



# DAVAO CITY TRANSPORT ROADMAP

Summary Report









# Mayor's Message



**An efficient travel time, a safer thoroughfare, a healthier environment – these are the favorable conditions that we, in the City Government of Davao, aspire for Davaoeños through the establishment of this Davao City Transport Roadmap.**

With full confidence of our multilateral collaboration with partner national and private entities, taking on the challenges on congestion, air pollution, ambient noise, carbon emissions, and road safety, would be much less daunting to take on.

In an effort to achieve a safe, sustainable, and integrated transport network, allow me to call on the people of Davao City to take conscious and concerted efforts with us in carrying out this land-based transport Roadmap – a plan we designed not only to serve as the main driving force for the city's overall traffic management but to likewise accelerate tourism, trade and investment, and other key priority areas of sustainable development in the City, and in our neighboring localities in the island.

From implementing a locally planned, evidence based and data driven modernization of the city's public transportation system via the High Priority Bus System (HPBS), to constructing conducive pedestrian and non-motorized transport networks, there is so much to look forward to in the city's transport system. The current Roadmap shall serve as the city's strong foundation as we continue to formulate specific plans and projects consistent with our directional thrusts of environment protection, sustainable economic development, and steadfast service to the people.

Daghang Salamat!

  
**Sara Z. Duterte**  
 Mayor of Davao City

# Contents

<b>Introduction.....</b>	<b>5</b>
<b>Davao City Profile .....</b>	<b>6</b>
<b>Socio-Economic .....</b>	<b>6</b>
<b>Transport Network .....</b>	<b>7</b>
<b>Public Transport .....</b>	<b>7</b>
<b>Air and Water Transport.....</b>	<b>8</b>
<b>Trip Information .....</b>	<b>8</b>
<b>Planning for Davao’s Future .....</b>	<b>9</b>
<b>Vision Statement .....</b>	<b>10</b>
<b>Desired Outcomes.....</b>	<b>11</b>
<b>Strengths, Weaknesses, Opportunities, and Challenges .....</b>	<b>13</b>
<b>Action Plan .....</b>	<b>17</b>
<b>What Can We Look Forward To .....</b>	<b>21</b>
<b>Safe, Sustainable, and Integrated Transport Network.....</b>	<b>22</b>
<b>Future Transportation Projects .....</b>	<b>23</b>

# Introduction

**The City Government of Davao has embarked on a process of developing a Transport Roadmap for the City. This process has been supported by the Department of Transportation (DOTr), with funding provided by the Asian Development Bank (ADB) to engage the services of consulting firm GHD Pty Ltd. This report is the outcome of these efforts.**

The Transport Roadmap provides the city with an overarching local plan and builds on the work of the DOTr, ADB, Japanese International Cooperation Agency (JICA), and others to support the development of sustainable and integrated network of land-based transportation in the city.

The purpose of the Roadmap is to support the improvement of transportation so that it prioritizes modes according to their economic, environmental and community sustainability. The Roadmap sets the framework, over the next 20 years with a focus on the first 10 years, for transport networks and systems to be integrated and be more efficient.

It also provides a mechanism to engage and partner with transport agencies to influence traffic and transport systems in the City of Davao.

The Roadmap was developed based on best practice research and includes a human centered approach where walking, bicycle riding and public transport are considered a desirable basis of all trips, while supporting economic activity (including freight movements), urban and rural communities and tourism. It is also evidence-based and informed through consultations to balance and prioritize the needs of everyone in the city. The plan includes specific, targeted actions that can be measured against their delivery.





# Davao City Profile

**Davao City is a highly-urbanized city located in the southern part of the Philippines.**

Davao City has been rapidly urbanizing in the past years. Population and vehicles in the city have been steadily increasing resulting to a negative impact in the city's transportation system.

