



# 交通局九十三年年刊

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臺北市府交通局

DEPARTMENT OF TRANSPORTATION, TAIPEI CITY GOVERNMENT





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塑造臺北市為「人本」、「永續」交通環境為臺北市政府交通施政願景與目標，市府團隊積極打造「人本」交通環境，朝向發展永續、智慧、安全、便捷、精緻的臺北交通。93年施政重點成果藉本年刊一隅紀實，包括持續實施機車退出騎樓及人行道措施、首度於信義商圈實施機車路邊停車收費及宣導南陽街機車退出騎樓、持續辦理行人號誌加裝倒數計時顯示器及試辦新型行人穿越道標線，在永續發展願景下，推動公車候車環境提昇、闢駛內湖科技園區通勤專車、完成市府轉運站BOT案締約、舉辦2004臺北國際無車日系列活動及完成河濱腳踏車道、信義計畫區腳踏車道路網建置；另推動公車專用道後續路網建設、設置公車動態資訊系統，提供更貼心、便捷的大眾運輸服務，讓臺北市邁向現代化之國際型都會。

The Taipei City Government has a grand vision to mold Taipei into a city with a sustainable, livable traffic environment. To this end, the Taipei City Government has been working on creating a traffic environment with a human oriented, developing a sustainable, intelligent, safe, convenient and refined transportation system for the city. The results of the City Government's major efforts in 2004 include withdrawn motorcycle from parking in sidewalk, including the first policy of paid roadside parking for motorcycles in the Xinyi Business District, and the announcement of withdrawn motorcycle-parking in Nanyang Street. The city has continued its program of installing countdown clocks at pedestrian crossings signal, upgrading bus waiting areas, providing commuter shuttles for the Neihu Technology Park, concluding a BOT contract for transit transfer stations, promoting Car Free Day activities, and completing the riverside bike lanes and the Xinyi Development Zone bike lane network. Furthermore, the City Government completed a bus dynamic information system and established restrictive bus lanes, providing friendly, convenient public transportation services, with the goal of making Taipei a more modern, cosmopolitan city.

# 編輯手札

# Foreword





交通局局长 林志盈

## 局長的話

**因**為交通局同仁專業及積極的態度，讓我們有了豐收的一年。93年，我們獲得行政院頒「道路交通秩序與交通安全改進方案」七個分項第一名及團體成績第一名的殊榮，完成了劃時代意義的路邊機車停車收費措施、藍色公路與觀光公車同步啓航、信義計畫區短期交控系統、腳踏車道路網100公里、市府轉運站BOT案簽約等多項重大措施，而監理裁決業務便民化服務，更有許多突破性進步，這些榮耀與成果屬於交通局用心且任勞任怨的所有工作伙伴們。

個人經常思索新的一年交通發展的願景與目標，以回應瞬息萬變的交通環境與多樣期待的市民。因此將來年定位為「交通行動年」，「行動」的主要意涵為交通管理的「行動」化，以回應地區性交通順暢需求、交通資訊的「行動」化，以提供即時、方便的交通資訊及交通服務的「行動」化，以提供貼心的交通服務，讓我們以劍及履及的「行動」精神，落實每一項工作，打造「安全」、「順暢」與「效率」的交通施政目標，同時願以交通事故死亡人數在90人以下、公車與捷運每日平均總運量達280萬人次以上及主要幹道平均旅行速率每小時30公里以上作為交通施政之績效指標，期盼所有優秀專業的團隊伙伴們，燃起建立卓越交通系統的熱情，以「行動」實現我們的願景與目標，讓臺北市的交通從優質邁向卓越。

林志盈





## Message from the Commissioner

Thanks to the professionalism and dedication to our staff, the Department of Transportation had a rewarding year last year. In 2004 we were honored by the first prize in seven categories by the Executive Yuan for our street traffic orderliness and traffic safety improvement program as well as first prize for team performance, having completed unprecedented, major initiatives such as parking fee measures for motorcycle street parking, launching a Blue Highway 'tourist bus system, a short-term traffic control system for the Xinyi Development Zone, a 100-kilometer network of bike paths, and a BOT contract for transit transfer stations. Moreover, we have taken further steps in traffic supervision and enforcement for the convenience of the people in Taipei. I would like to share the results of our work with you, my valued partners.

I often think about our vision for traffic development for the upcoming year, in response to the citizens with challenges and expectations about the traffic situation. I personally hope that the next year will be named as the Year for Traffic Mobility. Where "Mobility" refer mainly to mobility in traffic management in response to local traffic flow needs, the mobility of traffic information, and providing timely, convenient traffic information and services. This will allow us to carry out our work with a spirit of swift mobility, creating policies and objectives over safe, smooth and efficient traffic. At the same time, we aim to lower the traffic fatality rate down to below 90 per year, achieve an average bus and MRT ridership of at least 2,800,000 per day, and maintain an average travel speed of 30 kilometers per hour per vehicle. I am confident that the outstanding professionals of our team will continue to spark their passion for an outstanding traffic system in order to achieve our vision of transforming Taipei's traffic from excellent to truly superb.

*Tsoying Lin*



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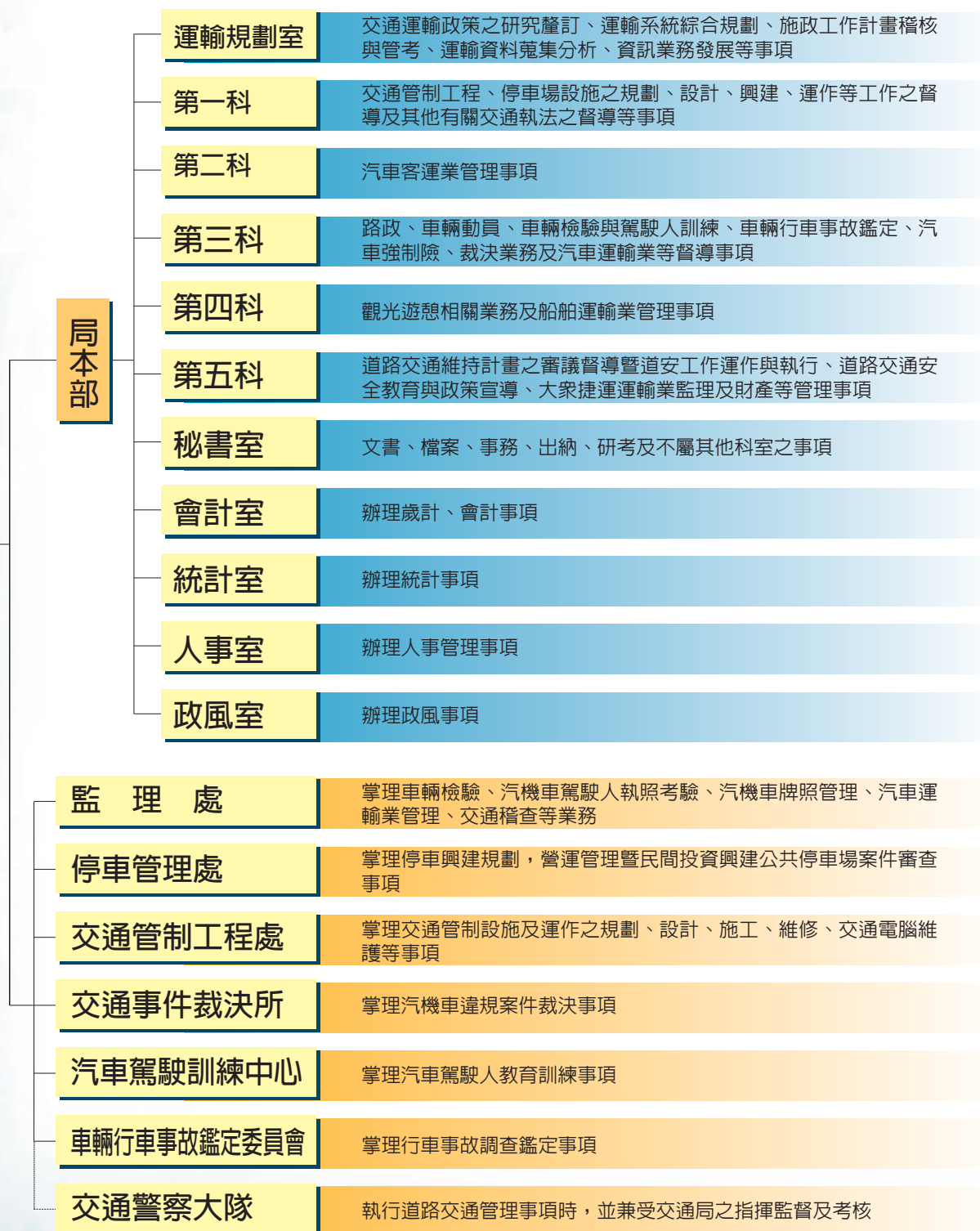
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## 組織 Organization

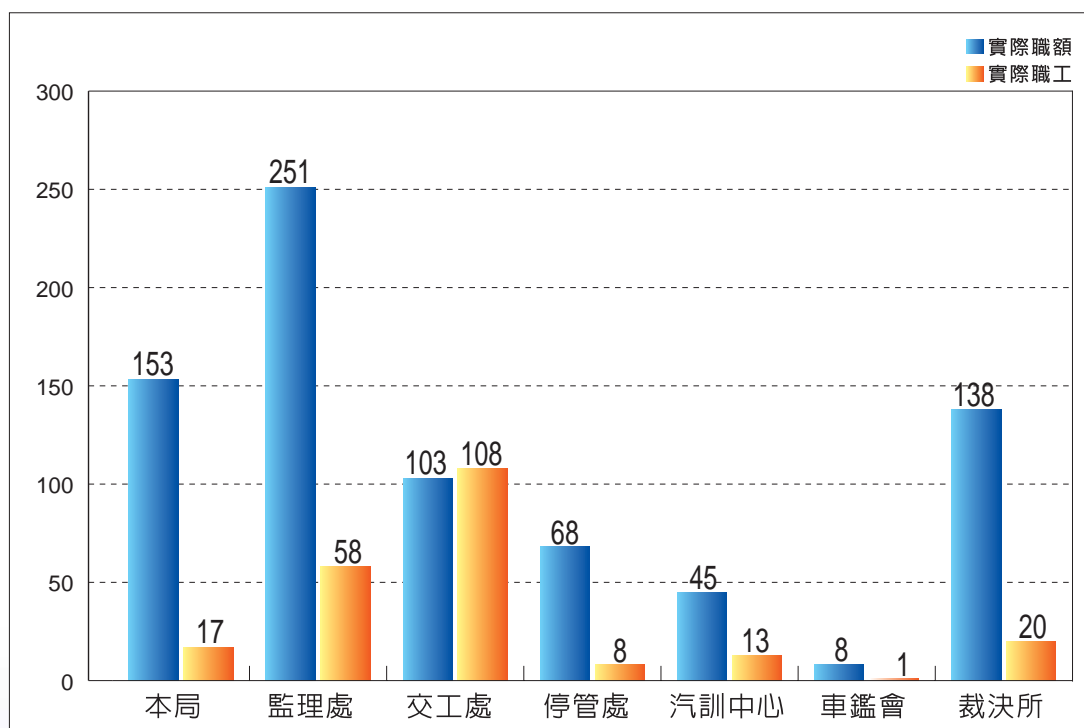
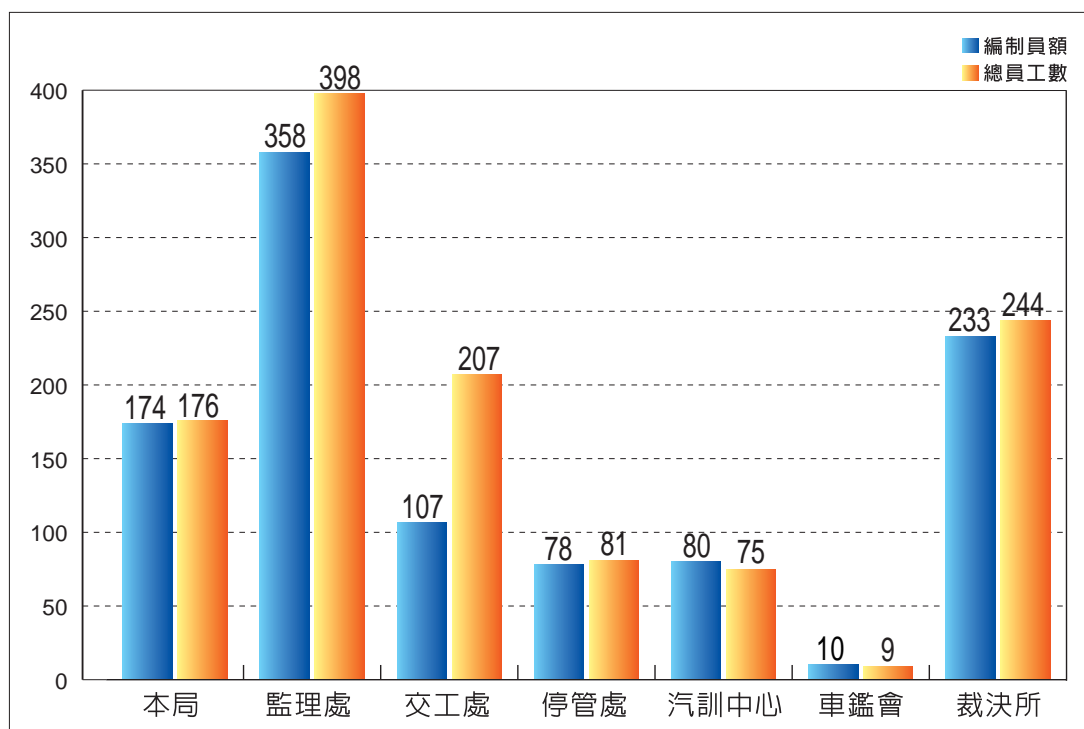






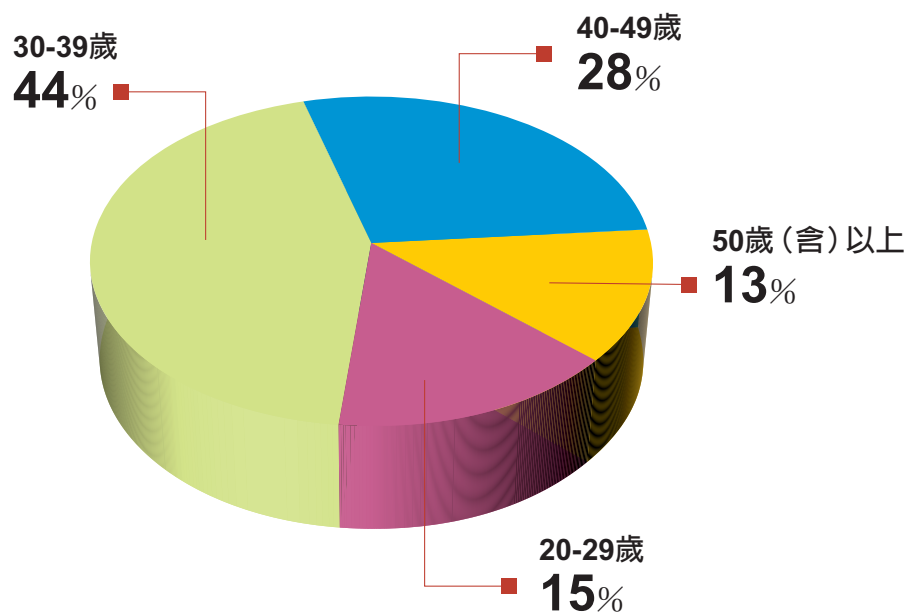
## 人事 Personnel

### 編制人力

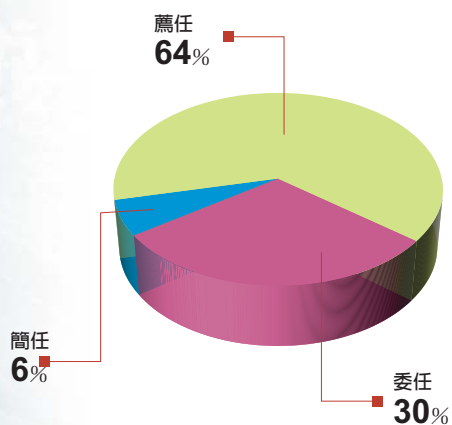


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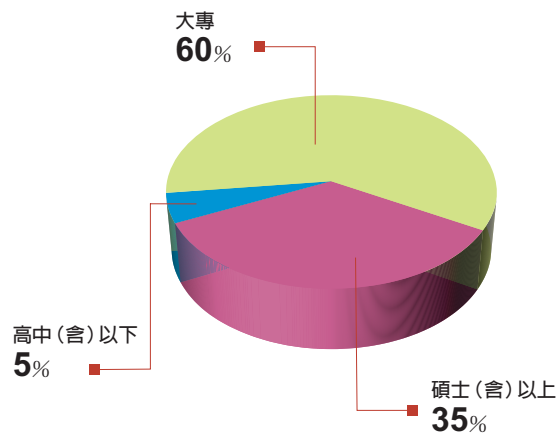
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Special Subject

# 交通專題

- ◎ 公車動態資訊系統
- ◎ 提升機車行車安全

## 公車動態資訊系統

本府配合「挑戰2008國家發展重點計劃－e化交通」行動專案，執行建置『e化交通—都市公車動態資訊系統』，以站牌公車資訊顯示、網際網路資訊及語音資訊等方式提供民眾乘車資訊，同時考量本市公車車隊規模龐大，因此初期於捷運接駁公車先行建構該系統，未來再延伸至山區服務路線公車，而後再擴充至各營運路線。另外，為提供班次相對捷運密度較低之捷運接駁公車乘客於使用捷運轉乘公車時獲得較充裕之公車搭乘資訊，使公車與捷運之乘車服務水準更為相近，所以亦規劃於本市境內捷運車站設置公車資訊顯示站牌。

### 一、發展願景

本案以捷運接駁公車44條路線為建置對象，包括裝設500輛車機、80座智慧型站牌及監控中心等軟硬體設施，另將針對10家公車業者建立調度排班系統，以配合系統預估到站時間即時資訊提供及健全公車業者之營運系統。本案將由政府部門先行建構具系統規模之捷運接駁公車動態顯示系統，未來公車業者之其他路線營運車輛於增購車載機後，即可納入本公車動態資訊系統，採分階段、漸進式及系統堆疊方式逐步擴充本系統，拋磚引玉引導公車業者進入ITS的行列，並達成提昇經營績效、鼓勵民眾搭乘大眾運輸系統之目標。而本市第二階段的延伸計畫則將山區服務路線公車納入公車動態系統。

### 二、推動策略

本市使用大眾運輸工具人口為全國之冠，聯營公車約300條路線，車隊規模逾4,000輛。另就公車站位而言，公車站位數逾5,000站（雙邊設站均分別計算），其中本市轄區約為2,600站；若以站牌數計算，聯營公車共約10,000支站桿，其中約6,300支站桿位於本市轄區（不包含集中式站牌及公車專用道部分）。綜此，考量本市聯營公車規模及附屬設施站牌規模龐大，限於經費及顯示站牌設置地點限制，建置公車動態顯示系統須以階段式、重點式之建置方具可行性。

1. 優先建構捷運接駁公車路線納入動態資訊系統服務範疇。

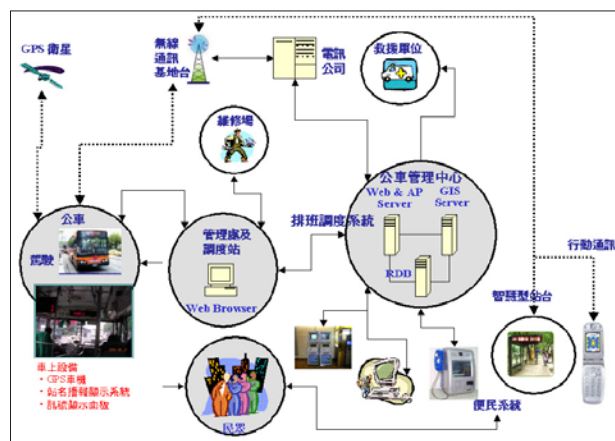
2. 提供大眾運輸系統乘客完整乘車資訊，提昇大眾

運輸系統服務品質。

3. 提高公車業者營運績效。

4. 導引公車業者體認ITS之潮流及積極參與。

5. 民眾可以各種方式獲得公車動態資訊。



### 三、執行成果

#### 1. 硬體建置：

(1) 硬體系統架構如圖1所示。

(2) 智慧型公車站牌：共計80座。

(3) 車機：500輛。

2. 系統開發：規劃為五個子系統，分別是監控中心資訊系統、便民資訊系統、動態資訊系統、基本資料管理系統及系統管理模組。

第一期以捷運接駁公車為建置範圍，包括500輛捷運接駁公車車內定位通訊設備，以及監控中心、10家業者調度排班系統、80座智慧型站牌建置、網路及語音查詢系統等設施。本系統可提供民眾透過網際網路、電話語音查詢捷運接駁路線公車預估到站時間，並於捷運站出入口及候車亭設置智慧型站牌提供公車即時動態資訊，同時業者可將其排班作業由人工操作轉為資訊化操作，提升其營運效率，本局也可透過即時監控系統（web-gis）及相關統計報表，可稽核公車服務品質，節省相關稽核人力，確切掌握公車服務績效。







# Taipei City Bus Dynamic Information System

The Taipei City Government is working on implementing "e-Transportation: City Bus Dynamic Information System" to coordinate with the "Challenge 2008: Six-year National Development Plan: e-Transportation" action plan. The system will provide bus ride information to the public by bus-stop information displaying device, Internet and phone. However, as considering the bus transportation system scale, including about 300 bus routes, over 4,000 buses, and 6,300 bus stop within the city's jurisdiction, the city will confronts difficulties to deploy the system on all city buses.

Therefore, in the initial phase, the government will only build the system on MRT transfer-bus routes. Also, in order to provide more abundant bus ride information for passengers of MRT transfer bus with lower operation frequency as well as to minimize the gap between bus and MRT services, the government also plans to install information displaying devices at MRT stations in this city. In the second phase, the system service will be further extended to the bus route in mountain areas. And then, in third phase, it will be expanded to provide ride information of each running routes in the city.

## 1.Vision

This project targets on the 48 routes of MRT transfer bus, and installs 500 OBUs, 80 intelligent bus stops, one monitoring center, and related system software. In addition, it will establish scheduling and dispatching system for 10 bus companies to reinforce their operation systems by coordinating with the providing of real-time estimated-arrival-time information.

In first phase, the government will finance this project to build the dynamic ride information system of MRT transfer bus routes with an efficient system operation scale to encourage bus companies' commitment. Also, the government's outreach plan in the second phase will take the bus routes of mountain areas into account. And in the future, once the bus companies install OBUs on the buses of other routes, the ride information providing of these

bus routes will be accommodated into the system operation. Through this phased, progressive, and piled-up system expanding process, it will not only guide the way of ITS development for bus companies, but also achieve the goals of promoting operation efficiency and encouraging the public to take public transportation system.

## 2.Promotion Strategy

As taking account of the project scale, the insufficiency of funding resources, and the site restrictions on installing information displaying devices, it will be feasible to build the bus dynamic information system step by step and according to policy priority. To accomplish the task of this project, some necessary strategies are as followings:

- (1) First, deploy the city bus dynamic information system to provide real-time estimate-arrival-time for MRT transfer bus routes.
- (2) Provide integrated ride information for the public transportation passengers to promote the public transportation system service quality.
- (3) Enhance the bus companies' operation performance.
- (4) Guide the bus companies to realize the trend of ITS and to positively participate in the promotion program.
- (5) The public can obtain bus dynamic information through various ways.

## 3.Current implement status

### (1) Hardware Installation

- ◆Hardware system architecture: as shown in figure 1.
- ◆Intelligent Bus Stop: 80 high brightness LED display.
- ◆OBU: 500 OBUs °

### (2) System Development

(This project will develop five subsystems: Monitoring Center Information System, Convenient System, Dynamic Information System, Management Information System and System Management module.

## 提升機車行車安全

臺北市93年全年本市列管A1類列管重大交通事故共發生129件，造成95人死亡，37人重傷，與92年比較，發生件數減少12件，惟死亡增加8人，而重傷減少18人。分析93年死亡交通事故，以機車事故死亡（重機車與輕機車）佔五成七，其次為行人，佔三成，針對本市交通事故肇事原因、車種、路段、時段及型態等資料，分析檢討並研擬防制策略，且定期於本市肇事防制工作小組、本市交通會報，提報交通事故防制工作、執法成效及策進改善作為，以即時遏止交通事故發生。

另比較近六年列管交通事故，93年車輛肇事率（件／萬輛）為0.75為近六年最低、每10萬人口死亡人數為3.62及每萬車輛死傷人為0.55與高雄市及臺北縣比較均為最低。

鑒於機車行車事故占當年度行車事故死亡人數比例偏高（近五年平均52%），尤其93年機車行車事故死亡人數比例58%，為近五年最高的一年，同時機車事故死亡中年齡層偏低，以18歲至29歲最多，平均占機車事故死亡人數比率達五成六。為減少機車行車事故發生之機會，針對機車行車事故最容易發

生之原因及事故特性，研擬研議短期、及中長期改善對策後積極辦理改善。

臺北市機車登記數93年11月底止共1,088,145約每2.4人擁有一部機車，每戶擁有1.1部機車。日常生活代步之主要交通工具族群，其中年輕族群比例高，另家庭中同時擁有汽、機車者，則兼作短距離消費、購物代步車。具有可及性高、停車與車陣中穿梭容易之便利性、且價格低、稅率低、耗油低、油價便宜，一般消費容易購得，幾乎戶戶擁有一部機車。易肇事車種且傷亡年齡偏低：近五年機車事故人數年齡偏低，以18歲至29歲最多，平均占機車事故死亡人數比率達五成六。

### 一、近期機車事故防制作為：

1.針對機車肇事及違規行為加強執法：加強取締酒後駕車及未依規定配戴安全帽、加強機車闖紅燈及違反路權規定取締、持續取締機車違規超速行駛

#### 2.交通工程改善：

(1) 針對機車易肇事原因進行交通工程改善。檢討改善交通設施：山區郊區彎道設置減速設施、防撞







## Increasing Motorcycle Safety

There had been 129 serious traffic casualties occurred and listed as Type A1 in Taipei City during 2004, causing 95 deaths and 37 seriously wounded persons. Compared with 2003, the number of traffic accidents was decreased by 12 cases, although the number of deaths increased by 8 (persons), and the number of seriously wounded persons reduced by 18 (persons). From the analysis of traffic casualties in 2004 that caused deaths, the number of deaths of motorcycle (heavy motorcycle and light motorcycle) accidents takes up 57%, the second the number of pedestrians (31%). The analysis and review of traffic accident causes, vehicle types, road sections, time and accident categories are submitted to the Taipei traffic control taskforce and the municipal traffic meeting as reference for traffic accident control administration, enforcement results, and promotion of improvement.

