



Eduardo “Eddie” Yap

EDSA BUS SYSTEM REFORMS

STRATBASE Forum

May 29, 2020

CHANGE IS COMING TO EDSA



NEW BUSWAYS AT INNERMOST LANES



STARTED WITH HOLISTIC TRAFFIC PLAN IN 2015

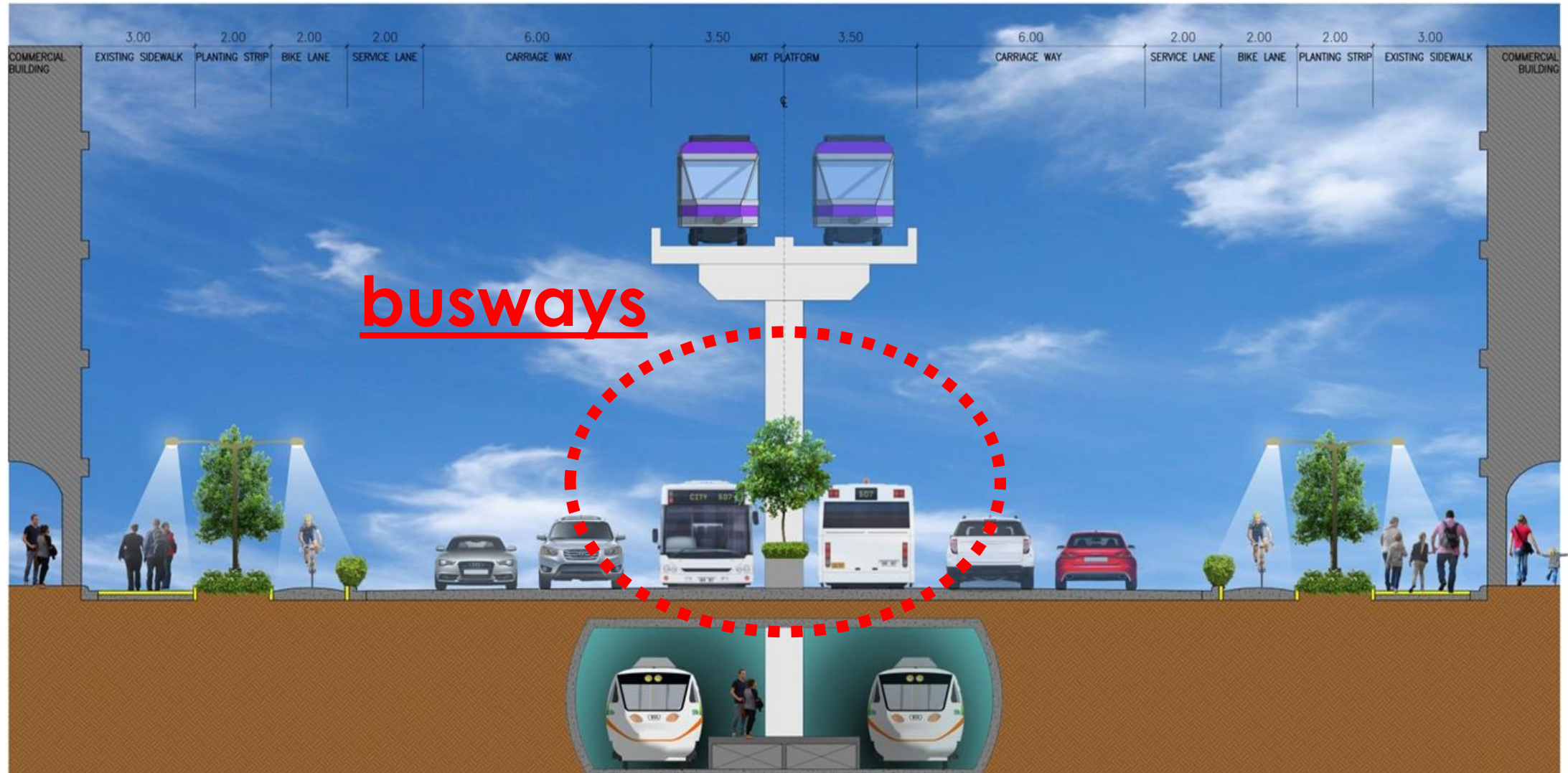
The Traffic & Transportation Problems of Metro Manila - A Holistic Approach