## Socio-Economic

 **1,748,279** people

**218,937** wage earners

**135,481** registered vehicles



**3.8%** of households have private cars

**36.4%** of households have motorcycles



**1,864,343** tourist arrivals



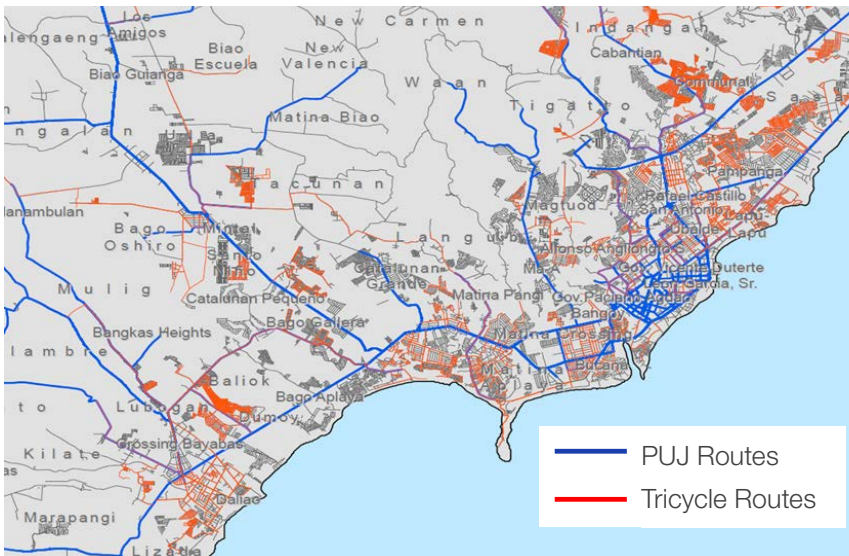


# Transport Network




- 2,366 kms** of roads
- 24** pedestrian overpasses
- 75** pedestrian crossings
- 30** lay-bys along national roads
- 1** bus terminal
- 5** van terminals
- 1** airport
- 2** public ports
- 18** private ports
- 72** bridges

# Public Transport




Route Location	Number of Routes	Number of Franchises	Number of Units
Routes within Davao City	116	6,501	7,017
Routes to Davao City from other provinces in Davao Region	11	360	375
Other routes in Davao City	68	740	838
<b>Total</b>	<b>195</b>	<b>7,601</b>	<b>8,230</b>

**Local**




**Public Utility Jeepney**  
**7,245** franchises  
**7,610** units

---




**Taxi**  
**1,057** franchises  
**5,611** units

---




**Tricycle**  
**2,249** franchises  
**2,416** units

**Regional**



**Bus**  
**224** franchises  
**910** units

---



**Van**  
**1,004** franchises  
**1,076** units

## Air and Water Transport



**40** flights daily

**14.9M** domestic passengers (2012 - 2016)

**259,000** international passengers (2012 - 2016)

**30** ferry trips to IGACOS\* daily

\*Island Garden City of Samal

## Trip Information



**Almost 80% of trips are made by public transport**



**20% of trips are made by private transport**



**80% of road users are private cars**

Activity	Public Transport	Private Transport	Walk	Bike
Work	70%	19%	10%	1%
School	73%	18%	9%	1%
Shopping / Grocery	73%	20%	7%	0
Eat Out	73%	20%	6%	0
Recreational	71%	21%	7%	1%
Social	72%	20%	7%	1%
Accompany child / children to school	65%	26%	8%	1%
Medical	76%	20%	6%	0



# Planning for Davao's Future



# Vision Statement

**A model city for the Philippines that has a safe and sustainable transport system which enhances livability and improves connectivity**



