

De La Salle University-Manila

On-Street Parking Scheme for the Malate-Ermita Area, City of Manila

OyonOyon, Gerald P.

Sudaria, Gerald

Yang, Philip Joseph

Background of the study

- Ermita-Malate area is developing into commercial and institutional uses as well as catering to night time activities
- More trips are attracted to the area
- Parking is becoming a problem, especially on-street parking

Background of the study

- The local government of Manila has approved ordinances to state where it is illegal or legal to park in some streets
- lack of implementation, the motorist tends to park their vehicle anywhere they feel is convenient

Background of the study

- A good parking location should have a good accessibility
- It would not be a hindrance to traffic flow in the said area
- It should accommodate all vehicles of any size and height

Pictures



Inefficient rule implementation and traffic
signages
not standard

Objective of the study

- Primary Objectives: To propose an on-street parking scheme for the Malate-Ermita Area, City of Manila
- Specific Objectives:
 - review parking ordinances in the Ermita-Malate area
 - estimate the actual seasonal demand for on-street parking during the morning and evening peak periods

Objective of the study

- project the expected revenue from the improved on-street parking scheme
- recommend solutions for a better implementation of the parking ordinances

Scope

- consists of researches and surveys on the current situation
- the cause and effect of the present parking scheme

Scope

- determine additional on-street pay parking spaces
- increase the area's revenue and ease the flow of vehicles