In comparison with the latest 6 years, the vehicle accident ratio, 0.75 (case/per 10,000 vehicles) in 2004, is the lowest figure; while the number of deaths per 100,000 persons, 3.62, and the number of casualties per 10,000 vehicles, 0.55, are also the lowest record when compared to Kaohsiung City and Taipei County.

Given that the motor accident cases have accounted for a large part (52% in recent five years) of the year's traffic accident, especially in fiscal year 2004 the death ratio came up to 58%, and most of the casualties, around 56% of the total, were aged from 18 to 29, we analyzed the major reasons for and accident characteristics of the motor accident cases prepared short-term, middle- and long-term correction measures.

As of November 30, 2004, there were 1,088,145 motorcycles registered in Taipei City, i.e. per 2.4 persons held a motorcycle and each family held 1.1 motorcycles. The majority of the youth take motorcycle as their most transportation tool. For those families concurrently have vehicles and motorcycles, they use motorcycle as the transportation tool for shopping or short-distance purposes. As a motorcycle features high accessibil-

ity, easy parking, mobility, low price, low tax, low oil consumption, almost each family has a motorcycle. However, the average age of the motorcycle accident casualties has been declined in recent five years; most of the casualties, around 56% of the total, were aged from 18 to 29.

### 1. Current Motorcycle Accident Control Measures:

**1. Enforcement on motorcycle violation of traffic rules:** To strengthen enforcement on drunk driving and the motorists without wearing safety helmets, running through red lights, breach of the right of way, and the motorcycles exceeding the speed limit.

#### **2. Traffic Engineering Improvement:**

(1) Traffic Engineering Improvement for Motorcycle Accident Prone Causes: To review traffic facilities such as deceleration facilities or anti-collision equipment in mountain areas and suburbs; to expand the establishment of retroreflective markings; to draw "Slow down" on the intersection without traffic signal; to set up "Stop", "Give way" on the main/branch lanes. Review of establishment of slow vehicle lanes or motorcycle exclusive lanes on accident-prone sections with larger traffic flows (Yangde Boulevard, Civil Boulevard, Keelung Road, Cheng-de Road, Huanhe S. Road).

(2) Reinforce Traffic Facilities on Accident Prone Sites: To reinforce improvement of traffic safety facilities on major traffic accident intersections or accident-prone sites.

(3) Review of Regulating Motorcycle Driving Order: To review the traffic markings such as "No motorcycle entry", "Motorcycle waiting area", and "Two-phase turning on a three-lane avenue", etc.

**1.3 Education and Propagation Measures:** To produce "Safety rules for riding a motorcycle" and make it available for download from the Internet; to produce short films and calendar cards concerning "Motorcycle driving safety" for senior high schools (or above) students and

設施；增設交通安全反光設施；無號誌化路口減速慢行標繪「慢」字；幹、支道設置「停」、「讓」標誌標字。機車流量大且易肇事路段改善（仰德大道、市民大道、基隆路、承德路、環河南路堤外便道）檢討設置慢車道，以提供機慢車專用車道，汽機車分流減少衝突點。

(2) 加強檢討易肇事地點之交通設施：重大肇事路口或多肇事地點強化交通安全設施或進行槽化改善。

(3) 檢討規範機車行車秩序：檢視「禁行機車」、機車停等區三車道以上道路機車兩段式轉彎標誌標線設置等交通設施。

**3. 教育宣導作為：**製作「機車行車安全守則」上網供各單位下載。製作「機車行車安全」宣導短片、年曆卡提供學校高中職以上學校學生及加油站協助分送。製作「機車行車安全」宣導海報，請市公所區里辦公處、學校、公車候車亭、公車後車體張貼宣導。鼓勵民營駕訓班安排機車安全駕駛訓練班，提供市民考照前學習。

## 二、中長期機車事故防制作為：

### 1. 建議修訂法規：

- (1) 建議中央修法強制取得學習時數後始得考照。
- (2) 建議中央修法針對肇事者及或違規次數超過一定件數時，換照前必須取得法規測驗證明後始得換照。

### 2. 鼓勵機車族改搭大眾運輸系統：

(1) 檢討縮短公車繞行市區旅次時間：增闢捷運系統或公車專用道接駁公車路線；縮短城際間公車旅次時間。

(2) 檢討機車停車空間：配合機車退出人行道及騎樓政策，增加路邊機車停車收費路段，以期鼓勵改搭大眾運輸系統。

透過強力執法作為或工程改善，雖能於短期內遏止交通事故發生，惟非長遠之計，只有用路人本身守法，才是治本之道，利用各種機會及宣導管道加強教育、宣導，呼籲駕駛人依規定配戴安全帽、勿違規超速行駛、闖紅燈、行經行人穿越道應禮讓行人優先通行及確實遵守交通安全規定行車。

gasoline station to distribute; to produce "Motorcycle driving safety" posters and post them in various levels of government agencies, schools, bus shelters, and the rear of buses; and to encourage private driving training schools to provide motorcycle training courses for the public.

## 2. Middle- and Long-Term Motorcycle Accident Control Measures:

### 1 Revision of Laws and Regulations:

(1) Recommend the central government to revise the laws and enforce mandatory learning hours for drivers before granting the driving license.

(2) Recommend the central government to revise the law and regulate that the renewal of the driving license for the people whom caused accidents and motorists who frequently violate traffic rules should not be granted until they pass the traffic rules test.

### 2. Encouraging motorists to take the public transportation system:

(1) Review of shortening the frequency and duration of bus routing downtown; expansion of the MRT system or bus exclusive lanes for transit buses; shortening the frequency and duration of intercity buses.

(2) Review of motorcycle parking space: Adding street motorcycle parking charge section to coordinate with "Motorcycles no parking at corridor and sidewalk" for encouraging motorists to take the public transportation system.

Despite reinforced enforcement or traffic engineering improvement can prevent traffic accidents from reoccurring in a short period of time, it is not a long-term scheme at all; only the road-users' observation of traffic rules will be the permanent cure. The government shall take every opportunity and propagation channel to promote traffic education, appealing motorists to wear safety helmets, and not to exceed the speed limit, run through the red light, give way when they passing through pedestrian crossings, and stick by traffic safety regulations.





Review

(93年工作成果)

# 交通布告欄

- ◎ 打造「人本」交通環境
- ◎ 大眾運輸優質化
- ◎ 鐵馬使用普及化
- ◎ 交通管制效率化
- ◎ 停車管理合理化
- ◎ 運輸系統智慧化
- ◎ 監理裁罰現代化
- ◎ 交通安全 3E 化
- ◎ 觀光旅遊深度化



## 打造「人本」交通環境

為持續構建人本交通環境，93年廣續辦理機車退出騎樓及人行道措施、宣導南陽街機車退出騎樓以維公共安全及人行環境、以及持續辦理行人號誌加裝倒數計時顯示器、行人專用號誌時制、試辦新型行人穿越道標線，藉由多項積極作為展現本局以「人本」、「永續」為施政主軸之具體成果。

### 》實施機車退出騎樓、人行道措施

93年度共計實施44個路段，實施路段總長23.87公里，共提供5,122個機車位，提供行人良好的通行環境，改善機車停車秩序，使騎樓、人行道回歸行人

專用基本功能。

### 》宣導南陽街機車退出騎樓以維公共安全及人行環境

為改善南陽特區的公共安全及停車亂象，於94年初起全面整頓停車秩序，為了使本次機車退出騎樓的政策能廣為民眾周知，93年底除了在電視、廣播及平面等媒體進行宣導外，並舉辦網路遊戲，及針對南陽街周邊道路停放之機車張貼「公告」、「通告」等宣導單，使機車朋友及商家住戶能確實獲得本政







## Creating a " Humanity-oriented " Traffic Environment

To continue the construction of a "humanistic" traffic environment, in 2004, the Department was committed to implementing the measure "Motorcycles No Parking at Corridor and Sidewalk", promoting "Motorcycles No Parking on Nan-yang Street" for enhancement of public safety and road-user environment, launching the project of "Street Parking Charge for Motorcycles", and handling "Pedestrian Signals Installed with Countdown Timer Displays", "Traffic Signals Exclusively for Pedestrians" and "Trial Run of New Pedestrian Crossings". These initiatives show the



concrete achievements of the Department, which always adheres to the administration policy of "humanism" and "sustainable".

### » Implementation of "Motorcycles No Parking at Corridor and Sidewalk"

In fiscal year 2004, the measure was implemented on 44 road sections, with a total road length of 23.87 km, in which 5,122 parking spaces for motor scooters were available. As a result, the Department provides an unobstructed pavement for pedestrians and improves the motorcycle's parking order, thus restoring the basic function of corridors and sidewalks.

### » Promotion of "Motorcycles No Parking on Nan-yang Street" for Enhanced Public Safety and Road-user Environment

To improve public safety and rectify the parking disorder, the Department has begun to restore the transportation since early 2005. In order to ensure "Motorcycles No Parking at Corridor" known to the citizens, the policy was propagated in TV, broadcast, and printed media in late 2004. In addition, the Department also held a cyber game event and distributed notice slips regarding parking management for motorcycles on Nan-yang Street so that scooter riders, business workers, and residents may be aware of this information. According to the public survey conducted by "Taipei Society for Traffic Safety" with the authorization from Taipei Municipal Parking Management Office, over 80% of the respondents express satisfaction with the measure, which is a tangible testimony that the measure receives endorsement from majority of the citizens, who also agree with the implementation for enhancements of public safety and parking order.



令宣導之訊息。依據臺北市停車管理處委託「臺北市交通安全促進會」所做調查顯示，南陽特區實施機車退出騎樓措施後，民眾對實施結果之滿意度高達8成以上，顯示實施成果獲大多數市民肯定，也多能接受為改善公共安全及停車秩序而實施該項措施。

### 》行人號誌加裝倒數計時顯示器

於現有行人專用號誌加裝秒數倒數顯示器，藉以輔助傳達有效的訊息給行人，讓行人得以判斷是否有足夠的時間可以通過路口，以提高行人穿越道路之安全性。93年度於艋舺大道等道路設置共137處路口，全市已完成1,395處路口。

### 》行人專用號誌時制

臺北市交通管制工程處針對本市行人量及轉向車流量大、人車衝突嚴重之路口，全面檢討評估設置「行人專用時段」，已有83處路口實施，並持續檢討設置中。另為改善本市轉彎車流與行人交織及爭先搶道情形，並養成行人於路口快速通行之習慣，針

對全市16條主要幹道320個路口行人通行時間作一適度之規範，使行人綠燈秒數大於90秒者，調整縮短至「90秒」；其中轉彎車流量大、經常性擁塞之路口計20處，並縮短行人綠燈秒數至「60秒」，以改善轉彎車流受行人干擾而阻滯於路口，造成車流回堵情形。

### 》試辦新型行人穿越道標線

國內之行穿線時有機車騎士反映在雨天經過路口轉彎時容易在標線上滑倒，雖然機車打滑原因很多，其中包括剎車不當或輪胎過度使用造成胎紋磨平等，惟為了維護機車騎士雨天行車的安全，臺北市交通管制工程處特別參考美國及新加坡等國家的做法，以兩條平行白實線作為行人穿越道線的劃設方式，並選擇於行人量及車流量較大的路段，例如忠孝東路（光復南路到基隆路）、忠孝東路（敦化南路至復興南路）及光復南北路（市民大道到信義路）等號誌化路口進行試辦，並將試辦成果（含民調）陳報交通部作為修訂相關法規之參考。







## » Pedestrian Signals Installed with Countdown Timer Display

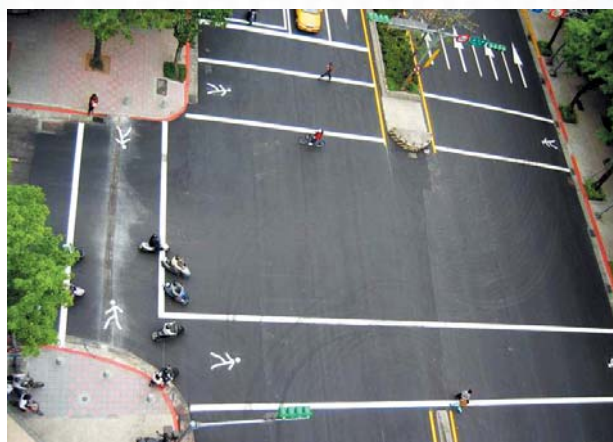
The existing pedestrian signals installed with countdown timer displays are helpful to effectively transferring messages for pedestrians to determine whether they can walk through a road in time, thus enhancing public safety. In fiscal year 2003, there were 137 intersections (including Bangka Blvd, etc.) equipped with the facilities, and up to now, there have been totally 1,395 intersections completed in the city.

## » Traffic Signals Exclusively for Pedestrians

Taipei Municipal Traffic Engineering Office has comprehensively reviewed the establishment of "Traffic Signs Exclusively for Pedestrians" for the intersections with an excessive pedestrian and vehicle volume, with potentials for pedestrian-vehicle conflict. Currently there are 83 intersections established, and the total number is still on the increase after further review. Additionally, to improve the traffic condition on the intersections where pedestrians and vehicles are competing on the limited space and time, and to make a custom of quickly walking through an intersection for pedestrians, we regulate a norm for 320 intersections on 16 main streets in the city as a reference for pedestrians when they are walking through crossroads. In this norm, the duration of the pedestrian green phase is set to "90 sec" for the intersection which duration exceeded 90 sec previously. For 20 of these crossroads with a larger vehicle volume and regular traffic jams, the duration the pedestrian green phase is reduced to "60 sec" to facilitate the traffic management, preventing vehicles from being blocked by the prolonged pedestrian green phase.

## » Trial Run of New Pedestrian Crossing

In Taiwan scooter riders always tumble down over the slippery pedestrian crossings in rainy days. Despite many reasons for tumbling vehicles such as improper



braking or worn treads due to overuse of tires, etc., Taipei Municipal Traffic Engineering Office refers to the measures taken in the U.S. and Singapore and plans to draw two parallel lines as a substitute for pedestrian crossings to enhance the safety for riders driving scooters in rainy days. The Office selects the intersections with a larger pedestrian and vehicle volume, e.g. Zhongxiao E. Road (from Guangfu S. Road to Keelung Road), Zhongxiao E. Road (from Dunhua S. Road to Fuxing S. Road) and Guangfu S/N. Road (from Civil Blvd. to Xinyi Road) for trial runs. The trial run results (including public surveys) will be submitted to the Ministry of Transportation as a reference for revision of applicable laws and regulations.

## 大眾運輸優質化

「優質化」不只是大眾運輸便捷性與可靠性的提昇，更在於硬體服務設施及軟體經營管理面的全面品質提昇；為達此目標，本局在93年度除廣續檢討公車路網便捷性外，並廣設新式公車候車亭，提供市民良好的候車及乘車環境，同時設置「公車站名播報器暨顯示系統」，提供市民便利的乘車資訊。另完成市府轉運站BOT案締約、臺北車站特定專用區D1臨時轉運站動工，提供良好之大眾運輸轉乘接駁運作模式。

### 》給民衆一個更舒適的候車環境

為提供民眾良好候車環境，93年度公車候車亭興建地點以設有舊式候車亭拆除原地重建優先列入辦理，以及民眾建議經現場會勘，臺北市政府交通局允諾興建且未位於街道家具案實施範圍者，93年度公車候車亭興建雙座式8座，單座式26座。

### 》內湖科技園區通勤專車

目前行經內湖科技園區週邊主要道路之公車路線，達34線之多，尖峰時間1分鐘即有一班公車行經該園區週邊。臺北市政府交通局針對園區廠商通勤員工需求，已規劃闢駛6線通勤專車及通勤直達車，並於93年6月間針對通勤專車運量進行第一次檢討，復於93年10月28日再次召開「內湖科技園區整體大眾運輸檢討會議」，針對通勤專車及一般聯營公車路

線進行檢討，調整部分通勤專車路線，後續將持續觀察各線通勤專車運量及不定期檢討路線及班次是否需要調整，以符合民眾之需求。

### 》市府轉運站BOT

本案為國內依促參法辦理之首宗車站多目標開發案，用地位屬信義計畫區之門戶，基地面積1.628公頃，依多目標使用方案闢建為轉運站及附屬商場設施，轉運站之規劃將分別與捷運及臨近基地連通，具有商業發展之高度潛力，歷經一年餘之議約過程，於93年7月12日由本府核發特許函予最優申請人統一企業聯盟，經該聯盟籌設新公司「統一開發股份有限公司」後，於93年8月11日正式締約後即交由該公司興建營運，預計於94年10月14日前取得建照，96年10月14日取得使用執照，並於97年4月14日前啟用，藉由本案之開發可提供更便利之大眾運輸轉運整合服務。本案預計興建成本金額約66億元（含資本化利息），係由民間百之百之投資，政府除得免出資外，另有開發權利金、營業權利金及地租等收入。

### 》臺北車站特定專用區D1臨時轉運站動工

為解決臺北車站週邊長途客運密集設站所致的交通、居民生活品質與噪音環境問題並做為交九轉運站完成前之替代站，經選定臺北車站特定專用區D1







## Superior Public Transportation System

"Superior" means not only the enhancement of convenience and reliability for mass transportation but also the upgrade of comprehensive quality for hardware facilities and software operations. To achieve this goal, the Department of Transportation has rolled out new bus shelters to provide citizens with favorable bus waiting areas and bus tours, in addition to reviewing the bus route network and convenience, in fiscal year 2004. Furthermore, the Department also launched the "bus stop announcement and display system" to offer more comprehensive information to passengers. Besides, the BOT contract for the Taipei City Hall Transit has been initiated and the D1 Temporary Transit of Taipei Main Station Designated Area has been started for construction, allowing citizens to have desirable transit alternatives for public transportation.

### » A more comfortable waiting area for bus passengers

In order to prepare proper bus waiting areas for the public, there were 8 double-seat bus shelters and 26 single-seat bus shelters built in fiscal year 2004 in terms of the proposed sites, outdated bus shelters prioritized for reconstruction, and the locations, which was recommended by the public and approved by the Department of Transportation but excluded from the street furniture program.

### » Neihu Technology Park Transit and Commuting Bus

There are 34 routes available on the main streets of the Neihu Technology Park. In peak hours there is a bus routing through the Park per minute. For commuting workers of the Park, the Department of Transportation has prepared 6 routes of commuting and transit bus and express bus. The Department also conducted a review of the transportation capacity in June 2004 and held the "Review Meeting of the Public Transportation in the

Neihu Technology Park" on Oct 28, 2004, in which the Department examined the routes of commuting buses and Taipei Municipality Joint Buses, and align part of the commuting and transit bus routes to practical needs. In the future, the Department will continue to observe the transportation capacity and review the necessity of regulating the routes and frequencies on an irregular basis to meet the public's expectations.

### » BOT of Taipei City Hall Transit Transfer Station

This case is the first station-related multi-functional development program pursuant to the Law for Promotion of Private Participation in Infrastructure Projects. The construction site, located at the "entrance" of Xinyi District, has a site area of 1.628 ha. In accordance with the multi-functional program, the site will be constructed as transit station as well as adjunct shopping malls. The station projected to be connected with the TMRT and adjacent sites, therefore featuring high potential for business development. After the negotiation for more than a year, Taipei City Government issued a commission letter to Uni-President Enterprises Corp. on July 12, 2004, the best applicant, which then separately founded a new firm known as "Uni-President Development Co., Ltd.". The City Government officially contracted with and conferred the company the right to construction and operation on August 11, 2004. The company was expected to obtain the construction permit prior to October 14, 2005, acquire the occupancy permit by October 14, 2007, and the station scheduled to be started before April 14, 2008. With the development, we can provide an integrated service for more convenient public transportation. The construction cost of the case, approximately NT\$6.6 billion (including capitalized yield), was 100% invested by the private sector; the government is entitled to the development royalty, operation royalty and income from lease of the land, without



用地由國道客運業者集資興建做為臨時轉運站，該用地位於市民大道重慶北路口西南側，面積達16,839平方公尺，轉運站原規模計可容納14家業者、48條路線、每日2,000班次，轉運站內設置40席月臺及40席備用停車格。惟因交通部高速鐵路工程局辦理之機場捷運線修正計畫與本案基地產生競合，將使客運業者面臨極高之營運風險，是以修正轉運站設計朝縮小規模方向持續推動，並以原參與業者全數進駐轉運站為原則。經重新規劃後轉運站面積為13,402平方公尺，仍可容納原規劃之48條路線，本案於93年7月21日完成建築設計審查，並於93年10月14日取得建造執照，於93年11月26日市長親臨主持開工典禮，將於94年度完成，以提供臺北車站特定區較優質之長途客運轉運及乘客候車搭乘環境。



being involved in any funds investment.

## 》 D1 Temporary Transit of Taipei Main Station Designated Area Started for Construction

To solve the problems with traffic, residential quality, and noise arising from concentrated long-distance bus stops in the peripheral areas of Taipei Main Station, as well as to assign the station as the alternative stop before the Jiau-Jiou Transit Station is completed, we selected D1 Temporary Transit of Taipei Main Station as a site for highway passenger transporters to build as a temporary transit bus stop. The site, with an area of 16,839 sq. meters, is situated at the southwestern of the crossroad of Civic Blvd. and Chongqing N. Road. According to the program, the transit station will accommodate 14 passenger bus operators, 48 routes, and 2,000 daily runs of bus. However, because the revised Taipei-CKS Airport MRT Line conducted by the Bureau of Taiwan High Speed Railway (BOTHSR) overlapping with the site resulted in high operation risks for bus operators, the transit station of the program was then modified and reduced to a smaller scale, with the consideration that all the original participants can be stationed altogether. After reprogramming, the area of the transit station was reduced to 13,402 sq. meters and the modified transit

will still accommodate 48 routes, as it was projected. The architecture design of this case was reviewed on July 21, 2004 and the construction permit was obtained on October 14, 2004. Taipei City Mayor Ma was invited to host the commencement ceremony for the construction on November 26, 2004. The program expected to be completed to provide a premium long-distance transportation service and bus-waiting environment in Taipei Main Station Designated Area in fiscal year 2005.





## 鐵馬使用普及化

**綠**色運具使用推廣，是推動都市永續交通的重要項目，過去本市腳踏車的使用著重在河濱休閒功能，自92年起陸續推動市區腳踏車路網建置及舉辦國際無車日活動，以鼓勵腳踏車作為短程接駁運具，讓腳踏車走入日常生活之中；而在93年本局已完成腳踏車路網總長度100公里重要施政目標。

### 》2004臺北國際無車日系列活動

無車日起源於1998年9月22日法國「在都市,我不開車」(In town without my car)的活動，在歐洲推動相當成功。臺北市政府交通局自91年開始辦理國際無車日活動，並帶動全國11個縣市辦理本活動的風氣，同時本市是臺灣地區第一個納入國際無車日舉辦城市。

本年係第3次辦理本活動，更是首創全國辦理為期1個月5項不同主題的系列活動，分別為9月13日至19日「歡樂大眾運輸週」活動、9月17日至24日「臺北城的異想世界」專題展、9月19日「無車ㄅㄚ安全」腳踏車嘉年華會、9月22日無車日的省思座談會及10月4日至8日「走路上學週」活動等。綜合臺北市舉辦國際無車日之經驗，希望全體市民體認注重其意義性及實質性，以有效提昇社會對此一課題之關注，期盼藉由臺北市舉辦之經驗，能帶動各縣市以更廣泛、更多元的角度思考無車日活動之意義與內涵，共同落實永續交通理念之實踐。（活動專屬網址：<http://www.dot.taipei.gov.tw/ch/web/carfree93/index.htm>）

### 》信義商圈腳踏車道逍遙遊

配合本市信義計劃區內基地逐步開發，並為鼓勵

## Popular Biking Paths

Promoting greener means of transportation is an important task in the City's agenda to encourage sustainable traffic. In the past, the City focused on developing bike paths for recreation along the rivers, but in 2003, it began building a downtown bike lane network. Furthermore, the City carried out Car Free Day activities to encourage bicycles as a means of short-range transportation and a part of daily life. In 2004, the Department completed its important target of 100 kilometers of bike lanes.

