

6.0 ROADS AND TRANSPORT

6.1 Main Road Network

The existing key roads within Pasay City's boundaries perform metropolitan linkage functions and are in relatively good condition than the roads in the rest of the country. However, chronic traffic congestion is usually experienced during peak periods particularly along the major metropolitan radial and circumferential roads within Pasay City. A strong north-south intra-metropolitan and intra-regional connection is provided by the eight-lane Roxas Boulevard/ Manila-Cavite Coastal Road (MCCR), i.e., otherwise referred to as the Radial Road 1 (R-1), extending from the city of Manila's southernmost area to the Alabang-Zapote Road/ R-1 junction in Muntinlupa City. Epifanio De Los Santos Avenue (EDSA) also referred to as Circumferential Road 4 (C-4) provides direct access from the eastern and northern portions of the Metro Manila Area. A complete list of the major thoroughfares that are actually situated within Pasay City's boundaries, i.e., radial roads, circumferential roads, collector roads and local roads that provide local and inter-city/ intra-metropolitan access within the boundaries of Pasay City together with their key physical characterizations are discussed below. The transportation network is shown in Figure 6.1

• Radial Road 1

Radial Road 1 (R-1) consists of the southernmost section of Roxas Boulevard that links Pasay City to the city of Manila to the north and Parañaque City to the south. The approximate road right-of-way (ROW) is 60 meters. The R-1 section found in Pasay City is basically a private transportation corridor or a low-occupancy vehicle (LOV) corridor frequented largely by private vehicles and taxis. Public buses from the south via Coastal Road uses certain segment of Roxas Boulevard and turn left at EDSA or Gil Puyat Avenue. This condition gives Roxas Boulevard its fast-moving, expansive and highly vehicular character.

• Radial Road 2

Radial Road 2 (R-2) consists of the southernmost section of Taft Avenue, which links Pasay City to the City of Manila to the north and Parañaque City to the south. The approximate road ROW is 30 meters. The R-2 section found in Pasay City is a public transportation corridor or medium-occupancy vehicle (MOV) corridor frequented by intra-metropolitan jeepneys and some mega-taxis. This condition gives Taft Avenue its slow moving, constricted/ congested and highly pedestrian character. The Light Rail Transit (LRT) train runs along this corridor within Pasay City.

• Radial Road 3

Radial Road 3 (R-3) is comprised of a section of the South Luzon Expressway (SLEX). It links Pasay City to the city of Manila to the north and to Parañaque City to the south. It has an approximate road ROW of 60 meters. The grade level R-3 section found in Pasay City is basically a public transportation corridor or high occupancy vehicle (HOV) corridor frequented by metropolitan and provincial buses and intra-metropolitan jeepneys and mega-taxis. However, the number of

private vehicles using the grade level R-3 (SLEX) far outnumber public utility vehicles. This condition coupled by the heavy volume of vehicles gives the grade-level R-3 (SLEX) its slow moving, constrictive/ congested but highly vehicular character. The above-grade level R-3 (Metro Manila Skyway or MMS) section also found in Pasay City is, in contrast, basically a private transportation corridor or low occupancy vehicle (LOV) corridor, i.e., frequented by private vehicles. This condition renders the above-grade level R-3 (Metro Manila Skyway or MMS) section in Pasay City its very fast-moving and highly vehicular in character. The MMS has an estimated total 40 meters segregated road ROW that will eventually connect the existing North Luzon Expressway (NLE) and South Luzon Expressway (SLEX) through other elevated sections passing through the city of Manila; the MMS is expected to reduce travel time from north to south of the MMA by providing a more reliable and direct route. Pasay City is expected to become more accessible with the completion of the other proposed elevated highway sections within the MMA;

• **Circumferential Road 3 (C-3)**

Circumferential Road 3 (C-3) consists of the westernmost section of Sen. Gil Puyat Avenue. This road, which links Pasay City to Makati City to the east, has a road ROW (right of way) of about 40 meters. The C-3 section found in Pasay City is a public transportation or HOV corridor from the Makati City boundary up to the up to the Boulevard 2000 Project area, i.e., frequented by metropolitan buses and intra-metropolitan jeepneys and mega-taxis. This condition gives Sen. Gil Puyat Avenue its slow moving, constricted/ congested and highly pedestrian character.

• **Circumferential Road 4 (C-4)**

Circumferential Road 4 (C-4), which has an approximate road ROW of 60 m, consists of the westernmost section of (EDSA) This road links Pasay City to Makati City to the east. The C-4 section found in Pasay City is the public transportation or HOV (high occupancy vehicle) corridor from the Makati City boundary up to the C-4/ R-2 junction (Pasay Rotunda). This section is frequented by metropolitan and provincial buses and intra-metropolitan jeepneys and mega-taxis and is also a largely private transportation or LOV corridor from the C-4/ R-2 junction (Pasay Rotunda) up to the vast reclaimed areas west of R-1. This condition gives EDSA (section from the Makati City boundary to the C-4/ R-2 junction) its slow moving, constrictive/ congested and highly pedestrian character as compared to the fast-moving, expansive and highly vehicular character of the EDSA section from the C-4/ R-2 junction up to the Boulevard 2000 Project area. The Metro Rail Transit (MRT) runs along the segment of EDSA which is in Pasay with the south terminal found at the intersection of Taft Avenue and EDSA.

• **F.B. Harrison Avenue**

F.B. Harrison Avenue is a major north-south collector road that links Pasay City to the city of Manila to the north and to Parañaque City to the south (where it joins with Quirino Avenue). It has a ROW of approximately 25 meters. The F.B. Harrison Avenue section found in Pasay City is a public transportation or MOV (medium occupancy vehicle) corridor and is frequented by intra-metropolitan

jeepneys and mega-taxis. This condition gives the F.B. Harrison Avenue section in Pasay City its relatively slow-moving, constrictive/ congested and highly pedestrian character.