**Walking & Biking**



**Public Transport**

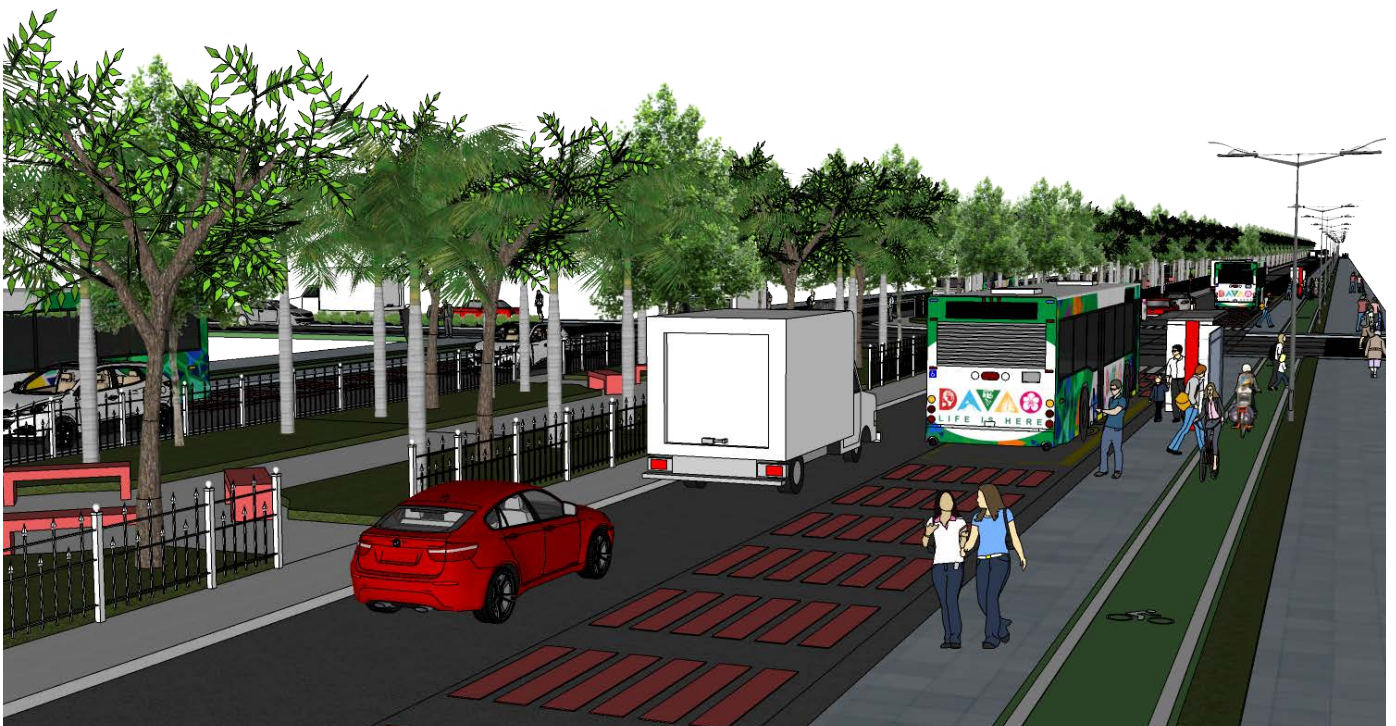


**Private Transport**



**Freight**

<b>VISION</b>	Walking and cycling as the safe and viable (first) mode of choice for short trips	An efficient and reliable public transport system which is adaptable to growth, new services and infrastructure	Private vehicle usage and parking on public roads will have the lowest priority in road space use	Freight will be monitored and managed to support the city's efficient transport system
<b>OBJECTIVES</b>	Prioritize walking and cycling over other modes and provide infrastructure that will make them more enjoyable	Develop and implement a public transport plan, provide integrated infrastructure, and support the development of modern intermediate transport services	Develop a traffic and transport system that prioritizes modes according to their community benefit and economic impact, and manage the road space efficiently wherein public space for driving and parking is priced / rented	Identify appropriate routes for freight, manage them to have efficient operations and minimal impact on the community