M.A.P. General Membership Meeting

Aug. 26, 2015

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

“EDSA DREAM PLAN”, 26 AUG 2015



EDSA REFORM ADVOCACY ARTICLES

- **EDSA: From Ugly Duckling to Manila “Golden Mile”**, 12 Dec 2019, The STAR
- **Trackless Train: Easing EDSA’s Strain**, 19 Dec. 2019, The P. STAR
- **Don’t Waste a Crisis**, 10 May 2020, The STAR

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.



Eduardo H. Yap
May 10, 2020

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**FINANCIAL EXECUTIVES INSTITUTE
OF THE PHILIPPINES (FINEX)**

Financial Executives Institute of the Philippines (FINEX)
through National Affairs Committee
presents this webinar via Zoom

"Averting a Crisis in Public Transportation and Mobility"

Guest Speakers:



Mr. Eduardo H. Yap
Chairman, FINEX National Affairs
Committee
*"Don't Waste A Crisis,
Reform the inefficient EDSA bus service"*



Mr. Robert Y. Siy
Transportation Adviser and
Development Planner
*"Averting a Crisis in Public
Transportation and Mobility"*

Panelists:



Mr. Glicerio V. Sicat
Former Undersecretary
DOTC



Mr. Herminio B. Coloma Jr.
Executive Vice President
Manila Bulletin Publishing Corp.



Mr. Vicente Julian A. Sarza
Chief Operating Officer
Mabuhay Capital

Thursday | 14 May 2020 | 2:00 PM - 3:30 PM

FREE WEBINAR

For more information, please contact FINEX Secretariat thru Ann Estrella at alpestrella@finex.org.ph
Only 500 participants can be accommodated

"20:20 VISION - LEADING THE WAY TOWARDS WORLD-CLASS PHILIPPINE BUSINESS"

PROBLEMS AND SOLUTION STARING AT US FOR DECADES



Yap EDSA reform advocacy

- **Quantitative & qualitative reforms (Right size bus fleet)**
 - Franchise rationalization
 - Route restructuring
 - Accreditation of qualified operators
- New dedicated busways at innermost lanes
- High capacity buses. Operate buses like train
- Congestion fee for cars during peak hours

SOLUTION PLATFORMS AT **CENTER ISLAND**



T&D DESIGN CONSULTANCY, CO.
Architects • Planners • Engineers • Designers • Consultants

CONCEPT BY: EDUARDO H. YAP

RENDERING BY: T&D DESIGN CONSULTANCY, CO.

RUN BUSES LIKE TRAIN TO OPTIMIZE BUSWAY



Yap EDSA reform advocacy

MEDIAN PLATFORM WITH AT-GRADE CROSSWALK

At-grade
crosswalk



At-grade
crosswalk

OBJECTIVE: BUS TRAIN UNIMPEDED BY TRAFFIC



SOLUTION TO INDISCRIMINATE LOADING AND UNLOADING



Yap EDSA reform advocacy

The background of the slide is a solid black field. At the top, there is a decorative horizontal band with a wavy, fluid appearance. This band features a color gradient, transitioning from a bright yellow on the left, through orange and red, to a vibrant cyan on the right. The colors are blended together, creating a sense of motion and depth.

