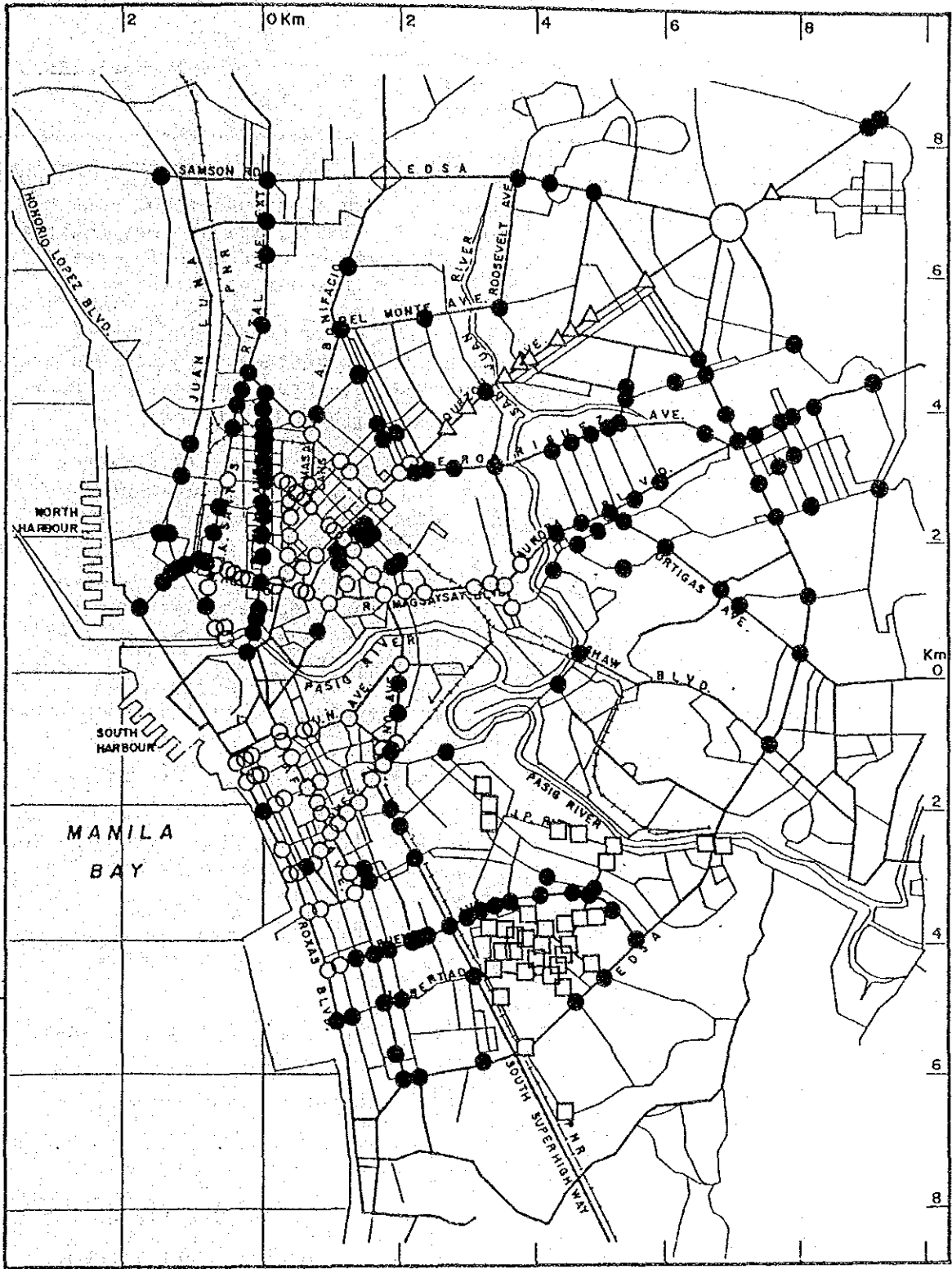


APPENDICES



LEGEND :

