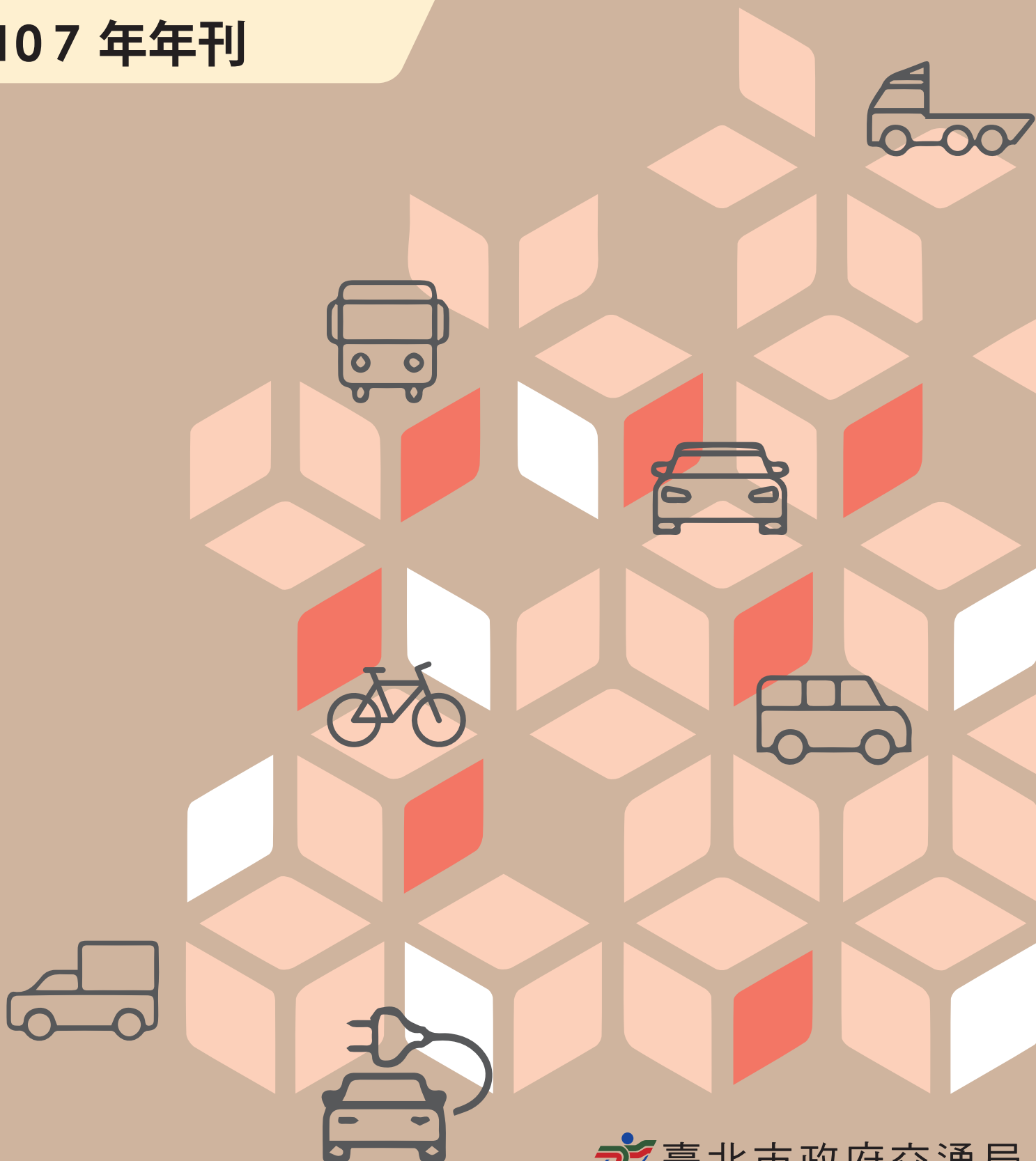


DEPARTMENT OF TRANSPORTATION

TAIPEI CITY GOVERNMENT

臺北市政府交通局
107 年年刊



1280公共運輸定期票

Cover Story: All Pass Tickets

「嗶」清脆響亮的聲音，伴隨著每個人的步伐，響徹大臺北地區繁忙的通勤路。

The “beeping” sounds ring clear and crisp, matched by the walking pace of each pedestrian, cutting through the hubbub of the busy commuter streets of Greater Taipei.

為回饋大眾運輸高忠誠度使用者，並促進汽機車等私人運具使用者搭乘公共運輸，臺北市府交通局與新北市府交通局合作於民國 107 年 4 月 16 日起發行「公共運輸定期票」。

To reward the users of mass transit for their loyalty, and to encourage users of cars and other types of private vehicle to switch over to public transportation, the Department of Transportation, Taipei City Government and Transportation Department, New Taipei City Government have been jointly issuing the “All Pass Ticket” since April 16, 2018.