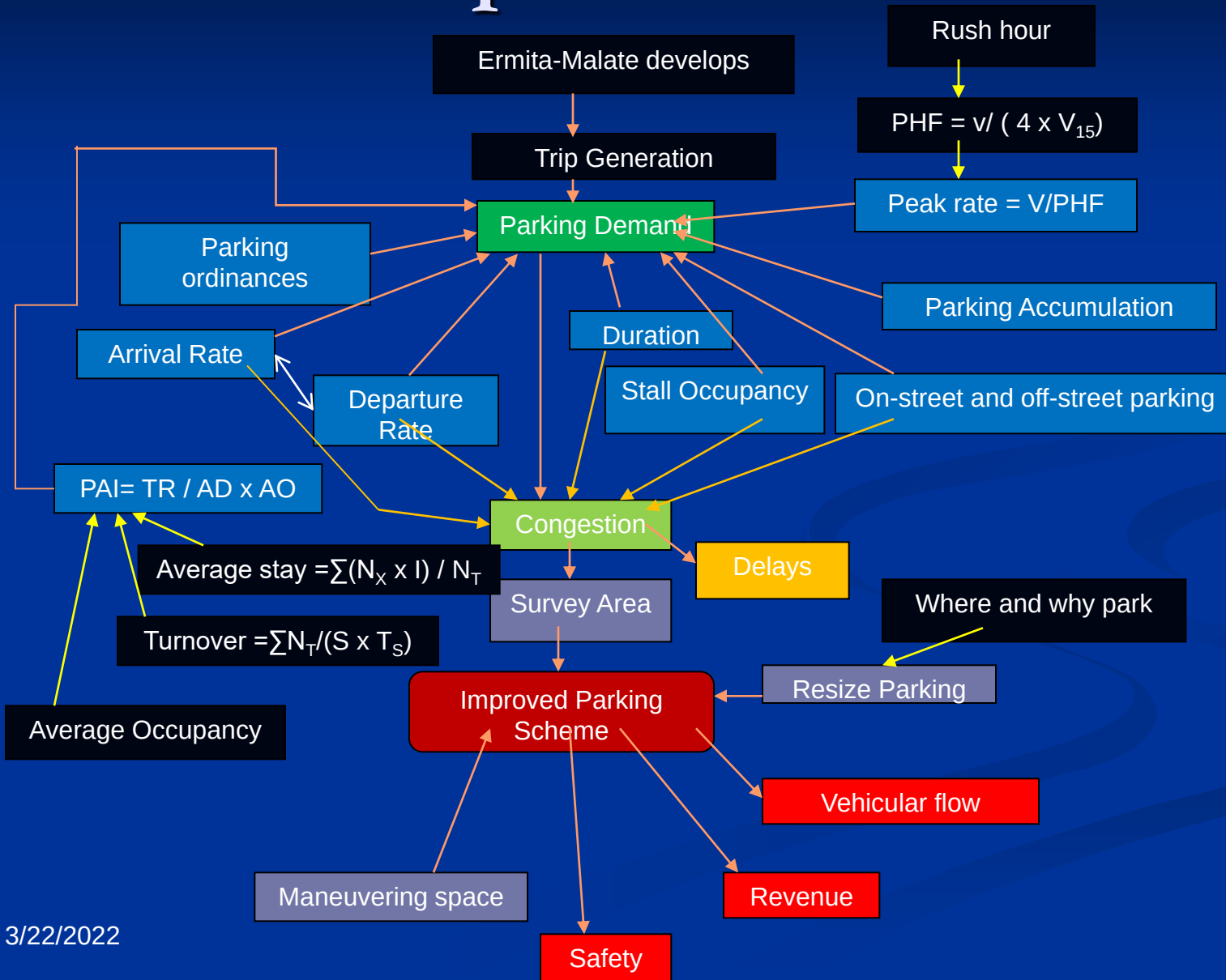
Delimitations

- not cover evaluation of the proposed parking scheme
- this will not be implemented within the time of the study
- does not consider the effect of special events in the area such as concert, holiday or rally

Significance of the study

- additional revenue for the local government
- improve vehicular flow
- Implement orderly and efficient use of road space

Conceptual Framework



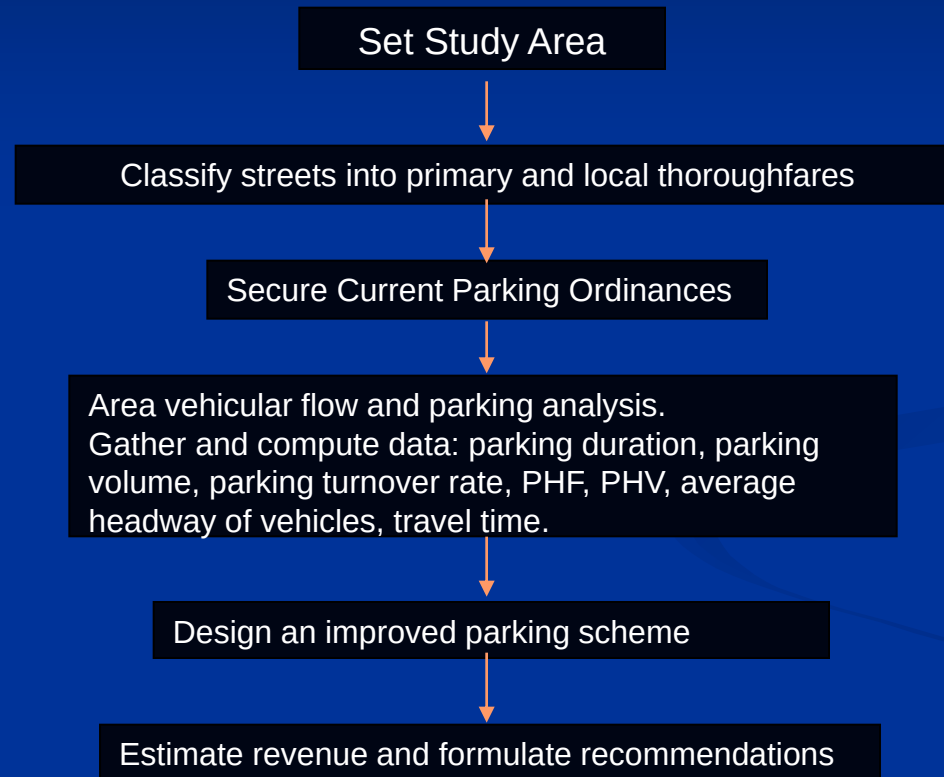
Research Methodology

- Some of the parameters to use in the study are
 - Volume of traffic
 - Area of site
 - Length of the streets
 - Width of the street (Number of Lanes)
 - Traffic density
 - Duration of parking in a certain area

Research Methodology

- Some of the parameters to use in the study are as follow
 - Location of the current designated parking spaces
 - Spacing of parked vehicles
 - Dimension of parked vehicles
 - Road Classification
 - Travel Time
 - Time of Day
 - Flow of Traffic (One-way or Two-way)