### 》Taipei's 2004 Car Free Day activities

Car Free Day originated as an activity called "In Town Without My Car" on September 22, 1998 in France, and since then it spread throughout Europe. Taipei's Department of Transportation began holding Car Free Day activities in 2002, bringing with it 11 cities and counties around Taiwan to join in the activities. Taipei is the first city in Taiwan to take part in Car Free Day activities.

2004 saw the third time that this day was celebrated in Taipei, and it was the first time that activities on five different topics would be held within the period of a month. September 13-19 was Happy Public Transportation Week, a themed exhibition entitled Taipei Fantasy World was held September 17-24, the It's Safer Without Cars Bike-fest took place on September 19, a Car Free Day conference was held on September 22, and the Walk To School campaign was hosted on October 4-8. From Taipei's experience with hosting Car







更多民眾使用無污染之腳踏車，提供更多樣化之運輸系統服務，於信義區20米、10米綠帶以及15米、5米行人道規劃設置腳踏車道，沿松高、松智、松仁、松德及信義路等所圍繞構成之信義區腳踏車路網，於93年5月29日正式完工啓用，全長達10.5公里，為本市首處市區型腳踏車專用路網，可供市區通勤、休閒、通學及購物等多功能使用。

### 》河濱腳踏車道休閒遊

為增加市民休閒遊憩活動與空間，本市完成的河濱腳踏車道興闢，範圍包括基隆河左右岸、淡水河、新店溪左右岸、貴子坑溪左右岸及景美溪左右岸等，至93年底計完成全市河濱腳踏車道100公里。另為提昇腳踏車騎乘之豐富性，亦配合河濱地形塑造腳踏車道各區特色及體驗區，如腳踏車練習場、土坡場、油菜花腳踏車道、綠色隧道腳踏車道…等。另為增進市民休閒遊憩活動及推廣腳踏車運動，臺北市政府於93年度完成關渡腳踏車租借站，

加入本市既有「大佳」、「觀山」、「華中」及「美堤」腳踏車租借站服務行列，提昇市民方便的腳踏車租借管道。其中「大佳」、「觀山」及「華中」租借站全年無休。另為了提昇服務品質，93年11月份起實施「租借電腦化」及「甲地租車，乙地還車」兩項新措施，不但在服務效率有所提昇，亦是便民服務的一大步進程。

### 》腳踏車安全騎乘訓練

本市汽訓中心為教導學童安全、正確、健康的騎乘腳踏車，並灌輸學童相關交通安全法令常識及安全的騎乘環境，於93年7月27日與臺北市政府教育局合辦種子教師培訓班「臺北市九十三年度中等學校自行車觀摩研習活動」，另協助辦理「國中、小學腳踏車安全騎乘訓練校外教學」、「腳踏車安全騎乘課程宣導」、「腳踏車安全騎乘暑期訓練營」等多項活動，整體成效良好並廣獲好評。







Free Day, we hope that the people of the city will be edified by the meaning and essence of this day, raising social awareness about this topic. We hope that this experience will bring to each city and county more extensive and diverse thinking about the meaning and implications of the activities of Car Free Day, inspiring them to realize the ideals of sustainable traffic. (Activity website: <http://www.dot.taipei.gov.tw/ch/web/car-free93/index.htm>)

### » Xinyi Business District Bike Lanes

In coordination with the development of the Xinyi Development Zone, 10- and 20-meter greenbelts and 5- and 15-meter walkways were built along Songgao, Songzhi, Songren, Songde and Xinyi Roads and in surrounding areas in the Xinyi District to encourage more citizens to use emission-free bicycles and to provide more diverse transportation services. Work on the bike lane network was completed on May 29, 2004, totaling 10.5 kilometers in all. This is Taipei's first downtown bike lane network, facilitating commuting and shopping.



### » Riverside bike path for recreation

The City recently finished developing riverside bike paths to improve the people's recreational activities and create more open spaces. The range of these paths includes the banks of the Jilong River, Danshui River, Xindian Creek, Guizikeng Creek and Jingmei Creek, with 100 kilometers of riverside bike paths built by the end of 2004. To enhance the bike riding experience, the paths were built in harmony with riverside topography, enhancing each area's special features. The cycling areas built include bike practice areas, landscaped hills, bike-paths lined with wildflowers, green tunnels, and so on. Also, in order to promote recreation and bike exercise, the Taipei City Government completed the Guandu bike rental station in 2004, adding to the City's already-existing Dajia, Guanshan, Huazhong, Meiti bike rental stations service, making bike renting more convenient for the people. Of these rental stations, the Dajia, Guanshan and Huazhong rental stations operate all year long. Also, to raise the quality of service, we began to implement two new measures in November 2004: computerized rentals and a "rent here, return there" service, not only increasing service efficiency but also creating a major leap ahead for public services.

### » Bike safety training

To teach child safe and healthy bike riding to kids, provide them with safe riding environments and instill them with common sense about traffic safety, the Taipei City Driver's Training Center and the City Department of Education, jointly hosted a seed education and training class on July 27, 2004, known as the 2004 Taipei

Intermediate School Hands-On Bicycle Training Event. They also assisted in holding events such as Extracurricular Junior High and Elementary School Safe Cycling Training, Safe Cycling Class, and Safe Cycling Summer Training Camp, which produced great results and received good reviews.



## 交通管制效率化

爲落實「安全的交通設施、人本的交通工程、科技的交通服務、環保的交通環境」理念，建構效率化交通管制系統，持續汰換交通號誌爲LED燈面及鋁合金燈箱，增加行車安全；配合本市國際化腳步，逐步完成交通標誌牌面雙語化，提供外籍人士簡捷之道路指引資訊；爲提昇行車安全，庚續完成重要道路與其相交巷道設置「停」、「讓」標誌及標線、幹道標誌整頓及設置安全設施。

### 》行車號誌改為LED燈面及鋁合金燈箱

號誌燈面改用LED具有省電及使用壽命長之優點，所需電力約由白熾燈泡的165瓦減爲22瓦，節省電力約80%，而使用時數約爲白熾燈泡10倍。另LED發光可限定號誌可辨識之角度及區域，藉以改善多岔路口駕駛人誤判之現象，提升行車安全。臺



北市交通管制工程處93年度已於重慶南路等主要幹道共231處路口汰換完成，全市並已完成973處路口。

### 》交通標誌牌面雙語化

爲提供外籍人士完整之交通資訊，促進本市觀光







## Efficient Traffic Control

To carry out the government philosophy of "safe traffic facilities, humanistic traffic engineering, technological traffic service, and environment-friendly traffic environment", the Department has developed an efficient traffic control system, continues the renewal of traffic signs with LED signals and aluminum light cases for enhancements of driving safety. In order to be consistent with internalization in the city, we have also completed bilingual traffic signboards to provide direct and convenient guide information for foreigners. In regard of improvement of driving safety, the Department subsequently completed the setup of "Stop", "Give Way" signs and traffic markings at intersections of main streets and small lanes, reorganization of traffic signs on main streets, and establishment of safety facilities.

### » Renewal of Traffic Signals with LED Signals and Aluminum Light Cases

LED display features the advantages of low power consumption and durability. It requires only 22 watt (vs. 165 watt for incandescent lamps), saving power consumption by 80%, with duration 10 times as much as the incandescent lamp's. The LED illumination system may confine identifiable signals to some specific areas, which can prevent drivers from misjudging the traffic condition at a forked intersection. Taipei Municipal Traffic Engineering Office had accomplished the renewal at 231 intersections on main boulevards or avenues (e.g. Zhongxing S. Road), and up to now there have been totally 973 intersections completed in the city.

### » Bilingual Traffic Sign

To provide foreigners with integral traffic information, promote the development of tourism in the city, and facilitate the internalization and promote the reputation of the city, Taipei Municipal Traffic Engineering Office has established bilingual road-name (place-name) signs as well as other traffic sign boards such as "Stop", "Give

Way", "Slow Down" and warning markings at school, hospital, and "No Parking" warning signs. In fiscal year 2005, the Office will gradually renew all of the downtown traffic signs and boards as bilingual ones.

### » Setup of "Stop", "Give Way" Signs and Traffic Markings at Intersections of Main Streets and Small Lanes

To comprehensively develop the "right of way" and urge pedestrians to observe traffic rules, the Traffic Engineering Office has planed to set up: "Stop" signs at forked intersections. There had been 95 roads set up with the "Stop" sign in 2002 and 2003 successively. In 2004, the setup program was continued; these signs were set up at intersections of roads and small lanes, and the program had been completed in 650 roads (streets) within the fiscal year. The Office also set up "Stop" signs at lane intersections in Neihu Technology Park and Da-an District Tong-hua business zone and made these two areas as demonstration models.

### » Reorganization of Traffic Signs on Main Streets

To make traffic signs clearer for citizens and road-users, and create amenity landscapes, the Traffic Engineering Office conducted integration, removal and setup of traffic signboards on main boulevards and avenues, by their location, and reorganized traffic signs on 11 downtown main streets (4 boulevards: Minzu, Min-chuan, Minsheng, and Chang-an; and 7 avenues: Yen-ping, Linsen, Fuxing, Jianguo, Guangfu, Jinshan S. Road, and Keelung Road), on which, the Office removed 558 signs (boards), transferred 140 signs (boards), and set up 381 signs (boards).

### » Establishment of Safety Facilities on Main Boulevards or Avenues

To enhance safety for driving on urban roads in poor

旅遊事業之發展，並使本市與國際接軌，提昇國際形象，臺北市交通管制工程處已完成路名（地名）指示標誌雙語化以及停、讓、慢、學校、醫院及禁止停車告示牌等交通標誌牌雙語化，94年度將逐步全面更換市區一般交通標誌告示牌為雙語化。

### 》重要道路與其相交巷道設置「停」、「讓」標誌及「標線」

為全面推動路權觀念，使用路人遵守交通安全規則，交工處針對本市無號誌之道路交岔口進行規劃設置「停」標誌，91年及92年已陸續完成95條道路設置「停」標誌，93年廣續辦理針對路（街）與巷道交岔口（可明顯區分幹、支道）於巷道口設置「停」標誌或標字，於全市道路（街）計650條進行設置。另外於內湖科技園區及大安區通化商圈巷道與巷道交岔口設置「停」標誌或「停」字，為本市示範區域。

### 》幹道標誌整頓

為提供市民與用路人更清楚而有系統之交通指標，並藉由交通標誌整頓以美化市容景觀，交工處針對各幹道交通標誌，依路口或路段之牌面辦理簡併、移設及更新等事宜，於市區11條主要幹道（東、西向幹道計有民族、民權、民生、長安路等4條；南、北向幹道則包括延平、林森、復興、建國、光復、金山南路與基隆路等7條幹道）辦理交通標誌整頓，只拆除標誌558面、移設140面及新設381面。

### 》主要幹道設置安全設施

為提昇本市市區道路於天候不良及夜間之行車安全，交工處於93年度廣續加強設置交通安全設施，該設施包括如下：強化玻璃反光路面標記、軟質彈性桿、警示桿、座式反光導標、危險標記、安全方向導引標誌等。於民族東西路、民權東西路、民生東西路、長安東西路、和平東西路、林森南北路、復興南北路、新生南北路、建國南北路、光復南北路等10條幹道加強設置交通安全設施，獲致提昇行車安全目標。



weather or at night time, the Traffic Engineering Office had reinforced the establishment of safety facilities in fiscal year 2004, including tempered glass retroreflective road markers, soft-elastic bars, warning bars, seated-type retroreflective markers, warning markings, and safety guides, etc. To obtain the goal of driving safety, there were 10 avenues and boulevards involving Minzu E/W Road, Min-chuan E/W Road, Min-sheng E/W Road, Changan E/W Road, Heping E/W Roads, Linsen S/N Road, Fuxing S/N Road, Xinsheng S/N Road, Jiangou S/N Road, and Guangfu S/N Road equipped with such traffic safety facilities.





## 停車管理合理化

本市停車政策係以「適度滿足停車需求、提供合理停車環境」為主要目標，因此，93年本市首度於信義商圈實施機車路邊停車收費，並持續完成路外停車場工程，以平衡停車供需外，亦持續辦理路邊停車累進費率措施，構建「路外停車為主、路邊停車為輔」的合理停車環境；同時，持續推動停車場委託民間經營及委託超商代收停車費，以提供便民的停車服務。

### 》信義商圈實施機車路邊停車收費

目前臺北市機車數量已達101萬餘輛，平均每戶家庭約擁有1.1輛機車，每千人擁有383輛機車，機車已成為臺北市最重要之交通工具。惟臺北市為數眾多的機車再加上外縣市進入臺北市的機車常造成道路壅塞，且其體積小操作靈活，除於道路上隨意行駛影響交通安全外，亦容易騎上騎樓、人行道停放影響停車秩序，另機車所排放之廢棄對空氣污染遠大於汽車，針對以上公共安全問題，有必要研擬訂定適切之機車停車管理政策目標。本市信義商圈符合此項條件且兼具商業活動發達、大眾運輸便捷（捷運板南線市政府站及數十條公車路線）、機車停車需求高，且停車空間充足（公私有路邊及路外停車空間）等條件，故選擇信義商圈作為路邊機車停車收費的優先辦理地區，並於93年12月15日開始實施收費。



## Rational Parking Management

An important goal of Taipei's parking policy is to take appropriate means to satisfy parking needs and provide a rational parking environment. To this end, in 2004, we continued to establish more off-street parking lots and instituted street-side parking with progressive parking fees. At the same time, we also commissioned private businesses to provide parking spaces and convenience stores to collect parking fees in order to supply convenient parking services to the public.

### 》Implementation of Parking Charge for Motorcycles in Xinyi Business District

Now there are over 1,010 thousand motor scooters in Taipei City. Namely, 1.1 motorcycles are held by each family, or 383 motorcycles held by per thousand persons. Therefore, riding a motorcycle has become the most important traffic way for Taipei citizens. However, there is a large traffic volume flowing into and out of Taipei City every day, which always results in traffic congestion. Moreover, as motorcycles feature compactness and flexibility, riders may run their scooters arbitrarily on the road and have their scooters up on the corridors and sidewalks, and therefore, impair the traffic safety. Besides, the problem with emission exhausted by



## 》平衡停車供需

93年度臺北市停車管理處完成7處停車場，提供小汽車位1,599格，機車位809格(如附表)，可紓解部分地區停車需求，惟仍無法趕上本市汽機車成長速度，臺北市停車管理處仍會秉持政策，繼續開發更多的停車空間，以提昇停車品質。

### 臺北市停車管理處93年度完成停車場工程一覽表

停車場工程項目名稱	開場日期	基本資料	
		汽車位	機車位
1 萬華區政中心地下停車場	93.03.21	215	0
2 吳興街284巷平面停車場	93.03.15	51	18
3 內湖瑞光市場平面停車場	93.04.21	169	0
4 北投明德路平面停車場	93.06.15	28	0
5 永盛公園附建地下停車場	93.06.24	220	74
6 春光公園附建地下停車場	93.08.30	213	71
7 龍門國中操場附建地下停車場	93.10.15	703	646
小計		1,599	809



## 》停車場委託民間經營

為紓解收費管理員人力不足，鼓勵民間參與市政建設，本市停車管理處持續推動公有路外停車場委託民間經營，至93年底共計辦理文山安康市場前平面停車場等共32處停車場委託民間經營。

## 》委託超商代收本市停車費

至93年12月份本市內計有中油加油站、統一超商、全家便利商店、萊爾富超商、富群（OK）超商、福客多商店及金融機構（台北銀行、華僑銀行、華泰銀行及台北市第一、第五、第九信用合作社）各分行1,600餘處代收點，全省及金門地區總計有加油站、統一、全家、萊爾富、富群（OK）福客多門市店及金融機構各分行7,600餘處代收點，民眾在全省各地均可繳交本市停車費，代收量至93年12月份已達180餘萬張，約占停車管理處總開單量90.54%，深獲民眾好評。

## 》路邊停車收費改採累進費率

本市停管處為改善路邊停車民眾停車一位難求之現象，同時提高路邊停車週轉率，讓路邊停車位能

提供更多需要的人使用，自92年11月15日起於本市中正區博愛特區等8條路段實施累進費率；另西門商圈周邊路邊停車格已於93年4月1日起實施。經分析西門商圈實施路段停車情形，實施前平均停車時間約2小時7分鐘，實施後減少至1小時37分鐘，每輛車平均停車時間減少約30分鐘，停車格位平均轉換率亦從實施前0.47輛提高至0.62輛，每小時約提高0.15

輛。南京林森及忠孝敦化商圈周邊路邊停車格亦自93年8月2日起實施累進費率。

## 》裝卸貨車格位規劃

為提供貨車於運送裝卸貨物有個合理之路邊臨時停車空間，並考量都市貨物運輸、改善交通秩序及活絡經濟活動等目的，本市停管處乃檢討利用原繪設路邊停車位改為「貨車裝卸專用區」，整體使用情形良好且有供不應求之現象。另為改善本市貨車於禁止停車路段無法臨時裝卸貨之問題，業已完成本市各主要道路「貨車裝卸專用區」規劃與設置，累計設置貨車裝卸專用區270處，長2,407公尺。

## 》建國北路高架橋下及大安森林公園地下停車場彩繪

本市停管處為使停車場整體景觀能煥然一新，提供市民亮麗的停車空間，於93年度編列預算辦理彩繪美化工程，以活潑美化停車空間，每段分別以顏色區分並搭配花卉、水果圖樣等進行彩繪，希能展現出各段之特色。本案彩繪完後可讓停車民眾區別停車之區域位置，方便找到所停放車輛之區段。





motorcycles is far serious than the air pollution caused by other motor vehicles. To address public safety problems, it is urgent to prepare and formulate a proper policy for administration of motorcycle parking. As Xinyi Business District meets the requirement, and features a variety of business activities, convenience of mass transportation (City Hall Station of Blue Line and dozens of bus routes), surging requirements for motorcycle parking and adequate vehicle parking spaces (including public and private parking lots or street parking spaces), the Department selects Xinyi Business District as the area with priority for implementation of street parking charge for motorcycles. This program has been started since December 15, 2004.

### » Commissioning private businesses to manage parking lots

To alleviate the shortage of parking management personnel and encourage the people to participate in the City Government's programs, the Taipei Parking Management Office continued to commission private businesses to provide off-street parking. By the end of 2004, the total number of parking lots thus commissioned amounted to 32, including the ground-level parking lot in front of the Ankang Market in the Wenshan District.

### Parking lots created by the Taipei Parking Management Office in 2004

Name of parking lot	Opening date	Parking Spaces	
		Car	Motorcycle
1 Wanhua District Administrative Center Underground Parking Lot	93.03.21	215	0
2 Lane 284 Wuxing St. Ground-Level Parking Lot	93.03.15	51	18
3 Neihu Ruiguang Market Ground-Level Parking Lot	93.04.21	169	0
4 Beitou Mingde Road Ground-Level Parking Lot	93.06.15	28	0
5 Yongsheng Park Underground Parking Lot Annex	93.06.24	220	74
6 Zhonguang Park Underground Parking Lot Annex	93.08.30	213	71
7 Longmen Junior High School Athletic Field Underground Parking Lot	93.10.15	703	646
Total		1,599	809

### » Balancing parking supply and demand

In 2004, the Taipei Parking Management Office completed seven new parking lots, providing 1599 parking spaces for cars and 809 for motorcycles (see attached chart), partially alleviating demand for parking spaces. Unfortunately this is not enough to catch up to the rapid growth in the number of cars and motorcycles in Taipei. The Taipei Parking Management Office will continue upholding this policy, creating more parking spaces in order to improve the parking situation.

### » Commissioning convenience stores to collect parking fees

By December 2004, more than 1600 branches of convenience stores and banks in Taipei were commissioned to collect parking fees. These included branches of China Petroleum Corporation gas stations, the Tung-I, Family Mart, Hi-Life, Circle-K and Nikomart convenience stores, and various branches of financial institutions such as Taipei Bank, Bank of Overseas Chinese, Hwatai Bank, and the First, Fifth and Ninth Credit Cooperatives of Taipei. In all of Taiwan and Kinmen, over 7600 gas stations, convenience stores and banks could also collect Taipei parking fees. The number of parking permits sold as of December 2004 reached



1,800,000, making up 90.54% of all parking receipts of the Taipei Parking Management Office. It is clearly a popular means of payment.

## » Progressive parking fee rates for roadside parking

To alleviate the problem of motorists being unable to find parking spaces and to increase the parking turnover rate, the Taipei Parking Management Office began implementing progressive parking fees on eight streets in the Boai special zone of the Zhongzheng District on November 15, 2003. The same was also implemented in the streets surrounding the Ximen shopping circle beginning April 1, 2004. After analyzing the parking situation around the Ximen shopping circle, the average parking duration of 2 hours and 7 minutes before the implementation was reduced to one hour and 37 minutes after implementation. In other words, the average hourly turnover rate per parking space was increased from 0.47 vehicles per hour to 0.62 vehicles per hour. Progressive fees for street-side parking were instituted at the Nanjing-Linsen and Zhongxiao Dunhua business districts starting August 2, 2004.

## » Truck loading zone plan

To provide reasonable street-side parking spaces for

loading and unloading trucks and improve shipping, traffic orderliness and economic activity, the Taipei Parking Management Office is looking into converting more existing street-side parking spaces into truck loading and unloading zones, thereby helping alleviate the parking supply and demand problem. To prevent Taipei trucks from temporarily parking in no-parking zones, we have completed 270 truck loading and unloading zones on primary and secondary streets in Taipei, for a total space of 2407 meters.

## » Decorating the parking lot under the Jianguo North Road Overpass and the underground parking lot at Daan Forest Park

To enliven parking lots and make them more aesthetically pleasing, the Taipei Parking Management Office in 2004 allocated funds toward a beautification program, including painting different sections of the parking lots with colorful motifs of flowers, fruit and so forth, making each section unique. An added benefit is that it will make it easier for people to locate their cars.





## 運輸系統智慧化

**智**慧型運輸系統乃結合先進之電子、通信、資訊、車輛及控制等技術，建立多功能交通管理系統、提供道路使用者即時資訊，以增進道路交通安全、增加道路容量、改善交通擁擠。93年庚續推動完成項目有公車站名播報器暨顯示系統、公車動態資訊系統、復康巴士管理與派遣調度系統、快速道路交通監控系統、停車場即時資訊導引系統，提供整合式即時交通資訊予用路人參考。

### 》智慧型運輸系統

臺北市政府交通局93年推動完成項目有：

1. 公車站名播報器暨顯示系統，完成3,750輛臺北市聯營公車裝設LED站名顯示及播報設施。
2. 公車動態資訊系統，第一期以捷運接駁公車為建置範圍，包括500輛捷運接駁公車車內定位通訊設備，以及監控中心、10家業者調度排班系統、80座智慧型站牌建置、網路及語音查詢系統等設施。本系統可提供民眾透過網際網路、電話語音查詢捷運接駁路線公車預估到站時間，並於捷運站出入口及候車亭設置智慧型站牌提供公車即時動態資訊，同時業者可將其排班作業由人工操作轉為資訊化操作，提升其營運效率，臺北市政府交通局也可透過即時監控系統（web-gis）及相關統計報表，可稽核公車服務品質，節省相關稽核人力，確切掌握公車服務績效。



3. 復康巴士管理與派遣調度系統，於93年11月起20輛新的租用委辦復康巴士安裝有數位行車記錄器及全球衛星GPS車輛監控系統，提昇業者排班調度管理效率，並供臺北市政府交通局線上即時監督。

4. 快速道路交通監控系統，完成本市聯外橋樑、建國高架、基隆高架、市民高架、環東大道、洲美

## Intelligent Transportation System

A smart transportation system integrates advanced electronics, communications, data, vehicle and management technologies, creating a multifunctional traffic management system and providing motorists and commuters with up-to-the-minute information for improved traffic safety, greater road capacity and relief from overcrowding. Tasks completed in 2004 include a bus stop announcement and display system, a bus ETA information system, a Handicapped Services Minibus management and dispatch system, an expressway traffic monitoring system, and a real-time parking lot information system, providing an integrated traffic information system for motorists and commuters.

### 》Intelligent Transportation System

Projects carried out by the Taipei Department of Transportation in 2004:

1. A bus stop announcement and display system was installed on 3,750 Taipei city buses using LED displays and voice announcements.
2. Bus ETA display system. The first phase focused on MRT Transfer Buses. Positioning devices were installed on 500 MRT Transfer Buses, a control center was created, 80 smart bus stop signs were installed, and an online and phone query system was installed. This system provides commuters with information about the ETA of MRT Transfer Buses through the Internet or telephone, and the smart bus stop signs display up-to-the-minute information about bus ETAs at bus stops and at the entryways of MRT stations. At the same time, bus companies can upgrade from manual to computerized dispatching, increasing their operating efficiency. The Taipei Department of Transportation can check on the quality of bus service through the real-time monitoring system (web-gis) and other statistical reports thus reducing manpower.