- **Arnaiz Avenue (formerly Libertad)**

Arnaiz Avenue is a major west-east collector road that links Pasay City to Makati City to the east. It has an approximate road ROW of 25 meters. The Arnaiz Avenue section found in Pasay City serves as a public transportation road or MOV corridor, i.e., frequented by extra-city and intra-city jeepneys; this condition gives the Arnaiz Avenue section in Pasay City its slow moving, constrictive/congested and highly pedestrian character.

- **Ninoy Aquino Avenue**

The Ninoy Aquino Avenue is the last major north-south collector road, which links Pasay City to Parañaque City to the south. It has an approximate road ROW of 40 meters. The Ninoy Aquino Avenue section found in Pasay City is basically a public transportation or MOV corridor, i.e., frequented by extra-city jeepneys and mega-taxis. This condition gives the Ninoy Aquino Avenue section in Pasay City its relatively slow-moving, constrictive/ congested but highly vehicular character due to the heavy volume of private vehicles.

- **Andrews Avenue**

Andrews Avenue is a major east-south local road functioning as a metropolitan linkage between Pasay City and Makati City by way of crossing R-3 (SLEX). The approximate road ROW is 40 meters. A section found in Pasay City is basically a private transportation or LOV corridor, i.e., frequented by private vehicles and a limited volume of extra-city jeepneys and mega-taxis. This condition gives the Andrews Avenue its fast-moving, relatively expansive and highly vehicular character.

- **Mexico Road (sometimes called Taft Avenue Extension)**

Mexico Road is a major local road that links Pasay City to Parañaque City to the south where it joins with Quirino Avenue. The approximate road ROW is 25 meters. Mexico Road is a public transportation or MOV corridor, i.e., frequented by intra-metropolitan jeepneys and mega-taxis, metropolitan and some provincial buses. This condition gives Mexico Road its excruciatingly slow-moving, highly constrictive/ congested and extremely pedestrian character, which probably make it the most densely pedestrianized road in the MMA during daytime;

- **NAIA Road (formerly MIA Road)**

The NAIA Road is a major local road, which links Pasay City to Parañaque City to the west where it eventually joins with R-1. It has an approximate road ROW of 50 meters. The NAIA Road section found in Pasay City is basically a private transportation or LOV corridor, i.e., frequented by private vehicles but also by some intra-metropolitan jeepneys, mega-taxis and metropolitan buses. This

condition gives the NAIA Road section in Pasay City its fast-moving, expansive and highly vehicular character.

• **Domestic Road**

The Domestic Road is a major local road that links Andrews Avenue to the north and NAIA to the south. The approximate road ROW is 25 meters. The F.B. Harrison Avenue section found in Pasay City is basically a public transportation or MOV corridor, i.e., frequented by intra-metropolitan jeepneys and mega-taxis. This condition gives the F.B. Harrison Avenue section in Pasay City its relatively slow-moving, constrictive/ congested and highly pedestrian character.

• **Aurora Boulevard (Tramo)**

Aurora Boulevard is a major local road, which links C-4 (EDSA) to the north and Andrews Avenue to the south. The approximate road right-of-way (ROW) is about 30 meters; Aurora Blvd. is a public transportation or MOV corridor, i.e., frequented by intra-metropolitan jeepneys and some metropolitan and provincial buses; this condition gives the Aurora Blvd. its relatively slow-moving, constrictive/ congested and highly pedestrian character. Aurora Boulevard used to be a well-traveled route of airport bound vehicles coming from EDSA. The completion of the MRT Line along EDSA has resulted in the closure of the intersection at the corner of EDSA and Aurora Boulevard and the subsequent prevention of the entry of left-turning vehicles coming from west bound EDSA and into Aurora Boulevard.

6.2 Inventory of Roads and Bridges

The Pasay City is served by a network of roads, mostly concreted, and provides internal access within the city and to all its barangays. Several roads serve as important linkages of the city to the rest of Metro Manila. The primary highways that run north to south are Roxas Boulevard and Taft Avenue. The other major road that runs north to south and carries heavy public transport traffic is F. B. Harrison. The major roads that run west to east are Sen. Gil Puyat Avenue (formerly Buendia), Arnaiz Avenue (formerly Libertad) and E. Delos Santos Avenue (EDSA).

Minor roads that are found within Pasay City cater to light public transport vehicles such as jeepneys and tricycles. The table below lists the roads in the major areas Pasay City.

Table 6.1
Existing Roads in Pasay City

District	Length (km.)			
	Concrete	Asphalt	Gravel	Earth
San Roque District	19.795	0.000	0.000	0.725
San Rafael	36.204	1.358	0.000	0.727
San Isidro	3.182	0.330	0.000	0.000
Sta. Clara	2.647	0.000	0.000	0.000
CAA	22.124	0.000	0.000	0.000

Source: Pasay City

In terms of pavement type, the major roads in Pasay City are of concrete, asphalt and gravel. A great portion of the roads is of asphalt and concrete types. Very minor portions are gravel type roads.

The roads in Pasay City are administered by several agencies. Some are maintained by the municipal government. Some portions of the road are under the National Capital Region. Total road network of the city is 149.35 kms.