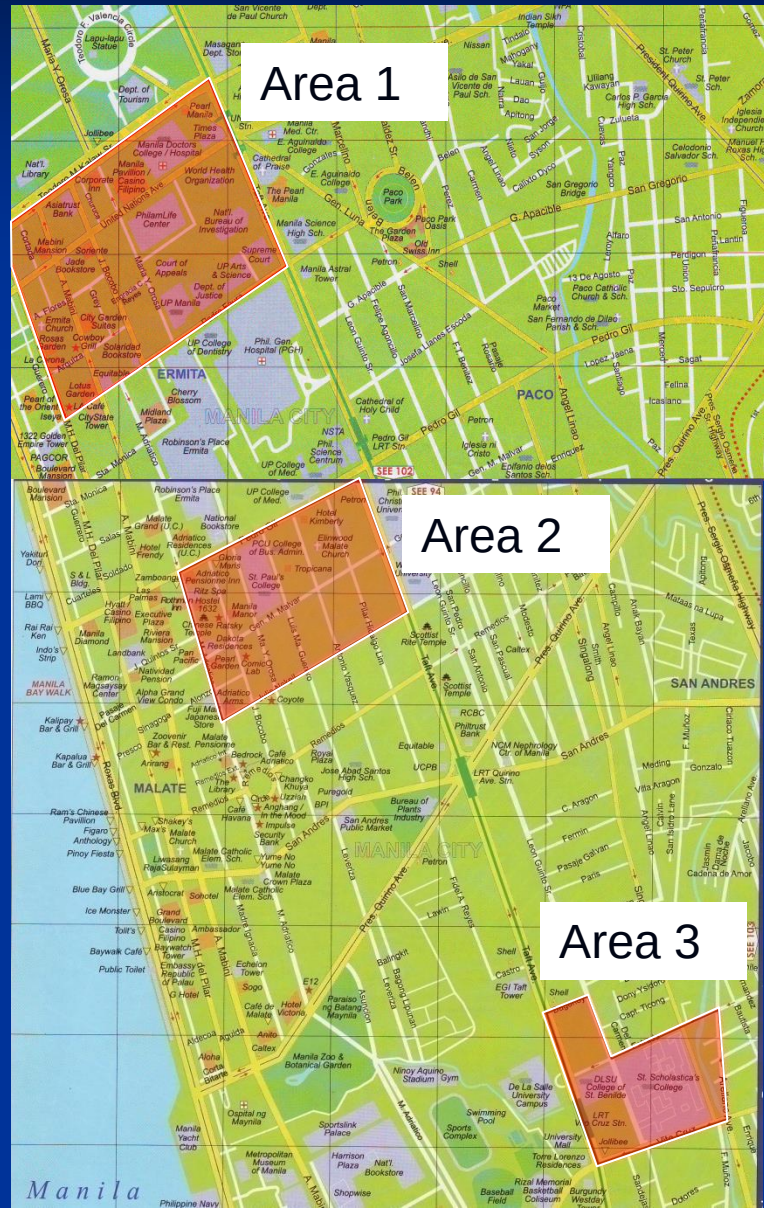
Research Methodology



MANILA

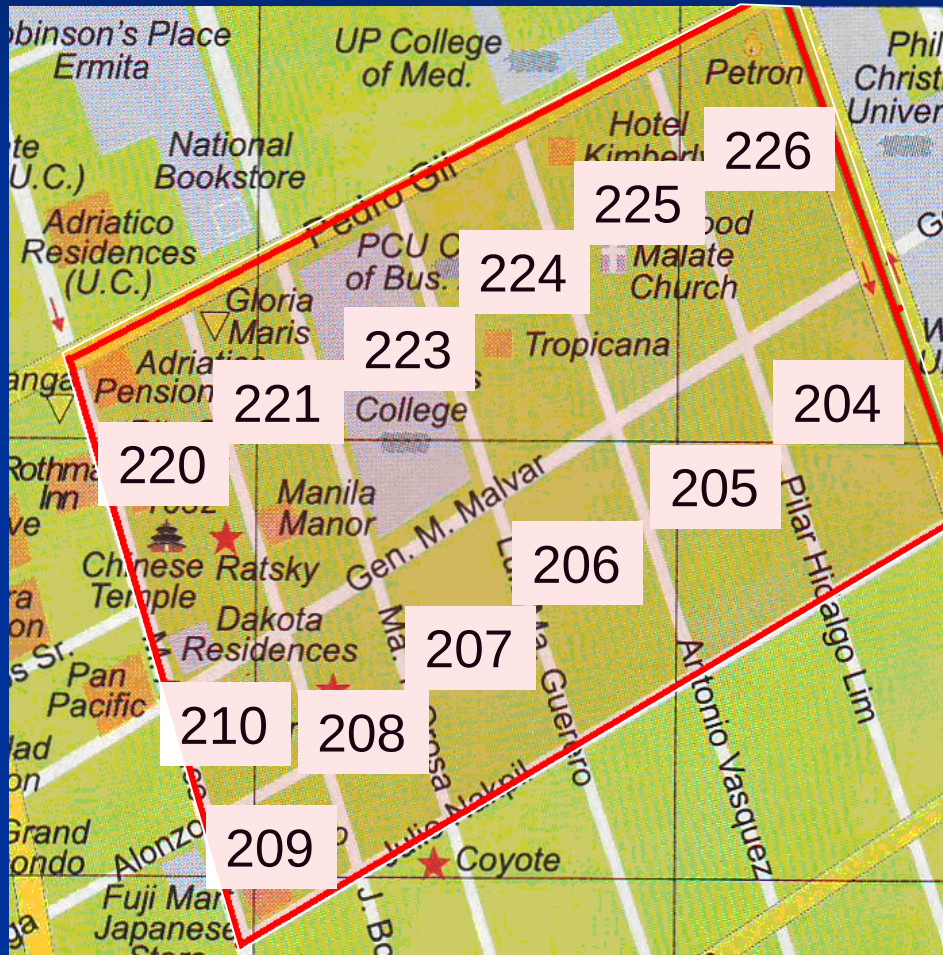


ERMITA-MALATE



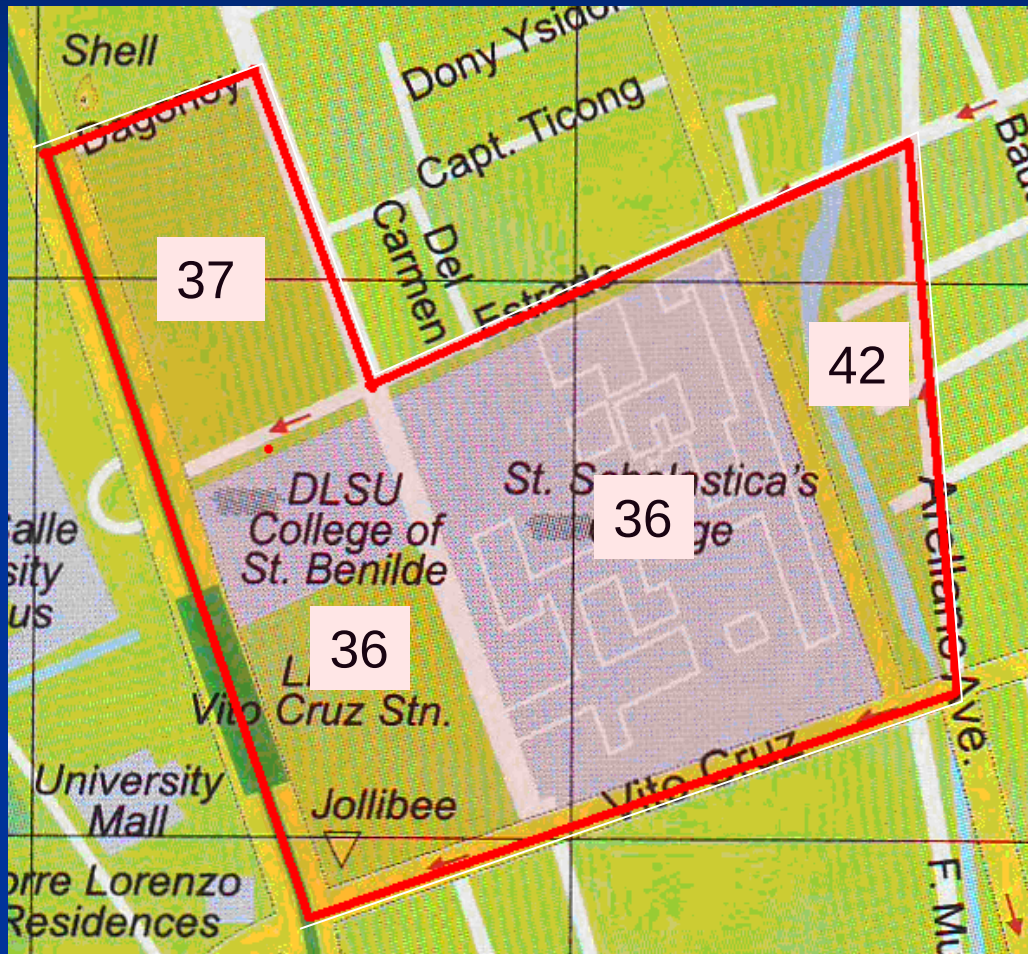
Area 2

Land Use: Residential



Area 3

Land Use: Institutional



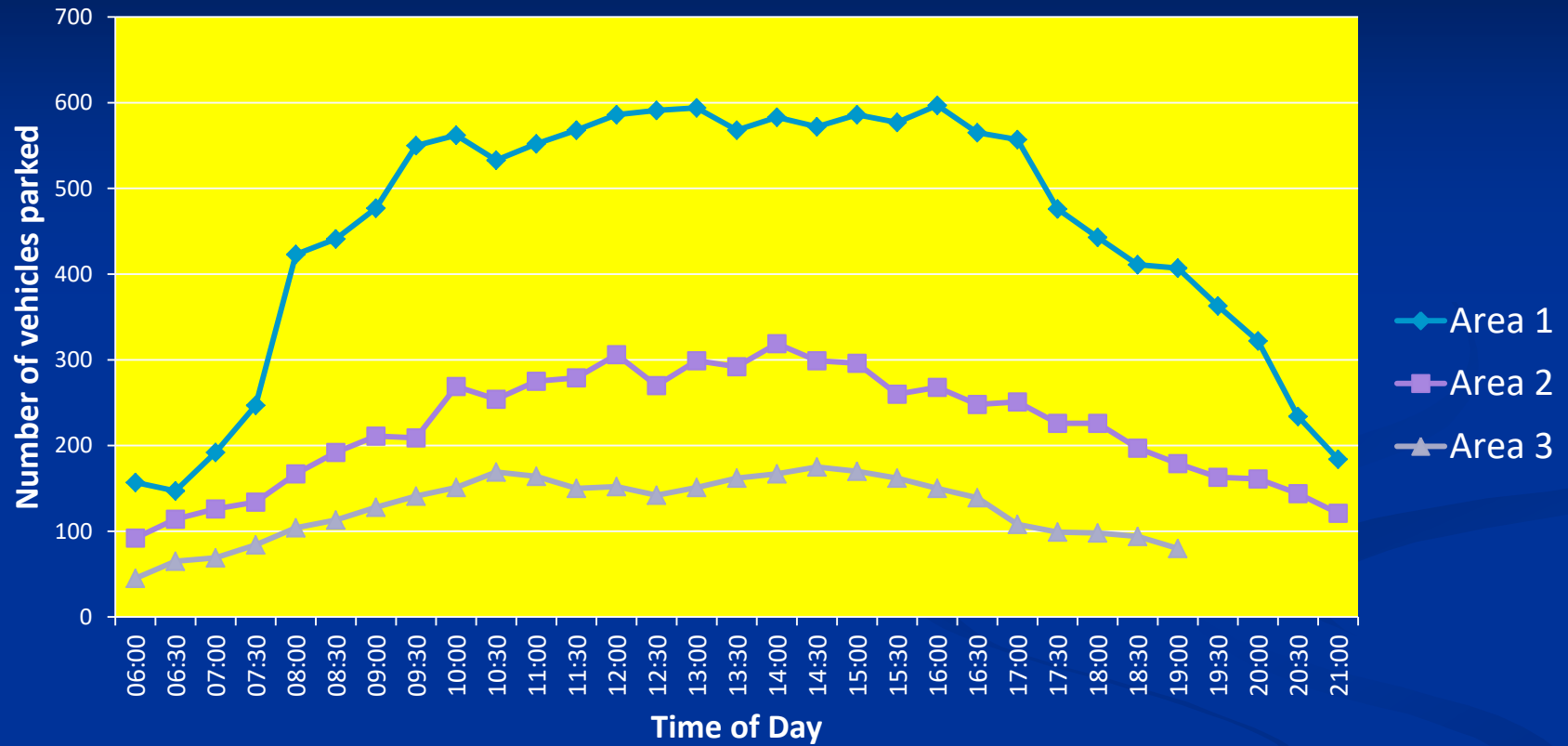
Volume Study

Time	Private Car	Jeepney	Bus/Mini Bus			Regular Taxi	FX Taxi	Van/Truck		Others (tricycle, pedcab, bicycle, motorcycle)	Total
			Prov'l/Local/City		Mini-Bus			< 6 wheels	> 6 wheels		
			Airon	Ordinary							
6:15 - 6:30	121	52	0	0	0	27	0	8	0	0	208
6:30 - 6:45	106	64	0	0	0	27	0	13	3	0	213
6:45 - 7:00	135	77	0	0	0	32	0	11	3	0	258
7:00 - 7:15	133	63	1	0	0	35	0	3	1	0	236
7:15 - 7:30	124	65	0	0	0	30	0	7	0	0	226
7:30 - 7:45	132	68	0	0	0	44	0	5	0	0	249
7:45 - 8:00	112	72	0	0	0	0	0	5	3	0	227
8:00 - 8:15	87	58	0	0	0	0	0	7	0	0	192