公共運輸定期票是一搭乘大臺北地區公共運輸吃到飽的優惠票種，票價為新臺幣 1,280 元，民眾購買定期票後，可在票卡啟用後 30 日內，不限次數搭乘臺北捷運、淡海輕軌、臺北市聯營公車及新北市市區公車（僅限段次計費路線，不含里程收費公車），並可享臺北市 YouBike 站點借車前 30 分鐘免費之優惠措施，享受完整之公共運輸網路。



定期票捷運刷卡
Swiping All Pass Ticket in metro system



捷運站自動售票加值機
Metro station automated add-value machine

The All Pass Ticket is an “all you can eat” concessionary ticket permitting unlimited public transportation ridership in the Greater Taipei area. The price for each ticket is NT\$1,280. After being activated, the ticket can be used for 30 days, with unlimited rides on the Taipei Metro, Danhai Light Rail, Taipei Joint Bus, and New Taipei City urban-area public bus systems (limited to section-payment routes; mileage-payment routes excluded). Users also enjoy the first 30 minutes free when renting a bicycle at a Taipei City YouBike public-bike rental kiosk. A comprehensive public transportation network is made available.

臺北市以公共運輸定期票為大臺北地區整體交通戰略的基礎，並透過各種推拉並進策略，促進私人運具使用者多加搭乘捷運、公車或自行車，營造完善綠運輸服務，期望臺北市締造低碳、永續優質生活，成為一個更加健康有活力的城市。

Taipei City is using the All Pass Ticket as the foundation of its integrated transportation strategy, and through a diversity of push and pull strategies is encouraging users of private means of transportation to make greater use of the metro, public bus, and bicycle options. Comprehensive green transportation services are being created, with the goal of creating low-carbon, sustainable quality of living for Taipei City, and making it a healthier and more vibrant city.

局長的話

A Word from the Commissioner

近年共享經濟蔚為風尚，臺北市為健全發展共享運具服務，除訂定「臺北市共享運具經營管理自治條例」、公共自行車投保第三人責任險及傷害保險外，今 (107) 年共享汽、機車亦加入服務行列，市民朋友無需持有車輛，也能不限時地悠遊通行。

In recent years, the concept of the sharing economy has become a strong trend. Taipei, seeking to solidify the development of shared transportation services, has promulgated the “Taipei City Shared Modes Industry Management Regulations” and implemented third-party liability insurance and injury insurance. In addition, this year (2018) automobile and scooters/motorcycles were also added to the service ranks. Citizens need not own a vehicle, and are able to travel about without time restrictions.

民國 107 年 4 月 16 日臺北市與新北市政府合作發行「1280 公共運輸定期票」，在票卡有效期間 (30 日) 內可不限次數搭乘臺北捷運、淡海輕軌、雙北市公車並可享臺北市境 YouBike 借車前 30 分鐘免費優惠；同時配合行政院 119 年市區公車全面電動化政策目標，啟動「臺北市電動公車推動試辦計畫」，提供零碳排放、低噪音及無車輛震動之舒適搭乘環境。

On April 16, 2018 the Taipei City Government and New Taipei City Government began jointly issuing the “All Pass Ticket.” During the period of activation (30 days), users enjoy unlimited access to the Taipei Metro, Danhai Light Rail, and Taipei City/New Taipei City public bus systems, and the first 30 minutes are free when using a YouBike public-bike rental in Taipei. At the same time, in harmony with the Executive Yuan’s policy objective for comprehensive bus electrification by 2030, the “Taipei City Electric Bus Promotional Pilot Project” was launched, providing a comfortable riding environment with zero carbon emissions, low noise, and no vehicle vibration.

為解決臺北車站六鐵共構轉運站內「迷宮」尋路的困擾，開發「臺北車站通」App 並利用低功率藍牙技術 (Beacon) 來定位旅客所在位置，提供室內定位及導航等功能，運用科技提供便捷的交通資訊。

In order to solve the problem of “maze” route-finding when seeking to

transfer between the six rail lines that interconnect within Taipei Main Station, the “Taipei Main Station Navigator” app was launched, which uses Bluetooth Low Energy technology (Beacon) to determine a traveler’s position, providing indoor positioning and navigation functions and using technology to provide convenient transportation information.

另因應高齡化社會，試辦行人觸動延長秒數及加大行人號誌燈尺寸等交通設施，並於年長者共餐地點宣導交通安全觀念。民國 107 年 12 月 3 日正式啟用全國首座戶外交通公園教學區，誠摯歡迎大小朋友到此體驗探險樂趣，以寓教於樂的方式培養正確的用路觀念。

Elsewhere, in response to an aging society, trials have been carried out with traffic facilities such as pedestrian-actuated extended-time crossings and increasing the size of traffic signage and lights. Traffic-safety concepts have also been promoted at locations where seniors gather to dine. On 12 March, 2018 the country’s first outdoor transportation park teaching area was formally inaugurated, and one and all, young through old, are warmly invited to come here to experience the joy of exploration, with an educational approach used to cultivate correct concept for road usage.

隨著時代演變，交通局借重現代科技發展並以「共享、綠能、E 化、安全」願景，建構符合民眾對於「行」的需求和期待的交通環境。

In keeping with the changing times, the Department of Transportation is leveraging modern technology development and embracing a “sharing, green energy, digitization, safety” vision, constructing a transportation environment that meets the “movement” needs and expectations of the public.