- MMTEAM I SIGNALS
- MMTEAM II SIGNALS
- △ TTC SIGNALS
- MAKATI SIGNALIZATION PROJECT

Appendix 3.1
Location of Traffic
Signals

Appendix 3.2
Summary of MMUTSTRAP B1
Proposals/Recommendations

A. Summary of Short-Term Institutional Proposals	
A1. Road Classification	<ul style="list-style-type: none"> • Adoption by MPWH of a functional road classification in lieu of its present 'hybrid' system, followed by corresponding shift in administrative responsibilities
A2. Intersection Improvements	<ul style="list-style-type: none"> • Signalization for intersections in the northeastern and southeastern sectors of Metro Manila were proposed by TEAM Phase II and endorsed by MMUTSTRAP B1
A3. Street Lights	<ul style="list-style-type: none"> • Street lights on local and distributor roads to be under local governments; installation and maintenance may be contracted to MERALCO • MPWH responsibility for providing street lights on primary and secondary roads; but running costs and maintenance under MMC responsibility
A4. Transport Regulations & Operations	<ul style="list-style-type: none"> • No bans on jeepneys in favor of buses on existing routes • Link BOT and BLT records, i.e. cross-referencing • Defer decision/investment on new LRT lines until operation/performance of Line 1 is stabilized • MMTC to compete on the same financial and regulatory terms as the private bus consortia
A5. Freight Movement & Trucking Operations	<ul style="list-style-type: none"> • Reduce truck ban hours to 7-9 A.M. and 4-8 P.M. • Total truck ban during peak periods in the Manila CBD • Stricter vehicle inspection by BLT
A6. Enforcement and Traffic Administration	<ul style="list-style-type: none"> • Develop curricula for Basic Enforcement • Designate INP-TC for basic enforcement course venue • Create a unified traffic command with MPF • Simplify TCT Fees/Processes • Maximize use of available computer files and microfiche for driver licenses • Simplify fee structure for vehicles by types

(Cont. Appendix 3.2)

A7. Outreach	<ul style="list-style-type: none"> • Designate more enforcers of BOT rules in the region
B. Summary of Long-Term Institutional Proposals	
B1. Road Classification	<ul style="list-style-type: none"> • City/municipal governments should establish national trust funds for road maintenance • Increase budget for maintenance/km and type of roads • Reclassify existing roads • Update info/map for secondary roads
B2. Intersection Improvements	<ul style="list-style-type: none"> • Grade separation and relocation of median for particular junctions such as Nagtahan/R. Magsaysay and C-2/Roxas Blvd.
B3. Street Lights	<ul style="list-style-type: none"> • Phase out/adjust according to marginal pricing, MERALCO subsidy on power cost of street lights • Establish standards for street lighting • Adopt investment program to upg de street lighting on primary and secondary roads, and at major intersections
B4. Transport Regulations & Operations	<ul style="list-style-type: none"> • Undertake research on speed/flow relationships for optimum passenger throughput at different roads and vehicle mixes • Locate BOT and BLT offices in close proximity to improve coordination • Rely on public transport associations to maintain continuous traffic discipline, coordinate dispatching, and self-regulation • Explore/experiment with higher franchise fees on congested routes • Formalize franchise leasing arrangements to improve BOT effectiveness/eliminate illegal relationships • Restrain government financial commitments and exposure in public transport • Maximize revenues from fares and land development schemes for LRT and PNR • Undertake comprehensive studies for potential benefits and costs of vehicle bans relative to other restraint measures on road use

(Cont. Appendix 3.2)

B5. Freight Movement & Trucking Operations	<ul style="list-style-type: none"> • Development system of truck routes • Priority to network improvements within the truck routes • More research to obtain better understanding of freight industry • Opening to R-10 to South Expressway segment of C2 as a "Truck Route"
B6. Enforcement and Traffic Administration	<ul style="list-style-type: none"> • Restrain all existing traffic enforcers at INP-TC • Hierarchical Training Structure for the Traffic corps. • Computerization of BLT and TOC Drivers System • Standardize procedures for all BLT Licensing centers • Flexibility in issuance of permanent plates, especially for PU/Private conversions • Adopt standard 12-month vehicle registration, i.e., no partial payment
C. Summary of Sector Traffic Management Proposals	
<u>NORTHERN SECTOR</u>	
C1. Intersections	<ul style="list-style-type: none"> • 17 new traffic signals • 22 signals for improvement
C2. Local Area Traffic Management	<ul style="list-style-type: none"> • Blumentritt and Monumento
C3. Pedestrian Facilities	<ul style="list-style-type: none"> • Reinstate median barrier below LRT Line from Monumento to C.M. Recto and install pedestrian barrier fencing • Pedestrian signals + sidewalk widening at 2 locations • Underpass at LRT North Terminal, Rizal Avenue
C4. Markets	<ul style="list-style-type: none"> • Minor works at 15 markets
C5. Major Routes	<ul style="list-style-type: none"> • Two lane bridge on Rodriguez and Gov. Santiago • Minor roadside improvements along Maysan Road/Gen. Luis, Torres Bugallon/Gen. T. de Leon/Sta. Quiteria • New provincial bus loading/unloading facility at North Expressway/Quirino Highway

(Cont. Appendix 3.2)