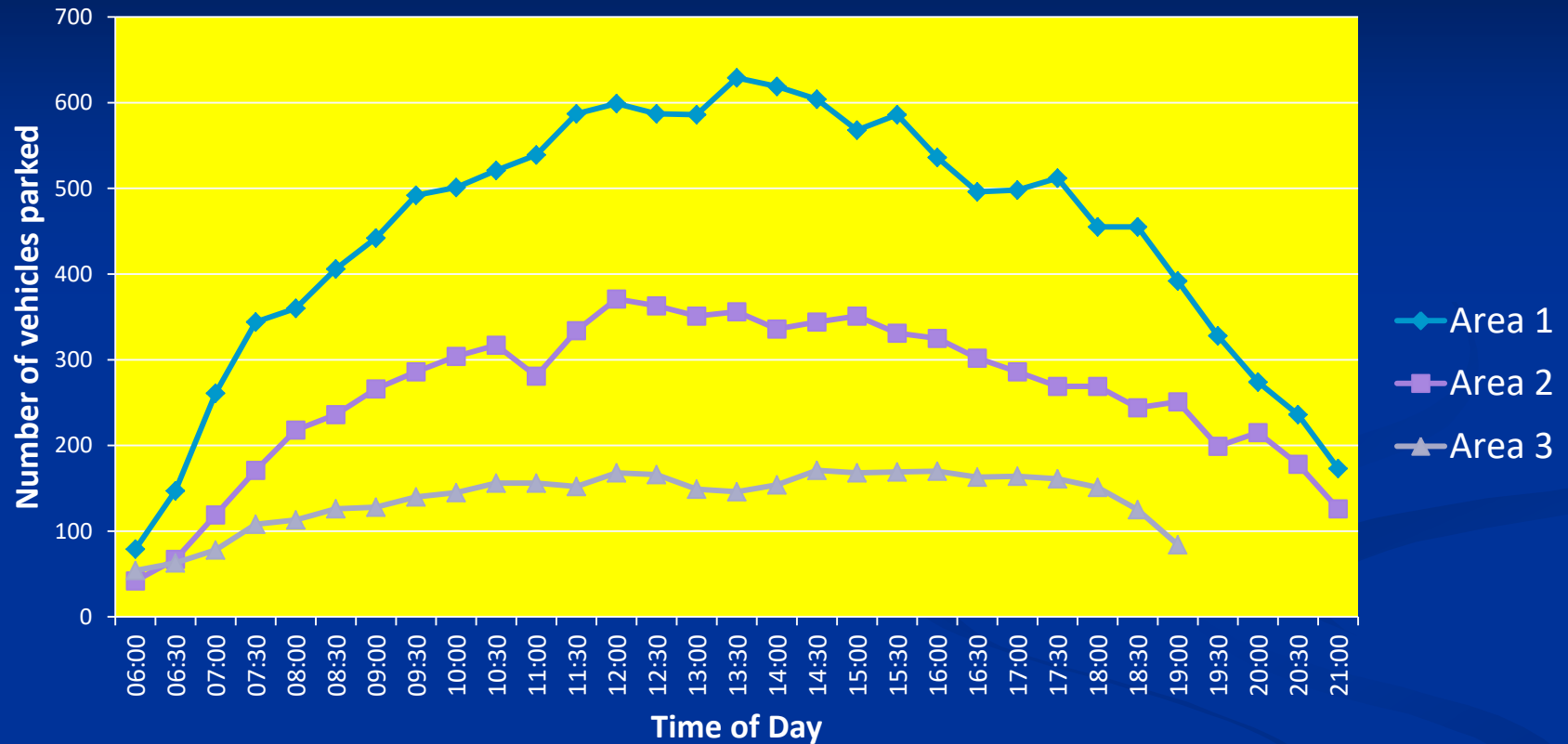
Volume Study-Summer

	Peak Hour Factor	
	Day	Night
Area 1: Padre Faura	0.878	0.915
Area 1: Maria Orosa	0.842	0.883
Area 2: Pedro Gil	0.941	0.919
Area 2: Adriatico	0.892	0.899
Area 2 : Bocobo	0.874	0.919
Area 3: Estrada	0.911	0.834
Area 3: Leon Guinto	0.908	0.835