陳學台



Part

1

Green Energy Transportation,
Low-Carbon Home

壹 綠能交通 低碳家園



◀照片 1-1 幹線公車路廊示意圖
1-1 Metro bus corridor diagram

一、優化公車服務

1. Optimization of Bus Service

(一) 路線整合

(1) Route Integration

過往搭乘公車民眾常要求能一車直達，造成公車路網複雜，經重新檢視，臺北市聯營公車路線依服務特性，重新界定功能明確的層級式公車路網。

In the past, people taking buses often requested that only one bus be necessary, providing direct point-to-point service. This caused great route-network complexity. After reexamination, Taipei City's Joint Bus System route network was redefined, using a hierarchical bus network with clearly defined functions based on service characteristics.

為簡化現有公車網路複雜程度，增加民眾使用便利性，達到整體公車路網調整之目的，臺北市聯營公車朝向功能明確的「快速、幹線、支線、微循環」層級式公車高辨識系統規劃，並規劃出以類捷運幹線公車為骨幹，分別自民國 106 年 7 月 5 日及 107 年 4 月 2 日分 2 階段實施 16 線幹線公車（照片 1-1），並視為「類捷運」系統密集發車營運，採尖峰 4 至 6 分鐘 1 班車服務，並比照捷運轉乘公車優惠方式，提供幹線公車與雙北市區公車 1 小時內雙向轉乘優惠，另因應民眾轉乘行為改變，亦持續滾動式檢討公車路線，讓公車服務更精準、班次

更有效率，達到整體公車路網優化之目的。

To achieve the objectives of simplifying the complexity of the existing bus network, increasing the convenience of the public, and consolidating overall adjustment of the bus network, the Taipei City Joint Bus System has been reoriented toward a clear function -- “Express, Metro, Branch, Micro” – hierarchical structure and high recognition bus system planning. The use of MRT-Metro buses is the backbone. Buses were deployed on 16 Metro bus routes in two phases, the first implemented on July 5, 2017 and the second on April 2, 2018 (photo 1-1). The “MRT-like” operations feature intensive bus departures, with departures are each 4 to 6 minutes during peak periods. In accordance with the MRT-bus transfer discount method, a discount is provided for MRT-bus rider transfers, with two-way transfer discounts provided within 1 hour for Metro buses and buses traveling between Taipei and New Taipei City. As well, in response to changes in the public's transfer practices, continued rolling-style review of bus routes is conducted, making bus services more precise and departure allocation more efficient, helping to achieve the objective of overall public bus network optimization.

(二) 轉乘優惠

(2) Transfer Fare Discounts:

配合推動層級化路網，並期解決現行段次計費，於公車轉乘公車或跨越分段緩衝區須再付 1 段票情形，自民國 107 年 4 月 2 日起配合第二階段幹線公車上路，擴大實施轉乘優惠，臺北市共計 42 條路線提供公車間轉乘優惠（詳表 1-1），轉乘優惠與公車捷運相互轉乘相同，指定路線與雙北市其它市區公車路線（不含雙層觀光巴士及 1717 路）相互轉乘，皆享半價優惠。

In coordination with promotion of the hierarchical bus network, and to fix the payment by section system currently in force, in cases of transfer

between buses or when crossing a buffer zone between sections and having to pay an additional section fare, on April 2, 2018 transfer discounts were expanded in coordination with the Phase 2 Metro bus rollout. Discounts are offered on transfers between buses on a total of 42 Taipei City routes (table 1-1). The transfer discounts are the same as for bus-MRT transfers, available on designated routes and other urban-area routes with buses crossing the Taipei/New Taipei City boundary (not including the Taipei Double Decker Sightseeing Bus and the No. 1717 route). The two-way transfer discount is 50% off.

表 1-1 臺北市聯營公車指定享有轉乘優惠路線列表

Table 1-1 Taipei City Joint Bus System List of Designated Transfer Discount Routes

	市民小巴 City Mini Bus	幹線公車 Metro Bus Line	快速公車 Express Bus
1	市民小巴1 City Mini Bus 1	松江新生幹線 Songjiang-Xinsheng Metro Bus Line	902
2	市民小巴2 City Mini Bus 2	民生幹線 Minsheng Metro Bus Line	903
3	市民小巴5 City Mini Bus 5	仁愛幹線 Renai Metro Bus Line	905(含副) 905 (incl. 905 Secondary)
4	市民小巴6 City Mini Bus 6	內湖幹線 Neihu Metro Bus Line	907
5	民小巴7 City Mini Bus 7	敦化幹線 Dunhua Metro Bus Line	912
6	市民小巴8 City Mini Bus 8	忠孝幹線 Zhongxiao Metro Bus Line	915
7	市民小巴9 City Mini Bus 9	信義幹線 Xinyi Metro Bus Line	949
8	市民小巴10 City Mini Bus 10	和平幹線 Heping Metro Bus Line	950
9	市民小巴11 City Mini Bus 11	南京幹線 Nanjing Metro Bus Line	955
10	市民小巴12 City Mini Bus 12	民權幹線 Minquan Metro Bus Line	956
11	市民小巴15 City Mini Bus 15	中山幹線 Zhongshan Metro Bus Line	957
12	市民小巴16 City Mini Bus 16	羅斯福路幹線 Roosevelt Rd. Metro Bus Line	232快 232 Express
13		基隆路幹線 Keelung Rd. Metro Bus Line	605快 605 Express
14		重慶幹線 Chongqing Metro Bus Line	景美-榮總快 Jingmei-T.V.G.H. Express
15		復興幹線 Fuxing Metro Bus Line	
16		承德幹線 Chengde Metro Bus Line	