<u>NORTHEASTERN SECTOR</u>	
C6. Intersections	<ul style="list-style-type: none"> • 25 traffic signals • Geometric improvements at 14 sites
C7. Pedestrian Facilities	<ul style="list-style-type: none"> • 2 pedestrian signals along E. Rodriguez from Q.I. to Morato • Construction of sidewalks along Del Monte from Araneta to Roosevelt
C8. Markets	<ul style="list-style-type: none"> • Minor improvements at 6 markets
C9. Major Routes	<ul style="list-style-type: none"> • Median island on East Avenue • Setbacks for PU stops, lane markings, stop/yield signs at intersections for 6 major roads
<u>SOUTHEASTERN SECTOR</u>	
C10. Intersections	<ul style="list-style-type: none"> • 23 traffic signals • Improvements at 17 intersections
C11. Local Area Traffic Management	<ul style="list-style-type: none"> • Marikina Pasig, and Shaw/EDSA Areas
C12. Markets	<ul style="list-style-type: none"> • Road improvements adjacent to Mandaluyong and San Juan markets • Vendor control on sidewalk
C13. Major Routes	<ul style="list-style-type: none"> • Lane lines, setbacks for PU stops, stop/yield signs at intersections for 4 major routes • Traffic management scheme for Ortigas Avenue at Greenhills
<u>SOUTHERN SECTOR</u>	
C14. Intersections	<ul style="list-style-type: none"> • 22 traffic signals • Improvements at 7 sites
C15. Local Area Traffic Management	<ul style="list-style-type: none"> • Baclaran and Alabang • Formalize existing arrangement in Pateros
C16. Pedestrian Facilities	<ul style="list-style-type: none"> • Short sections of Pedro Gil and Tejeron in the form of sidewalk widening, pedestrian crossing, and traffic rerouting • Sidewalk widening and pedestrian signals in high activity sections of Taft

(Cont. Appendix 3.2)