The waterway crossings within Pasay City are provided by bridges. These reinforced concrete bridges have span length ranging from 25 meters to 50 meters. The short ones are along A. Jorge St. and Protacio St. The longest bridge is located along EDSA. The following Table 6.2 and Figure 6.2 show the currently existing bridges that serve Pasay City:

Table 6.2
Inventory of City Bridges (as of June 30, 1998)

Location	Length (m)
1. Tramo Bridge	30 - concrete
2. D. Jorge	25 - concrete
3. Protacio	25 - concrete
4. Cementina	40 - concrete
5. Gil Puyat	50 - concrete
6. E D S A	50 - concrete
7. Flores St.	20 - timber
8. Bac III Drive	50 - concrete
9. C. Jose St.	25 - concrete
10. Apelo Cruz St.	25 - concrete

Source: Pasay City

6.3 Road Traffic

Traffic from the adjacent city of Manila on the north side, Makati City on the eastside and Parañaque City on the south side flow through some of the major roads traversing Pasay City and contributes to vehicular congestion in the roads of Pasay City. The routes used by buses are Sen. Gil Puyat Avenue (formerly Buendia), EDSA (C-4), Roxas Blvd., NAIA Road, Domestic Road, Aurora Avenue, and Taft Avenue (between Vito Cruz and Buendia). The jeepneys use Taft Avenue, F.B. Harrison St., Buendia Avenue, (between Harrison and Pasay-Makati boundary), EDSA, Andrews Avenue, Domestic, NAIA Road, Ninoy Aquino Avenue, and the West Service Road of the South Luzon Expressway (SLEX).

From previous studies conducted along Boulevard 2000 and from data provided by the Department of Public Works and Highways (DPWH), the estimated vehicle volumes along the R-1 section in Pasay City in 1995 reached 100,000 vehicles per day, i.e., the section of Roxas Boulevard extending from President Quirino Avenue (C-2) in Manila to the EDSA (C-4) junction. The traffic volume on stretches of C-4 (EDSA) from R-3 (SLEX) towards R-1 (Roxas Boulevard) ranges from 75,000 to 140,000 vehicles per day.

The following are the major metropolitan traffic bottlenecks within the boundaries of Pasay City:

- The intersections of R-1 (Roxas Boulevard) with C-4 (EDSA) and C-3 (Sen. Gil Puyat Avenue) and sections of said roads leading to the intersections;
- The intersections of F.B. Harrison Avenue with C-4 and C-3 and sections of said roads leading to the intersections;
- The entire section of F.B. Harrison Avenue in Pasay City;
- The intersections of R-2 (Taft Avenue) with C-4 and C-3 and sections of said roads leading to the intersections;
- The entire Mexico Road (Taft Avenue Extension);
- The intersections of Andrews Avenue with Aurora Boulevard (Tramo) and Domestic Road and sections of said roads leading to the intersections;
- The entire Domestic Road;
- Portions of NAIA Road between Domestic Road and Ninoy Aquino Avenue;
- The intersections of Arnaiz Avenue (Libertad) with F.B. Harrison and R-2 and sections of said roads leading to the intersections;
- The entire stretch of Cuneta Avenue; and
- The R-3 (SLEX) exit area at Villamor Airbase.

For internal mobility, tricycles are used in inner streets, secondary thoroughfares and tertiary roads. There are around 2,500 tricycles operating in the city using 15 tricycle/pedicab terminals.

6.4 Public Transport

The jeepneys and metro buses are considered the primary mode of land transportation in Pasay City. The jeepneys with longer Metro Manila routes mostly run along F.B. Harrison, Arnaiz Avenue, Taft Avenue and EDSA. Some of the jeepneys that ply along F. B. Harrison have the following routes: (1) Baclaran – Libertad – Mabini - Harrison; (2) Blumentritt - Sta. Cruz – Baclaran; (3) Dapitan -Quiapo – Baclaran; (4) Baclaran – Divisoria – Mabini – Jones – Lawton; (5) Sta. Cruz – Avenida – Luneta - T.M. Kalaw – MCU; (6) Baclaran – Pier; and (7) OWWA-DFA-Harrison. Along Arnaiz Avenue the jeepneys have the following routes: (1) Libertad – Protacio - Cabrera; (2) Evangelista - Libertad; (3) Dominga – Libertad – Ignacio - PBA; (4) H. Plaza – DFA - Astrodome; (5) M. dela Cruz – Libertad - DFA; (6) Libertad – Dian (jeepneys wait near P. Zamora); (7) Cabrera - C. Joda - Libertad; (8) Cabrera Hi-way - Libertad; (9) Libertad -Washington; (10) Pasay – Rotonda - Libertad; (11) M. Reyes – Libertad; (12) EDSA – LRT – DFA - Libertad; (13) Evangelista – Pio – Hiway - Libertad; (14) Blumentrit - Libertad; (15) Taft – Herran – PGH – Dakota – Harrison - Libertad; and (16) Pier – Mabini –

Libertad. Along Taft Avenue jeepneys coming from the City of Manila bound for Baclaran use this road.

Some jeepneys with short distance routes use portion of EDSA like (1) Malibay – Libertad jeeps; (2) M. Dela Cruz – Libertad jeeps; and (3) Cabrera – Libertad; and (4) M. Reyes – Libertad jeep. One longer route jeep (the Alabang – Pasay jeep) uses portion EDSA and terminates its route near Taft – EDSA intersection. Some of the jeepney routes that are primarily local in Pasay City are like (1) Malibay – Libertad; (2) M. Dela Cruz – Libertad; and (3) Cabrera – Libertad; and (4) M. Reyes - Libertad. The following Table (Table 6.3) describes the existing jeepney routes within Pasay City. The Jeepney Route Map is shown in Figure 6.3.