3. In November of 2004, the Handicapped Services Minibus Management and Dispatch System installed

快速道路及南港軟體園區之即時路況資訊(如圖一)。

5. 停車場即時資訊導引系統，完成臺北市登記有案的公、私有停車場資訊及39處停車場即時剩餘格位數等資訊查詢系統，並開放供民眾上網查詢(如圖二)。



圖一：臺北市交通管制工程處路況即時資訊查詢網站

Picture 1: The Taipei Traffic Control Center's real-time traffic query website

停車場名稱	地址	開放時間	總格位	空位數	收費標準
自來水池工程處停車場	松山區大馬路	00:00-23:59	300	831	00:00-18:00 每小時\$20 18:00-23:59 每小時\$30 全日停車費\$400 月費：每月\$1,000 月費：每月\$1,000
松山區公所停車場	松山區大馬路	00:00-23:59	415	183	全日停車費\$400 月費：每月\$1,000 月費：每月\$1,000
信義區公所停車場	信義區大馬路	00:00-23:59	665	324	汽車每小時\$20，機車每小時\$10
松山區公所停車場	松山區大馬路	00:00-23:59	630	251	每小時\$20，機車每小時\$10
松山區公所停車場	松山區大馬路	00:00-23:59	341	35	每小時\$20，機車每小時\$10
松山區公所停車場	松山區大馬路	00:00-23:59	185	61	每小時\$20，機車每小時\$10

圖二：臺北市停車資訊系統—即時車位查詢(臺北市停車管理處網址：<http://www.pma.taipei.gov.tw>/點選即時車位查詢)

停車場名稱	地址	開放時間	總格位	空位數	收費標準
Qiantang Park Basement Parking Area	2881-7033	24hours	346		▲Monday to Friday: \$20/hour and the weekend from Saturday to Sunday: \$30/hour \$20/hour: 00:00-19:00 \$30/hour: 19:00-24:00 \$30/hour ▲Month Ticket \$400, daytime month Tickets \$300/00:00-19:00
Songshou Square Basement Parking Area	2723-7998	24hours	495		▲07:00-22:00: \$20/hour 22:00-07:00: \$30/hour ▲Month Ticket \$400, daytime month Tickets \$240, Night month Tickets \$200/00:00-19:00
Songshan Senior High School Basement Parking Area	2768-2462	24hours	234		▲08:00-20:00: \$20/hour 20:00-08:00: \$30/hour ▲Month Ticket \$400

Picture 2: Taipei Parking Information System—real-time car positioning query (Taipei Parking Management Center URL: <http://www.pma.taipei.gov.tw>)

## 》信義計畫區試辦停車資訊導引系統

停車場資訊導引系統係將停車位更積極有效地整合與運用，使車輛駕駛人能夠在出發前利用WEB上網、電話語音等服務系統或進入停車區之後皆能依此即時資訊來作為參考而快速地找到停車位，信義

計畫區停車資訊導引系統已於92年4月7日完成，並於93年增加市民大道公中段等7個停車場之計數設備、增加13個面板及相關硬體之資訊導引顯示設備擴充、增加55個停車場之資訊中心軟體彈性及相關硬體系統擴充。

另市民可透過路邊之導引標誌板(僅限信義信畫區)或網際網路(網址<http://www.tpis.nat.gov.tw>)上網取得停車場資訊，或撥打市內電話((02) 23465986、23465987、23465990、23465991)查詢停車資訊，更可由本市臺北市停車管理處授權轉載之行動電話業者相關網站以WAP、PHS、i-mode手機或PDA(須具上網功能)取得停車資訊。

## 》悠遊卡收費系統之建置

臺北市停車管理處路外停車場配合臺北都會區以悠遊卡進行捷運、公車與停車場1卡通用票證整合政策，截至93年12月31日止，計有45處路外停車場已完成悠遊卡收費系統之建置及啓用營運，使用率並已達66%。

## 》精進臺北市交通監控系統

### 1.信義計畫區短期交通監控系統

臺北市信義區商圈之蓬勃發展加上臺北市之地標101大樓購物中心即將全部完成正式啓用，為有效監控便利紓解週邊交通負荷，臺北市交通管制工程處93年於信義計畫區基隆路與忠孝東路等10處路口裝設高解析度攝影機，24小時擷取交通路況或突發事件之即時影像，並於本市交控中心及信義分局架設電腦工作站透過ADSL電腦網路遠端遙控路口攝影機；觀察信義計畫區重要道路交通狀況影像視訊，俾利有效監控及改善該區域交通情形。

### 2.臺北市快速道路交通監控系統

為有效掌握臺北市各快速道路及聯外橋樑交通即時路況，臺北市交通管制工程處已於市民大道、洲美快速道路及環東快速道路架設多組「車輛偵測器」、「資訊可變標誌」及「閉路電視系統」，以監視臺北市快速道路交通狀況，並由閉路電視系統及車輛偵測器所取得之即時影像，利用該處網站(<http://tms.bote.taipei.gov.tw/web/index.htm>)公佈於網路上，並藉由資訊可變標誌將即時交通資料提供給用路人，以服務臺北市民。





digital driving recorders and GPS monitoring systems on 20 newly leased Handicapped Services Minibuses, increasing dispatching efficiency and allowing the Taipei Department of Transportation access to immediate online supervision.

4. The expressway traffic monitoring system provides instant traffic information on Taipei's bridges, the Jianguo, Keelung, and Civic Boulevard Overpasses, Huandong Boulevard, the Zhoumei Expressway and the Nangang Software Park. (See Picture 1).

5. The real-time parking lot information system provides instant information about parking space availability in City-registered public and private parking lots and 39 other parking lots. It is available to the general public online. (See Picture 2).

## » Experimental parking data guidance system for the Xinyi Development Zone

The parking lot data guidance system provides more integrated and efficient use of parking spaces, so that motorists can make use of online or voice messaging services to learn about parking availability before setting out, or, after entering the parking area, use up-to-the-minute data to quickly find a parking spot. The Xinyi Development Zone parking data guidance system was completed on April 7, 2003, and in 2004, counting equipment was added to seven Civic Boulevard parking lots, with 13 display panels and other hardware added. The information centers of 55 parking lots underwent hardware and software upgrades.

In addition, Taipei motorists can obtain parking information from street-side electronic signs (Xinyi Development Zone only) or the Internet (URL: <http://www.tpis.nat.gov.tw>), or they call one of the following local numbers: (02) 2346-5986, (02) 2346-5987, (02) 2346-5990, or (02) 2346-5991. Motorists can also obtain parking data for WAP, PHS, i-mode cellular phones or PDAs with online capabilities through the websites of cell phone companies delegated by the Taipei Parking Management Center.

## » Expansion of the EasyCard payment system

Off-street parking lots run by the Taipei Parking Management Center now accept the EasyCard, which means that the EasyCard can be used for the MRT, city buses and parking lots. By December 31, 2004, the EasyCard system was up and running in 45 off-street parking lots, and the usage rate for this payment method has reached 66%.

## » Improve Taipei's traffic monitoring system

### 1.Xinyi Development Zone short-term traffic monitoring system

The flourishing development of Taipei's Xinyi Business District and the popularity of the Taipei 101 Mall call for efficient traffic monitoring to alleviate the traffic burden of the surrounding area. In 2004, the Taipei Traffic Control Center installed high-resolution cameras at 10 intersections around the Keelung-Zhongxiao intersection in the Xinyi Development Zone for 24-hour real-time images of road conditions. The Taipei Traffic Control Center and the Xinyi Branch installed computer workstations with ADSL remote control cameras, providing live video images to observe the traffic conditions on major roads in the Xinyi Development Zone, for efficient monitoring and improved traffic in the area

### 2.Taipei expressway traffic monitoring system

To gain instant knowledge of road conditions on Taipei's expressways and bridges, the Taipei Traffic Control Center installed vehicle detectors, electronic signs and closed-circuit camera systems on Civic Boulevard, the Zhoumei Expressway and the Huandong Expressway. Real-time images and information provided by the cameras and vehicle detectors are posted online at this website: <http://tms.bote.taipei.gov.tw/web/index.htm>.

This data can be used to change the electronic signs on the roads to provide users of Taipei's roadways with instant information on traffic conditions.

## 監理裁罰現代化

**配**合資訊及網路科技的迅速發展，公路監理及裁決業務持續朝現代化及科技化方向邁進，93年陸續推出萊爾富超商即時連線代收交通違規罰鍰、以及民間代檢場代收交通違規罰鍰等措施，另為加強車輛檢驗公正性而實施檢驗線全程監控錄影；配合「監理e網通計畫」建置巡迴式行動公路監理站，以主動及積極態度達到便民服務e化之目標。

### 》臺北市率先開辦萊爾富超商即時連線即時銷案代收交通罰鍰服務

自91年5月1日臺北市首創委託超商代收交通罰鍰服務，使全國裁罰業務邁向一個新里程碑，但代收之交通罰鍰服務僅限於未逾期到案日且交通違規通知單有三段式條碼之交通違規，為貫徹行政效率之提昇，及服務市民意旨，93年5月17日起，民眾可至萊爾富超商門市連線查詢交通違規，繳納罰鍰後並可透過公路監理電腦系統即時銷案，將超商代收罰鍰服務推向自動化，貫徹「便民服務不打烊」之理念。統計該項措施93年5月17日至12月31日止共計代收交通違規件數15,333件，代收罰鍰金額達1,790萬4,700元。

### 》委託本市民間代檢廠代收交通違規罰鍰並辦理即時銷號」措施

臺北市交通事件裁決所繼開辦超商、網路、ATM、語音轉帳、台北銀行連線代收罰鍰等一連串便民服務後，為更體貼、關懷市民，自93年1月1日起再推動汽車檢驗廠代收交通違規罰鍰措施，包括國

產等16家代檢廠提供服務，駕駛人可驗車及繳納罰鍰一次完成。本措施之實施可避免車主去至汽車檢驗廠驗車時才查知尚有交通違規案件未結不能驗車之困擾。減少市民奔波往返之苦，且繳納罰鍰後，案件即時核銷，便利民眾辦理驗車、換發駕照、行照等各項監理異動登記，提昇便民服務品質。實施該項措施以來，統計93年1月1日至12月31日止共計代收交通違規件數30,208件，代收罰鍰金額達3,552萬6,800元。



### 》實施檢驗線全程監控錄影

為加強車輛檢驗公正性及防止弊端發生，臺北市監理處自93年7月1日起實施檢驗線全程監控錄影，錄影資料保存一年半；本市16家民間代檢公司自93年10月1日亦全面實施。

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## Modern Management of Supervision and Adjudication

In pace with the fast development of information and network technologies, driver supervision and adjudication procedures are becoming more modernized and technology-based, allowing even for roadside DMV stations and fine payment in convenient locations. In 2004, the Hi-Life convenience store chain was commissioned to provide immediate online traffic ticket payment services and private vehicle inspection companies were authorized to collect traffic fines. Furthermore, videotaped monitoring of vehicle inspections was implemented to increase fairness in vehicle inspections, and the Taipei Department of Motor Vehicles, through the DMV Computer Network Project, implemented mobile roadside DMV stations, providing convenient, computerized public services.

### » Taipei takes the lead by commissioning Hi-Life convenience stores to provide immediate online traffic violation ticket payment services

On May 1, 2002, Taipei began commissioning convenience stores to provide traffic fine payment services, creating a new milestone in adjudication, but the services were limited to fines paid before the due date. Furthermore, traffic tickets have a three-stage code for traffic violation. In order to increase administrative efficiency and serve the needs of Taipei residents, starting May 17, 2004, the people were able to pay their fines at

Hi-Life convenience stores. After payment, it is registered on the computer system and the case is immediately settled. This project is a step toward greater automation, implementing the idea of 24-hour service. From May 17 to December 31, 2004, 15,333 traffic tickets were issued for a total of NT\$17,904,700 in fines.

### » Authorizing private inspecting companies to collect traffic fines and carry out immediate record-cancellation

On January 1, 2004, the Taipei Traffic Violation Adjudication Board began authorizing vehicle inspection companies to collect traffic fines. Altogether, 16 companies provide such services, allowing drivers to pay their fines and complete their vehicle inspections at the same time. Through such measures, car owners can avoid the hassle of being denied car inspection because of failure to pay their fines; instead, the companies can check to see if there are any outstanding traffic fines and the drivers can pay at that time. This reduces the hassle of multiple errands, and the case can be settled upon payment. Helping the people carry out vehicle inspections, obtaining driver's licenses, and so forth results in an increase in the quality of life of Taipei residents. From January 1 to December 31, 2004, 30,208 traffic tickets were issued for a total of NT\$35,526,800 in fines.

### » Videotaped monitoring of vehicle inspection procedures

To boost vehicle inspection fairness and prevent abuse of the system, the Taipei Department of Motor Vehicles began implementing videotaped monitoring of the entire inspection process on July 1, 2004, with the data being retained for a year and a half. The system was fully implemented at all 16 private testing companies starting October 1, 2004.



## 》巡迴式行動公路監理站

本市監理處為擴大本市公路監理服務範圍並配合交通部「監理e網通」計畫，於93年著手規劃並預計94年推出「巡迴式行動公路監理站」，以車輛為載台，利用無線寬頻網路，將公路監理站搬到全市各個角落，讓民眾就近辦理駕照、牌照等各項異動，縮短辦理時間，讓本市公路監理Anytime-Anywhere的為民眾持續的提供服務。

## 》輔導外籍配偶取得駕駛執照

因應外籍配偶對騎乘交通工具之普遍需求，增進其對交通安全的認知，配合內政部辦理「外籍與大陸配偶照顧輔導政策及實施方案」協助輔導外籍配偶取得駕駛執照專案，汽訓中心開辦「外籍配偶考照輔導專班」，遴請交通法規及通譯專業師資，配合外籍配偶語言編纂外語交通考照教材，採同步口譯之教學方式適應教學；並於課後安排考照體檢、報名及筆試、路考等輔導，以協助外籍配偶祛除不必要之考照疑惑，順利取得駕駛執照，另協助各社福機構及戶政事務所辦理「外籍配偶生活成長營」講授交通駕駛規則及考照須知課程，93年1至12月總計辦理10場次，共輔導261人。

## 》辦理幼童專用車安全檢查

為保障學童行車安全，臺北市監理處於93年暑假期間特針對幼童專用車實施安全檢查，期間共計臨檢472輛，合格數462輛，不合格數10輛，總合格率為97.88%，對於檢驗不合格之車輛，另個別通知參加臨檢，已全部到檢且檢驗合格，對維護本市幼童行的安全助益良多。

## 》代檢公司及民營駕訓班年度評鑑

為加強對本市16家民間代檢公司及9家核准立案之民營駕訓班之督導管理，以提昇檢驗及駕訓品質，確保民眾權益。93年12月臺北市監理處完成代檢公司及民營駕訓班年度評鑑，評鑑結果於網站及新聞媒體公告周知，俾便民眾選擇參考。

## 》汽車燃料使用費徵收績效

臺北市監理處受交通部之委託，代徵汽車燃料使用費，開徵前除依限寄發繳費通知單及透過大眾媒體加強宣導外，並陸續開辦電話語音、網際網路、自動查詢轉帳系統（ATS）及無現金窗口（POS）及自動提款機（ATM）及約定扣款等多元繳納方式，以提昇徵收績效。93年汽車燃料使用費實徵金額為新臺幣5,344,990,699元，較去年成長5.15%。

## 》遊覽車事故防救演習

為提昇大客車事故之緊急應變能力，保障乘客之生命及財產安全。臺北市監理處首度於93年11月18日在華中橋堤外停車場辦理「臺北市93年遊覽車事故搶救演習」活動，動員人力達200多位，建立緊急應變模式，有效防止災害發生及降低傷亡。

## 》計程車服務站實施收費管理情形

為有效管理本市計程車服務站及改善服務品質，自92年6月1日起陸續對中山、瑞光、永福、建國站實施收費管制措施，依93年6月1日至6月8日實施問卷調查，各計程車服務站開始實施收費管理後，多數的計程車司機朋友皆持肯定態度。近9成（87.2%）的司機朋友認為實施收費管理後，對停車







## » Patrolling roadside DMV stations

To expand the scope of road supervision, the Taipei Department of Motor Vehicles, in conjunction the computerized supervision project of the Ministry of Transportation and Communications, intends to launch a patrolling mobile roadside DMV station system in 2005 using a wireless broadband network. This way, the Department can move the roadside DMV stations to all parts of the city so people can conduct their driver's license, license plate and other procedures in a nearby location. This will shorten processing times and provide Anytime-Anywhere DMV services for the people.

## » Helping foreign spouses obtain driver's license

To deal with the growing demand for driving among foreign spouses and increase their awareness of traffic safety, the DMV in conjunction with the Ministry of the Interior, is providing assistance for foreign and Mainland Chinese spouses. The aim is to help foreign spouses obtain their driver's licenses. A driver's training center was established to providing driver's license testing classes for foreign spouses. Professional driving instructors fluent in their languages provide foreign spouses were hired to compile foreign language driver education materials, provide instruction through simultaneous interpretation, and after the class, guide the applicants through the application, eye exam, written test and road test process. Furthermore, we also helped social welfare institutions and the Household Registration Office conduct a Foreign Spouse Activity and Growth Camp, giving classes in traffic regulations and license testing. From January through December 2004, it was carried out 10 times, helping 261 people.

## » Carrying out child transport vehicle safety inspection

To guarantee the safety of children during transportation to and from school, the Taipei Department of Motor Vehicles carried out safety inspections of child transport

vehicles in the summer of 2004. In all, 472 vehicles were inspected, with 462 passing the inspection, 10 vehicles didn't pass the inspection, and the total pass rate is 97.88%. As to the automobiles that did not pass the inspection, they were informed to participate in a subsequent inspection, and they all passed. This is a great help in ensuring child safety.

## » Annual reviews of vehicle inspection companies and private driver's training classes

To strengthen the supervision and management of the 16 private vehicle inspection companies and nine certified private driver training classes, and raise the quality of testing and training, protect the interests of the people, in December of 2004, the Taipei Department of Motor Vehicles completed an annual review of these companies. The results were announced the Department website and in the news media for the reference of the people.



## » Results of the vehicle fuel use fee collection

The Taipei Department of Motor Vehicles was commissioned by the Ministry of Transportation and Communications to collect vehicle fuel use fees. Beforehand, the Department sent notices in the mail and made announcements in the media of the diverse payment systems: POS, ATM, automatic withdrawal and automatic transfer via telephone and Internet, thereby

秩序的改善感到滿意，超過7成5（76.0%）的司機朋友支持繼續收費，而有高達96.4%者認為實施收費管理後，對長時間占用停車位的現象有所改善。

## 》提供新移民母語考照服務

為輔導外籍與大陸配偶取得駕駛執照，開辦機車考照輔導專班，並協調本府民政局於外籍配偶生活輔導班中納入考照輔導課程等。93年1月15日首創開辦越南文道路交通安全規則筆試服務，俾利其以母語應考筆試；復於93年7月1日開放印尼文及泰國文服務，總計93年共有1,296名越南籍、67名印尼籍、42名泰國籍人士應考。另印製中越、中印及中泰對照版之「常用監理業務申辦須知手冊」。93年4月印製了中越版2,000冊，93年12月印製中印版及中泰版各2,000冊，落實政府照顧輔導新移民配偶生活之美意。

## 》開辦營業小客車、機車牌照選號服務

臺北市監理處開辦自用小客車選號以來，秉持公平、公正、公開原則，讓市民有機會以繳納選號費方式選擇喜愛號牌，新車領用牌照以選號方式辦理者逐年增長，對本府財政收入頗有助益。另陸續於93年11月18日開辦營業小客車（選號費用2000元）及12月23日機車（選號費用1000元）之選號作業，於93年底分別有43及55副車牌由民眾辦理選號，93年本市各類車輛選號收入計89,210,600元。

## 》試辦假日機車考照

為擴大為民服務成效，臺北市監理處特於93年12月規劃研議機車假日考照方案，預計94年起每月第4個週六上午時段受理報考，試辦6個月，並將實施方式公告於相關網站及發佈新聞稿，讓民眾可選擇於假日報考機車駕照，提昇為民服務形象。

## 》實施主動走入民間宣導裁罰業務

93年4月20日起，推出交通裁決所行動宣導措施，只要是設籍臺北市的公司行號或鄰里，召集20人以上，即可向裁決所提出申請，將安排時間主動到申請公司行號或鄰里宣導，為民眾講清楚，說明白。本項便民措施自實施以來，共出動4次至台北市相關汽車運輸業者進行宣導，其對象分別為「大都

increasing fee collection efficiency. In 2004, the total amount of vehicle fuel use fees that was collected was NT\$5,344,990,699, a 5.15% increase over the year before.

## 》Tour bus accident rescue drill

To increase the ability to deal with tour bus accidents and protect the lives and safety of passengers, the Taipei Department of Motor Vehicles carried out a tour bus accident rescue drill on November 18, 2004, in the parking lot under the Huazhong Bridge embankment. We mobilized more than 200 people, creating a mock emergency to carry out the drill in order to deal with disasters more effectively and reduce death and injury rates.

## 》Fare management for taxi service stations

To manage the City's taxi service stations effectively and improve the quality of service, the Department began implementing fare management measures at the Zhongshan, Ruiguang, Yongfu, and Jianguo stations starting June 1, 2003. A survey was conducted from June 1 to June 8, 2004, and the majority of cab drivers had positive reactions. 87.2% of the cab drivers expressed satisfaction with the improvement in orderliness, 76% supported continuing this measure, and as many as 96.4% believed that, there was an improvement in long-term parking space occupation after the implementation.

## 》Provide native-language driver's license testing services to new immigrants

To help foreign and mainland Chinese spouses obtain driver's licenses, we began holding motorcycle license testing classes in conjunction with the Bureau of Civil Administration, incorporating driver's license test training classes into the Foreign Spouses Living Guidance Classes. On January 15, 2004, we held the first Vietnamese-language written driver's license exam serv-





ices. On July 1, 2004, we began these services in Thai and Indonesian. Altogether, 1,296 Vietnamese, 67 Indonesians and 42 Thais participated in 2004. We also printed Chinese-Vietnamese, Chinese-Indonesian and Chinese-Thai editions of the DMV Application and Testing Handbook. 2,000 Chinese-Vietnamese copies were printed in April 2004, and in December 2004, 2,000 Chinese-Indonesian and Chinese-Thai copies were printed, realizing the government's goal to help new immigrant spouses enjoy a better life.

### » Providing personalized license plates for motorcycles and commercial automobiles

After the Taipei Department of Motor Vehicles began providing personalized license plates for private automobiles, allowing Taipei residents to have a chance to enjoy personalized license plates for an additional fee, renewable annually. This service is a great way for the government to earn extra revenues. On November 18, 2004, the DMV started providing this service to commercial automobiles (NT\$2000 fee) and motorcycles (NT\$1000 fee) starting December 23. At the end of 2004, there're 43 and 55 license plates respectively provided for citizen to choose as personalized license plates, and in 2004 the City's revenue from personalized plates was NT\$89,210,600.

### » A trial run on weekend motorcycle license testing

To expand our services to the public, in December 2004 the Taipei Department of Motor Vehicles proposed

a six-month trial plan for weekend motorcycle license testing in 2005: drivers' exams will be available the morning of the fourth Saturday of each month. Furthermore, the plan is to be announced on relevant websites and news releases. This gives the people the option of applying and testing for motorcycle driver's license on the weekend.

### » Encouraging voluntary participation of private companies to provide adjudication services

Starting in April 20, 2004, the Traffic Adjudication Board started encouraging private companies to voluntarily participate in adjudication for companies registered in Taipei City. More than 20 people participated to apply for adjudication services, and the meeting was arranged to give the people clarification. After these convenience measures were implemented, four motor transport companies ended up participating. The companies are Metropolitan Auto, Peng Peng Auto Rental, and Shin-Shin Bus Company. Surveys showed that 97% of the respondents said it was helpful, and hoped the service would continue.

### » Creating one-stop window to handle traffic violation adjudication

To simplify procedures and shorten waiting times, Taipei Traffic Violation Adjudication Board, starting on August 30, 2004, combined the adjudication, simplified punishment, complaint and caused accident windows into a one-stop window. From that day until December 31, 2004, 129,663 traffic violation cases were



會汽車股份有限公司」、「朋朋小客車租賃股份有限公司」與「欣欣客運公司」；經由宣導之滿意度調查問卷顯示，97 %認為對其有幫助，一致希望繼續推動宣導之服務。

### 》實施交通違規臨櫃裁罰單一窗口作業

為有效簡化作業流程，縮短民眾洽公之等候時間，臺北市交通事件裁決所自93年8月30日起將裁罰、易處、申訴、肇事四類窗口合併實施單一窗口作業。自實施以來至93年12月31日止，計辦理129,663件交通違規案件，共服務72,807人次，經統計於實施前（93年5月-8月）平均等候時間為1:54，而實施後（93年9月-12月）平均等候時間大幅縮短為1:06。另經問卷調查統計，明確支持實施單一作業窗口，且明顯感受到作業之便利性為82.4%，而對窗口服務人員作業及服務態度認同者更高達95.6%，整體實施成效卓著。

### 》交通違規罰鍰催繳改進方案

為建立公正、安全之交通環境及建立執法權威，持續針對10件以上違規大戶進行專案催繳，93年度經催繳繳款結案者計9萬8,926件，收繳罰鍰金額達1億3,069萬9,631元，經移送行政執行署所屬行政執行處強制執行者計12萬6,332件。另對於違規案件10件以上違規大戶，主動寄發通知書計36萬5,608件，執行成效良好，有效嚇阻持續違規之情形。

### 》遊動廣告車輛管理

為健全本市遊動廣告車輛之管理、維護交通順暢、市容觀瞻及避免有限路邊停車資源為少數車輛佔用，除依規定審慎核發遊動廣告物許可證及請臺北市監理處及臺北市停車管理處依遊動廣告車輛管理機制規定，加強查報及拆除違規廣告物外，並先後於93年8月6日及12月16日發布本市75條主要道路及示範街區每日上午7時至下午9時（國定例假日除外）禁停遊動廣告車輛；另為落實公平及使用者付費原則，自94年1月1日起開始收取遊動廣告物許可證規費。截至93年12月31日止，臺北市府交通局共核發遊動廣告物許可證2,802件、查報違規廣告物共7,257件、廢止許可證221件、代履行強制拆除違規廣告物148件及取締拖吊移置35件。

processed in 72,807 visits. Before the plan came into effect (May-August 2004), the average waiting time was 1 hour and 54 minutes, and afterwards (September-December, 2004) it was shortened to 1 hour and 6 minutes. Surveys show clear support for the one-stop window, with a satisfaction rate of 82.4%. Moreover, the positive opinion of the staff serving at the window was as high as 95.6%, which is a superb result for this measure.