Optional slides

LONG BUS TRAIN - DOST

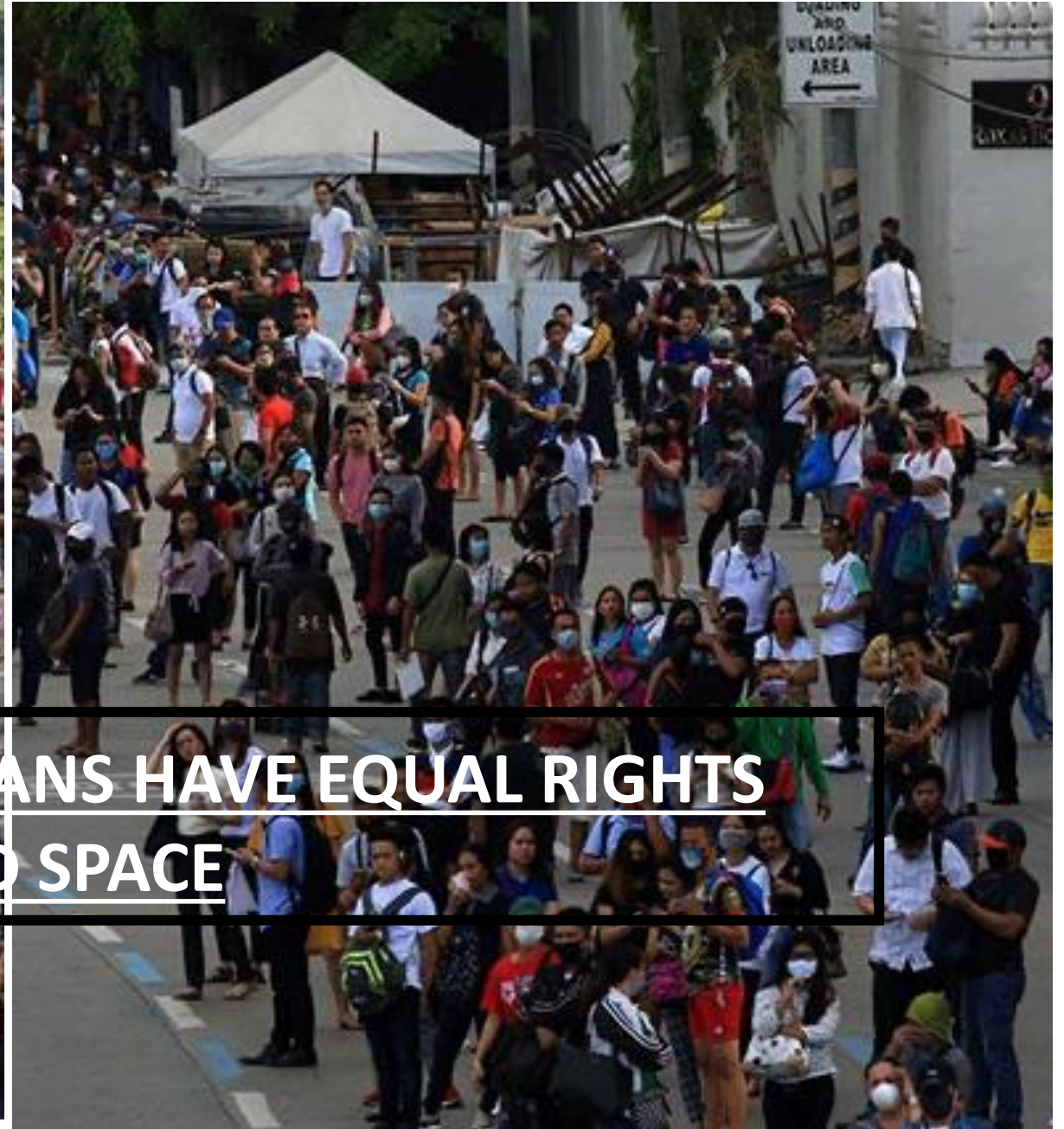


EFFICIENCY COMPARISON OF VARIOUS TRANSPORT MODES

Here are 200 people in 177 cars



200 people
177 cars
5 road lanes



COMMUTERS & PEDESTRIANS HAVE EQUAL RIGHTS
TO ROAD SPACE

MB

PREFERRED FEATURES FOR COMMUTER BUSES