Table 6.3
Existing Jeepney Routes

ROUTE: TRAVERSED STREETS	TERMINAL/WAITING AREA
<p>1. MALIBAY – LIBERTAD</p> <p>C. Jose – left C. De Guzman – left at P. Santos - left at Apelo Cruz – right at C. Jose – right at EDSA – U-Turn at SLEX flyover – left along EDSA southbound – right F.B. Harrison – right Libertad – right Park Ave. – right at EDSA and U turn for EDSA northbound – finally right to C. Jose</p>	CLEMENTE JOSE Corner De Guzman
<p>2. LIBERTAD – M. REYES</p> <p>M. Reyes cor EDSA- right EDSA – right Taft Ave. – left Pasay Lions Rd. – right P. Villanueva – left Galvez Ave. – right F.B. Harrison – right Libertad – Cementina – (MAKATI) right to Batangas – left Balderrama – right Bavangueno – left to Jerry St.– right Capt. M. Reyes – back to terminal.</p>	M. REYES COR. EDSA
<p>3. LIBERTAD – CABRERA</p> <p>Colayco – left Libertad – right Tramo –right Protacio St.- right to Tolentino St.- straight to Cabrera St. –right to EDSA – right to P. Zamora – left to Tramo cr. Protacio – straight Tramo – left Libertad – right P. Burgos – left Villareal -then back to terminal.</p>	COLAYCO ST.
<p>4. LIBERTAD - M. DELA CRUZ</p> <p>M. dela Cruz – left to Libertad-Cementina Dolores St –right P. Burgos St – left to Villareal st. – right Colayco – left Libertad-Cementina Dolores St. – right Tolentino Esguerra – right Tolentino – left Protacio – left M. dela Cruz - back to terminal.</p>	M. DELA CRUZ ST.
<p>5. EVANGELISTA-LIBERTAD</p> <p>Evangelista left to Arnaiz St.-right to P. Burgos-left to Sen. Gil Puyat St. – left to Harrison St.-left to Arnaiz St going back to Evangelista</p>	EVANGELISTA ST. COR. EDSA
<p>6. NICHOLS-V. CRUZ-EDSA-TRAMO</p> <p>ALTERNATE ROUTE: NICHOLS- CAA-AIRPORT</p> <p>Nichols – Andrews Ave. – Airport Rd. – right Roxas Blvd. – right P. Lovina Sr. – right to Park Ave. – left Mexico Ave. – straight to Taft Ave. U-Turn along Taft Ave. – left EDSA – right Aurora Blvd. (Tramo) – right Andrews Ave. – left Domestic Rd. – left Mia Rd., right still along Mia Rd. – right Domestic Rd. – right Andrews Ave. – left Aurora Blvd. (Tramo) then EDSA.</p>	GATE 1 NICHOLS (ANDREWS AVE.)
<p>7. PINAGBARILAN-LIBERTAD</p> <p>Aurora- left to Don Carlos Revilla- right to EDSA – u-turn under SLEX flyover-EDSA southbound – right to P. Zamora – straight to P. Burgos - left to Villareal – left to Colayco – right to Libertad - left Park Ave. – right EDSA – u-turn to EDSA northbound - right Don Carlos Revilla- back to terminal</p>	AURORA BLVD. COR. PINAGBARILAN

Table 6.3
Existing Jeepney Routes (Continuation)

ROUTE: TRAVERSED STREETS	TERMINAL/WAITING AREA
8. VILLAMOR G1 – G2 G2 right to Manlunas – right 4 th st. – left 17 th st. – Airmen’s Vill. – left 14 th st. – left 12 th st. – right 10 th st. – left Manlunas From Manlunas Jeep Terminal – right 3 rd st. – right 4 th st. – left to Andrews Ave. – right to Sales then South Super Highway.	GATE 2
9. DOMINGA – LIBERTAD Dominga – left G. Puyat Ave. – right Edison – right Morse st. – left Marconi – right Cementina up to Libertad – left F.B. Harrison – right Ignacio – left Park Ave. – right P. Reyes then Pasay Lions Rd. – left Taft Ave. – right to Arnaiz St. (Cementina) – left Marconi – right Morse – left Edison – left Gil Puyat Ave. – right Dominga.	DOMINGA
10. LIBERTAD-WASHINGTON -Left Batangas–right Finlandia straight ahead to Dela Rosa–right Washington then Makati Sq. up to Mckinley–right Fernando –right Antonio Arnaiz (Libertad-Cementina)–left Primero de Marzo then D.C. Laurel–left T. Inocencio–J.P. Rizal– right to Cementina-Dolores (Libertad)	P. ZAMORA COR LIBERTAD
11. ALABANG – PASAY G2– South Super Highway – left EDSA – U-Turn end of EDSA then right South Super Highway (West Service Rd.) straight ahead up to Alabang.	ALABANG
12. EVANGELISTA – TRAMO Evangelista left to Arnaiz St.- right to P. Burgos - cross Sen. Gil Puyat St. – to Dominga up to Gutierrez – turn around back to Gil Puyat – turn left at Gil Puyat – right at tramo – left at arnaiz up to evangelista	EVANGELISTA COR. EDSA
*DIAN-LIBERTAD From Makati going west along Arnaiz Ave. (Libertad) right at P. Burgos, left at G. Puyat Ave., left at F.B. Harrison St., right at Arnaiz Ave. (Libertad), cross Taft Ave., continue along Arnaiz Ave. (Libertad) until it reaches Makati	BETWEEN TRAMO AND AURORA STREETS

The tricycles operating in inner streets provide for the short distance transportation needs of the people within the City.

The two existing light rail systems, namely, the Light Rail Transit (LRT) and the Metro Rail Transit (MRT) traverse portions of Pasay City. The LRT runs on elevated railway along Taft Avenue. While the MRT dashes along EDSA to its Southern Terminal at the intersection of Taft Ave. and EDSA. Here, the light rail passengers either alight or transfer to other lines that will bring them to other points of destination.

There are at least 15 terminals for provincial buses located in Pasay City. Most of these bus lines service southern destinations in Region IV and Region V, The entry of provincial buses is one of the major causes of traffic in the city.