二、發行公共運輸定期票

2.Issuance of All Pass Ticket

為回饋大眾運輸高忠誠度使用者，並促進汽機車等私人運具使用者搭乘公共運輸，臺北市政府交通局與新北市政府交通局合作，自民國 107 年 4 月 16 日起發行「公共運輸定期票」。

To reward highly loyal users of mass transit, and promote the use of mass transit among users of private means of transportation such as cars and scooters, the Department of Transportation, Taipei City Government and Transportation Department, New Taipei City Government joined hands to issue the “All Pass Ticket” starting April 16, 2018.

截至民國 107 年底，共販售超過 228 萬張定期票，月銷售卡數最高達 30 萬張，每日搭乘捷運卡數由 13 萬張成長至最高 21 萬張，每日搭乘公車卡數由 9 萬張成長至最高 15 萬張。另比較 107 年 5 月至 12 月與前一年度同期資料，大眾運輸系統每日運量成長 13 萬次，其中臺北捷運及雙北公車平均每日運量分別成長約 6 萬人次及 7 萬人次。

As of the end of 2018, more than 2.28 million All Pass Tickets had been sold, with monthly sales reaching as high as 300,000. Daily usage of the ticket for MRT ridership grew from 130,000 per day to a high of 210,000, for public bus ridership from 90,000 to 150,000. Elsewhere, comparing data from the 2018 May~December period with the same time frame in the year previous, daily volume on the mass transportation system increased by 130,000 rides per day. Average daily passenger volume for the Taipei Metro and Taipei/New Taipei City public buses increased by approximately 60,000 and 70,000, respectively.

依民國 107 年 7 月民意調查結果顯示，定期票知曉度達 80%；另依 107 年臺北大眾捷運股份有限公司旅客滿意度調查，定期票使用者滿意度達 98%。

According to the results of a public opinion poll

conducted in July 2018, public awareness of the All Pass Ticket had reached 80%. And according to a passenger satisfaction survey conducted for 2018 by the Taipei Rapid Transit Corporation, the satisfaction rate among All Pass Ticket users was 98%.

三、發展自行車路網

3.Development of Bicycle Route Network

臺北市結合生活圈概念，以捷運系統之場站為主，配合公共自行車站點，依道路條件規劃自行車騎乘空間，推動接駁型自行車道，以串聯地方重要據點，擴展以捷運系統為主軸之綠能運輸服務涵蓋範圍，使自行車融入日常生活，落實減碳目標。

Embracing the “life circle” concept, the Taipei Metro (Taipei MRT) network of stations is used as foundation, paired with public bicycle station points. Bicycle riding spaces are mapped out in according with roadway conditions, and interconnected bicycle lanes are initiated, linking important local sites. With the MRT system utilized as the main axis, green energy transportation service coverage is being expanded, bicycle use is being integrated into daily life, and carbon reduction targets are being implemented.

未來自行車道納入臺北市政府工務局人行環境改善工程辦理，建置自行車道並優化行人與自行車通行空間；巷弄道路部分，配合「鄰里交通環境改善」計畫，整理鄰里巷道通行空間，完善社區至捷運站之第一哩路與最後一哩騎乘路線。

In the future, bike lanes will be incorporated into pedestrian environment improvement engineering by the Public Works Department, Taipei City Government. Bike lanes will be built that optimize mixed-flow space for bicycles and pedestrians. In terms of lane and alley usage, in coordination with the “Neighborhood Traffic Environment



▲照片 1-2 潭美國小自行車道
1-2 Bicycle lane beside Tanmei Elementary School

Improvement Program,” neighboring lane, alley, and road passageways are being consolidated, perfecting first mile and last mile riding routes between communities and MRT stations.

民國 107 年於潭美國小(照片 1-2)周邊設置自行車道。截至 107 年 12 月底，市區自行車道總長為 390.96 公里(人車分道 86.67 公里、人車共道 304.29 公里)。

In 2018, bicycle lanes were set up around Tanmei Elementary School (photo 1-2). As of the end of December 2018, the total length of bicycle lanes/paths in the city was 390.96km (86.67km with pedestrians and bicycles separated, 304.29km shared).

四、推動電動車服務

4.Promotion of Electric Vehicle Services

(一) 推動電動公車

(1)Promotion of Electric Buses:

為提倡綠能運具，臺北市第 1 批電動公車由欣欣客運公司投入營運，配置在新闢【66】路線，12 輛電動公車自民國 107 年 11 月 1 日上路營運，行經動物園、信義商圈及松山車站周邊，獲得市民的關注及肯定。第 2 批由大都會客運公司投入 10 輛電動公車營駛，配置於載客量甚高的【和平幹線】(照片 1-3)，自 11 月 15 日起