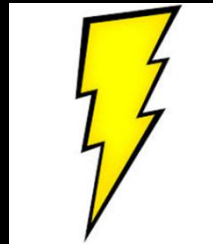
Operated as system



User friendly



High capacity



Electric-powered



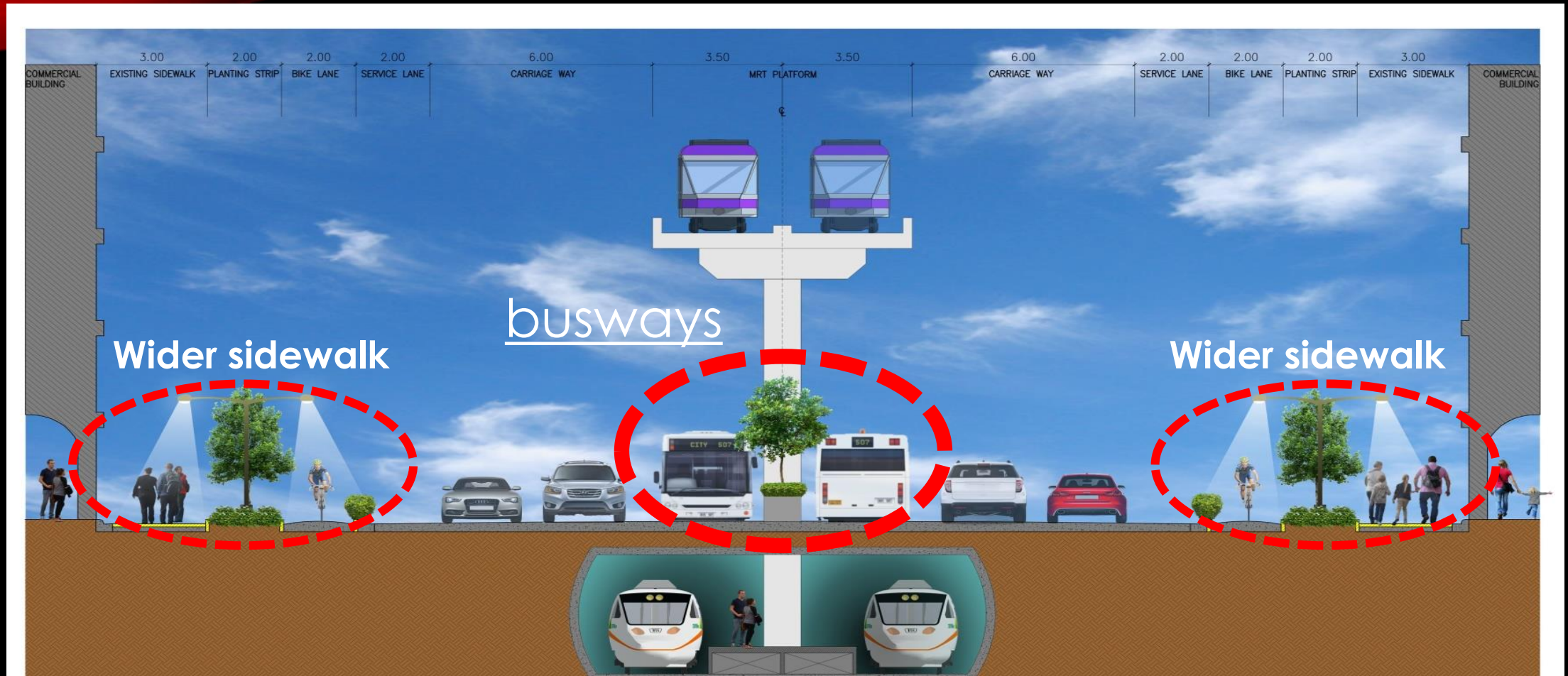
Quick tap and go ticket





Other truths – too many vehicles and grossly inadequate sidewalks

CONCEPT: BUSWAYS AT EDSA MEDIAN ADJ TO MRT3



Concept by: Eduardo H. Yap, 26 Aug 2015