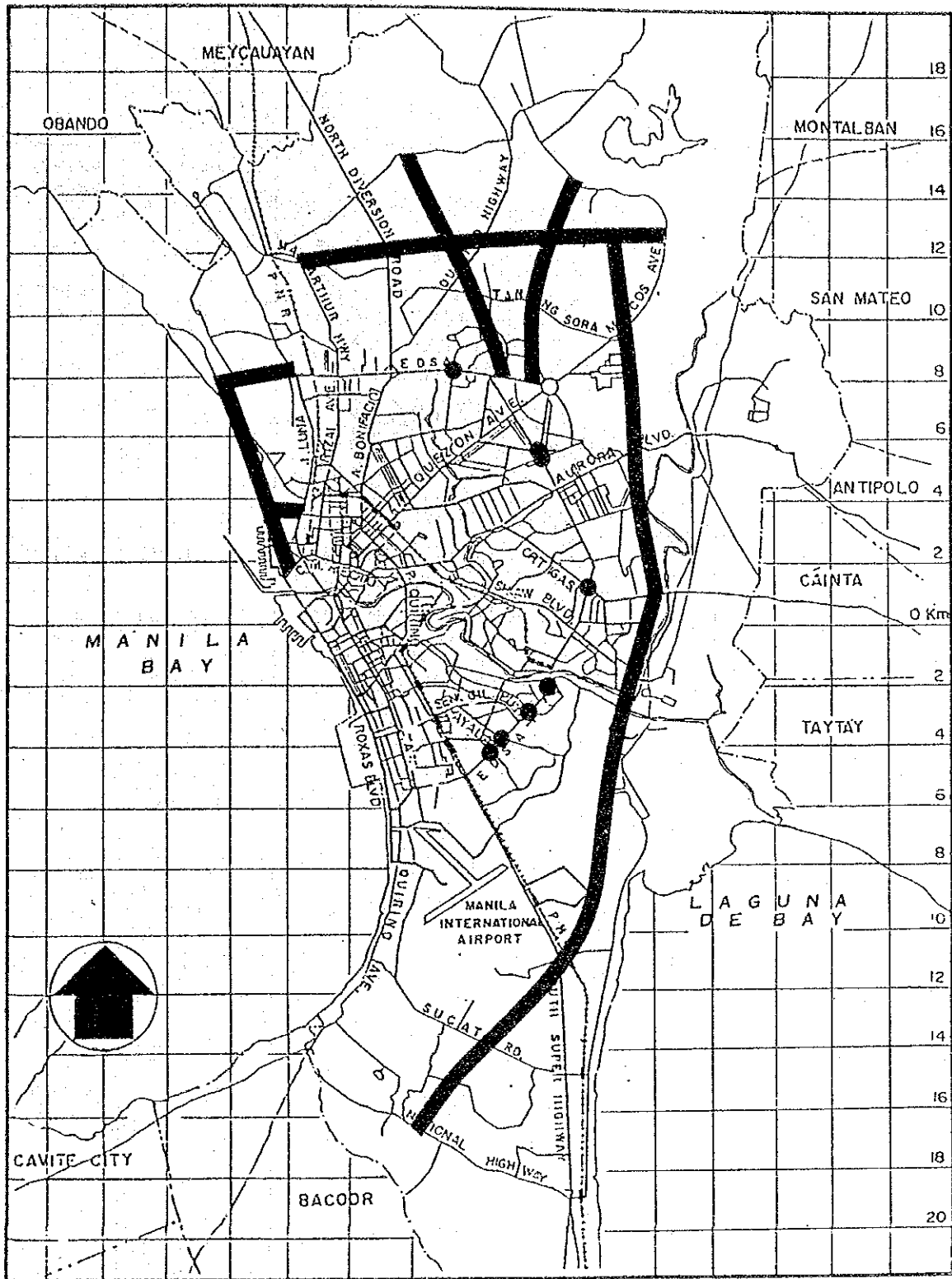
<p>C17. Markets</p> <p>C18. Major Routes</p>	<ul style="list-style-type: none"> • Improvements in the vicinity of 15 markets • Allowance for minor improvements at 30 turning points • Restore arterial role of Taft Avenue including median and pedestrian barrier • Road widening and internal parking re-arrangements at Domestic Airport • Lane lines, setbacks for PU stops, stop/yield signs for 9 major routes
<p>D. Summary of Corridor Traffic Management Proposals</p>	
<p>C-2 CORRIDOR (Gov. Forbes - Quirino Avenue)</p>	
<p>D1. Intersection</p> <p>D2. Local Area Traffic Management</p> <p>D3. Parking</p> <p>D4. Truck Operations</p>	<ul style="list-style-type: none"> • Real solution at Nagtahan/R. Magsaysay junction is grade separation. Signal improvements will be palliative • For C-2/Roxas Boulevard, relocate median in Quirino to allow left turn in 3 lanes • Paco and Trabajo markets require vendor control, parking bans, sidewalk upgrading and facilities for rubbish collection • Jeepney rerouting for Pedro Gil • Portion of C-2 between R. Magsaysay and R-10 be banned for parking • Opening of R-10 to South Expressway segment of C-2 as a "Truck Route"
<p>C-4 CORRIDOR (EDSA)</p>	
<p>D5. Intersection</p> <p>D6. Pedestrian Facilities</p> <p>D7. Local Area Traffic Management</p> <p>D8. Public Transport</p> <p>D9. Parking</p>	<ul style="list-style-type: none"> • Traffic signals at 6 intersections in addition to TEAM II • Geometric and other improvements at 4 sites • 5 overpasses for construction • 3 pedestrian signals • Removal of all existing marked crossings • Cloverleaf market, NEPA Q-Mart, and Guadalupe • Management of bus operations with separation into 2 groups with separate stops • Control of angle parking at Guadalupe and Nepa Q-Mart

(Cont. Appendix 3.2)

E. Summary of Sub-Area Traffic Management Proposals	
<u>CUBAO</u>	
E1. Access and Internal Traffic Circulation	<ul style="list-style-type: none"> • Two junctions to the southeast to be aided by police control • Traffic management treatments along EDSA, Aurora Boulevard, P. Tuazon, and other southern streets to Cubao Commercial Center • New bridge across Diliman Creek through 15th Avenue; coupled with one-way paired streets • P. Tuazon and McArthur in one-way pair across EDSA
E2. Provision of Public Transportation	<ul style="list-style-type: none"> • Changes in PUJ routes corresponding to the system of one-way streets • On-street jeepney terminal adjacent to Farmer's Plaza
E3. Private Vehicle Parking	<ul style="list-style-type: none"> • Enforcement to control illegal on-street parking within center • Increase provision for car parking spaces
E4. Characteristics of Development	<ul style="list-style-type: none"> • Private development servicing areas to the north and east of the Metro Region, Commercial and retail center
<u>MAKATI</u>	
E5. Access and Internal Traffic Circulation	<ul style="list-style-type: none"> • Traffic management treatments along J.P. Rizal, EDSA, and SSH to upgrade external access • One-way pair using J.P. Rizal/Tejeron and Pasig Line • New at-grade crossing at Don Bosco plus signals at SSH/Don Bosco junction • Open median at Estrella/EDSA with signal control • Signalization of 49 intersections (15 for replacement) 16 under TEAM II, 31 by Makati • All major access to MCC be signalized to permit 2-way movement; internal circulation should be based on one-way
E6. Pedestrian Facilities	<ul style="list-style-type: none"> • Pedestrian overpass on Buendia Avenue to the east of Washington • Private development servicing areas to the south and southeast of Main Business center