The Ninoy Aquino International Airport is located within Pasay City and Parañaque City. This serves as the primary international gateway to foreign destinations and the main port of entry for those coming into the Philippines. The runway length is 2,720 meters and the width is 46 meters. The Manila Domestic Airport is also located within Pasay City and serves destinations within the country.

Pasay City is fortunate to have three (3) important metropolitan commuter systems within its boundaries namely:

- The elevated Light Rail Transit (LRT) Line 1 system operates on top of R-1 (Taft Avenue) with stations at C-3 (Sen. Gil Puyat Avenue), Arnaiz Avenue, C-4 (EDSA), and the south terminal at Mexico Road. The LRT Line 1 has its depot along Andrews Avenue. The LRT Line 1 offers a north-south linkage through the cities of Manila and Caloocan;
- The grade-level Mass Rapid Transit (MRT) system which operates on C-4 (EDSA) with its west terminal near R-1 (Taft Avenue); the MRT offers a north-east-south linkage through the cities of Makati, Mandaluyong and Quezon; and
- The grade-level Philippine National Railways (PNR) commuter rail system which operates alongside R-3 (SLEX) and offers a north-south linkage through the cities of Manila, Caloocan, Parañaque; Las Pinas and Muntinlupa.

Pasay City also has the distinction of hosting the only extra-metropolitan ferry terminal within its boundaries, i.e., beside the Tanghalang Francisco Balagtas (formerly the Folk Arts Theater). Ferries bound for points in Bataan or even Corregidor and back to Metro Manila call on this terminal.

Pasay City has the sole distinction of having three (3) important components of the national air transportation systems to operate within Pasay City. Each of these is briefly discussed below.

• **Manila International Airport System**

The Manila International Airport System presently operates the International Passenger Terminal (IPT) 1 (also referred to as the NAIA) and IPT 2 (Terminal 2). The construction of IPT 3 (Terminal 3) along Andrews Avenue has already started and is expected to be operational in 2003. The international airport system includes the use of both runways and taxiways.

• **Manila Domestic Airport System**

The Manila Domestic Airport System currently operates the Domestic Terminal and other terminals operated by various carriers. The domestic airport system includes the use of both runways and taxiways.

• **General Aviation System**

The general aviation system operates out of the hangars around the domestic airport, i.e., along the Domestic Road and Andrews Avenue. The general aviation system also includes the use of both runways and taxiways,

The operations of all the foregoing systems are strictly regulated by the Air Transportation Office (ATO), which has its office along Andrews Avenue. If plans materialize, even the future International Container Terminal (ICT) may operate

from the NAIA area. Pasay City is also host to the only Philippine Air Force (PAF) base within the Metro Manila.

6.5 Street Parking in Pasay City

Among the problems related to accessibility and transportation that plague Pasay City is Parking. Because of its high population, congestion and limited space parking of vehicles has become a chronic problem. The city government has designated areas and regulated street parking to minimize the effect on motorist. Section 5. of Ordinance No. 267, Series 1994 stipulates the provision as follows:

“Section 5 Parking areas. – No person shall park any motor vehicle or permit it to stand whether attended or unattended upon any road, street or alley,

- 5.1 *Within an intersection;*
- 5.2 *On a crosswalk/pedestrian lane;*
- 5.3 *Within thirty (30) meters of any intersection;*
- 5.4 *In front of a private driveway;*
- 5.5 *Within four (4) meters of the driveway entrance to any fire station;*
- 5.6 *Within four (4) meters of any fire hydrant;*
- 5.7 *On the roadway side of any vehicle stopped or parked at the curb or edge of any road or street (double parking);*
- 5.8 *On a sidewalk, except where a drive-up is provided;*
- 5.9 *Within thirty meters from any corner or intersection;*
- 5.10 *In front of any public or private school;*
- 5.11 *At any other place where official signs prohibit park”*

Section 6 of Ordinance No. 267 identifies the specific locations where Parking is not allowed with their respective duration as follows:

“SEC. 6. No parking both sides. - There shall be no parking at both sides of:

- 6.1 *Roxas Boulevard in its entirety from the Pasay-Manila boundary on the North up to the Pasay-Paranaque boundary on the South including the East side of the auxiliary road except West side portion allotted for parking;*
- 6.2 *Taft Avenue in its entirety from the Pasay-Manila boundary on the North up to the Pasay-Paranaque boundary on the South from 6:00 a.m. to 8:00 p.m.;*
- 6.3 *F. B. Harrison in its entirety from the Pasay-Manila boundary on the North up to the Pasay-Paranaque boundary on the South from 6:00 a.m. to 8:00 p.m.;*
- 6.4 *Epifanio delos Santos Avenue (EDSA) in its entirety from the Pasay-Makati boundary on the East up to Roxas Boulevard on the West;*
- 6.5 *Gil Puyat Avenue formerly Buendia Avenue, in its entirety from the Pasay-Makati boundary on the East up to the Reclamation Area on the West;*
- 6.6 *Leveriza Street from Cartimar up to Arnaiz Avenue from 6:00 a.m. to 8:00 p.m.;*
- 6.7 *Aurora Boulevard (Tramo) up to Andrews Avenue from 6:00 a.m. to 8:00 p.m.;*
- 6.8 *Andrews Avenue, from Aurora Boulevard on the East up to the Pasay-Paranaque boundary on the West;*
- 6.9 *Airport Road from Andrews Avenue up to the Pasay-Paranaque boundary on the West;*
- 6.10 *Airport Avenue in its entire length;*
- 6.11 *MIA Road from the western boundary of Pasay City up to the Old Manila International Airport (MIA);*
- 6.12 *Imelda Avenue from the MIA Road up to the southern boundary of Pasay City;*
- 6.13 *Zamora Street in its entire length from 6:00 a.m. up to 8:00 p.m.;*
- 6.14 *Protacio street in its entire length from 6:00 a.m. to 8:00 p.m.;*
- 6.15 *Cabrera Street in its entire length from 6:00 a.m. to 8:00 p.m.;*
- 6.16 *Dominga street in its entire length from 6:00 a.m. to 8:00 p.m.;*
- 6.17 *F. Fernando Street in its entire length;*
- 6.18 *G. Villanueva Street in its entire length;*
- 6.19 *Taylo Street in its entire length;*