### 》Traffic violation fine improvement program

To create a fair and safe traffic environment and boost law enforcement, the Department began following up on the cases of major traffic violators (those with 10 or more outstanding violations). As a result of the effort, 98,8926 payment cases were settled in 2004 for a total of NT\$130,699,631 in fines, and 126,322 cases were transferred to the Administrative Enforcement Agency for handling. 365,608 notices were issued to major traffic violators, with effective results, deterring repeat offenses.

### 》Management of mobile advertising cars

To enhance the management of mobile advertising trucks, maintain smooth traffic flow, improve the image of the city, and prevent obstruction of street parking, the Taipei Department of Motor Vehicles and the Taipei Parking Management Office announced a ban mobile advertising trucks on 75 major roads and model street areas from 7am-9pm (except for national holidays) from August 6 to December 16, 2004. Furthermore, starting January 1, 2005, the Department began receiving mobile advertising permit fees. By December 31, 2004, the Taipei Department of Transportation altogether issued 2,802 mobile advertising permits, uncovered 7,257 illegal advertisements, revoked 221 permits, dismantled 148 illegal advertisements, and hauled away 35 advertising trucks.





## 交通安全3E化

交通安全朝3E（工程、教育、執法）方向著手改善為本局持續性之重要工作，93年積極辦理交通安全與政策整合一體文宣及籌辦互動式活動，透過多重管道及媒體以多元化方式配合宣導，讓「人本」及「安全」觀念深植人心。另進行重要路段交通安全改善工程，以降低易肇事地點肇事機率，保障市民生命財產安全。

### 》重要路段、路口交通改善

#### 1. 自強隧道改善案：

自強隧道為本市東區與士林、北投間之重要通道，往來旅次頻繁，受限於隧道內空間封閉、燈光晦暗、車速快，經常發生交通事故，乃於本（93）年度削減出城方向之人行道，重新佈設車道，增加機車優先道，以維行車安全。



#### 2. 環河北路（敦煌路至民生西路）交通改善案

環河北路（平面）快速道路為本市最西側道路，沿線自中正路至民族西路均開放左轉，交通狀況原本已相當擁塞，自洲美快速道路通車後，其轉向交通量增加，為改善沿線路口擁塞問題，臺北市交通管制工程處以透過調整中央分隔島佈設及取消南往北方向快速道路與市區道路分隔島方式，提高道路使用效率及改善酒泉街口與民族西路口左轉車流龐大所產生之交通擁塞情形。經事後針對環河北路沿線之敦煌、酒泉、民族西、民生西等路口及路段等

## Traffic Safety "3E "

The Department proceeds to conduct continuous important tasks based on 3Es (engineering, education, and enforcement) of traffic safety. In fiscal year 2004, the Department took some propagation initiatives integrating traffic safety and policy and made preparations for interactive events. Through multiple outlets and promotion of comprehensive press media, the concepts of "humanism" and "safety" can imperceptibly become acceptable and popular. The Department further initiated various improvement programs for enhancements of traffic safety on some important road sections, with an aim of reducing traffic accidents and protection the citizens' life and property.

### 》Improvement for Traffic on Major Road Sections and Crossroads

#### 1. Ziqiang Tunnel Improvement Program:

As the main channel between East Taipei and Shihlin, Beitou, Ziqiang Tunnel suffers traffic jams. There were traffic accidents frequently occurring to the tunnel due to the enclosed space, dimming lights, and fast vehicle speed. For this reason, the Department shrank the width of out-of-town sidewalks and rebuilt a new motorcycle lane in fiscal year 2004 for improving driving safety.

#### 2. Huanhe N. Road (from Dunhuang Road to Minsheng W. Road) Improvement Program:

Huanhe N. Road is an Express of the west margin of the city. The road was always considerably congested, because left-turns were available on this road from Zhongjeng Road to Minzu W. Road. Besides, the traffic became relatively jammed due to more converged vehicles driven toward the newly built Zhoumei Express. To alleviate traffic dilemmas on the crossroads along this road, the Bureau of Traffic Engineering of Taipei City adjusts the distribution of center islands and cancels the establishment of center islands between the south-to-north Express and urban roads to increase the road use efficiency and decrease the left-turn vehicle volume



交通瓶頸進行檢討，已達改善之效果。

### 3. 仁愛路四段（國父紀念館前）行人穿越設施改善案：

本路段因近國父紀念館，且道路配置公車站台，行人穿越量大，原有分隔島缺口過窄，已不敷使用，故重新調整分隔島缺口寬度，並將公車站台延伸與行人穿越線相連，並同時封閉國父紀念前之快慢分隔島缺口，可獲致改善交通環境及增進行人安全之效果。

### 4. 華中橋交通改善：

華中橋上近北市端因配合落橋地點成一彎道，且橋上未設置中央分隔島，易造成車輛橫越對向車道，引發嚴重車禍，乃予以增設中央分隔島並改善相關交通安全設施，以增進行車安全。

## 》生活化教育與宣導活動

93年臺北市發生列管交通事故129件、死亡95人、重傷37人，其中未注意車前狀況、酒醉駕車、違反號誌管制、行人穿越道未讓行人先行、轉彎車未讓直行車先行....等皆為近年來主要肇事原因之一，尤其老人行路安全更為本市關心之課題，為降低肇事率，臺北市政府交通局加強宣導「尊重與關心年長者行的安全」、「酒後不開車」、「行人優先

路權」、「建立停、讓路權觀念」「機車行車安全」、「不飆車宣導」、「小客車附載幼童應使用安全座椅」、「腳踏車裝車燈」等，將交通安全與政策整合一體文宣及籌辦互動式活動，透過多重管道及媒體以多元化方式配合宣導，落實交通安全教育，確保交通秩序與行車安全，以達宣導效益。另於93年7月辦理「行人安全月」活動，宣示臺北市維護行人安全之決心，並於7月3日於新光三越站前店廣場舉行記者會，由市長親自示範，宣導市民尊重行人用路安全，並簽署「開車用心、您我放心」宣示條文，藉由媒體報導擴大宣導效果。







from Jiuquan Street and Minzu W. Road. The review of these traffic blocks on these intersections and crossroads of Huanhe N. Road and Dunhuang Road, Jiuquan Street, Minzu W. Road and Minsheng W. Road has demonstrated a favorable effect.

### 3. Renai Road Sec. 4 (in front of Dr. Sun Yat-sen Memorial Hall) Pedestrian Crossing Improvement Program

This road section is situated near Dr. Sun Yat-sen Memorial Hall. And there are bus station platforms set up in this section where the exits of the original roadway divisional islands are too narrow to be used practically. In order to obtain the result of both improved traffic environment and advanced pedestrian safety, the Department enlarges the width of these exits, extends the bus station platform to pedestrian crossings, and blocks the exits of the roadway divisional islands between the fast/slow vehicle lanes.

### 4. Huazhong Bridge Improvement Program:

As the proximity to Taipei City on Huazhong Bridge is formed as a curve to adapt to grounding, and no center islands established on the bridge, uncontrolled vehicles are easily swerved to the opposite vehicle lane and cause disastrous traffic casualties. For this reason, the Department has proceeded to set up center islands and traffic safety facilities for safe driving.

## » Living Traffic Education and Promotional Campaigns

In 2004, there were 129 cases of traffic accident 95

deaths, and 37 seriously wounded persons. Among these casualties, neglect of traffic conditions, drunk driving, violation of traffic regulation, running through pedestrian pathway, and turning without yielding to approaching traffic, etc., have been major causes of vehicle accidents in recent years. The City Government is especially concerned with the safety issue regarding the aged passing through the pathway. With a series of reinforced promotion like "esteem and care for elder pedestrians", "no drunk driving", "respect for pedestrian right of way", "developing the concept of right of way", "motorcycle's driving safety", "never go racing on the road", "mandatory use of a child restraint system while carrying an infant in a car", and "bike equipped with light", etc., the Department integrates traffic safety with related policies into a set of promotion materials and makes preparations for interactive events. Besides, it also stresses the importance of traffic education through various ways of multiple channels and media to ensure traffic order and driving safety on roads. And, in July 2004, the "Pedestrian Safety Month" was launched. To pledge our resolution for defending pedestrian safety, the Department held a press conference at the square of Shin Kong Mitsukoshi Department Store (Taipei Station) on July 3, 2004 and invited Mayor Ma to reiterate the necessity of esteeming pedestrian road-use safety and sign the articles - driving carefully to reassure the public safety", which, through media coverage, has magnified the promotion effect.



## 觀光旅遊深度化

**臺**北市獨特的盆地景觀青山綠水、大眾運輸、美食、藝文、溫泉及購物等觀光資源，為台北市發展觀光之利基。93年的台北市豐富而多元，為配合中央政府「2004台灣觀光年」及「觀光客倍增計劃」，市府結合民間觀光相關產業致力於觀光整合活動如湯花戀、打牙祭及購物季，吸引國內外遊客到本市觀光，進而促進產業之發展及城市交流。為使本市觀光活動更多元接連推動藍色公路通航、完成腳踏車道100公里及4個腳踏車租借站、完成暮染觀音及大稻埕碼頭整建工程。為使本市觀光遊憩服務更為精緻化，完成6座旅遊服務中心、整合4種觀光旅遊套票、編製多國語言文宣…，讓遊客都感受到本市之友善，並使遊客來到這個城市在任何時間、任何景點都能有不同的驚喜，使他們賓至如歸，滿載深刻的體驗，帶著振奮的心情重回他們生活的國度。

### 》觀光旅遊總覽

93年確實是臺北市觀光蓬勃發展的一年，總遊客量高達23,990,328人次，創了歷年新高，足足比5年前成長了80%。93年的台北市注入許多新的地標型景點如世界第一高樓臺北101Mall、亞洲第二大屋頂型摩天輪，更讓台北市成為國內外觀光客的新焦點。本市旅館密度最高共計35家，計有國際觀光旅館26家及一般觀光旅館9家及一般旅館293家、旅行社家數為1069家。93年配合中央「2004台灣觀光年」及「觀光客倍增計劃」更積極的走向國際參加東京世界旅行博覽會、香港旅展、倫敦旅展，國內則在臺北國際旅展、台中旅展與高雄旅展中大放光彩，成為最受矚目的主題館。另結合民間觀光資源推動湯花戀、臺北打牙祭、臺北購物季，更讓93年的台北城多了更豐富與歡樂的活動。93年本市推出許多優質的觀光產品及服務如印製更多元化的雙語文宣品、籌備了最完善的臺北旅遊網，規劃輔導10條觀光公車路線的脈動下，提供遊客直達主要觀光景點的貼心服務。



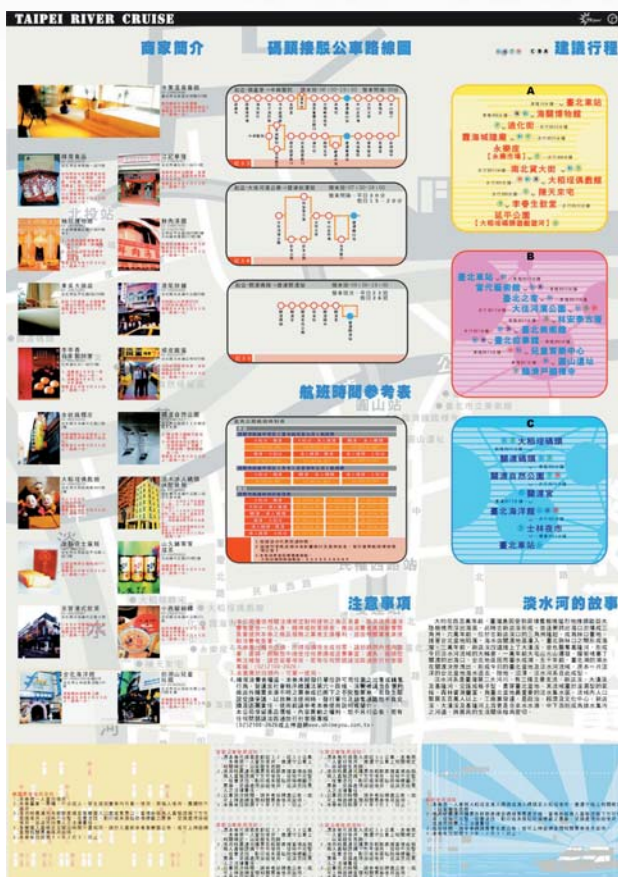
### 》旅遊套票

為提供民眾整合優惠的旅遊產品，臺北市政府於93年4月推出「SUPER TAIPEI」優惠護照，電子優惠護照及以藍色公路為主之「愛戀台北之旅」旅遊套票，成功整合臺北市觀光產業聯盟25家商家，並於台中旅展及高雄旅展發行2萬冊。6月完成「藍色公路舟遊券」旅遊套票、9月完成「喫茶篇、泡湯篇、遊園篇旅遊套票」，一般民眾可透過全家便利商店、萊爾富便利商店及各大網站及臺北國際旅展宣傳銷售。11月推出「湯花茶台北情護照」，透過全家便利商店、萊爾富便利商店及各大網站及臺北國際旅展宣傳銷售，截至12月底止共銷售2,000套。

### 》觀光專屬網站

臺北市政府近年透過網際網路取得資訊的方式愈來愈普遍，於93年度臺北市政府「臺北市交通旅遊網」參加行政院機關網站評選獲頒行政院推薦網站





## Thriving Tourism

exchanges, while also making the city's famous hospitality even more apparent to visitors and ensuring visitors enjoy plenty of new surprises and memorable experiences throughout the year.

### 》 Tourism Attractions

Taipei's tourism industry recorded a banner year in 2004. The number of visitors to the city climbed to nearly 24 million, a record level representing an 80% gain on the figure only five years before. The increase was aided by the addition of several new landmark attractions in 2004, including Taipei 101-the world's tallest building, and the Miramar Ferris Wheel-the second biggest rooftop Ferris wheel in Asia. Both attractions have helped make Taipei a new hot spot for both domestic and international tourists. Tourism development in the city has been further supported by well-developed supporting industries, including 26 international tourist hotels, nine general tourist hotels, 293 general hotels, and 1,069 travel agencies. The city also offers an amazing diversity of tourism attractions, from the natural to the cultural, the traditional to the modern, and haute cuisine to haute couture, all woven together by a convenient transportation system.

### 》 Special Package Tours

Twenty-five member businesses of the Taipei City Tourism Industry Alliance joined hands to offer special travel offers for the "I Love Taipei Tour" program. A total of 20,000 passes with special travel offers were distributed at travel fairs in Taichung and Kaohsiung. Coupons were issued for "Blue Highway" riverboat tours through June 2004; and for tea, hot spring and country tours through September 2004. The coupons were sold through various convenience store chains,

A modern metropolis surrounded by beauty of nature, Taipei is well endowed with tourism potential. The diversity of tourism resources in the city ranges from a distinctive basin landscape, scenic surroundings and therapeutic hot springs to a thriving culinary, art, culture, and shopping scene, all easily accessible by convenient public transport. In 2004, the Taipei City Government teamed up with the local tourism industry to integrate the city's tourism resources into four seasonally-themed tourism events, including the Season for Hot Springs, Season for Flowers, Season for Chefs and Season for Shopping. These events, promoted in conjunction with the central government's "2004 Visit Taiwan Year" program and "Doubling Tourists Arrival Plan," have made Taipei an even more attractive destination for domestic and international visitors. They have also supported Taipei's tourism development and city-to-city





獎。為使民眾更便利即時查詢觀光相關訊息，臺北市政府於93年底完成「台北旅遊網」中、英、日文版的建置，該網站彙整本府各局處觀光資源置於網路上，提供網友完整的官方資訊；另提旅館、會議展覽查詢、線上預約訂房、導覽人員、虛擬嚮導、即時影像、行程DIY…等功能，並與國內重要入口網站結合。

## 》觀光公車

為提供便捷旅遊環境及完善旅遊資訊，臺北市政府93年配合活動陸續規劃包裝有海芋、茶香、生態主題、湯花戀、藝術婚紗、楓香咖啡、遊河、喫茶、溫泉、遊園等10種主題觀光公車。引領民眾前往本市各大著名景點，每種公車依不同主題彩繪，車內配合作適度改裝並於活動期間提供語音導覽，使搭公車由台北成為本市新興的旅遊方式。

## 》旅服中心

臺北市政府已進行全方位旅遊服務中心形象識別系統建置，先後成立臺北車站、松山機場、捷運北投站、劍潭站、西門站、與東區地下街站等六處據點，建構本市密集資訊網絡，經統計民國93年共服務3萬餘人次，其中外籍旅客佔28%，本國旅客佔72%。另為推廣商務觀光，本市參與多場世貿中心國際展覽，設置臨時旅遊諮詢服務櫃檯，包含春季電子展、臺北國際電腦展與臺北國際電子成品展等，受到廣大旅客的好評與迴響。

臺北市旅遊服務中心針對國內外旅客需求，積極加強高科技與人性化設施，以提供便利、創新、專

業之觀光諮詢服務。為達到數字化管理與即時資訊提供，已建立電腦管理機制、常態性教育訓練課程與完善服務守則，以提高整體旅服中心服務品質。

## 》推廣活動

93年本市觀光活動活動設定為四季活動主題，分別為花季、美食季、購物季及溫泉季。

### 1. 花季

「花」以士林官邸菊花展再串連至隔年的花季1月台北花卉展、2月陽明山花季與3月竹子湖海芋季等一連串的花展，就彷彿是安排了一場又一場繽紛亮







websites, and at the Taipei International Travel Fair. From November to the end of December, a total of 2,000 "Taipei Spa and Tea" passes had been sold.

## » Tourism Website

Online travel information from the city government continued to grow with the launch of new tourism websites in 2004. One of the sites, "EZGo Taipei E-Life Net," earned the distinction of a recommended government website in 2004. The city government also debuted the "Taipei Travel Net" in Chinese, English and

Japanese versions, putting up-to-date tourism resources and information from various bureaus and departments under the city government at people's fingertips. Visitors to the site can check out hotel and conference information, reserve rooms and guide services, take a virtual tour and view real-time images of the city, and plan a travel itinerary. There are also links to other major web portals in Taiwan.

## » Theme Bus Tours

The city government introduced 10 theme bus tours in 2004, including a calla lily tour, tea plantation tour, eco-tour, spa and flower tour, art and bridal tour, coffee tour, teashop tour, river tour, hot spring tour, and recreational farm tour. All of the tour buses are colorfully designed to reflect the nature of the various tours and equipped with a voice guide system, offering a whole new way to explore the scenic attractions of Taipei.

## » Visitor Information Centers

The city government instituted a visual identity system for its Tourist Service Center network, comprising offices at Taipei Main Station; Songshan Airport; Beitou, Jiantan and Ximen MRT stations; and the East Metro Mall. In 2004, the centers provided service for more than 30,000 travelers, 28% of which came from abroad. The city government also set up temporary travel service counters during international exhibitions at the Taipei World Trade Center-including the Taipei International







麗的花之圓舞曲，帶給您視覺上的新感受！活動期間共吸引3,250,000人次。

## 2. 打牙祭

臺北市政府為配合建城120周年慶，結合台北市觀光旅館公會匯集各特色餐廳122家，活動期間自93年8月1日至8月31日止，推出了各家大廚精心設計的台北獨享精選菜，並辦理八國聯軍晚宴、大廚展手藝、糕餅展、人氣小籠包、酒國英雄II台灣金牌啤酒節等活動，約吸引來自國內外的觀光客共1,616,827人次，創造3億多產值，獲得各類媒體（廣播、電視、報紙、雜誌、網路）上百則報導，子活動共計約2500人參與，讓所有的遊客享受一整月的台北美食。

## 3. 購物季

臺北市建城120週年以來，首屆「臺北購物季」在時尚閃爍的8月份展開，臺北市政府結合中華民國百貨零售企業協會成功整合了百貨業者的力量，於8月的每個週末在觀光飯店、西門町、府前廣場、士林官邸舉辦大型時尚、瘋街PARTY、情人節熱吻等活



動，以購物地圖帶領大家逛遍臺北市各大商圈百貨。

## 4. 溫泉季

為推廣本市特有溫泉資源，市府與北投溫發展協會結合各相關業者推出「湯花戀」活動，「湯」以溫泉季為主軸，從10月8日起跑，針對北投當地特有溫泉觀光產業設計一系列融合健康、養生、休閒、





Electronics Spring Show, Computex, and Taitronics-to promote business travel in the city.

The visitor Information Centers bring together high-tech facilities and friendly staff to provide convenient and professional services for local and international visitors. The centers have introduced e-management and real-time information systems, provide regular staff training, and insist on strict compliance with management guidelines to ensure the best service quality.

## » Tourism Promotion

Major tourism activities were planned in Taipei for each of four seasons in 2004, including the Season for Flowers, Season for Chefs, Season for Shopping, and Season for Hot Springs.

### (1) Season for Flowers

Over three million visitors flocked to enjoy the blooms during the 2004 "Season for Flowers." The activity kicked off with the Shilin Official Residence Chrysanthemum Exhibition in late 2003 and was followed up with the Taipei Flower Exhibition in January 2004, the Yangmingshan Flower Season in February, and the Zhuzihu Calla Lily Season in March.

### (2) Season for Chefs

Held in conjunction with Taipei's 120th anniversary, the third "Taipei Season for Chefs" brought together the creme de la creme of Taipei's culinary world for a celebration of food throughout the month of August 2004. The distinctive cuisines of 122 Taipei eateries were highlighted during the event, which was organized in cooperation with the Taipei Association of Tourist Hotels. The main program included a Gala Dinner featuring eight national cuisines, Chefs' Show, Pastry Exhibition, Xiaolongbao (Steamed Bun) Competition, and "Drinkers II" beer drinking competition. The activity attracted over 1.6 million participants from Taiwan and across the world, generating more than NT\$300 million in commercial activity and over 100 media reports.

### (3) Season for Shopping

Taipei's first "Season for Shopping" got under way in August 2004, just in time for the summer fashions. In

conjunction with the Retailers Association of Chinese Taipei, the city government teamed up with major department stores to arrange a series of weekend fashion shows, street parties, and kissing contests at various tourist hotels, the Ximending area, City Hall plaza, and Shilin Official Residence. Guide brochures were distributed to help people navigate the city's major commercial districts for non-stop shopping fun.

### (4) Season of Hot Springs

"Season of Hot Springs" was the main event of the "Spa" portion of the "Spa and Blossom" activity, organized by the city government in cooperation with the Beitou Hot Spring Association to promote the unique hot spring attractions of Taipei. Opening a window to Beitou's diverse hot spring culture, the event kicked off on October 8 and featured a series of activities joining the themes of health, recreation, travel, entertainment, and Taiwan's Nakasi music culture. About 150,000 people took part in the event.



### (5) Festivals

A major festival was highlighted each month in 2004, including the New Year Promenade and Bazaar Festival (January), Taipei Lantern Festival (February), Taipei Film Festival (March), Baosheng Cultural Festival (April), Aboriginal Cultural Festival (May), Taipei International Dragon Boat Championship (June), Taipei Children's Art Festival (July), Taipei Chinese Food Festival (August), Confucius Ceremony (September), Taipei Season of Hot Springs (October), Taipei International Travel Fair (November), and Taipei New

旅遊、娛樂及那卡西音樂文化的活動饗宴，藉由此別開生面之嘉年華會，讓遊客充分了解專屬於北投之溫泉鄉特色文化。活動期間150,000人次。

#### 5. 月月有活動

每月主推十二個月最具代表性的節慶活動，如1月臺北年貨觀光大街、2月臺北燈節、3月臺北電影節、4月保生文化祭、5月原住民文化祭、6月臺北國際龍舟錦標賽、7月臺北兒童藝術節、8月臺北中華美食展、9月祭孔大典、10月北投溫泉季、11月臺北國際旅展月、12月臺北跨年晚會，以整年度的觀光活動為強力推廣之主軸，配合每季主題串聯起來，使台北市每月充滿歡樂。

#### 6. 海外宣傳

本市為配合中央推動觀光客倍增計畫，93年6月配合交通部觀光局參加香港旅展、9月組團赴東京參加世界旅行博覽會、10月參加歐洲地區推廣活動，於香港及日本參展期間辦理本市「臺北市新興旅遊產品發表會」記者會，廣獲媒體報導並與業界媒體交流，共計吸引196,000人次參觀。依據交通部觀光局統計93年度吸引來台旅客共計2,950,342人次，比起92年度成長31.24%。

#### 7. 國內宣傳

結合本市多元化觀光資源，以「臺北館」名義整體行銷，參加93年4月22日至25日台中世貿中心之台灣國際旅展，以及93年5月13日至16日高雄工商展覽中心之高雄旅展，以提供中南部遊客本市嶄新的觀光旅遊資訊。

另並籌組46個攤位規模「台北建城120週年.台北我最愛.臺北館」參與2004臺北國際旅展，與萊爾富商店結合推出「湯・午茶・台北情」護照，據統計自93年11月18日至21日，共計吸引約10萬人次參觀。

Year Party (December). Along with various seasonal theme activities, these festivals served as the centerpieces for overall tourism promotion work and ensured that visitors could experience the festive spirit of Taipei all year round.