(Cont. Appendix 3.2)

<u>MANILA</u>	
E7. Access and Internal Traffic Circulation	<ul style="list-style-type: none">• Widen C.M. Recto to 4 lanes between R-10 and Asuncion (i.e. open up to Divisoria to the Port Area)• Geometric solution to separate moving and standing vehicles from pedestrians along C.M. Recto between Asuncion and Soler• Modify traffic circulation in the Plaza Lacson/Rizal Avenue/Sta. Cruz area• Special channalization to control jeepney movements in the Quiapo Church vicinity• Upgrade Arroceros Street• Peak period truck ban to be extended to light delivery vehicles• Signalization at two new locations
E8. Provision of Public Transport Facilities	<ul style="list-style-type: none">• Relocate on-street bus/jeepney terminals away from primary and secondary roads• Develop Mehan Garden/LRT Bus-Jeepney interchange
E9. Private Vehicle Parking	<ul style="list-style-type: none">• Develop/implement effective private vehicle parking policy
E10. Pedestrian Facilities	<ul style="list-style-type: none">• Convert Carriedo and Bustos Street to a Pedestrian Mall between Evangelista and Rizal Avenue
E11. Characteristics of Development	<ul style="list-style-type: none">• Traditional focus of activity largely unplanned; mix of government and private development



LEGEND :

 PROPOSED PRIMARY ROADS

 PROPOSED INTERCHANGES

Source : MMUTSTRAP B2 TERMS OF REFERENCE



0 2 4 6 km.

Appendix 3.3
Target Road Projects
of MMUTSTRAP B2

Appendix 6.1
Detailed Cost Estimates of Proposed Plans

Problem Area	Proposed Solution	Estimated Cost (₱)	Agency Responsible
1. Marikina Town Proper	A. <u>Ready for Implementation</u>		
	<ul style="list-style-type: none"> ● Improvement of the dispatching system 		Transport Cooperatives
	B. <u>Short Term Solution</u>		
	<ul style="list-style-type: none"> ● Rerouting of jeepneys bound for SSS Village from J.P. Rizal to E. Rodriguez, which involves a minor road improvement 	51,200	MOTC MPWH
	<ul style="list-style-type: none"> ● Signposting to indicate direction 	10,770	TCC, MPWH MMC
	<ul style="list-style-type: none"> ● Geometric redesign of J. P. Rizal/A. Bonifacio 	44,904	TCC
2. N. Domingo	<ul style="list-style-type: none"> ● Widen the sidewalk of W.C. Paz 	194,250	TCC
	<ul style="list-style-type: none"> ● Rerouting of jeepneys from E. de la Paz to Shoe Ave. which involves major road improvements 	564,000	TCC
	A. <u>Ready for Implementation</u>		
	<ul style="list-style-type: none"> ● Rerouting of the following <ul style="list-style-type: none"> - Kalentong-bound jeepney routes - Crame and Tropical/Meralco-bound jeepney routes 	-	MOTC
	<ul style="list-style-type: none"> ● Enforcement of the "no parking" restriction on both sides to encourage the use of parking space 	-	TCC, MMC, Local Gov't.
	B. <u>Short Term Solution</u>		
<ul style="list-style-type: none"> ● Signposting for "no parking" restriction 	17,232	TCC, MMC, Local Gov't.	
<ul style="list-style-type: none"> ● Installation of traffic signals (TEAM II) 	1,664,000	TCC	

(Cont. Appendix 6.1)

Problem Area	Proposed Solution	Estimated Cost (P)	Agency Responsible
3. Sta. Mesa	<p>B. <u>Short Term Solution</u></p> <ul style="list-style-type: none"> • Removal of the outer median island at the northside of the R. Magsaysay service road and some minor and major road improvements • Channelization of R. Magsaysay/Old Sta. Mesa, coupled with some signpostings • Rerouting of the Divisoria-Sta. Mesa jeepney route, together with some road improvements (Anonas & Hipodromo) • Rerouting of the Santol-Stop & Shop jeepney route, which involves the pavement of Anonas and the installation of pedestrian railings and crossings 	<p>223,695</p> <p>7,539</p> <p>712,960</p> <p>1,095,500</p>	<p>TCC</p> <p>MPWH</p> <p>MOTC TCC</p> <p>MOTC TCC</p>
4. Pasig Town Proper	<p>B. <u>Short Term Solution</u></p> <ul style="list-style-type: none"> • Channelization of the intersection of Dr. S. Antonio/U. Velasco, together with the provision of lane markings • No parking and loading/unloading signpostings • Repavement of Dr. S. Antonio • Repavement of A. Angeles • Repair of traffic signals 	<p>7,200</p> <p>28,002</p> <p>188,000</p> <p>499,200</p>	<p>TCC MMC</p> <p>TCC, MMC Local Gov't.</p> <p>TCC/Sector/ agency responsible for destroying the original pavement</p> <p>TCC</p>
5. Shaw/EDSA	<p>A. <u>Ready for Implementation</u></p> <ul style="list-style-type: none"> • Rerouting of U-turn jeepney route (Crossing-Guadalupe) to the New bridge across Pasig and Libertad 	<p>-</p>	<p>MOTC</p>