- 6.20 C. Jose Street in its entire length from 6:00 a.m. to 8:00 p.m.;
- 6.21 P. Santos Street in its entire length;
- 6.22 Villareal Street in its entire length;
- 6.23 College Road in its entire length from 6:00 a.m. to 8:00 p.m.;
- 6.24 F. Rosario Street in its entire length;
- 6.25 Vergel Street from Cabrera Street up to Tramo from 6:00 a.m. to 8:00 p.m.;
- 6.26 Tramo from Protacio Street to EDSA from 6:00 a.m. to 8:00 p.m.;
- 6.27 M. dela Cruz Street in its entire length from 6:00 a.m. to 8:00 p.m.;
- 6.28 Edang Street in its entire length from 6:00 a.m. to 8:00 p.m.;
- 6.29 Luna Street from Buendia to Dancel Street from 6:00 a.m. to 8:00 p.m.;
- 6.30 G. Villanueva Street from P. Burgos to Taft Avenue from 6:00 a.m. to 8:00 p.m.;
- 6.31 Mariquita Street in its entire length from 6:00 a.m. to 8:00 p.m.;
- 6.32 P. Villanueva Street from Polo Road to H. Domingo Street at all times;
- 6.33 Aurora Street in its entire length from 6:00 a.m. to 8:00 p.m.;
- 6.34 Tolentino Street in its entire length from 6:00 a.m. to 8:00 p.m.;
- 6.35 M. dela Cruz Extension in its entire length from 6:00 a.m. to 8:00 p.m.;
- 6.36 Dimasalang Street in its entire length from 6:00 a.m. to 8:00 p.m.;
- 6.37 Perla Street in its entire length from 6:00 a.m. to 8:00 p.m.;
- 6.38 Sandejas Street in its entire length from 6:00 a.m. to 8:00 p.m.;
- 6.39 Donada Street in its entire length from 6:00 a.m. to 8:00 p.m. with the exception of the perimeter of Manila Sanitarium;
- 6.40 Menlo Street in its entire length from 6:00 a.m. to 8:00 p.m.;
- 6.41 Park Avenue from Arnaiz Avenue up to Primero de Mayo Street from 6:00 a.m. to 8:00 p.m.”

Limited Parking is stipulated in Section 7 of Ordinance No. 267 where Parking is allowed with their respective duration as follows:

“SEC. 7. One side parking. – Parking shall be allowed only at one side of:

- 7.1 On the North side of :
 - 7.1.1 S. de Guzman from E. Rodriguez to curve;
 - 7.1.2 Marville Access Road in its entirety;
 - 7.1.3 Sta. Scholastica Street from F. B. Harrison to Roxas Boulevard;
 - 7.1.4 Andrews Avenue from Almazor Street up to Aurora Boulevard;
- 7.2 On the South side of :
 - 7.2.1 Vergel from Tramo to Taft Avenue;
 - 7.2.2 S. de Guzman from C. Jose to curve;
 - 7.2.3 Apelo Cruz Street from Philtranco up to C. Jose Street;
 - 7.2.4 Williams Street from F.B. Harrison to Roxas Boulevard;
 - 7.2.5 San Luis Street from F.B. Harrison to Roxas Boulevard;
 - 7.2.6 Antipolo Street from F.B. Harrison to Roxas Boulevard;
 - 7.2.7 Sta. Monica Street from F.B. Harrison to Roxas Boulevard;
- 7.3 On the East Side of :
 - 7.3.1 Leveriza Street from Mabolo Street to Arnaiz Avenue only from 8:00 p.m. to 6:00 a.m.;
 - 7.3.2 Park Avenue from Primero de Mayo Street up to EDSA;
 - 7.3.3 Tramo Street from Protacio Street up to the northern boundary of Pasay City;
- 7.4 On the West Side of :
 - 7.4.1 Taft Avenue from Arnaiz Avenue to P. de Mayo;
 - 7.4.2 E. Rodriguez St. from Apelo to Tripa de Gallina;
 - 7.4.3 Sandejas Street from Gil Puyat Avenue up the Northern boundary of Pasay City;
 - 7.4.4 Burgos Street from the corner of Arnaiz Avenue up to Gil Puyat Avenue;
 - 7.4.5 Dominga Street from Gil Puyat Avenue up to the Northern boundary of Pasay City;
 - 7.4.6 Don Carlos Revilla Street beginning thirty (30) meters from the corner of EDSA up the Pasay Public Cemetery;
 - 7.4.7 Roberts Street from Williams Street to Sta. Scholastica Street;

- 7.5 *Arnaiz Avenue (Libertad Street) parking rules from 6:00 a.m. to 8:00 p.m. shall be as follows:*
- 7.5.1 *From Makati Boundary up to Aurora Street --- Parking shall be allowed on the North side only.*
 - 7.5.2 *From Aurora Street up to P. Burgos Street --- Parking shall be allowed on the South side only.*
 - 7.5.3 *From P. Burgos Street up to Taft Avenue --- Parking shall be allowed on the North side only.*
 - 7.5.4 *From Taft Avenue up to Park Avenue --- Parking shall be allowed on the South side only. Primero de Mayo and P. Villanueva Street may be designated by the Mayor as loading and unloading places for merchandise intended for the Pasay Public Market.*
 - 7.5.5 *From Park Avenue up to F.B. Harrison Street --- Parking shall be allowed on the North side only.*
 - 7.5.6 *From F.B. Harrison up to Auxiliary Road of Roxas Boulevard --- Parking shall be allowed on the South side only.*
 - 7.5.7 *From Aurora Street up to P. Burgos Street --- Parking shall be allowed on the South side only."*

These established parking schemes in Pasay City is shown in Figure 6.4.

