EDSA Busway

TSSP 27th Annual Conference, Policy Roundtable Discussion

November 19, 2021

EDSA Busway: Through S-T-O Lense

STRATEGIC
What do we want to achieve?

- (Main objective): To support **600,000** public transport (PT) trips per day
- (Additinal criteria): a. Solution have to be **Light-Quick-Cheap**, b. Longest travel time should be **less than 1 hour**
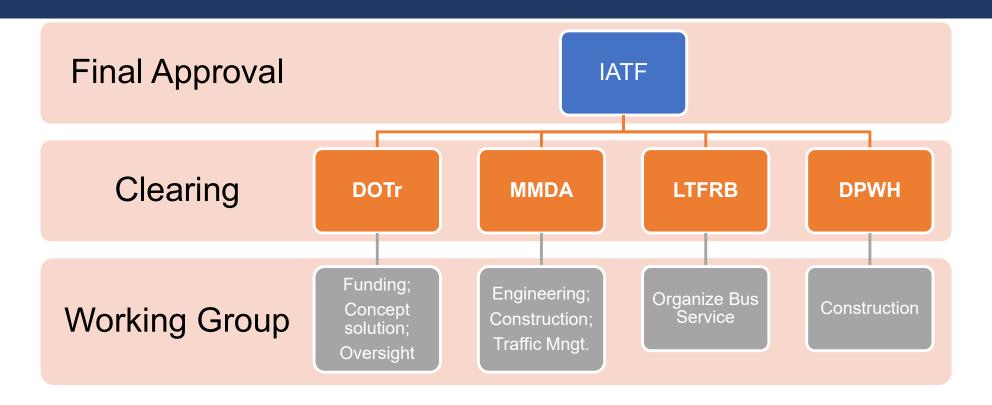
TACTICAL
Solutions that can achieve aims

- Use of segregated **median lane** to minimize conflicts
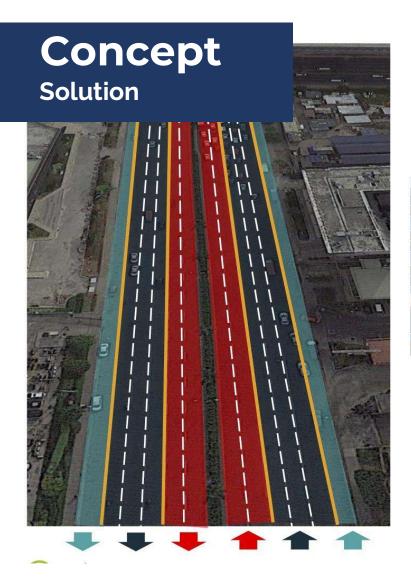- Integrate ~500 buses into one system following a **System Plan**

OPERA-TIONAL
How to implement solution?

- Operate 2 buses in convoy at 3-mins headway during peak hours
- Maintain speed of 23-35 kph
- Should the bus stops be on the **center median** OR on the **third lane**?
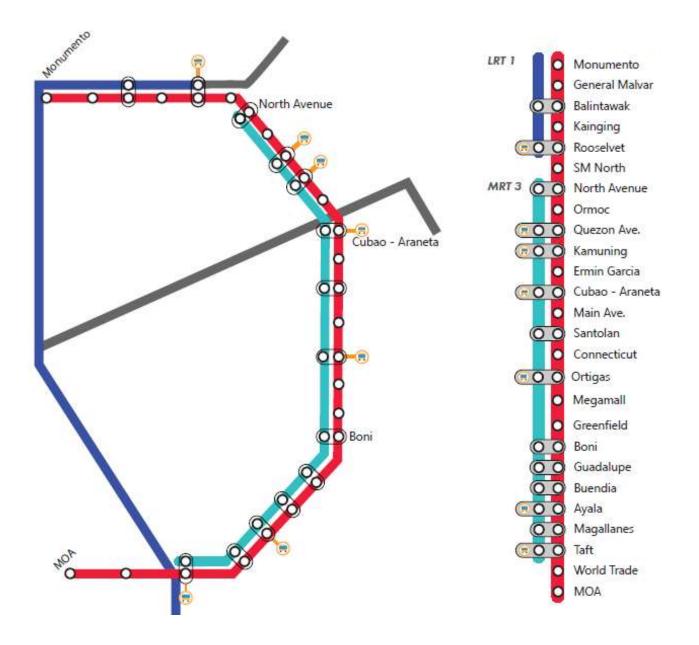
Organizational Structure

Final Approval	IATF	
Clearing	DOTr	MMDA	LTFRB	DPWH
Working Group	Funding; Concept solution; Oversight	Engineering; Construction; Traffic Mngt.	Organize Bus Service	Construction

Concept
Solution

MOA - TAFT

6 Lanes per direction

Segregation
Segregated busway
Cycling Lane
Mix Traffic

Bus Stops
Locations & Linkages

Type	Bus Bays
1	2 (e.g. WTC)
2	4 (e.g. Kamuning)
3	6 (e.g. Greenfield)
4	8 (e.g. Ayala)

Service
Plan

5 services; 26 stations

Sample Travel Times	
Taft to North Avenue (Service A)	30 minutes
North Avenue to Ayala (Service C)	24 minutes
Cubao to Taft (Service E)	20 minutes

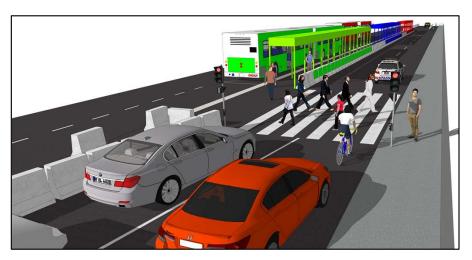**System Manager to implement/enforce Service Plan**

Station Layout Options

Design 1: **Station at 3rd lane**

Passenger throughput: **~86,000 pphpd**

LOS at mix traffic (2 lanes): **worst**

Design 2: **Station at center island**

Passenger throughput: **~25,000 pphpd**

LOS at mix traffic (3 lanes): **bad**

Key Takeaways

- Reform is possible, and it may not necessarily have to be costly;

- Institutional mandates direct technical solutions, the entity **championing public transport** (PT) may need to be clarified/identified/created;
  - Build-up, maintain PT database (preferably on a real-time base, and open access);
  - Promote reforms (e.g. service contracting, competitive tendering of franchise, etc.);
  - Manage/oversee the performance of PT services (e.g. compliance to service plans, etc.)

- Venue/activities promoting discussion of transport issues (e.g. TSSP) need to be nortured. It facilitate technical exchange/network, which may come handy during time of crisis;