## Desired Outcomes



### WALKING AND BIKING

- More people walking and bike riding
- People feel more safe and comfortable walking and bike riding
- Effective planning and implementation of a non-motorized transport plan



### PUBLIC TRANSPORT

- Efficient, reliable and integrated public transport system that connects most trips across the city



### PRIVATE TRANSPORT

- Defined functions and regulations per street in Davao City
- Minimal growth in people using private cars



### FREIGHT

- Increased efficiency on the movement of goods









# Strengths, Weaknesses, Opportunities, and Challenges



# Strengths, Weaknesses, Opportunities, and Challenges



## Walking and bike riding

### Strengths

- People's awareness of the existing problems on walking
- Local Government Unit's (LGU) willingness to plan and implement Non-Motorized Transport (NMT) Plans Actions and Programs (PAPS)
- LGU's support in bike riding with the bike riding ordinance
- Davaoños are willing to walk if pedestrian and bike riding facilities are available
- Implementation of the maximum speed limit contributes to safety of pedestrians and cyclists

### Opportunities

- National transport policies support walking and bike riding
- Availability of funding from the Department of Budget and Management (DBM) for NMT
- International bike riding/athletic events promoting NMT
- Availability of funding from foreign entities

### Weaknesses

- Lack of infrastructure availability
- Narrow road widths for biking
- Lack of shade (like trees) for walking and biking comfort
- Weak enforcement of road/sidewalk use
- Lack of awareness on bike riding ordinance
- Lack of transport integration discourages walking
- Safety risks in walking and biking
- Low priority implementation of NMT PAPS
- Lack of discipline among road users
- No detailed study/action plan on the bike riding ordinance

### Challenges

- Disrespect to pedestrians and cyclists due to lack of education and information campaign on the benefits and importance of NMT
- Lack of control on the design and management of national roads passing thru the city
- Impact of weather conditions on walking or bike riding
- Not enough local resource persons on NMT planning and management





## Public Transport

### Strengths

- Public security and safety
- People can go around the city using public transport
- Strong stakeholder support
- Strong leadership and unique political landscape
- Functional CTTMO
- Inclusion of the Public Transport Modernization Program in the 10 Priority Development Areas of the City Mayor
- Regulation of tricycles and pedicabs
- Majority of trips (estimated at 80%) are made through public transport

### Weaknesses

- Uncomfortable rides
- Unreliable public transport
- Overserved and underserved areas
- Non-compliant engines still running (air pollution)
- Insufficient units during peak hours
- Improper drop-off/pick-up points
- CTTMO/LTO lacks manpower to apprehend traffic violators

### Opportunities

- PUV Modernization Program of the national government which is the basis of the Davao Public Transport Modernization Project is still one of the priority projects of DOTr

### Challenges

- Infrastructure facilities
- Change of DOTr leadership priorities
- Right of Way (ROW) acquisition
- Possible displacement of existing jeepney operators and drivers



## Private Transport and Parking

### Strengths

- LGU has capacity to enforce laws and local ordinances in addressing congestion
- Willingness of the people of Davao to follow laws and local ordinances
- About 80% of vehicles in Davao City are private cars but in terms of number of trips, car usage is very low (about 20%)

### Weaknesses

- Inadequate, unreliable and lack of integrated public transportation services motivate people to buy their own cars which cause traffic congestion
- Lack of understanding of private vehicle owners of their contribution to traffic congestion
- LGU lacks an integrated parking strategy and still allows parking on streets and street vendors both on the streets and on the sidewalks
- Government allows people to purchase cars even if they do not have parking space/garage
- Weak enforcement of parking regulations
- Lack of institutional linkages between national government agencies and local governments in the implementation of transport projects

### Opportunities

- National Government supports promotion of efficient public transportation to maintain low trips made through private cars
- Availability of best practices being implemented in highly developed countries in discouraging car use can be replicated in Davao City
- Use car parking fees/fines to pay for better public transport, and walking and bike riding infrastructure