6.6 Directional Traffic Flow in Pasay City

As in the rest of Metro Manila, traffic load in the streets of Pasay City are high as evidenced by congestion and traffic jams. The city has adopted directional traffic in order to improve the flow of vehicles and improve accessibility. For the guidance of the motoring public City Ordinance No. 659 Series 1996 was passed promulgated by the City Council. A revision was passed and embodied in City Ordinance No. 1889 Series 2000 to respond to the chronic problems of traffic jams. As a summary of the two ordinances the directional traffic is shown in the following Table:

One Way - West to East Direction	<ol style="list-style-type: none"> 1. A. Layug Street (formerly Concepcion Street) 2. A. Pablo Street 3. Antipolo Street 4. Cartimar Avenue (Leveriza St.-A. Luna St.) 5. Celeridad Street 6. D. Reyes Street 7. Dancel Street 8. David Street 9. Don Benito Hernandez Street 10. Esguerra Street 11. Facundon Street 12. Flores Street 13. Gotamco Street 14. Ignacio Street 15. Inquimboy Street 16. Lourdes Street 17. Moana Street 18. Offarel Street 19. P. Reyes Street 20. P. Samonte Street 21. Perla Street 22. St. Escolastica Street 23. Taylo Street 24. 16 De Agosto Street 25. Capt. Ambo St. 26. E. Rodriguez (M. Dela Cruz) 27. Capt. Ambo Street 28. Rodriguez Street (M. dela Cruz St.-Tolentino St.)
One Way - East to West Direction	<ol style="list-style-type: none"> 1. Amang Rodriguez Street (formerly Salud St.) 2. Balite Street

	<ol style="list-style-type: none"> 3. Cementina Street (Arnaiz Ave.-P. Zamora St.) 4. D. Jorge Street (M. Dela Cruz St.-Tolentino St.) 5. G. Villanueva Street (P. Burgos St.-Taft Avenue) 6. H. Domingo Street 7. Inocencio Street 8. J. Luna Street 9. L. Francisco Street 10. Lakas ng Bayan Street 11. Leogardo Street 12. Lukban Street 13. M. de Jesus Street 14. Mabolo Street 15. Pasadena Street 16. Russel Street 17. San Luis Street 18. F. Rosario Street 19. Sta. Monica Street 20. Tengco Street 21. Valhalla Street 22. Ventanilla Street 23. Vergel Street (Cabrera St.-Tramo St.) 24. Vergel Street (Zamora St.-Taft Avenue) 25. Villareal Street 26. Williams Street
One Way - North to South Direction	<ol style="list-style-type: none"> 1. A. Luna Street (Cartimar Ave.-Lukban St.) 2. Cabrera Street (Protacio St.-Vergel St.) 3. E. Rodriguez Street (Edsa-Apelo Cruz St.) 4. Leveriza Street (Gotamco St.-Libertad St.) 5. M. Colayco Street 6. Park Avenue (Arnaiz Ave.-J.S. Galvez Rd.) 7. P. Santos Street (EDSA –Malibay Plaza) 8. Sandejas Street
One Way - South to North Direction	<ol style="list-style-type: none"> 1. Aurora Street (Protacio St.- Tolentino St.) 2. Decena Street 3. Dimasalang Street 4. Donada Street 5. M. Dela Cruz Street 6. P. Burgos Street 7. P. Villanueva Street (P. Reyes St.-J.S. Galvez Rd.) 8. Park Avenue (Taft Ave. Ext.-Cuneta Ave.) 9. E. Rodriguez (Malibay)

The rest of the streets within Pasay City allow two-way directional traffic flow for all types of vehicles. The public transportation vehicles are allowed only to run along their franchised routes. In addition, Section 4 of Ordinance No. 267 Series 1994 have the following prohibitions as stated below:

“Sec. 4. Access. – Motor vehicles shall be allowed to travel along all roads within the City of Pasay subject to the following restrictions:

Heavy tonnage vehicles equipped with more than six wheels, such as passenger buses, baby buses, cargo and delivery trucks, tractors, and the like shall be allowed only on Taft Avenue, EDSA, Gil Puyat Avenue, Arnaiz Avenue, Leveriza, P. Zamora, P. Burgos, Dominga, Andrews Avenue, Airport Road, Imelda Avenue, Apelo Cruz and Cuneta Avenue, with the exception of public utility vehicles such as those from Meralco, PLDT, MWSS, and the like.

Tricycles and pedicabs shall not be allowed to travel along EDSA, Taft Avenue, F.B. Harrison, Arnaiz Avenue, Gil Puyat Avenue, Aurora Boulevard (formerly Tramo), MIA Road, Domestic Road, Ninoy Aquino Avenue and Roxas Boulevard which are national roads.”

This directional traffic flow patterns is shown in Figure 6.5.

Traffic Lights and Signals are used in the major streets within Pasay City. During rush hours and period of heavy traffic the city also opt for the additional services of traffic personnel to direct traffic. The locations of the traffic lights are as follows:

- Aurora Avenue (Tramo) – Andrews
- Andrews – Domestic Rd. (6-lane hi-way)
- Domestic – NAIA Rd.
- EDSA – Harrison
- Roxas Blvd. – EDSA
- Libertad – P. Zamora
- Taft – Libertad
- Taft Ext. – EDSA Ext.
- Pasay Lions – Taft
- Pasay Taft – EDSA
- P. Burgos – Buendia
- Taft – Gil Puyat Avenue (Buendia Ext.)
- Leveriza – Gil Puyat Avenue (Buendia)
- F.B. Harrison – Gil Puyat Avenue (Buendia)
- F.B. Harrison – Libertad
- Dominga – Gil Puyat Avenue (Buendia)
- Tramo – P. Ocampo
- SLEX exit to West Service Rd.