#### (6) Overseas Promotions

In June 2004, the city government joined the Taiwan Tourism Bureau at the International Travel Expo in Hong Kong to promote Taipei's tourism attractions in conjunction with the "Doubling Tourists Arrival Plan." It also sent a delegation to take part in the World Travel Fair in Tokyo in September and organized tourism promotions in Europe in October. During the Hong Kong and Japan fairs, the city government arranged press conferences introducing new Taipei tourism products. The events were widely covered by the media and attracted 196,000 visitors. The Taiwan Tourism Bureau estimates that 2,950,342 international visitors came to Taiwan in 2004, a 31.24% increase from the year before.

#### (7) Domestic Promotions

The city government organized a "Taipei Pavilion" during the Taiwan International Travel Fair in Taichung from April 22 to 25, 2004, and at Kaohsiung Travel Fair from May 13 to 16, providing up-to-date information on the diverse tourism attractions of Taipei to potential visitors from central and southern Taiwan.

At the 2004 Taipei International Travel Fair, the Taipei Pavilion comprised a 46-booth display and promoted the "Taipei Spa and Tea Pass" in conjunction with the Hi-Life convenience store chain. The pavilion attracted about 100,000 people between November 18 and 21.







# Statistics

# 數字會說話

## 臺北市相關交通統計資料

分類	項目	說 明
地理特性	位置	亞洲東南部、臺灣北部
	地形	盆地地形、河流切割
	地質	沉積土質軟弱，位居地震帶，地下水位高
	氣候	無嚴寒酷暑，屬亞熱帶性氣候
	面積	272平方公里(都市發展地區與非都市發展地區之面積比例約1:1)
人口	人口	2,622,472人
	戶數	92.3萬戶
	密度	9,649人/平方公里（舊市區約22,000人/平方公里）
交通環境	道路面積	20,643,905平方公尺，佔土地總面積7.59%
	汽車數	708,315輛(270輛/千人，註：本汽車數含各類客貨車及特種車等)
	機車數	1,018,384輛(388輛/千人)
	停車位	1. 公有停車位179,437位，其中路邊125,534位、路外51,576位、委外經營2,327位 2. 建物附設539,354位 3. 非建物附設21,103位 總計：718,806位(大型車：755；小型車：447,321；機車：270,730)
	特殊停車位	1. 裝卸貨專用停車位842格 2. 限時停車位555格 3. 計程車站位818位 4. 警備車專用338格 5. 身心障礙者專用汽車停車位964格 6. 身心障礙者專用機車停車位590格 7. 禁停黃線路段設置裝卸貨臨停區270處、長度2,407公尺
	道路路網形態	市中心區成棋盤狀路網 公車專用道共10條，總計長度50.28公里，各路線如下： 松 江 路－3.08公里，85/1/27通車； 新 生 南路－3.56公里，85/6/1通車； 信 義 路－9公里，85/7/6通車； 仁 愛 路－6.2公里，85/7/27通車；東延段－2.4公里，87/10/18通車； 南 京 東路－8.4公里，85/7/27通車； 民權東西路－7.2公里，85/8/2通車；民權西路西延段－1.28公里，87/11/22通車； 敦化南北路－3.15公里，85/8/2通車； 重 慶 北路－3.65公里，90/01/18通車。 中 華 路－2.2公里，90/4/30通車。 忠 孝 西路－160公尺，91/2/7通車
	公車	聯營公車業者15家，共280條路線；每日平均載客170.7萬人次，每日營運收入2,405萬元。 捷運接駁公車路線48條，其中紅線18條，藍線14條，棕線12條，綠線4條。
	捷運	捷運系統由臺北捷運公司營運，每日營運時間18個小時(6:00至24:00)，營運路線6條，車站61個，營運里程67.0公里；93年12月平均每日載客達103.0萬人次，平均每日客運收入約2,339萬元；捷運與公車雙向轉乘優惠平均每日為38.4萬人次。各路線概要如下： 木柵線(動物園站至中山國中站)10.5公里，85/03/28營運； 淡水線(淡水站至臺北車站)22.8公里，淡水站至中山站86/04/11營運，中山站至臺北車站86/12/25營運； 中和線(古亭站至南勢角站)5.4公里，87/12/24營運； 新店線(臺北車站至新店站)10.3公里，臺北車站至古亭站87/12/24營運，古亭站至新店站88/11/11營運； 板南線(新埔至昆陽)14.7公里，市政府站至龍山寺站(7.7公里)88/12/24營運，龍山寺站至新埔站(3.9公里)89/08/31營運，市政府站至昆陽站(3.2公里)89/12/30營運； 小南門線(中正紀念堂站至西門站)1.6公里，89/08/31通車營運。

◎資料統計時間：93年12月31日（2004.12.31）





## 機動車輛成長未緩和

93年底臺北市登記汽車數有708,315輛，較92年底增加13,925輛，成長率2.01%，較92年成長率2.47%稍微降低，惟連續三年汽車成長仍持續增加，為本局在運具管理上的一大警訊；登記機車數有1,018,384輛，較92年底增加24,048輛，成長率2.42%，相較於92年機車成長率2.34%，93年機車成長率較92年仍持續增加，如何有效緩和汽、機車成長，是本局的一大挑戰。本局將持續貫徹汽、機車零成長之政策目標，如何達成此目標，有待系統性思考、規劃及落實。

就整體面而言，93年底臺北市每千人擁有汽車270輛，在臺灣地區23縣市中排名第16；每千人擁有機車388輛，卻是臺灣地區23縣市中機車擁有率最低的地區，這與臺北市具備良好的大眾運輸系統環境息息相關。

臺北市機動車輛及道路成長  
Motor Vehicles & Road Area Growth in Taipei City

年底別	道路面積 Road Area			汽車總數 Automobiles		自用小客車 Private Cars			機車 Motorcycles		
	合計 Total	年成長率 Growth rate	每汽車享有 Avg. Area per Veh.	合計 Total	年成長率 Growth rate	合計 Total	年成長率 Growth rate	擁有數 Owner-Ship	合計 Total	年成長率 Growth rate	擁有數 Owner-Ship
單位	平方公尺 m <sup>2</sup>	%	m <sup>2</sup> /輛 m <sup>2</sup> /veh.	輛 Vehs.	%	輛 Vehs.	%	輛/千人 Veh/10 <sup>3</sup> persons	輛 Vehs.	%	輛/千人 Veh/10 <sup>3</sup> persons
65年底 (1976)	13,263,975	...	134.52	98,599	...	49,559	...	24	213,581	...	102
70年底 (1981)	15,110,773	2.64	72.44	208,603	16.17	124,464	20.22	55	406,140	13.72	179
75年底 (1986)	17,642,894	3.15	58.64	300,847	7.60	211,842	11.22	82	627,846	9.10	244
80年底 (1991)	18,521,432	0.98	35.89	515,996	11.39	410,222	14.13	151	632,816	9.99*	233
85年底 (1996)	19,274,691	0.88	30.10	640,353	3.80	531,259	5.31	204	803,277	9.29	308
86年底 (1997)	19,920,537	3.35	30.16	660,486	3.14	549,636	3.46	212	871,537	8.50	335
87年底 (1998)	20,078,338	0.79	29.47	681,386	3.16	568,661	3.46	215	904,232	3.75	343
88年底 (1999)	20,142,153	0.32	30.91	651,691	-4.36	545,246	-4.12	206	931,399	3.00	353
89年底 (2000)	20,279,742	0.68	30.43	666,513	2.27	559,056	2.53	211	959,013	2.96	362
90年底 (2001)	20,530,763	1.23	30.77	667,179	0.10	559,221	0.03	212	970,169	1.16	368
91年底 (2002)	20,575,449	0.22	30.36	677,651	1.57	571,394	2.18	216	971,568	0.14	368
92年底 (2003)	20,632,045	0.28	29.71	694,390	2.47	587,958	2.90	223	994,336	2.34	378
93年底 (2004)	20,643,905	0.06	29.15	708,315	2.01	577,435	-1.79	220	1,018,384	2.42	388

附註：(1)年成長率為當年至上一列年間之平均年成長率。

(2)76年4月底註銷機車牌照257,862輛，致統計數列不連續，\*為77年至80年之平均年成長率。

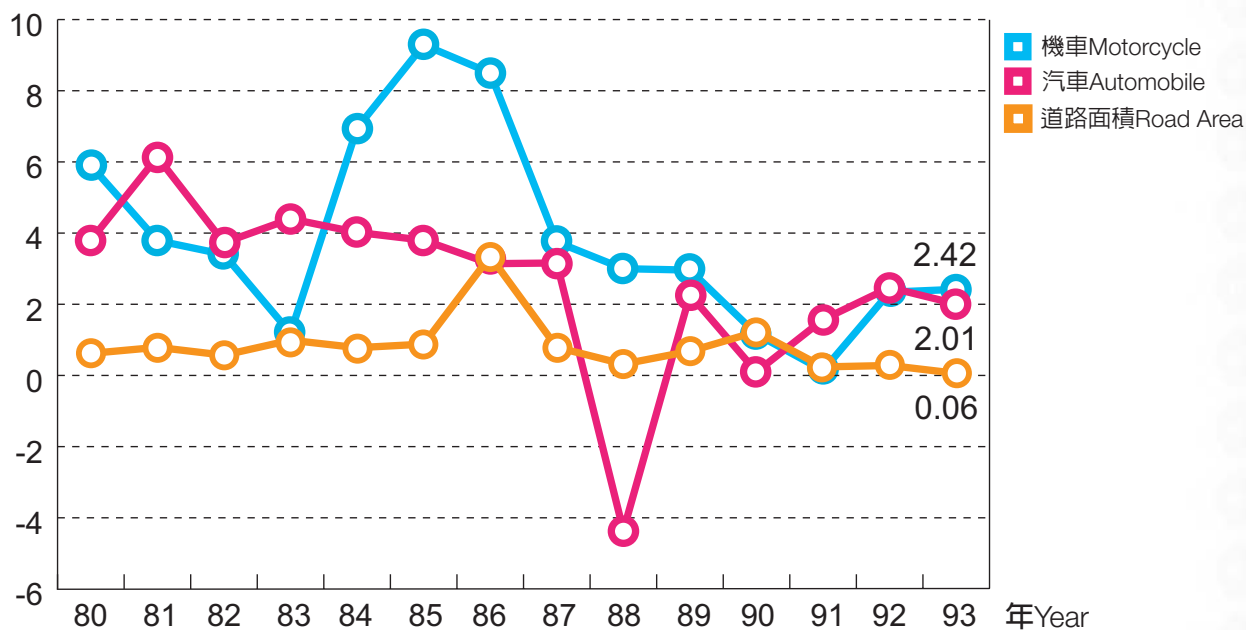
(3)88年7至12月註銷不依限定檢超過六個月之汽車牌照39,214輛，致當年汽車數負成長。

資料來源：臺北市監理處、臺北市府工務局。



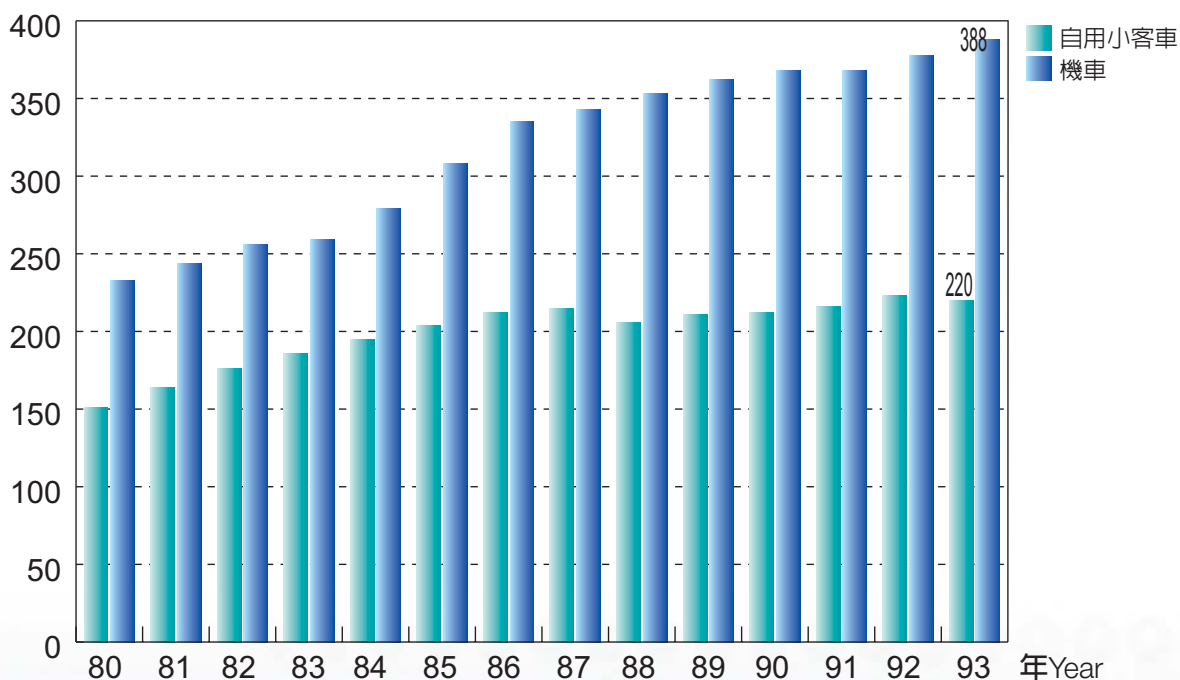


汽機車與道路面積成長率比較  
Vehicles & Road Area Growth rate



每千人擁有車輛數  
Private Car & Motorcycle per Thousand Persons

輛/千人  
veh/10<sup>3</sup> person



## 大眾運輸載客數成長

93年大眾運輸（捷運+公車）平均每日載客266萬人次，較92年254萬人次，增加約4.73%，同時也是80年迄今運量最高的一年。就個別運具而言，93年全年捷運平均每日載客約96萬人次，較92年87萬人次增加10.44%；93年公車平均每日載客170.7萬人次，較92年167.8萬人次成長1.78%。

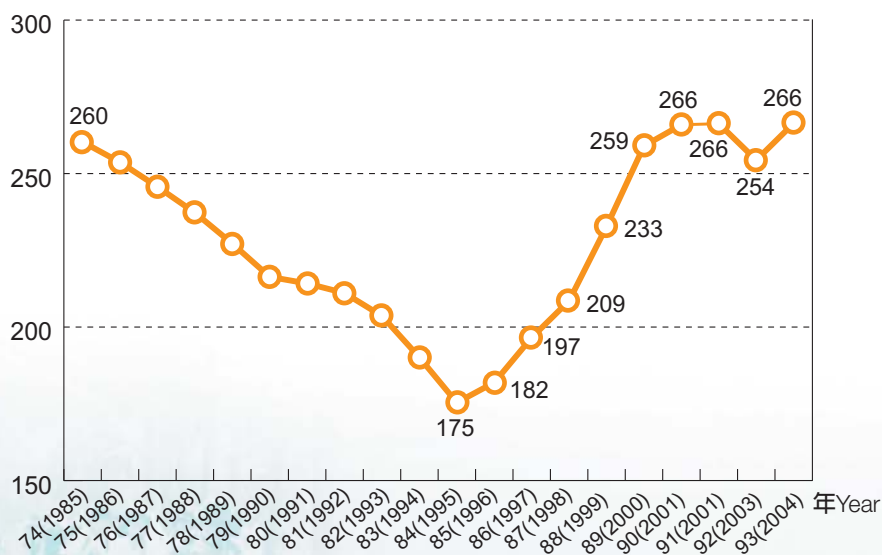
臺北市大眾運輸系統載客人數  
MRT & Bus Passengers in Taipei

單位 Unit  年別 Year	總計Total		捷運MRT		公車Bus		公車平均每班次 載客數 Passengers/ Trip(Bus)	公車平均每日 營運車輛數 Vehs./Day (Bus)
	平均每日 Daily Avg.	成長率 Growth rate	平均每日 Daily Avg.	成長率 Growth rate	平均每日 Daily Avg.	成長率 Growth rate		
	人次 Passengers	%	人次 Passengers	%	人次 Passengers	%		
80年(1991)	2,142,036	-0.99	-	-	2,142,036	-0.99	34.33	2,891
81年(1992)	2,110,670	-1.46	-	-	2,110,670	-1.46	34.85	2,876
82年(1993)	2,036,008	-3.54	-	-	2,036,008	-3.54	35.53	2,826
83年(1994)	1,900,948	-6.63	-	-	1,900,948	-6.63	34.82	2,748
84年(1995)	1,753,829	-7.74	-	-	1,753,829	-7.74	31.96	2,778
85年(1996)	1,819,408	3.74	40,159	-	1,779,248	1.45	30.39	2,918
86年(1997)	1,965,718	8.04	101,213	152.03	1,864,505	4.79	30.51	2,947
87年(1998)	2,085,839	6.11	166,524	64.53	1,919,315	2.94	29.76	3,077
88年(1999)	2,327,559	11.59	347,814	108.87	1,979,745	3.15	29.95	3,319
89年(2000)	2,589,982	11.27	733,847	110.99	1,856,135	-6.24	27.83	3,389
90年(2001)	2,658,989	2.66	793,542	8.13	1,865,447	0.5	27.62	3,359
91年(2002)	2,662,506	0.13	888,859	12.01	1,773,647	-4.92	25.03	3,369
92年(2003)	2,543,838	-4.46	866,272	-2.54	1,677,566	-5.42	23.35	3,471
93年(2004)	2,664,038	4.73	956,672	10.44	1,707,366	1.78	23.03	3,666

資料來源：臺北市公民營公車聯營管理中心、臺北捷運公司。

附註：公車包含小型公車。

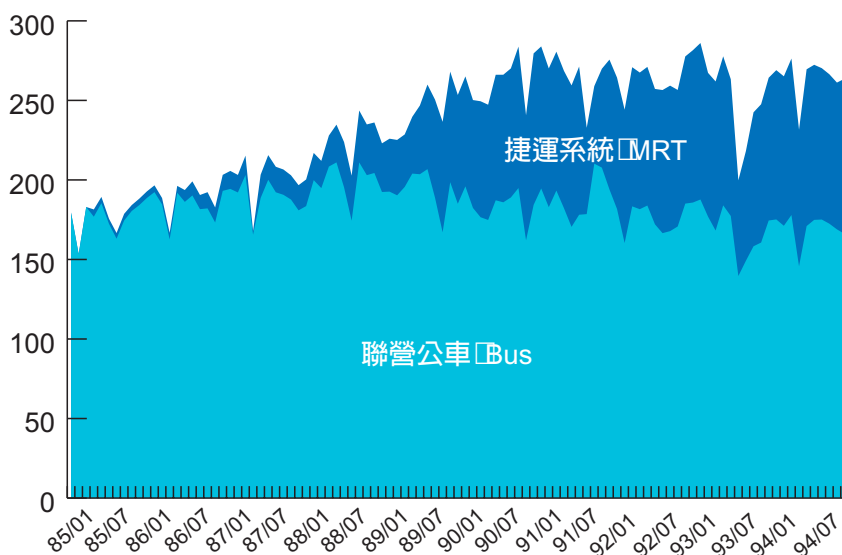
大眾運輸系統平均每日載客量  
Daily Avg. Number of Passengers Carried by MRT







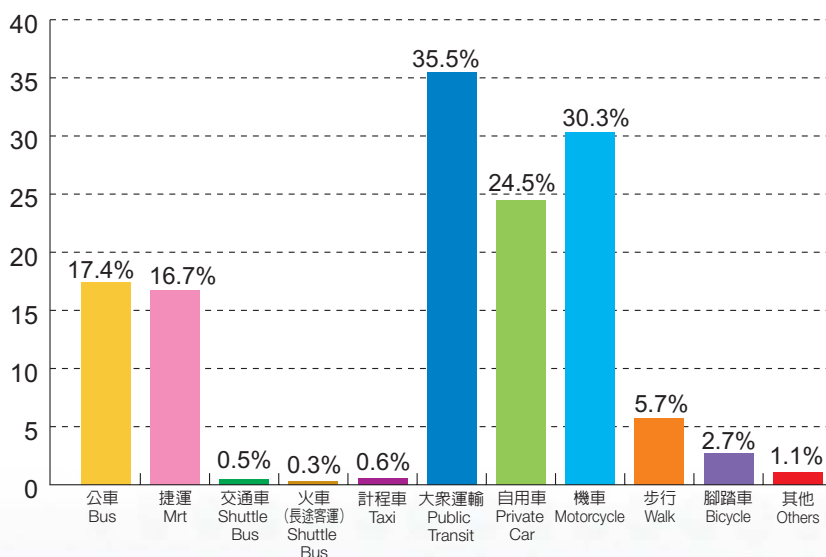
公車與捷運系統平均每日載客量  
Comparison of Daily Avg. of Passengers between Bus & MRT



## 市民通勤交通工具使用比例分析

交通工具使用比率為衡量都市運輸系統永續性的重要指標，調查方式係採家戶電話訪問；調查結果顯示通勤使用率最高的交通工具為機車，佔30.3%，其次為自用車，佔24.5%，公車及捷運則分居第三、第四名；另大眾運輸使用比例（公車、捷運、交通車、火車、長途客運、計程車等）為35.5%。

通勤交通工具使用比率-93年  
Transportation Modes of Choice for Commuter Trips, 2004



## 交通事故死傷情況

93年臺北市列管交通事故死亡案件，共造成95人死亡，較92年增加8人，其中傷亡車種以機車最高達55人，較92年劇增13人，為本市首要克服之交通安全課題，並願將來年列為「機車安全年」。

車輛肇事率為每萬輛0.54件，較高雄市之0.76件及臺灣省之1.38件低。交通事故肇事原因，未注意車前狀況的交通事故共造成23人死亡，違反號誌標誌標線11人死亡，搶越行人穿越道8人死亡，未保持安全間隔6人死亡，由此數據顯示，路權觀念及安全駕駛習慣之建立，仍為交通執法及宣導的重點。

93年臺灣地區發生死亡交通事故  
Traffic Accident Deaths in Taiwan Area 2004

地 區 Area	別肇事件數 Cases of Accidents	肇 事 率 Accident Cases/ 10 <sup>4</sup> Population	死亡人數 No. of Deaths 10 Vehs.	每萬人口死亡人數 No. of Deaths / 10 <sup>4</sup> Population
臺灣地區Taiwan Area	2,461	1.31	2,592	1.15
臺 北 市Taipei City	93	0.54	95	0.36
高 雄 市Kaohsiung City	112	0.76	114	0.75
臺 灣 省Taiwan Province	2,149	1.38	2,259	1.23
國道National Highway	107	-	124	-

附 註：本表僅含肇事24小時內有人死亡之交通事故案件。

資料來源：內政部警政署。

臺北市交通事故死亡人數分析  
Traffic Accident Deaths in Taipei City

單位：人 (Unit : Person)

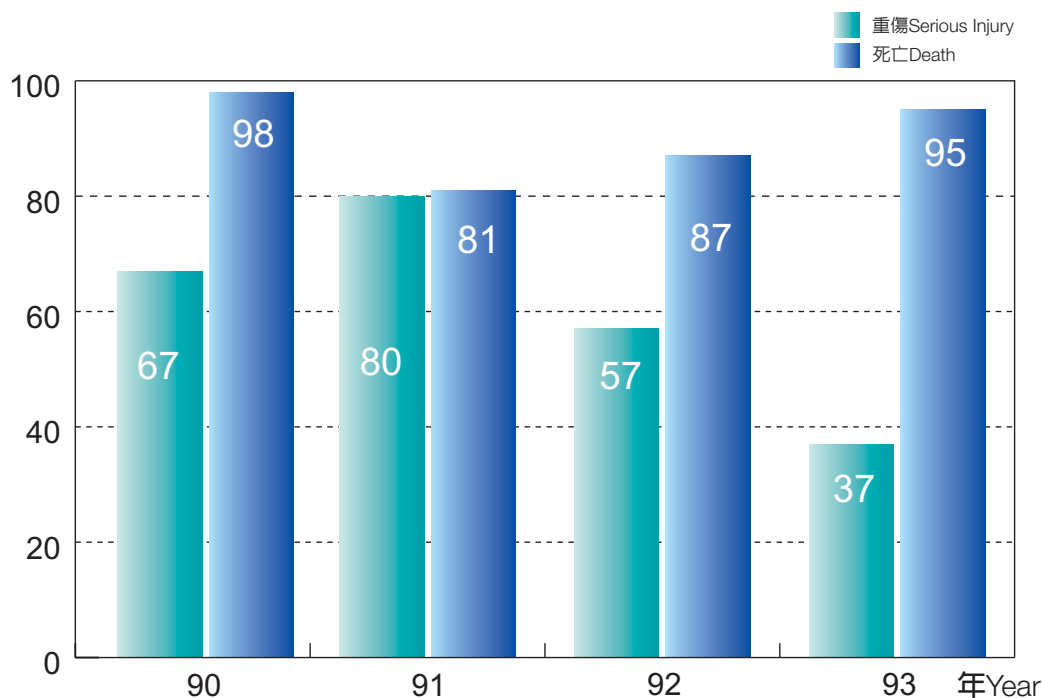
肇事原因 Causes of Accident	89年 2000	90年 2001	91年 2002	92年 2003	93年 2004	傷亡車種 Mode	89年 2000	90年 2001	91年 2002	92年 2003	93年 2004
總 計 Total	124	98	81	87	95	總 計 Total	124	98	81	87	95
未注意車前狀況 Collision	14	23	18	21	23	大 型 車 Bus & Truck	-	2	-	-	-
違反號誌標誌標線 Disobeying Signs, Marked Line, Signals	9	8	9	18	11	自 小 客 Private Car	20	9	10	7	5
搶越行人穿越道 Improper Passing Zebra Crossing	4	7	8	8	8	自 小 貨 Private Light Truck	-	1	-	2	
未保持安全間隔 Failure to Maintain Safe Distance	5	13	5	7	6	營 小 客 Taxi	6	1	1	-	2
超速 Speeding	13	5	4	6	6	機 車 Motorcycle	56	55	42	42	55
酒醉駕車 Drunk Driving	22	12	6	4	5	腳 踏 車 Bicycle	11	7	4	8	3
未依規定讓車 Way-yielding Violation	9	0	1	4	5	行 人 Pedestrian	31	22	24	28	29
其他 Others	48	30	30	19	31	其 他 Others	-	1	-	-	1