### Challenges

- Lack of action from National Government to improve public transport system could encourage car use
- Change of national leadership may change policies on improving public transport system which may lead to further encouragement of private car use

## Freight

### Strengths

- Responsive and sensitive lawmaking body in the city

### Weaknesses

- Trucks parked along national highway during truck ban hours
- No designation of truck routes due to lack of alternative roads
- No logistic centers to ensure that goods and merchandise will have a centralized distribution
- No implementation or lack of regulations on the operation of haulers and trackers
- No origin and destination data on trucks which could support planning on freight
- Lack of a developed freight system which makes mobility of goods more efficient

### Opportunities

- Reduction of transportation costs/save costs
- Reduction of traffic congestion and minimize pollution

### Challenges

- Uncertain level of support from the private sector
- Limited capacity of government to implement national regulation on freight management



# Action Plan



# Action Plan



## Walking and bike riding

### Objectives

- Identify and support routes and areas where walking and bike riding are prioritized over other modes
- Provide infrastructure to support walking and bike riding
- Make walking and bike riding more enjoyable

### Outcome

- More people walking and bike riding
- People feel more safe and comfortable walking and bike riding
- Effective planning and implementation of non-motorized transport plan

### Strategy

- Formulation of a clear Transport Master Plan, CLUP, and CDP that highlight investment opportunities and challenges and identify funding gaps

- Hiring well-trained and knowledgeable staff dedicated to non-motorized transport planning management
- Adoption of an ordinance which includes design standards and specifications supporting non-motorized transport

### Actions

- Establish data for walking and bike riding
- Capacity-Building of CTTMO personnel on non-motorized transport
- Crafting of a non-motorized transport plan
- Adoption of policy to prioritize non-motorized transport
- Strict enforcement of traffic regulations protecting pedestrians and cyclists
- Traffic enforcement
- Driver education







## Public Transport

### Objectives

- Develop and implement a public transport plan that supports and integrates existing and future modes (e.g. High Priority Bus System and proposed railway systems)
- Introduce bus priority measures on the road system to enhance public transport trip times and journey speeds
- Provide infrastructure to support efficient interchange between local and regional trips in an efficient way
- Provide infrastructure to support the public transport system such as bus stops, information systems, modern fare collection systems, integrated fare structure, etc.
- Support the development of modern intermediate services linking to the bus system that can operate where regular public transport cannot (e.g. tricycle modernization)

### Outcome

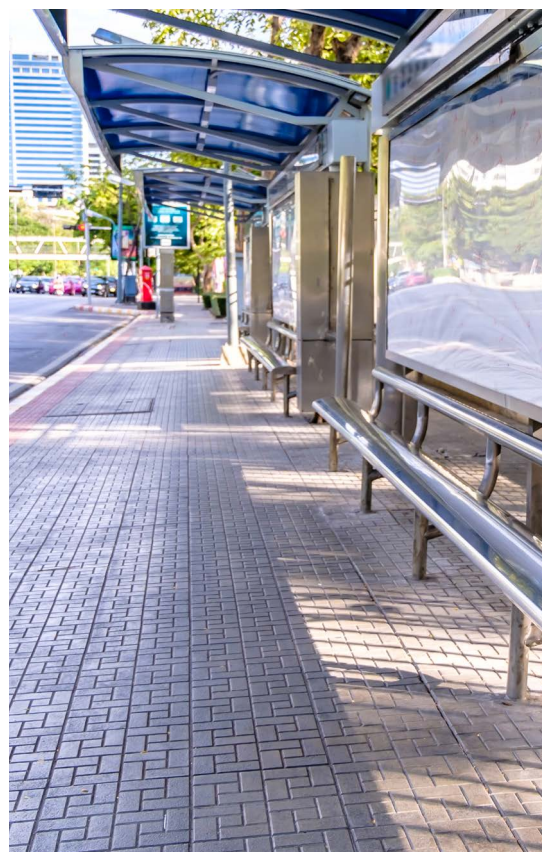
- Efficient, reliable and integrated public transport system