▲照片 1-3 和平幹線電動公車
1-3 Heping Metro Bus Line electric bus

陸續上路營運。這些電動車輛除了大幅減少在市區行駛所製造的碳排放量，因為沒有柴油引擎帶來的噪音及震動，具有更高品質的搭乘舒適性及穩定性，更有利於都市環境的改善。

To promote the use of green energy modes of transportation, Taipei City's first group electric public buses was put into operation by the Shin-Shin Bus Company, allocated to the new No. 66 route. A total of 12 electric buses have been on the road since November 1, 2018, traveling between the Taipei Zoo and TRA Songshan Station and passing through Xinyi Commercial District, grabbing attention and plaudits from the citizenry. The second group of 10 electric buses was put into operation by the Metropolitan Transport Corporation, on the very high volume Heping Metro Bus Line (photo 1-3). These were progressively introduced into service starting November 15. These electric vehicles, in addition to significantly reducing carbon emissions in the city area, because there is no diesel-engine noise or vibration the result is higher-quality ride comfort and stability, contributing greatly to improvement of the urban environment.

截至民國 107 年底，臺北全市的電動公車總數達到 22 輛，市府團隊未來將持續結合公車業者推動電動公車，讓市民擁有更舒適的運輸及生活環境。



▲照片 1-4 電動車優先格位
1-4 Electric vehicle priority parking space



▲照片 1-5 電動機車充電座
1-5 E-scooter charging station

As of the end of 2018, the total number of electric public buses being used in Taipei City had reached 22. The city government team will continue to promote electric buses with bus operators in the future, enabling citizens to enjoy a more comfortable transportation and living environment.

(二) 建置停車場充電柱及電動機車停車優惠 (2)Building of Charging Columns in Parking Lots and Electric Scooter Parking Discounts:

為拓展綠能環境及低碳運輸，臺北市停車管理工程處於民國 107 年於 91 處停車場設置充電設施，並於停車場內共新增 264 格電動車優先格位 (照片 1-4)，其 107 年 12 月公用充電格位單月使用量達 884 次，較去年同期相比增加 152%。

To expand the green energy environment and low-carbon transportation, in 2018 the Taipei City Parking Management and Development Office set up charging facilities in 91 parking lots, and added 264 priority parking spaces for electric vehicles in parking lots (photo 1-4). In December of 2018 utilization of the public charging spaces reached 884 usages for the month, an increase of 152% over the same period in the year previous.

自民國 107 年 5 月 1 日起，為期 2 年，凡經公路監



▲照片 1-6 電動機車電池交換站
1-6 E-scooter battery exchange station

理機關登記之電動機車，均可於公有路邊及路外停車場享有「電動機車停車免費優惠」；另於 30 處公有路外停車場提供電動機車充電座 (照片 1-5)，於 9 處公有路外停車場內設置電動機車電池交換站 (照片 1-6)，供民眾免費充電及交換電池使用，歡迎民眾多加利用。

Starting May 1, 2018, for a period of 2 years, all electric scooters registered with the Motor Vehicle Office of the Directorate General of Highways enjoy “Electric Scooter Free Parking” for public roadside parking and at off-road parking lots. Electric scooter charging stations are also available at 30 public off-roading parking lots (photo 1-5), and e-scooter battery exchange stations have been set up in 9 public off-road parking lots (photo 1-6). These provide free charging



▲照片 1-7 藍色水路套裝遊程
1-7 Taipei River Cruise Mini Trip package outing

and battery exchange service, and invite the public to make greater use of e-scooters.

五、發展藍色水路

5. Development of Taipei River Cruise Mini Trips

為增進民眾認識河川及碼頭周邊歷史文化、自然及生態環境，臺北市透過藍色水路搭船遊河方式結合專業導覽講師解說，帶領民眾探訪河域（淡水河、基隆河）及各碼頭周邊環境（古蹟、生態公園、濕地及紅樹林沿岸等）（照片 1-7），並於民國 107 年臺北市公共運輸處與臺北市政府教育局持續合作推動「藍色水路校外教學」計畫（照片 1-8），針對臺北市各國小、國中、高中、高職及社區大學的師生們，提供搭船遊河體驗、熟悉水域的機會，達到「在遊程中學習」之寓教於樂效果。

To enhance the public's understanding of the history, nature, and ecological environment pertaining to the city's rivers and river wharf areas, Taipei City uses Blue Highway river cruises combined with professional tour-guide lecturers to provide explanation. The public is brought on explorations of rivers (Tamsui River, Keelung River) and wharf-area environments (heritage sites, eco-parks, wetlands, mangrove forest shoreline, etc.) (photo 1-7). In 2018 cooperation was also continued with the Taipei City Public Transportation Office and



▲照片 1-8 藍色水路校外教學
1-8 Taipei River Cruise Outdoor Teaching excursion

Taipei City Government Department of Education on the Taipei River Cruise Outdoor Teaching program (photo 1-8), targeted at teachers and students in all Taipei City elementary schools, junior, senior, and vocational high schools, and community colleges. This provides river cruise experiences and familiarity with the riverine environment, and achieve “learning on the go” educational benefits.