附 註：本表僅含肇事24小時內有人死亡之交通事故案件。



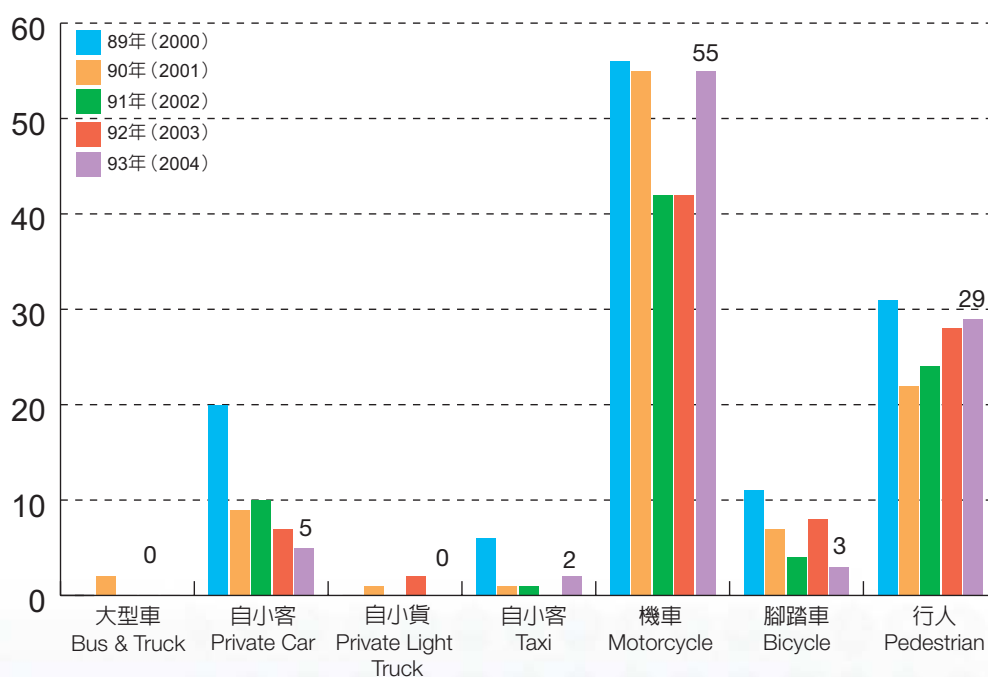


### 臺北市交通事故死傷人數 Traffic Accidents(Death & Injury)in Taipei City



### 交通事故死亡者使用交通工具 Transport Type/Fatal Accident

資料來源：臺北市政府警察局



## 交通秩序全民共維護

93年臺北市舉發交通違規案件427萬件，平均每日舉發11,661件，與92年舉發交通違規377萬件相較，大幅增加13.3%；汽車以違規停車最多，占64%，其次是違反道路行車速限規定，占22%；機車違規案件中最多者亦為違規停車，占41%，其次是不依規定轉彎，占11%，爭道行駛占10%，違反道路行車速限規定占10%，未戴安全帽占7%。93年交通執法整體強度有增加現象，惟交通肇事死亡人數上升，交通執法及安全應再進一步深思兩者間之相關性，以獲致未來執法重點取向。

### 交通執法 Traffic Law Enforcement

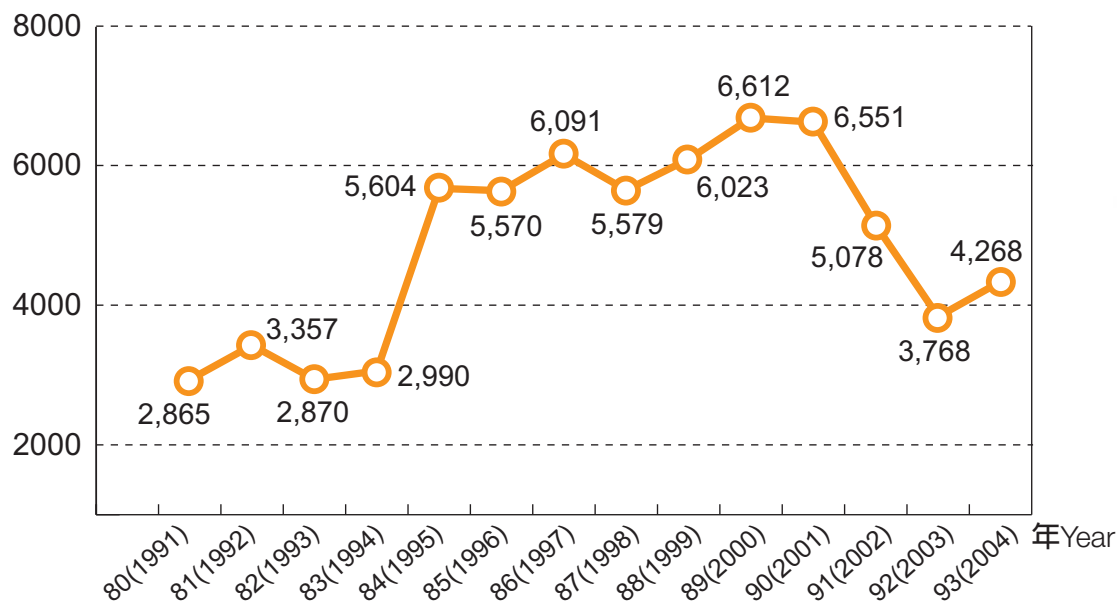
單位 Unit	違反道路交通管理Traffic Violations					拖吊違規車輛Parking Violations (Towed)				
	舉發件數 Violations Cited		處罰件數 No. of Penalties Total		罰鍰收入 Fine	總計 Grand	汽車(含大型車) Automobiles		機車 Motorcycles	
	總計 Total	平均每日 Daily Avg.	總計 Total	平均每日 Daily Avg.			總計 Total	平均每日 Daily Avg.	總計 Total	平均每日 Daily Avg.
年別 Year	千件 10 <sup>3</sup> Cases	件 Cases	千件 10 <sup>3</sup> Cases	件 Cases	百萬元 Millions	千輛 10 <sup>3</sup> Vehs.	千輛 10 <sup>3</sup> Vehs.	輛 Vehs.	千輛 10 <sup>3</sup> Vehs.	輛 Vehs.
80年 (1991)	2,865	7,850	1,862	5,101	...	531	368	1,009	163	447
81年 (1992)	3,357	9,172	1,977	5,402	...	306	183	499	123	336
82年 (1993)	2,870	7,864	2,517	6,896	1,989	526	322	882	204	559
83年 (1994)	2,990	8,191	2,553	6,993	2,019	548	365	1,001	183	501
84年 (1995)	5,604	15,354	3,307	9,061	2,247	637	406	1,111	231	633
85年 (1996)	5,571	15,221	3,806	10,398	2,584	838	562	1,537	276	754
86年 (1997)	6,091	16,688	3,914	10,724	3,634	901	592	1,621	309	847
87年 (1998)	5,579	15,285	4,084	11,190	3,812	952	622	1,705	330	904
88年 (1999)	6,023	16,503	3,799	10,408	3,810	735	493	1,351	241	662
89年 (2000)	6,612	18,065	4,440	12,131	4,376	550	392	1,071	158	432
90年 (2001)	6,551	17,948	3,909	10,710	4,426	438	302	827	136	373
91年 (2002)	5,078	13,912	3,065	8,396	4,052	317	209	571	109	298
92年 (2003)	3,768	10,324	2,465	6,754	3,834	252	184	505	68	185
93年 (2004)	4,268	11,661	2,425	6,627	3,558	252	216	589	72	196

資料來源：臺北市府警察局、臺北市交通事件裁決所、臺北市停車管理處。

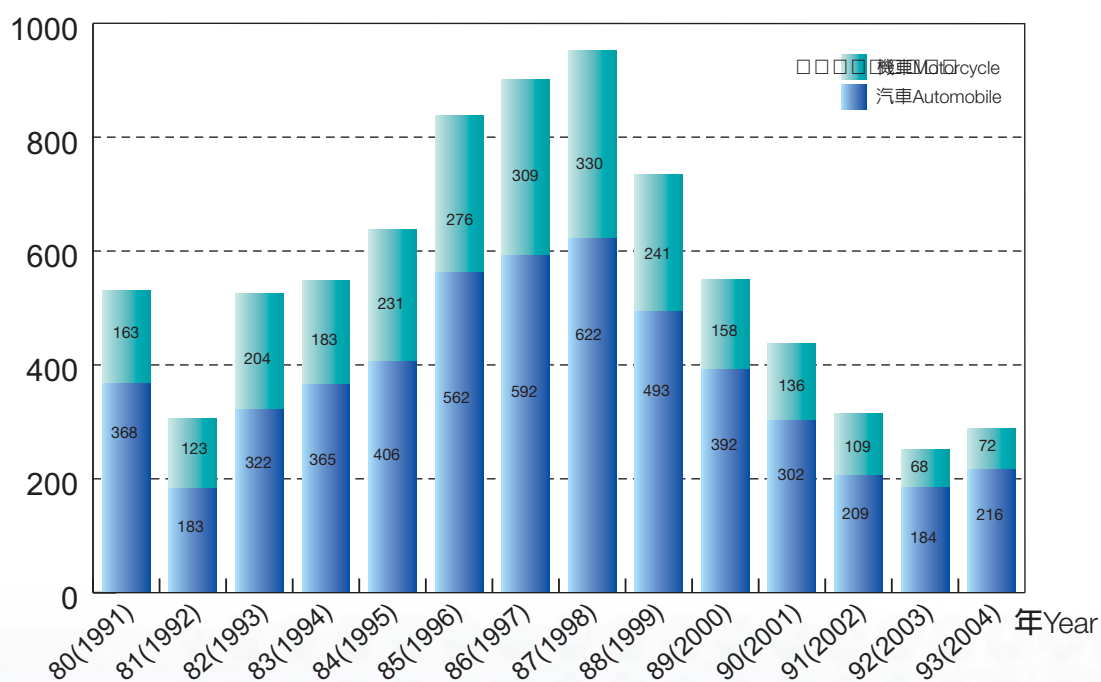




交通違規舉發件數  
Traffic Violations

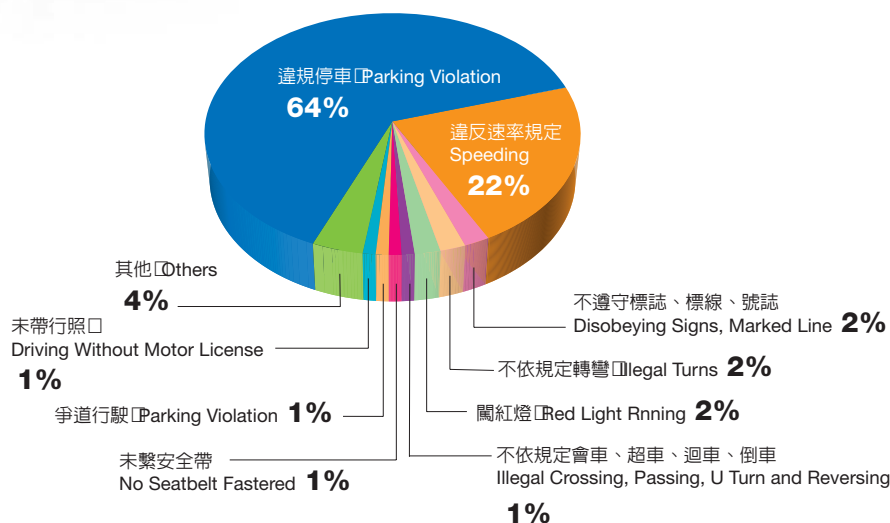


托吊違停車輛數  
Parking Violations (Towed)



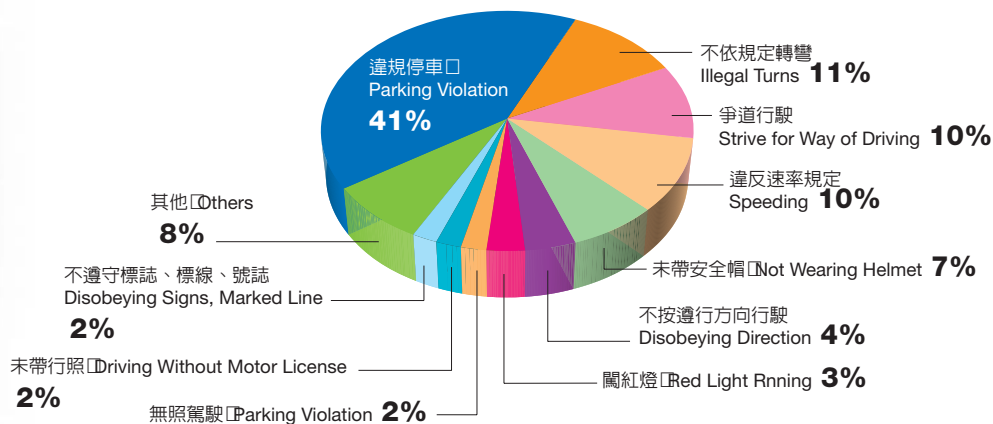
### 汽車被舉發違反道路管理事件 Traffic Regulation Violations in Taipei (Cars)

民國93年(2004) 總計 2,504,142件



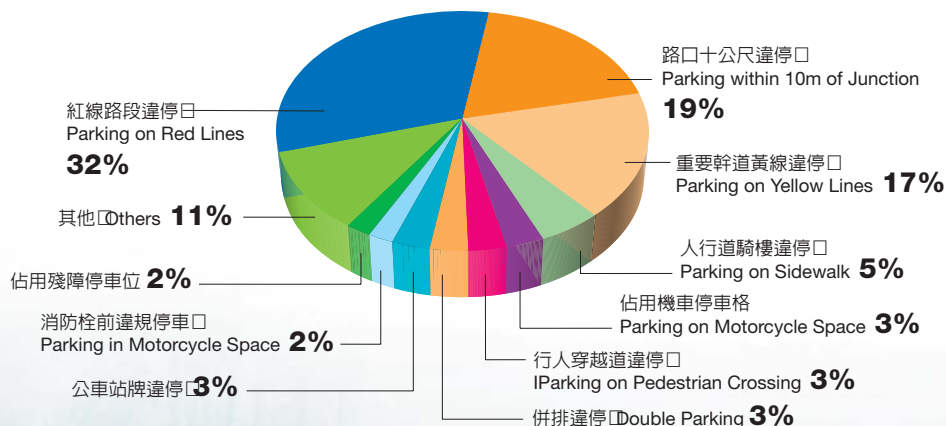
### 機車被舉發違反道路管理事件 Traffic Regulation Violations in Taipei (Motorcycles)

民國93年(2004) 總計 1,219,628件



### 汽車違停情形被拖吊比例 Parking Violations Towed in Taipei (Car)

民國93年(2004) 總計215,661輛







## 其他交通相關統計資料

93年的觀光旅遊業已脫離SARS的衝擊，來華旅遊人數驟增31.2%，另汽機車停車位，以本市停管處所管停車格位統計分析，93年路邊為125,534格，路外為51,576格，比例分別為71%及29%，「路外停車為主，路邊停車為輔」之政策目標仍有努力之空間。

### 觀光管理 Tourism Management

單位 年別 Year	觀光旅館 Tourist Hotel		普通旅館 Hotels		旅行社 Travel Agencies	來 華 旅 客 人 數 Tourist (10 <sup>3</sup> persons)								
					家數 No.	來華目的 Trip Purposes					居住地 Origins			
	家數 No.	房間數 Rooms	家數 No.	房間數 Rooms		合計 Total	成長率 Growth	業務 Business rate	觀光 Tourism	其他 Others	日本 Japan	美國 U.S.A.	香港 H.K.	新加坡 Singapore
	家	間	家	間	家	千人	%	千人	千人	千人	千人	千人	千人	千人
80年 (1991)	50	12,773	353	...	699	1,855	-4.1	436	826	592	834	240	182	63
81年 (1992)	44	12,278	377	...	767	1,873	1.0	497	809	567	800	259	194	65
82年 (1993)	42	12,136	363	10,477	818	1,850	-1.2	525	701	624	704	269	214	61
83年 (1994)	39	11,612	331	9,962	863	2,127	15.0	595	861	672	824	287	242	70
84年 (1995)	39	11,503	307	9,752	856	2,332	9.6	652	940	740	914	290	247	71
85年 (1996)	38	10,388	295	9,282	898	2,358	1.1	704	904	749	918	290	263	78
86年 (1997)	37	11,331	298	9,527	952	2,372	0.6	750	843	779	906	304	260	82
87年 (1998)	35	10,456	300	9,593	964	2,299	-3.1	771	762	766	827	308	280	87
88年 (1999)	36	10,777	298	9,420	1,005	2,411	4.9	806	783	822	826	318	320	86
89年 (2000)	35	10,242	298	9,755	1,051	2,624	8.8	900	871	853	916	360	361	95
90年 (2001)	35	10,207	295	9,878	1,051	2,617	-0.3	836	991	791	971	339	393	97
91年 (2002)	36	10,573	300	10,468	1,058	2,726	4.2	820	1,017	889	986	354	435	107
92年 (2003)	35	10,491	301	10,632	1,052	2,248	-24.5	699	695	854	655	271	323	125
93年 (2004)	35	10,508	294	10,757	1,069	2,950	31.24	920	1,032	998	887	383	417	160

資料來源：臺北市府政府交通局第四科、交通部觀光局。

## 汽機車停車位 Motor Vehicles Parking Spaces

單位 Unit	總計 Total	臺北市停管處停車位 Municipal Pay Parking Lots in Taipei				建物附設 Mandated Parking in Buildings	非建物附設 Others
		路邊 On-Street	路外 Off-Street	委外經營 Contract Operation	總收入 Total Revenue		
年底別 Year	格位 Space	格位 Space	格位 Space	格位 Space	百萬元 Million	格位 Space	格位 Space
80年底 (1991)	161,844	23,759	18,953	-	1,207	119,132	...
81年底 (1992)	178,513	27,266	22,733	-	1,414	128,514	...
82年底 (1993)	189,896	29,294	21,301	-	1,468	139,301	...
83年底 (1994)	210,900	29,512	22,408	-	1,647	155,851	3,129
84年底 (1995)	233,128	30,954	23,478	-	1,738	174,603	4,093
85年底 (1996)	265,227	30,238	29,108	250	1,808	200,000	5,631
86年底 (1997)	295,196	30,574	30,192	868	2,068	225,835	7,727
87年底 (1998)	324,407	29,654	33,867	925	2,265	252,330	7,631
88年底 (1999)	393,056	58,502	36,199	3,264	2,540	287,103	7,988
89年底 (2000)	438,815	62,933	35,178	3,138	2,807	327,248	10,318
90年底 (2001)	518,996	87,127	39,777	2,276	2,947	377,174	12,642
91年底 (2002)	594,784	99,380	46,810	2,768	2,892	430,571	15,255
92年底 (2003)	667,685	116,740	48,805	1,464	2,922	482,541	18,135
93年底 (2004)	718,806	125,534	51,576	2,327	3,320	539,354	21,103

資料來源：臺北市停車管理處、臺北市府工務局。

附註：1.部分小型路外收費停車場格位數於87年以前併入路邊收費停車場計算，自88年起為正確統計，改列入路外。

2.87年以前停車管理處停車位數未含不收費停車位。



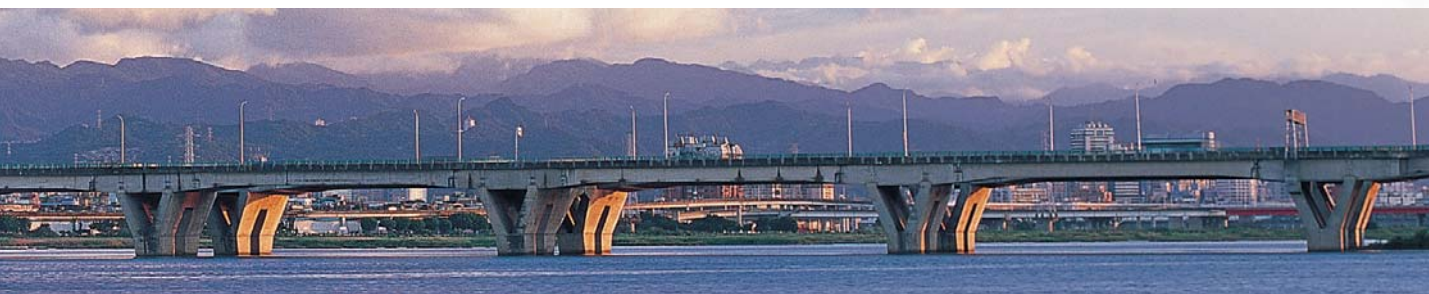




## 交通設施 Traffic Facilities

單位 Unit	道面積 Road Area		交通標誌 Traffic Signs	交通號誌 Traffic Signals	道路號誌 連鎖線 Linked Signal with Control Center	偵測器 Detectors	資訊可變標誌 Changeable Message Signs
	總計 Total	占總面積 Percentage					
年底別 Year	千平方公尺 10 <sup>3</sup> m <sup>2</sup>	%	面 Plate	組 Set	條 Line	組 Set	組 Set
80年底 (1991)	18,521	6.82	27,214	1,011	45	...	...
81年底 (1992)	18,667	6.87	27,792	1,048	45	...	...
82年底 (1993)	18,774	6.91	26,603	1,260	345	...	...
83年底 (1994)	18,959	6.98	26,594	1,282	945	496	24
84年底 (1995)	19,107	7.03	28,360	1,380	1,004	496	24
85年底 (1996)	19,275	7.09	28,779	1,449	1,004	496	24
86年底 (1997)	19,921	7.33	30,545	1,541	1,004	496	24
87年底 (1998)	20,078	7.39	32,609	1,614	1,004	496	24
88年底 (1999)	20,142	7.41	34,280	1,647	1,004	115	24
89年底 (2000)	20,280	7.46	35,300	1,679	1,020	115	20
90年底 (2001)	20,531	7.55	35,912	1,741	1,238	109	20
91年底 (2002)	20,579	7.57	38,156	1,773	1,353	42	32
92年底 (2003)	20,632	7.59	38,156	1,796	1,428	42	32
93年底 (2004)	20,644	7.60	41,968	1,796	1,582	163	56

資料來源：臺北市交通管制工程處、臺北市政府工務局



## 車輛行車事故鑑定 Analysis of Vehicle Accidents

單位 年別 Year	鑑定案件 Arbitration Cases				損傷情形 Severity			肇事原因 Accident Causes		
	件數 Cases	汽車 Automobiles	機車 Motorcycles	行人(含慢車) Pedestrians	死亡 Deaths	受傷 Injuries	車損 Collision	超速 Speeding Driving	酒醉駕駛 Drunk Violations	行人違規 Pedestrian
	件 No.	輛 Vehicle	輛 Vehicle	人 Person	人 Person	人 Person	件 Case	車 次 Vehicle	車 次 Vehicle	人 次 Person
81年(1992)	1,110	1,689	528	225	222	796	899	128	70	5
82年(1993)	1,226	1,902	673	219	251	851	972	180	90	97
83年(1994)	1,156	1,826	518	173	234	669	417	247	119	65
84年(1995)	1,282	2,111	644	165	217	670	439	248	160	69
85年(1996)	1,202	1,849	574	116	162	238	625	356	170	44
86年(1997)	681	1,092	337	80	108	241	317	186	97	42
87年(1998)	491	743	258	76	75	419	419	71	47	30
88年(1999)	479	660	309	84	93	447	447	63	32	6
89年(2000)	489	700	326	62	69	443	477	72	23	1
90年(2001)	506	723	368	58	56	495	500	167	47	24
91年(2002)	657	823	510	99	78	657	652	119	39	46
92年(2003)	781	936	663	123	75	816	1433	113	45	43
93年(2004)	876	1,083	713	119	89	890	1,643	136	31	33

資料來源：臺北市車輛行車事故鑑定委員會。

## 93年臺灣地區交通特性比較 Comparison of Traffic Statistics by Region in Taiwan (2004)

單位 Unit 地 區 別 Area	土地面積 Land Area 平方公里 km <sup>2</sup>	人口數 Population 人 Persons	汽車數 Automobiles 輛 Vehicles	機車數 Motorcycles 輛 Vehicles	交通事故 Traffic Accident		
					肇 事 率 Accident Rate	死亡人數*	每萬人口死亡人數
					件/萬輛 Cases/ 10 <sup>4</sup> vehs.	人 Persons	人/萬人 Deaths/10 <sup>4</sup> Population
臺灣地區 Taiwan Area	36,006	22,615,307	6,372,007	12,760,727	1.31	2,592	1.15
臺 北 市 Taipei Municipal	272	2,622,472	708,315	1,018,384	0.54	95	0.36
高 雄 市 Kaohsiung Municipal	154	1,512,677	408,564	1,089,604	0.76	114	0.75
臺 灣 省 Taiwan Province	35,581	18,480,158	5,255,128	10,652,739	1.38	2,259	1.23

