH

5. Physical obstacles along EDSA route

PROBLEMATIC EDSA R.O.W PHYSICAL OBSTACLES ABOUNDS

"Perfect is the enemy of good" – Voltaire

"Perfection is the enemy of progress" – Churchill, 1940

DONATED* DEDICATED BUSWAY BRIDGE-CONCOURSE FOR SUSTAINABILITY

Groundbreaking March 2021

*Private donation to close budget gap and hasten implementation



DIVERSE MANDATES CATCH 22 SITUATION

DOTR –

responsible for **public transportation**. **Needs additional road lanes** for high capacity busway & stations.

<u>Alloted:</u> 1 out of 5 lanes per Direction; 2 of 10 total lanes

MMDA –

responsible for private vehicle **traffic management**. Needs road space for private vehicles

<u>Alloted:</u> 4 out of 5 lanes per direction; 8 of 10 total lanes.

ARBITER – NATIONAL TRANSPORT POLICY, NEDA, 2017

• 12.9 Inclusive and People-Oriented Mobility. Inclusive mobility and accessibility shall be achieved through the <u>prioritization of people-</u> <u>mobility over vehicle mobility.</u> In line with <u>global</u> <u>best practices, public transport and shared</u> <u>transport modes will have priority in the use of</u> <u>public assets, including roads of all kinds</u>.

..compliance with NTP will resolve diverse mandates and enhance efficient, adequate and reliable public transport.

MUCH WORK NEEDED FOR THIS WORK-IN-PROGRESS BUSWAY TO ATTAIN EFFICIENCY & HIGH CAPACITY

End of presentation