目前藍色水路執行成效為民國 107 年總運量為 9 萬 6,178 人次，較 106 年總運量增加 31%。「藍色水路校外教學」計畫，107 年逾 200 航次超過 7,300 位師生參加。未來期望能加強藍色水路創新行銷作為，使其成為臺北市觀光旅遊另一個新興亮點，並同步增加附加服務及提升遊程品質，推動臺北城市遊河觀光。

In 2018 a total of 96,178 passengers were carried on the Taipei River Cruise outings, an increase of 31% over 2017. In the Taipei River Cruise Outdoor Teaching program, in 2018 more than 7,300 teachers and students participated in 200-plus outings. Looking to the future, the goal is to strengthen Taipei River Cruise innovative marketing, adding this as another new highlight attraction in Taipei tourism. At the same time, additional services will be introduced and tour quality improved, further boosting Taipei City river sightseeing.

Part



Sharing Services,
Replacing Buying with Renting

貳 共享服務 以租代買



▲照片 2-1 iRent 共享汽車
2-1 iRent shared car

一、訂定共享運具經營管理規範

1.Establishment of Shared Vehicle Business Management Specifications

臺北市政府交通局為統一管理共享運具業者，於民國 107 年 11 月 19 日訂定《臺北市共享運具經營管理自治條例》，並將依該條例之授權訂定《臺北市共享運具經營管理辦法》。透過政府提供場域，民間自行營運方式，經許可之業者應繳納使用權利金、保證金及簽訂服務區使用行政契約等，依相關法規及行政契約營運；臺北市政府亦訂定共享運具總量上限及制定違規罰則等方式管理共享運具業者，以維護使用者權益及公共利益。

To establish unified management for enterprises engaged in provision of shared modes of transportation, on Nov. 19, 2018 the Department of Transportation, Taipei City Government established the Taipei City Shared Transportation Modes Industry Management Regulations, utilizing the authority bestowed to establish the “Taipei City Shared Transportation Modes Industry Management Measures.” Utilizing a model in which the government provides sites and private concerns serve as operators, licensed operators must pay royalties, provide a security deposit, sign an administrative contract for service-area usage, etc. All operations must be in accordance with

relevant regulations and administrative contracts. In its role overseeing vehicle-sharing enterprises, the Taipei City Government has set limits on the total number of shared vehicles, established penalties for violations, and so on, protecting user rights and interests as well as the public interest.

二、推動共享汽車服務

2.Launch of Car Sharing Services

共享汽車係共享運具之一環，透過平台使多人得於不同時段共用運具，使汽車的使用效率最大化，以減少私人運具持有，節省交通設施成本及改善都市環境。愛臺北市政府透過提供所轄公有停車場，由和運租車股份有限公司於民國 107 年 10 月 8 日推出隨租隨還共享汽車服務（照片 2-1），採用汽油車及油電車共 100 輛共享汽車營運（油電車占 10%），期達到不用購車及持有車輛，亦能在臺北市不限時地悠遊通行，107 年總旅次量約 7,000 次，平均每車每日週轉率約 1 次。

Car sharing is one type of shared transportation mode, with a sharing platform utilized to enable multiple individuals to utilize a single vehicle at different times. This maximizes car-use efficiency, reduces personal vehicle holdings, saves transportation facility costs, and improves the urban environment. Therefore, with the Taipei City Government providing public parking lot facilities, Hotai Leasing Corp. (HLC) began offering “anytime rent and return” car-sharing service on Oct. 8, 2018 (photo 2-1), offering a total of 100 gasoline and hybrid electric vehicles (HEVs taking up 10%). This negates the need to purchase and own a vehicle, and you can travel about in Taipei for an unlimited amount of time. In 2018 approximately 7,000 trips were taken in the shared cars, with an average turnover rate of 1 usage per vehicle per day.

後續擬以此為標竿，引進更多業者並結合不同運具，補強公共運輸系統在可及性之不足，使民眾習慣



▲照片 2-2 WeMo 共享機車
2-2 WeMo shared scooter

使用共享運具，減少購買私人車輛，期達節能減碳友善城市。

This initiative will be used as a benchmark for the future, with more enterprises and different vehicle types introduced. This will reinforce the public transportation system's lack of accessibility, get the public used to vehicle sharing, reduce private vehicle purchases, and help realize a friendly city saving energy and reducing carbon emissions.

三、提供共享機車服務

3.Provision of U-Motor (Scooter Sharing Services)

共享機車是指透過一輛機車在不同時段提供不同人使用，形成多人共用運具，使機車的使用效率最大化。臺北市自民國 106 年 10 月起由 WeMo(照片 2-2) 提供共享機車服務，期使民眾習慣使用共享運具，減少購買私有運具及降低停車需求，改善都市環境及交通，截至 107 年底提供 2,000 輛共享機車，平均每車每日週轉率約 4 次。

U-Motor (scooter sharing) refers to the use of a scooter by different individuals at different times, forming a multi-person shared vehicle, thereby maximizing scooter-use efficiency. In October 2017



▲照片 2-3 YouBike
2-3 YouBike rentals

WeMo (photo 2-2) was launched in Taipei City, providing scooter-sharing services, getting the public used to vehicle sharing, reducing the purchase of private vehicles, reducing parking demand, and improving the city's environment and transportation. As of the end of December 2018, approximately 2,000 shared scooters were being provided, with an average turnover rate of 4 usages per vehicle per day.