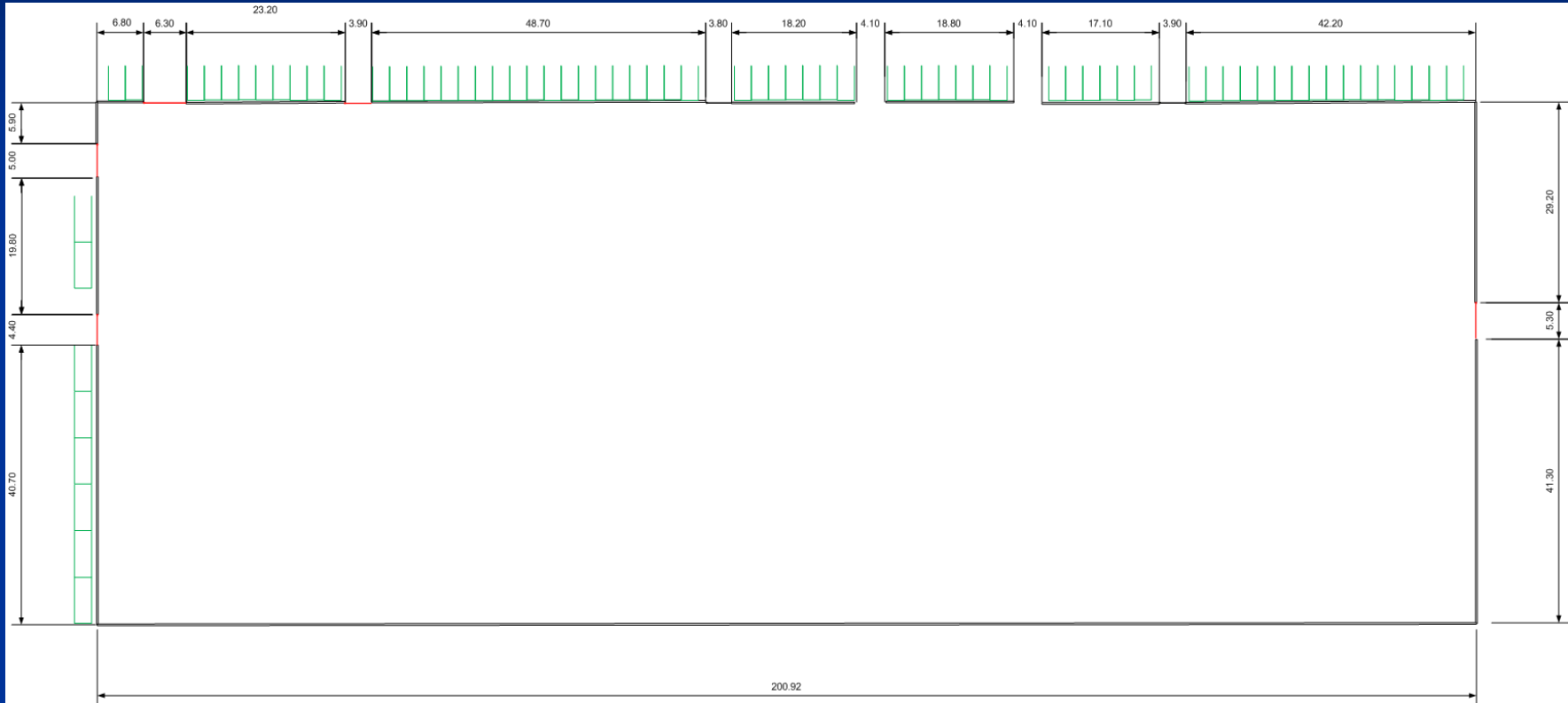
Summer parking accumulation



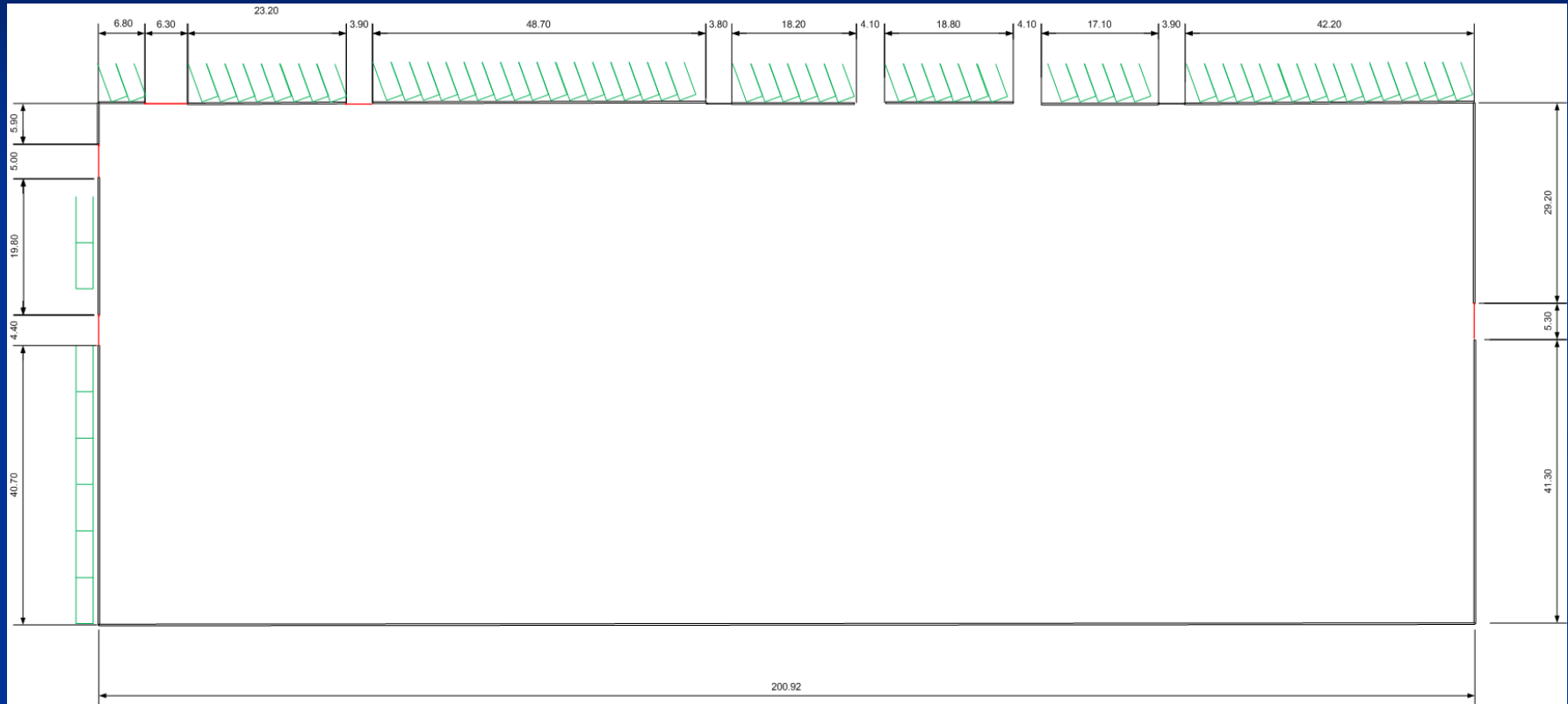
Academic parking accumulation



Existing Parking Scheme at St. Benilde



Proposed Parking Scheme at St. Benilde



On-going Research Activities

- We are currently doing detailed on-street parking design for all the block faces
- Also calculating the new expected on-street parking revenues
- We expect to finish this study by February 2009