### Strategy

- Implementation of the High Priority Bus Project with enhanced commuter access, safety and commuting experience
- Provision of improved and adequate transportation infrastructure and facilities
- Harnessing strong stakeholder support, raise awareness of and concern for problems of current transport system, and build strong constituency for public transport modernization

### Actions

- Implement the Interim Bus Project, HPBS, and railway system
- Commence project management for the implementation of HPBS
- Procure consulting services for bus contracting and management for HPBS
- Work on civil works and traffic signals
- Implement the social development program
- Bus driver training and capacity development
- Stakeholder engagement and communications planning
- Strict enforcement of traffic laws





## Private Transport

### Objectives

- Manage road space efficiently and enable private transport only where trips cannot be efficiently completed by other modes
- Develop a Link and Place Assessment of the transport system that prioritizes road space usage according to their community benefit and economic impact
- Impose relatively higher fees for the use of private cars/motorcycles, ride-hailing, etc. for driving and parking at public spaces to manage and minimize their impact on the community

### Outcome

- An efficient traffic system that prioritises uses according to community benefits
- Minimal growth in people using private cars

### Strategy

- Discouraging private vehicle usage by making public transport more efficient and reliable
- Review existing policies on parking and their subsequent implementation

### Actions

- Make public transport more efficient and reliable
- Improve facilities and infrastructure on accessing public transportation
- Conduct Link and Place Assessment
- Impose unattractive parking fees for on-street parking
- Explore the implementation of proven strategies which discourage private car usage such as congestion pricing at city center streets
- Continuous gathering of data on car travel time and volume count survey
- Strict enforcement of traffic laws
- Driver Education



## Freight

### Objectives

- Manage freight to ensure it supports the economy of the city and region
- Support freight operators and work together to minimize their impact on the community and ensure efficient operations
- Identify appropriate routes for freight into and around the city and enforce the usage of those routes
- Encourage improvements in air quality and weight compliance to improve the city's roads and reduce maintenance work

### Outcome

- Increased efficiency of the movement of goods

### Strategy

- Creation of an ordinance on freight operation and management
- Establishment of logistic centers and support facilities

### Actions

- Establishment of three (3) logistic centers and support facilities
- Identification of truck routes
- Traffic enforcement
- Driver education



# What Can We Look Forward To



# What Can We Look Forward To

## Safe, Sustainable, and Integrated Transport Network

- Implementation of the High Priority Bus System and road construction projects that enhance mobility (e.g. Davao Coastal Road Project, Bypass Road Project, etc.)
- More people walking (improved pedestrian facilities and infrastructure)
- More people biking (established bike network)
- Lesser vehicles on roads
- Better environment for people to enjoy city center and recreational activities
- Less pollution and improved health for residents

**A TRANSPORT SYSTEM THAT PUTS PEOPLE FIRST**






# Future Transportation Projects



**LEGEND**

- High Priority Bus System (HPBS)
  - Bypass Road Project
  - Coastal Road Project Project
- Proposed Monorail Project
  - Proposed Mindanao Rail Project

The background features several overlapping geometric shapes in various shades of green, including a large dark green triangle pointing right, a medium green triangle pointing left, and a light green triangle pointing left, all set against a white background.

**Together, let's work toward  
making our transport system  
greener, more reliable, and  
serve the community by  
putting people first.**

To know more about the Davao City Transport Roadmap, visit  
**[www.davaocity.gov.ph](http://www.davaocity.gov.ph)**

For comments or suggestions visit  
**[www.facebook.com/davaocitygov](https://www.facebook.com/davaocitygov)**  
or email us at  
**[dcsurveys@davaocity.gov.ph](mailto:dcsurveys@davaocity.gov.ph)**