(Cont. Appendix 6.1)

Problem Area	Proposed Solutions	Estimated Cost (₱)	Agency Responsible
6. Kalentong	<ul style="list-style-type: none"> • Rerouting of Kalentong-Crossing jeepney route to sidestreets 	-	MOTC
	<ul style="list-style-type: none"> • Route cut of intercity jeepneys 	-	MOTC
	B. <u>Short Term Solution</u>		
	<ul style="list-style-type: none"> • One-way signposting 	1,077	TCC, MMC, Local Gov't.
	<ul style="list-style-type: none"> • Removal of median islands at the intersection and pavement of the carriage-way 	33,761	MPWH
	<ul style="list-style-type: none"> • Replacement of the traffic signal post 	18,732	TCC
	<ul style="list-style-type: none"> • Installation of pedestrian railings 	87,000	MPWH
	<ul style="list-style-type: none"> • Improvement of the geometric design of the existing bus bay 	174,820	TCC
	<ul style="list-style-type: none"> • Repavement of Sheridan 	564,000	TCC or Sector /agency responsible for destroying the original pavement
	A. <u>Ready for implementation</u>		
	<ul style="list-style-type: none"> • Change of turning point of the San Juan-Kalentong jeepney route 	-	MOTC
	<ul style="list-style-type: none"> • Route cut at Crossing for JRC-bound intercity jeepneys 	-	MOTC
	B. <u>Short Term Solution</u>		
	<ul style="list-style-type: none"> • Pavement repair at Shaw/Kalentong 	7,680	TCC
<ul style="list-style-type: none"> • Provision of cover for open manhole 	400	MWSS	
<ul style="list-style-type: none"> • Signposting 	17,014	TCC, MMC, Local Gov't.	

(Cont. Appendix 6.1)

Problem Area	Proposed Solution	Estimated Cost (₱)	Agency Responsible
7. Guadalupe	<ul style="list-style-type: none"> Rerouting of jeepney routes from Kalentong to the sidestreets (Martinez and F. Roxas) which involves major road improvements 	1,014,680	MOTC TCC
	<ul style="list-style-type: none"> Installation of pedestrian railings and waiting sheds 	168,310	Municipal Gov't, MPWH, TTC, MMC
	A. <u>Ready for implementation</u>		
	<ul style="list-style-type: none"> Improvement of the jeepney dispatching system on Bernardino 	-	Transport Coop
	<ul style="list-style-type: none"> Route cut of the Cartimar-Guadalupe jeepney route at the intersection of Buendia/ EDSA 	-	MOTC
	B. <u>Short Term Solution</u>		
	<ul style="list-style-type: none"> Rerouting of the Crossing-Guadalupe jeepney route to the new bridge (still under construction) 		MOTC
	<ul style="list-style-type: none"> Rerouting of westbound jeepney routes to J.P. Rizal, EDSA ramp and Carballo, which involves improvements on the following aspects 	-	MOTC
	<ul style="list-style-type: none"> - Road repair/pavement - Traffic Management facilities such as signposts, signalization, etc. 	627,060 2,501,385	TCC TCC
	<ul style="list-style-type: none"> Improvements on the east and westside of EDSA relative to pedestrian safety and convenience - widening/paving of sidewalk - installation of pedestrian railings - construction of the new waiting shed (in place of the existing one that will be removed) 	427,038	MPWH, Municipal Gov't, Private Owners TCC

(Cont. Appendix 6.1)