附註：本表交通事故為24小時內死亡之人數，均含保二、港警所、航警局及鐵路交通事故。

\*臺灣地區與臺北市、高雄市、臺灣省合計不等係因另含國道肇事案件。

資料來源：警政署。





Research

研究園地



## 》低污染公車委託研究

為改善都會區空氣品質，行政院環保署補助本局委託中華民國運輸學會辦理「推動臺北市低污染公車細部執行規劃」計畫，朝向以推動各型式低污染公車之可行性進行探討，目標(願景)為可達低污染效果門檻至少需滿足行政院環境保護署民國96年第4期柴油車排放標準，且PM10應達0.05 g/BHP · HR以下，作為本市推廣低污染公車之政策參考。俟確認本市低污染公車發展策略後，將鼓勵民間業者購用低污染公車，亦將持續進行聯營公車車輛汰舊換新計畫，以提昇本市環境品質。

## 》臺北市聯營公車92年肇事資料統計分析

為了解公車發生肇事之特性，以利加強行車安全管理、提昇公車服務品質，本局依警察局交通警察大隊每月列錄之肇事資料歸納分析，並針對92年1月至12月份肇事資料進行特性分析，以供業者及駕駛員參考，並期降低肇事案件發生；「臺北市聯營公車92年度肇事資料統計分析」獲臺北市交通安全促進會93年評選「優良交通安全運輸研究」。



## 》臺北市監理處合署辦公大樓新建工程可行性研究

緣於臺北市汽車訓練中心原土地租約屆滿，為解決汽訓中心用地需求問題，同時考量本市監理處及裁決所其作業程序具有延續性，就業務層面又密切不可分，基於民眾辦理監理、裁罰業務便利考量，乃規劃興建合署辦公大樓。有鑑於上，本局於93年4月16日委託辦理完成「臺北市監理處合署辦公大樓新建工程可行性研究」，以為未來配合組織改造及政策評估之需要規劃。

## 》臺北市機車停車收費管理策略研究

本市機車登記數已超過一百萬輛，如何更有效管理機車停車問題為當前停車管理之重要課題。推動路邊機車停車收費管理制度主要為改善機車停車秩序，並可有效抑制機車數量的成長，促進大眾運輸發展，改善交通環境及空氣品質。信義商圈因商業活動發達，鄰近有捷運板南線市政府站並有數十條公車路線經過，大眾運輸便捷，且區內路外停車場設置有充足之機車停車空間，故本市停管處規劃於信義商圈優先試辦路邊機車停車收費，並於93年12月15日開始實施，收費採每次20元，收費時間為星期一至星期日（中午12時至晚上8時），檢討實施成效後，再逐步推動至其他地區。路邊機車停車收費的政策針對本市市民進行民意調查，調查結果顯示已有約四成民眾認同機車停車應支付停車費的觀念，整體實施成果滿意度亦高達七成以上，未來本市停管處於推廣實施該項措施前將規劃適當的停車空間供機車騎士停放，並做好詳盡之宣導措施，以真正達到改善機車停車秩序之目標。





Important Events

# 大事紀要



# Important Events

## 大事紀要



日期	大事紀要
93.1-12	辦理酒後駕車道安講習167期6,478人、汽（機）車道安講習69期2,658人、未滿18歲無照駕駛道安講習58期1,328對、將兒童單獨留置道安講習1期2人，總計辦理295期10,466人。
93.1-12	受交通大隊委託辦理臺北市營業小客車駕駛人職前講習，計訓練48期4,665人。
93.1-12	持續召開55次行車事故鑑定會議，共完成876件行車事故鑑定。
1.1	311新台五線更改編號為675路
1.1	委託本市民間代檢廠代收交通違規罰鍰並辦理即時銷號」措施
1.7-1.21	配合「年貨大街活動」進行交通管制
1.7-1.21	配合臺北年貨大街活動，闢駛年貨專車。
1.15	輔導越南籍外籍配偶至北區分處考機車駕照，計44人參加，筆試19人及格，6人考取輕機，13人考取重機駕照。
1.15	開辦提供越南文道路交通安全規則筆試服務
1.15	辦理「輔導外籍與大陸配偶取得駕駛執照」專案之提供越文駕照考驗筆試服務。
1.21-1.26	擬訂並報行臺北市春節期間交通疏運計畫
1.28	長安國小操場附建地下停車場新建工程土建工程發包
2.5-2.15	配合臺北燈節活動，闢駛燈節專車。
2.13-3.14	擬訂93年陽明山花季期間交通管制計畫
2.13-3.14	配合陽明山花季，闢駛花季專車。
3.1	本市代檢公司正式辦理代收違規罰鍰業務。
3.1-3.9	受理臺灣區93年汽車檢驗員、汽車駕駛考驗員檢定報名，計有198人次報名。
93.3.8、10.8、11.26	接待3梯次法官訓練所學員參訪。
3.12	辦理平等國小腳踏車安全騎乘訓練活動，師生及家長共23人參加。
3.12	永盛公園附建地下停車場新建工程水電工程完工
3.16	辦理93年計程車英語會話班第1期，計29人報到，21人結訓。
3.16-3.26	辦理「都市交通工程規劃管理」研習班
3.18	與臺北縣政府共同辦理93年度臺北地區計程車營運情形調查委託研究案。
3.19-6.10	第一期場站檢查及車輛安全設備檢查。
3.21-4.4	配合「清明掃墓」進行交通管制
3.21-4.4	配合清明掃墓期間，闢駛掃墓公車供民眾免費搭乘（3.21、27、28、4.3、4共五日）。
3.22	長安國小操場附建地下停車場新建工程土建工程開工
3.25	景華公園周邊、景行公園周邊、國立臺灣科學教育館周邊及吳興國小周邊
3.26-4.30	配合海芋花卉展，闢駛繞行竹子湖專車。
3.26-5.5	與公車業者簽定吳興街站、凌雲站、蘆洲站、松職站、榮總站、東園站、中和站、舊莊站、城中場、萬芳站、新士林站、建北站、松德站、內湖場等14個場站租賃契約。





日期	大事紀要
93.4	印製中越對照版「常用監理業務申辦須知手冊」
4.5	春光公園附建地下停車場新建工程土建工程完工
4.6	辦理興雅國小腳踏車安全騎乘訓練活動，師生及家長共88人參加
4.15	計程車駕駛人職業病健康檢查開始受理報名
4.15	成淵高中、塔城公園、洛陽立體、峨眉立體等十處停車場防水閘門工程完工
4.16	委託辦理完成「臺北市監理處合署辦公大樓新建工程可行性研究」
4.17	開辦未滿18歲無照駕駛道安講習假日班第1期，計通知18對，實到30對。
4.19-5.19	進行上半年行車安全業務檢查，6.21完成報告。
4.20	實施主動走入民間宣導裁罰業務
4.25	臺灣區93年汽車檢驗員、汽車駕駛考驗員檢定臺北考區學科筆試，計有57人次通過學科筆試。
4.29	辛亥國小周邊、胡適國小周邊、舊莊國小周邊及福德公園周邊
4.30	完成「92年度台北市聯營公車肇事資料統計分析」。
93.5	本市公路監理簡易服務站開辦國際駕駛執照業務
93.5-12	推行為民服務品質改善計畫，降低鑑定等後天數至平均35天以內。
5.06	辦理三興國小腳踏車安全騎乘訓練活動，師生及家長共63人參加。
5.07	配合臺北縣蘆荻社區大學辦理外籍配偶生活成長班講授「如何取得駕照？」課程。計輔導13位越南籍外籍配偶，1位泰國籍外籍配偶，1位馬來西亞籍外籍配偶。
5.11	辦理93年計程車英語會話班第2期，計23人報到，18人結訓。
5.17	萊爾富超商即時連線即時銷案代收交通罰鍰服務
5.19	辦理光復國小童軍團腳踏車安全騎乘訓練活動師生及家長共36人參加。
5.22	龍門國中附建地下停車場新建工程土建工程完工
5.25	配合市長「強化汽車、機車駕駛人注意行人安全」問題指示，特於本處駕照考驗題試題中新增「行人路權」及「禮讓路人」之相關法規題目。
5.27	辦理公車駕駛人行車安全研習第1期，計75人參訓。
5.27	大同國小周邊、中興醫院周邊、西寧北路(長安西路至忠孝西路暨玉泉公園周邊)及忠孝醫院周邊
5.30	春光公園附建地下停車場新建工程水電工程完工
93.6-12	舉辦15場肇事預防與處理宣導講習，共3268人次參與。
6.1-6.2	辦理臺灣區九十三年汽車檢驗員、汽車駕駛考驗員術科檢定，計有23人次通過術科檢定
6.1	新闢902區間車、撤重慶幹線併302行駛。
6.10	春光公園附建地下停車場新建工程收費系統機電工程完工
6.12	辦理未滿18歲無照駕駛道安講習假日班第2期，計通知37對，實到45對。
6.16-6.18	辦理臺北市客運業管理人員訓練第1至3梯次，計到訓管理人員196人。
6.18	民福市場附建地下停車場新建工程土建完工

# Important Events

## 大事紀要

日期	大事紀要
6.19-6.22	配合「國際龍舟錦標賽」進行交通管制
6.20-6.22	配合台北國際龍舟錦標賽，闢駛龍舟專車。
6.23	新闢棕16路公車
6.23	大同區702M01市場暨停車場獎勵民間投資興建安簽約
6.23-7.13	辦理臺北市客運業駕駛人訓練23梯次，計到訓駕駛人1,598人。
6.24	永盛公園附建地下停車場新建工程開場啓用
6.24	長興街（基隆路至辛亥路3段284巷）、瑞光路（港墘路至民權東路）、成功路5段（大湖山莊街至康寧路）及忠孝東路5段236巷（忠孝東路至松德路168巷）
6.28-7.12	辦理計程車服務品質評鑑計畫乘車調查
6.29	辦理忠孝國小腳踏車安全騎乘訓練活動，師生及家長共42人參加。
7.1	立農公園附建地下停車場新建工程評選案徵選出江詹子鏗建築師
7.1	本處檢驗線實施全程錄影，錄影資料保存一年半。
7.1	辦理「輔導外籍與大陸配偶取得駕駛執照」專案之提供泰文及印尼文駕照考驗筆試服務。
7.1	採購大客車檢驗量測夾治具一套俾利大客車檢驗作業執行。
7.3	辦理腳踏車安全騎乘暑訓營第1期，計學生及家長共45人參加。
7.5	委託法人團體辦理職業駕駛執照審驗
7.5-8.30	春光公園地下停車場開場前履勘
7.12	萬華12號公園附建地下停車場新建工程土建完工
7.13	辦理93年計程車英語會話班第3期，計18人報到，15人結訓。
7.16	公告擴大實施申訴諮詢委員會
7.20	辦理腳踏車安全騎乘暑訓營第2期，計學生及家長共39人參加。
7.21	完成院頒「維公共安全方案－砂石車安全管理部分」九十三年度專案督導考核報告
7.26	市府頒佈「臺北市聯營公車營運服務評鑑辦法」
7.27-7.28	協助陽明高中辦理腳踏車安全騎乘種子教師培訓活動，計有中學老師、教官及行政人員共78人參加。
7.29	中興國小周邊、福星國小周邊、光復北路（民權東路至民生東路）、北平東路（中山北路至林森北路）及南京東路3段南側（復興北路至南京東路3段282巷）
7.31	龍門國中附建地下停車場新建工程水電工程完工
93.8	編印宣導摺頁32000份。
8.1-12.31	辦理義交人員健康檢查，以感謝其為本市交通貢獻之辛勞
8.6	發布自8月16日本市65條主要道路及示範街區每日上午7時至下午9時（國定例假日除外）禁停遊動廣告車輛
8.07	辦理腳踏車安全騎乘暑訓營第3期，計學生及家長共40人參加。
8.10	立農公園附建地下停車場新建工程與建築師訂約
8.10-10.8	第二期場站檢查及車輛安全設備檢查。
8.11	市府轉運站簽約
8.14	辦理未滿18歲無照駕駛道安講習假日班第3期，計通知55對，實到48對。
8.19	民福市場附建地下停車場新建工程機電工程完工
8.20	配合中平國中辦理臺北縣九十三年度交通事故傷害防範與急救研習會計有臺北縣各國中老師及導護義工共60人參加。







日期	大事紀要
8.20	完成交通部年度專案補助計畫「車輛檢驗線增設大型地磅及各工作站電腦更新計畫」。
8.26	於本市汽訓中心辦理本市駕班講師研習會。
8.26	辦理93年度臺北市民營駕訓班講師研習會，駕訓班班主任、講師及相關單位計28人參加。
8.26	民族東路512巷(民族東路-復興北路514巷)、愛國東路(杭州南路-金山南路)、長春路南側(建國北路-長春路258巷口)及忠孝東路5段南側(消防局(含周邊)-忠孝東路5段236巷口)。
8.28-8.30	配合中元節，闢駛中元專車。
8.29	辦理公車駕駛人行車安全研習第2期，計91人參訓。
8.30	春光公園附建地下停車場新建工程開場啓用。
8.30	合併裁罰、易處、申訴、肇事，實施單一窗口作業
9.01	辦理東方工商機車安全騎乘校園宣導，共有全校師生800人參加。
9.2-10.7	進行下半年度行車安全檢查，10.29完成報告。
9.14	辦理93年計程車英語會話班第4期，計23人報到，15人結訓。
9.15	計程車駕駛人職業病健康檢查結案，共提供1379位駕駛人完成健康檢查
9.17	北投九號公園附建地下停車場新建工程土建完工。
9.22-9.29	辦理計程車服務品質評鑑計畫營運組織訪查。
9.24	辦理懷生國小四年級腳踏車安全騎乘活動，計120人參加。
9.25	625路公車撤線。
9.25-26	協助靖娟兒童文教基金會辦理「幼童專用車工作人員交通安全教育研習會」，計有幼童專用車駕駛員暨隨車人員共80人參加。
9.27	原配合中秋節闢駛賞月專車，因颱風來襲停駛。
9.30	民生西路(延平北路—環河北路)、西湖國小暨西湖國中、景興國中、景美國中、松山高中周邊。
93.10	開放民衆線上申請鑑定業務。
10.1	萬華12號公園附建地下停車場新建工程水電完工。
10.1	本市各代檢公司檢驗線實施全程錄影，錄影資料保存一年半。
10.3	配合「中秋節（月光音樂河）晚會」進行交通管制。
10.3	計協助賽珍珠基金會辦理外籍配偶生活適應講座講授外籍配偶考照課程有越南籍外籍配偶共30人參加。
10.04	搬遷松德大樓。
10.8	發行最新版「臺北大眾捷運系統捷運站轉乘公車資訊手冊-小碧潭線通車紀念版」。
10.20	民福市場附建地下停車場新建工程水電完工。
10.28	蘭州國中、龍門國中、春光公園、桃源街(衡陽路—長沙街1段)、民權西路144巷暨雙蓮國小周邊。
11.1	完成「技工執照管理」資訊化。
11.2-12.5	配合「2004世界標5人制足球錦標賽」進行交通管制。
11.5	辦理士林高商機器腳踏車安全騎乘宣導課程，高三學生計200位參加。
11.18	辦理遊覽車事故演習，以加強交通事故處理能力。
11.18	辦理松山高商機器腳踏車安全騎乘宣導課程，高三學生計100位參加。
11.20-12.31	宣導南陽街機車退出騎樓及機車收費措施。
11.22	辦理93年計程車英語會話班第5期，計30人報到，19人結訓。



# Important Events

## 大事紀要

日期	大事紀要
11.22	交通部函示自用及營業大客車之定期檢驗回至公路監理機關辦理，不得至代檢公司檢驗，再延長一年，至94.12.31止。
11.23	辦理公車駕駛人行車安全研習第3期，計88人參訓。
11.25	發送「臺北市單張地圖式英文版公車路線圖」
11.25	辦理大安高工機器腳踏車安全騎乘宣導課程，高三學生計780位參加。
11.28	「92年度台北市聯營公車肇事資料統計分析」獲台北市交通安全促進會評選為93年度優良交通運輸研究。
11.28	臺北市93年「遊覽車事故搶救演習」
11.29	北投九號公園附建地下停車場新建工程水電、收費系統機電工程完工
11.30	小西街(承德路—基河路)、雙園國小、百齡國小、公園路(常德街—愛國西路)、陽明醫院(雨聲街段)暨雨農國小周邊。
12.1	新闢內科捷運木柵線通勤專車
12.1	印製臺北市停車管理處93年「臺北停車便民手冊」
12.6	辦理中正高中機器腳踏車安全騎乘校園宣導課程，高一學生計1000人參加。
12.7	第1299次市政會議審議通過遊動廣告物許可證規費收取標準
12.7-12.31	信義商圈義交協勤費用分攤檢討
12.10	辦理中正高中機器腳踏車安全騎乘校園宣導課程，高二學生計1000人參加。
12.10	濱江國中附建地下停車場新建工程土建工程完工
12.10	龍門國中附建地下停車場新建工程收費系統機電工程完工
12.11	辦理未滿18歲無照駕駛道安講習假日班第4期，計通知66對，實到83對。
12.15	信義商圈實施機車停車收費
12.15	發布自12月16日起增訂本市10條主要道路禁停遊動廣告車輛
12.15	信義商圈實施機車路邊停車收費
12.21	完成臺北市監理處北區分處聯結車路考場整建工程，並自94年1月起恢復受理聯結車考驗服務。
12.23	臺北市監理處北區分處公廁參加市府93年度公廁評鑑，獲機關醫院組第4名。
12.25	配合「假日農市試賣活動」進行交通管制
12.28	辦理成淵高中機器腳踏車安全騎乘校園宣導課程，高一學生計750人參加。
12.31	松仁路(忠孝東路5段—信義路5段)、松高路(逸仙路—松仁路)、松智路(松高路—松壽路)、桃源街(長沙街—延平南路129巷)
12.31	完成大直計程車服務站遷建啓用整備。
93.12	印製中印及中泰對照版「常用監理業務申辦須知手冊」
93.12	辦理計程車服務品質評鑑計畫結案
93.12	與臺北縣政府共同辦理93年度臺北地區計程車營運情形調查







# Service Area

# 交通服務區

**交通局**

地址：臺北市市府路1號5樓西北區・6樓北區  
 網址：www.dot.taipei.gov.tw  
 觀光查詢服務電話：2729-3665、2758-7207

科室	服務電話
運輸規劃室	2725-6843
第一科	2725-6862
第二科	2725-6871
第三科	2725-6903
第四科	2725-6897
第五科	2725-6882

**交通局所屬單位****臺北市監理處**

地址：臺北市松山區八德路四段21號  
 網址：www.tcmvd.gov.tw  
 電話：2763-0155

項目	分機/專線
郵寄辦理	209 325
驗車	122 123
駕照	201-204 211 2760-2679
車牌或行照	301 302
燃料費	316 318
牌照稅	278 279
道安講習	205 206 212
個人車行	405
計程車申訴	2767-8217

服務時間：09:00-12:30,13:30-17:00

**臺北市監理處北區分處**

地址：臺北市士林區承德路五段80號  
 電話：2831-4155

項 目	分機
車輛檢驗	311 312
駕照管理	326 327
車牌及行照	332 334
報考駕照	319
服務台	316

**臺北市停車管理處**

地址：臺北市信義區松德路300號6樓  
 網址：www.pma.taipei.gov.tw  
 電話：2759-0666  
 停車繳費查詢：2726-9600

服務內容	分機
停車場規劃	6101
停車場工程	6201
停車場營運管理	6301
停車場收費員管理	6401

**臺北市交通管制工程處**

地址：臺北市信義區松德路300號7樓  
 網址：www.bote.taipei.gov.tw  
 電話：2759-9741

服務內容	分機/專線
動線規劃	7102
號誌問題	7109
標誌問題	7307
標線問題	7302
交通設施維修問題	7910
交通控制中心	2556-7161
交通號誌故障查修專線	2723-9757 2723-9759 2723-9760 0800-211-002

**臺北市汽車駕駛訓練中心**

地址：臺北市信義區松德路300號4樓  
 網址：www.tcdtc.tcg.gov.tw  
 電話：2759-5099

服務內容	分機
學校交通安全推廣	8202、8207
道路交通安全講習	8109、8111
營業小客車駕駛人職前講習	8103、8106
計程車英、日語會話班	8103、8106
道路駕駛報名	8121

**臺北市車輛行車事故鑑定委員會**

地址：臺北市信義區松德路300號2樓  
 網址：www.taac.taipei.gov.tw  
 電話：2759-9119;2759-9120  
 傳真：2759-9326

服務內容	分機
申請鑑定服務	2615、2616
交通法規解答	2603





## 臺北市交通事件裁決所

地址：臺北市羅斯福路四段92號7~8樓  
 網址：www.judge.taipei.gov.tw  
 總機電話：(02)2365-8270(代表號)  
 交通違規電腦語音查詢：(02)2367-5280  
 電子信箱:adjudge@ms37.hinet.net

類別	分機	專線	服務項目
違規查詢	168~169		• 違規及代保管物件查詢
肇事	124 125		• 查詢肇事案件到所情形 • 查詢肇事案件之處罰方式 • 查詢肇事陳述(申訴)處理結果
裁罰答詢	214~218 224		• 裁罰問題及易處吊扣答詢
退款	313	(02)2368-4859	• 罰款重、溢繳款之處理
郵匯	317		• 查詢郵局連線銷案及匯票業務
超商及銀行代收 語音網路轉帳			• 查詢超商及銀行繳款之相關業務 • 利用信用卡及金融卡轉帳答詢
代檢廠	319	(02)2368-8350	• 查詢代檢廠相關業務
裁決書	320~321 327~332		• 裁決書之相關業務
陳述意見 (申訴)	424~431 437	(02)2365 -0072	• 對不服違規事實 • 聲明異議案件之處理 • 查詢陳述案件之處理結果
行人、慢車、 道路障礙	226~227	(02)2369 -2677	• 違規案件查詢 (交通大隊派駐本所服務)
行車、駕駛執照 換發	228		• 辦理行照、駕駛執照之換(補)發 (監理處派駐本所服務)

上班時間：週一至週五上午08:30~下午17:30(午間休息時間照常服務)

## 相關查詢服務

### 警察局交通警察大隊

網址：www.tpd.tcg.tw  
 勤務指揮中心：2321-9166  
 交通事故處理小組：2321-4666#1010  
 違規拖吊申訴：0800-231-655  
 2505-7631.2503-9589  
 違規拖吊查詢：0800-000-537  
 拖吊態度申訴：2725-6860  
 路霸檢舉專線：0800-022-622  
 計程車申訴專線：2394-9007  
 交通流暢中心：2550-4793

### 捷運公司

網址：www.trtc.com.tw  
 電話：2536-3001

### 公車資訊

公車路線查詢網址：  
<http://www.dot.taipei.gov.tw>  
 公車申訴專線：2729-1181  
 公車路線查詢專線：0800-223-650  
 2754-2803.2754-2673

### 其他資訊

台北市觀光旅遊網：<http://www.taipeitravel.net>  
 計程車免費叫車專線：0800-055-850  
 交通電台路況服務：0800-000-123



臺北市府交通局93年獲得評比績優重要施政項目一覽表

年度	等第	辦理評比單位	本府機關名稱	評比項目及結果	評比或獲獎時間
93	第一名	交通部	臺北市道路交通安全督導會報	92年度「院頒道路交通秩序與交通安全改進方案」金安獎（各分組及團體總成績均為第一名）	93.12.20
93	推薦網站獎	行政院研考會	臺北市府交通局	93年度行政機關網站評獎	93.8.20
93	優等	臺北市府	臺北市府交通局	由府列管年度施政計畫年終考評-全市腳踏車道100公里計畫	94.4
93	甲等	臺北市府	臺北市府交通局	由府列管年度施政計畫年終考評-貓空纜車BOT計畫	94.4
93	甲等	臺北市府	臺北市府交通局	由府列管年度施政計畫年終考評-團體成績	94.4
93	甲等	臺北市府	臺北市監理處	92年度服務品質獎	93.4.13
93	甲等	交通部	臺北市監理處	92年度『維護公共安全—砂石車管理部分』	93.5.14
93	前5名	行政院國家資通安全會報	臺北市監理處	93年度資安通報演練	93.7
93	第一名	交通部	臺北市監理處	92年度院頒『道路交通秩序與交通安全改進方案』金安獎	93.11.1
93	良好	行政院	臺北市監理處	93年度營造英語生活環境評獎	93.11.10
93	第四名	環保局	臺北市監理處	93年度優良公廁評鑑機關、醫院組	93.12.23
92	第一名	交通部	公路監理（監理處、裁決所、汽訓中心、交通局）	92年度院頒道路交通秩序與交通安全改進方案，「公路監理」第一組單項成績第一名。	93.9
92	優等	臺北市府	臺北市交通事件裁決所	92年度院頒道路交通秩序與交通安全改進分案，於執行「一次裁決一次通知計畫」項目，經考評成績優異，得90分。	93.2
92	甲等	臺北市府	臺北市交通事件裁決所	92年度院頒道路交通秩序與交通安全改進分案，於執行「交通違規積案催繳計畫」項目，經考評成績優異，得86分。	93.2
92	甲等	臺北市府	臺北市交通事件裁決所	92年度院頒道路交通秩序與交通安全改進分案，於執行「加強特殊違規類別案件之清理與裁罰」項目，經考評成績優異，得84分。	93.2
92	良好	行政院研考會	臺北市交通事件裁決所	92年度優質英語生活環境評獎	93.12