



AyalaLand



The Development of the Makati City Pedestrian Walkways

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As business districts mature, they often have to contend with increasing traffic congestion. Unfortunately, this problem is commonly addressed with heavy infrastructure system that may degrade the environment and negatively affect pedestrians. The central business district of Makati City in the Philippines faced this situation in the early 1990s. But rather than give way to cars, it chose to prioritize the pedestrians. Through the collaboration between the developer of the business district, Ayala Land, Inc. (ALI), and its estate association, the Makati Commercial Estates Association, Inc. (MACEA), land use controls and development charges were used to finance and operate the pedestrian walkway network.

The pedestrian walkway network in the Makati central business district is a six-kilometer stretch consisting of elevated walks, covered walks, pedestrian underpasses, and pedestrian overpasses. It enables people to walk all the way from Ayala Center to Rufino Street in about 15 minutes without having to encounter vehicular traffic. These facilities are used by about 250,000 people per day on weekdays, with an average walking distance of about 700 meters per trip, higher than the 400 meters per trip before the walkway network was implemented. This case illustrates how self-financed walkway networks can be implemented, maintained and expanded over time.

**February 20, 2020, 6:00 PM onwards at the Cariño Hall, 3rd Floor SURP Building,
School of Urban and Regional Planning, University of the Philippines,
Diliman Quezon City 1611. Registration starts at 5:00 PM.**

Admission to the lecture is free. Slots are limited.

Please reserve via <https://forms.gle/1voZEXQXWgnh2KKEt6> or scan the QR code.

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