四、強化公共自行車使用服務

4.Strengthening of Public Bike Usage Services

臺北市公共自行車 (YouBike) 租賃系統於民國 106 年底完成全市 400 處租借站，1 萬 3,072 輛公共自行車 (照片 2-3)，作為公共運輸第一哩及最後一哩之接駁服務，於 107 年 4 月達 1 億人次使用，並於 4 月 1 日起開放使用敬老卡點數騎乘及啟動轉乘優惠。另為加強民眾保障，臺北市 107 年 6 月 1 日起為全體公共自行車投保第三人責任險，最高理賠 200 萬元；10 月 1 日起為於臺北市租賃站借車之民眾投保傷害保險 (照片 2-4)，最高理賠 100 萬元，基於實名制制度，截至 107 年底計投保 9 萬 6,470 卡數。

As of the end of 2017, a total of 400 rental



▲照片 2-4 YouBike 傷害險海報
2-4 YouBike injury insurance poster



▲照片 2-5 機關學校開放停車位
2-5 Parking spaces opened at municipal-owned organization and school facilities

stations had been opened in Taipei City's YouBike public bike-rental network, and 13,072 public bikes were available (photo 2-3), serving as a first mile/last mile shuttle service in the city's public transportation web. In April 2018 the 100 million mark was reached in terms of trips, and starting April 1 the Senior EasyCard could be used for YouBike usage (using points-deduction system) and for public-transportation transfer preferential discounts. In addition, to protect members of the public, Taipei City instituted third-party liability insurance for all public bicycles commencing June 1, 2018, with a maximum claim of NT\$2 million. Starting Oct. 1, individuals using bicycles from Taipei City rental stations have personal injury insurance coverage (photo 2-4), with a maximum claim of NT\$1 million. Based on the real-name registration system, as of the end of 2018 insurance had been provided on a total of 96,470 cards.

五、共享停車位

5.Shared Parking Spaces

(一) 閒置空間活化

(1)Idle Space Activation

響應共享經濟潮流，臺北市停車管理工程處擬定「活化機關學校既有停車空間」、「利用閒置空地增設停車位」及「建物附設停車空間開放 (含私人車位媒合服務)」3項執行方案，以投資取代闢建、彈性運用非開放公眾使用之停車資源，將車位資源於閒置時段再分配，達公、私資源開放共享，民國 107 年新增 7,334 席停車位 (照片 2-5)。另於 107 年 6 月促請交通部頒訂「自有自用停車位共享認定原則」，經財政部函釋共享車位之建物適用原核定稅率，計畫 108 年推行「共享車位媒合服務業者車位登記計畫 2.0」。

In response to the sharing economy movement, the Taipei City Parking Management and Development Office developed 3 action plans, entitled “Activation of Existing Organization and School Parking Spaces,” “Use of Idle Spaces for Parking Space Addition,” and “Opening of Parking Space Attached to Buildings (Including Matchmaking Service for Private Parking Spaces.” Investment is used to replace construction, with flexible use of parking resources not previously open for public use. Parking space resources are reallocated during idle periods, opening up public and private resources for



▲照片 2-6 八德立體停車場
2-6 Bade Car Park



▲照片 2-7 永建國小地下停車場
2-7 Yongjian Elementary School Car Park

sharing. A total of 7,334 parking spaces were added in this manner in 2018 (photo 2-5). In June 2018 the Ministry of Transportation and Communications issued the “Identification Principles for Self-Owned Self-Use Parking Space Sharing.” According to a Ministry of Finance interpretation, buildings with shared parking spaces are subject to the original approved tax rate. Planning was in the works for the “Shared Parking Spaces and Service Enterprise Matchmaking Parking Space Registration Plan 2.0” in 2019.

(二) 停車場興建 (2) Parking Lot Construction

為改善停車秩序加強營運管理，達成提昇停車環境品質，積極將公共設施保留地或都市計畫停車場用地闢建路外停車場，利用市區各公園用地、新建或改建學校用地，依公共設施用地多目標使用方式興建停車場，以增加停車位供給。

To improve parking order and strengthen operational management, and to achieve improvement of parking environment quality, the government is systematically creating off-street parking lots using land reserved for public facilities, land designated for urban planning car parks, parkland in the urban center, and land on which schools are being built or rebuilt. These

sites are targeted for multi-purpose public facilities, including construction of parking facilities to increase parking space supply.

民國 107 年完成興建八德立體停車場 (107 年 4 月 2 日啟用) (照片 2-6)、永建國小地下停車場 (107 年 8 月 23 日啟用) (照片 2-7)，總計提供 521 格汽車位及 465 格機車位；同年，4 場附建地下停車場開工，信義 414 號防災公園、延平國小、中山國中綜合大樓及新和國民小學，預計可提供 1,114 格汽車位及 282 格機車位，紓解部分地區停車需求。

Construction of the Bade Car Park was completed in 2018 (operation commenced on Apr. 2, 2018) (photo 2-6), as was construction of the Yongjian Elementary School Car Park (operation commenced on Aug. 23, 2018) (photo 2-7), adding a total of 521 parking spaces for cars and 465 for scooters. In the same year, construction on 4 attached underground parking lots was commenced, at Xinyi No. 414 Park, Yanping Elementary School, Zhongshan Junior High School Multifunction Building, and Xinhe Elementary School. A total of 1,114 parking spaces for cars and 282 for scooters is planned, helping to alleviate parking demand in their areas.