Problem Area	Proposed Solution	Estimated Cost (₱)	Agency Responsible
8. J.P. Rizal	<ul style="list-style-type: none"> - removal of steps on EDSA sidewalk 		
	C. <u>Medium to Long Term Solution</u>		
	<ul style="list-style-type: none"> • widening of the bridge (east) 	1,846,000	MPWH (NCR)
	A. <u>Ready for Implementation</u> <ul style="list-style-type: none"> • Make Tejeron and Pasig Line/Imelda Avenue one way, between P. Gil and South Ave. 	-	TCC, Local Gov't. MMC
9. Paco	B. <u>Short Term Solution</u>		
	<ul style="list-style-type: none"> • Pavement/repavement 	74,160	TCC
	<ul style="list-style-type: none"> • Provision of pedestrian facilities 	200,940	Municipal Gov't.
	<ul style="list-style-type: none"> • Signposting 	32,310	MMC, TCC, Local Gov't.
10. Buendia	A. <u>Ready for Implementation</u> <ul style="list-style-type: none"> • Signalization 	6,656,000	TCC
	A. <u>Ready for Implementation</u> <ul style="list-style-type: none"> • Rerouting of jeepneys along Pedro Gil • Rerouting of southbound jeepney routes to L. Guinto, Pedro Gil, and Singalong 	-	MOTC
	B. <u>Short Term Solution</u> <ul style="list-style-type: none"> • Provision of No Parking sign 	23,694	MMC
	A. <u>Ready for Implementation</u> <ul style="list-style-type: none"> • Adjustment of traffic signal phases and cycle time B. <u>Short Term Solution</u> <ul style="list-style-type: none"> • Modification of signal phase of the P. Tamo/Buendia intersection (no left turn) coupled with the opening of the Buendia/Washington intersection. 	847,848	MOTC Municipal Gov't. Traffic Div. SPD Municipal Gov't. TCC

(Cont. Appendix 6.1)

Problem Area	Proposed Solution	Estimated Cost (₱)	Agency Responsible
	<ul style="list-style-type: none"> • Strict banning of on-road parking between Tripa de Gallina and SSH 	21,540	TCC, Municipal Gov't, MMC
	<ul style="list-style-type: none"> • Traffic Management near the P. Tamo/ Buendia intersection 	528,692	TCC/Municipal Gov't.
	<ul style="list-style-type: none"> • Improvement of access to the Buendia LRT Station which involves the reinstallation of traffic signals, designation of pedestrian crossings and improvement/widening/ construction of sidewalks 	1,044,207	Municipal Gov't. TCC
	<ul style="list-style-type: none"> • Improvement of access to the Buendia PNR station which includes the pavement of the dirt portion of Medina St. and the PNR crossing, sidewalk construction with barrier fence, and the detour of jeepneys from Buendia to De la Rosa 	979,469	Municipal Gov't, MPWH, TCC, MOTC
	<p>C. <u>Medium to Long Term Solution</u></p> <ul style="list-style-type: none"> • Make maximum use of side-streets through the following: <ul style="list-style-type: none"> - opening of PNR crossings: <ul style="list-style-type: none"> • Malugay/Emilia • De la Rosa/Finlandia • Sampaloc/Arellano - widening of the bridge over the Estero Tripa de Gallina - opening of the central median together with the installation and synchronization of traffic signal <ul style="list-style-type: none"> • Malugay/Ayala • Salcedo/Ayala 	274,846	PNR/Municipal Gov't
		7,384,000	TCC
		1,714,776	TCC

(Cont. Appendix 6.1)

Problem Area	Proposed Solution	Estimated Cost (₱)	Agency Responsible
11. R. Magsaysay/ Nagtahan	<ul style="list-style-type: none"> - improvement of inter- sections: <ul style="list-style-type: none"> ◦ Ayala/Buendia ◦ Malugay/Kamagong ◦ Salcedo/Ayala 	638,112	MPWH
	<ul style="list-style-type: none"> • Provision of "No parking" signposts along Ayala Ave. 	21,540	TCC
	<ul style="list-style-type: none"> • Widening of Buendia, between Tripa de Gallina and SSH 	10,194,450	TCC
	<ul style="list-style-type: none"> • Synchronization of traffic signals toge- ther with the provision of monitoring/detecting equipment at major intersections 	-	TCC/ Municipal Gov't
	<ul style="list-style-type: none"> • Grade separation of the following: EDSA/Ayala EDSA/Buendia 	-	MPWH
	<ul style="list-style-type: none"> • Construction of multi- storey spaces 	-	Private developers
	A. <u>Ready for Implementation</u>		
	<ul style="list-style-type: none"> • Modification of signal phases 	-	TCC
	B. <u>Short Term Solution</u>		
	<ul style="list-style-type: none"> • Rerouting of jeepney routes using sidestreets with one-way (G. Tuazon) and no-parking (Loreto, Sta. Teresita) signposts to be installed 	12,924	MOTC TCC
12. Rosario Junction	B. <u>Short Term Solution</u>		
<ul style="list-style-type: none"> • Pavement/repairs of the following: <ul style="list-style-type: none"> - Dr. S. Antonio - A. Rodriguez - Shoulder of Ortigas Ave. - Ortigas/Raymundo Ave. 	22,155,180	TCC	