6.7 Other Transport Related Issues

Pasay City, like the rest of Metro Manila, exhibits similar transport related problems. These were observed during the surveys conducted within the city and informal street discussions with some of the residents. The following are some to the most noted transport-related issues:

- Most side-streets along major jeepney routes are actually narrow alleys leading to congestion and accessibility problem e.g. Tramo St. which narrows at certain segments; P. Zamora; M. Dela Cruz; Don Carlos Revilla near EDSA.
- There are no defined curbs or sidewalks along major streets, e.g. F.B. Harrison
- Tricycles or pedicabs ply their routes along narrow streets which are also jeepney routes causing traffic jams, e.g. F.B. Harrison, Taft, Libertad, Gil Puyat, EDSA.
- Along F.B. Harrison:
 - This is a narrow street with too many jeepneys plying this route.
 - This is a two-way street and is overcapacity most of the time during the day.
 - There are vehicles parking on both sides where parking is not allowed limiting the passage of traffic.
 - Sidewalks are actually occupied by illegally parked vehicles, repair shops, and sometimes small stores or other businesses making it difficult for motorists and pedestrians.
 - Heavy traffic flow most of the time causing inconvenience and delays.

- There are tricycles plying this street contributing to congestion and posing hazard to the public.
- Along EDSA (northbound)
 - Pedicabs were seen plying counterflow along this side close to smaller sidestreets near Malibay causing congestion and posing hazard to the public.
 - A lot of provincial bus terminals alongside this road also contributing to congestion:
 - Example: provincial buses bound for Bicol region
- Along EDSA Extension:
 - Tricycle crossing causing congestion and posing hazard to the public.
 - Pedicabs plying counterflow causing congestion and posing hazard to the public.
 - Provincial bus terminals
- Along EDSA (southbound):
 - Southbound provincial bus terminals contributing to congestion.
 - Jeepneys stop to park and eat at a carinderia alongside this road at extension near Park Ave. contributing to congestion
- Tripa de Gallina Pumping Station
 - This is a squatters' area and has accessibility problem
 - Small subdivision (Don Carlos Village)-thru traffic from Andrews Ave to Baclaran (Taft ext) but very narrow street, for private vehicles and tricycles only.
 - Depot ramp at Comet drive is congested due to conversion of marketplace underneath the ramp.

6.8 Future Transportation Projects

Pasay City will be a key component in the projected future development of the road network of Metropolitan Manila. The notable road developments proposed, ongoing or partially completed for the areas within Pasay City's boundaries are the following:

- The completion of the Central Boulevard in the Central Business Park Island A [CBP-1(A)] portion of the Boulevard 2000 Project; this road shall be the major radial road for the Boulevard 2000 Project and is expected to be very busy particularly around intersections with C-3, C-4 and the NAIA Road;
- The construction of the Bay Boulevard in the CBP-1(A) and the Financial Center Area (FCA) portions of the Boulevard 2000 Project; this road shall be the other major radial road for the Boulevard 2000 Project; and
- The construction of the Seaside Boulevard in the CBP-1(A) portion of the Boulevard 2000 Project; this road shall be the secondary but coastal radial road, i.e., an esplanade, for the Boulevard 2000 Project.

- The timing of the following rail-based mass transit systems will definitely influence the pacing of the proposed developments within the westernmost parts of Pasay City, particularly along the reclaimed areas:
- The LRT Line 1 Capacity Expansion Project;
- The proposed LRT Line 1 Extension Project (Pasay City to Imus, Cavite) along Quirino Avenue and Aguinaldo Highway;
- The proposed LRT Line 6 that will service the Boulevard 2000 Project area, i.e., linking Pasay City with Cavite Province along Bay Boulevard;
- The proposed people mover system within the Boulevard 2000 Project area; and
- The upgrading of the PNR commuter rail services.

6.9 Roads and Traffic in the Boulevard 2000 Project

The major roads that will serve the internal accessibility within the Boulevard 2000 are the extension of circumferential roads, Seaside Drive Extension (also referred to a MIA Road) and two major arteries parallel to R-1. These two arteries are referred to as Central Boulevard and Bay Boulevard. These roads are likewise expected to ease out the traffic along Roxas Boulevard in the future.

The Central Boulevard is planned to run from C3 to C5 with a right of way of 46 meters, initially with three vehicle lanes in each direction. It will also have additional lanes for internal shuttle system which will serve as the primary public transport within Boulevard 2000.

The Bay Boulevard in the same manner will run from C2 to C5 with a right of way of 50 meters, with four vehicle lanes in each direction. The opposing traffic will be divided by a median island. Although not strictly a limited access road, the left turning movement will be restricted only to the major secondary laterals.

The Seaside Boulevard will be exclusive only to CBP1, which is a 35 meter road straddling the 50 meter wide strip along the coast. The 50 meter strip will be the host for pedestrian promenade, pocket parks, parking slots and bicycle lane

The traffic within the Boulevard 2000 is expected to increase rapidly in its development stage until it becomes heavy particularly around the commercial and business establishments. To avoid chaotic traffic scenarios, traffic management measures should be in place. Vehicular flow will be at grade and traffic signals controlled and connected to Traffic Engineering Center with the assistance of on-site traffic personnel for further assistance.

In addressing the needs for public transportation within Boulevard 2000, an internal transport system will be linked with existing external routes. This system will call for transfer stations outside or inside of the Boulevard 2000 where passengers can change vehicles which will bring them to their places of destination inside.