(Cont. Appendix 6.1)

Problem Areas	Proposed Solution	Estimated Cost (₱)	Agency Responsible
13. España	<ul style="list-style-type: none"> • Installation of traffic signals at the intersection of Ortigas with Dr. S. Antonio, and Raymundo Ave. and repair of the Ortigas/A. Rodriguez signal <p>B. <u>Short Term Solution</u></p> <ul style="list-style-type: none"> • Detour of private vehicles to the sidestreets which involves the following: <ul style="list-style-type: none"> - Road improvements - Enforcement of one-way couple - Modification of signal phases - Signpostings - Provision of lane markings 	998,400	TCC
14. Ortigas/EDSA	<p>A. <u>Ready for implementation</u></p> <ul style="list-style-type: none"> • Modification of signal phases 	-	TCC
15. Ortigas/Santolan	<p>A. <u>Ready for implementation</u></p> <ul style="list-style-type: none"> • Modification of signal phase 	-	TCC
16. D.M. Marcos/Tandang Sora	<p>B. <u>Short Term Solution</u></p> <ul style="list-style-type: none"> • Road improvements which includes sealing of the shoulder of D.M. Marcos, provision of curb and gutter, removal of the median island, and subsequent paving and lane markings. • Pedestrian facilities such as waiting shed and concrete path • Traffic management components such as traffic signals and no loading/unloading signposts 	394,190	TCC MMC
		923,600	TCC, MMC
		834,154	TCC, MMC

(Cont. Appendix 6.1)

Problem Area	Proposed Solution	Estimated Cost (₱)	Agency Responsible
17. Quezon Avenue/ Roosevelt Ave.	<p>A. <u>Ready for implementation</u></p> <ul style="list-style-type: none"> ● Rerouting of terminating jeepney routes from Gen. Luna (clockwise) to Quezon Avenue (counter-clockwise) <p>B. <u>Short Term Solution</u></p> <ul style="list-style-type: none"> ● Sealing of the shoulder ● Installation of pedestrian railings and waiting sheds ● Signpost for "no parking" restriction 	<p>-</p> <p>5,115</p> <p>146,560</p> <p>3,231</p>	<p>MOTC</p> <p>TCC</p> <p>TCC, MMC</p> <p>TTC, MMC Local Gov't</p>
18. EDSA/Kamias	<p>A. <u>Ready for implementation</u></p> <ul style="list-style-type: none"> ● Rerouting of terminating jeepney route ● Improvement of the jeepney dispatching system 	<p>-</p> <p>-</p>	<p>MOTC</p> <p>Transport Coop.</p>
19. E. Rodriguez/ Banaue	<p>A. <u>Ready for implementation</u></p> <ul style="list-style-type: none"> ● Cutting of routes coming from Proj. 8 and Muñoz at Welcome Rtds. (MOTC proposals) <p>B. <u>Short Term Solution</u></p> <ul style="list-style-type: none"> ● Installation of pedestrian railings and waiting shed ● Signposts for 'no parking' and 'no loading/unloading' 	<p>-</p> <p>109,530</p> <p>11,847</p>	<p>MOTC</p> <p>TCC, MMC, Municipal Gov't</p> <p>TCC, MMC Local Gov't</p>
20. Aurora/Anonas	<p>A. <u>Ready for implementation</u></p> <ul style="list-style-type: none"> ● Rerouting of jeepneys coming from Kamias, from Malaue to Tindalo (MOTC proposal) ● Relocation of tricycle terminal to sidestreets 	<p>-</p> <p>-</p>	<p>MOTC</p> <p>MOTC</p>

(Cont. Appendix 6.1)

Problem Area	Proposed Solution	Estimated Cost (₱)	Agency Responsible
21. La Salle in Ortigas	<p>B. <u>Short Term Solution</u></p> <ul style="list-style-type: none"> • Removal of the median island on Anonas and subsequent paving • Signposting for "no parking" and "no loading/unloading" <p>A. <u>Ready for implementation</u></p> <ul style="list-style-type: none"> • Extension of the open time periods of Gate 7 (has been implemented) <p>B. <u>Short Term Solution</u></p> <ul style="list-style-type: none"> • Signposting for "No Loading/Unloading" 	<p>457</p> <p>8,616</p>	<p>MOTC</p> <p>TCC</p>
22. Broadway Centrum	<p>B. <u>Short Term Solution</u></p> <ul style="list-style-type: none"> • Construction of a PUW bay 	<p>59,859</p>	<p>MOTC</p>

Source: JUMSUT II

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