Part



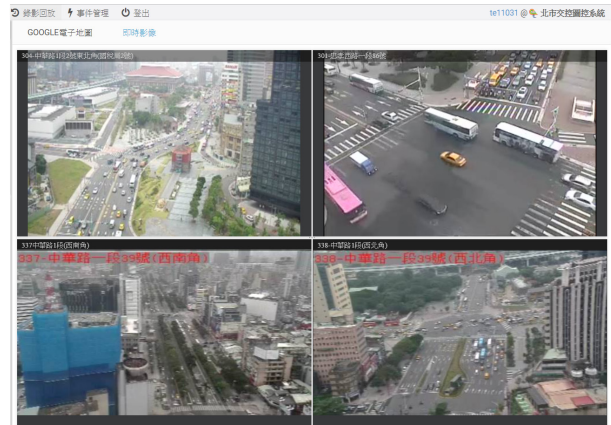
Smart Management,
Convenient and Seamless

參 智慧管理
便捷無縫



▲照片 3-1 影像圖控系統 - 地圖顯示，可點選地圖上點位顯示該處影像

3-1 Image control system - map display; points on map can be clicked for presentation of location imagery



▲照片 3-2 影像圖控系統 - 列表，可選擇需要的攝影機以最大 2*2 方式顯示

3-2 Image control system - tabulation; different traffic cameras can be selected for maximum 2*2 display

一、智慧交通監控

1.Smart Traffic Monitoring

因應臺北市未來之都市及設施發展，包括交通需求及對於當區之交通衝擊，通盤檢討其周邊之交通監控系統，於民國 107 年度建置及汰換資訊可變標誌 30 組(新增 3 組及汰換 27 組)、新增閉路電視攝影機 20 組，掌握臺北市交通狀況，機動調整號誌時制，並提供用路人重要交通資訊，發揮導引車輛避開壅塞及管制路段之功能，達到舒緩交通擁擠之目標。

As part of Taipei City's development efforts to build a city and facilities of the future, including responding to transportation needs and district traffic impacts, comprehensive reviews were conducted on traffic monitoring system environs. Accordingly, 30 sets of variable message signage were erected or replaced in 2018 (3 new, 27 replacements), and 20 CCTV cameras were set up in order to obtain a clearer grasp of Taipei's traffic situation, and appropriate adjustment of signage timing. Important traffic information is provided to road users, functioning as a guide to help vehicles avoid congestion and controlling roads, achieving the goal of alleviating traffic congestion.

為統一管理臺北市 319 處路況攝影機，建置影像圖控系統，建立一開放式且易於擴充管理及維護之系統平台(照片 3-1、3-2)，作為交通管理策略擬定與即時調整號誌時制之依據，另建置影像網際網路廣播系統，提供即時交通影像，輔助用路人掌握精準交通動態資訊，避開塞車路段，調控分配行車時間以避免延誤行程。

To effect unified management of the 319 traffic camera locations in Taipei City, an image control system was constructed, with an open-plan system platform built that enables easy management and maintenance expansion (photos 3-1, 3-2). This provides the basis for the drafting of traffic management strategy and for real-time adjustment of signage timing. In addition, a video Internet broadcast system was built, supplying real-time traffic images and assisting road users with accurate traffic information, enabling avoidance of traffic jams and adjustment of travel times to avoid delays.



▲照片 3-3 智慧車柱
3-3 Intelligent vehicle columns



▲照片 3-4 路邊停車感應設施地磁
3-4 Geomagnetic sensor facilities for roadside parking spaces



▲照片 3-5 北市好停車—路邊停車全日即時資訊
3-5 iTaipei Parking — roadside parking 24H real-time information

二、智慧停車

2.Intelligent Parking

(一) 停車智慧服務

(1) Intelligent Parking Services

為增進停車管理效益，臺北市停車管理工程處導入科技技術應用於停車管理，提供更完整、即時的停車資訊，減少民眾尋找車位時間、提供更多元、便利繳費模式，並提升進出停車場效率及安全。

To improve parking management effectiveness, the Taipei City Parking Management and Development Office introduces advanced technology to its parking management to provide more comprehensive, real-time parking information, which reduces the time required to locate parking spaces, provide more diversified and convenient payment modes, and improve both efficiency and safety when entering and exiting parking lots.

1. 路邊停車格停車智慧化

i. Roadside Parking Space Parking Intelligentization

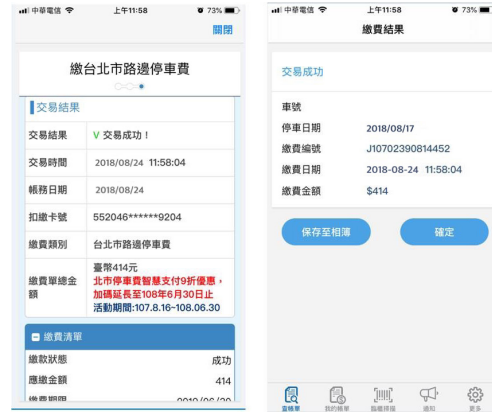
- (1) 為了解智慧車柱 (照片 3-3) 及地磁 (照片 3-4) 等 2 項感測設施技術營運可行性及民眾之接受程度，民國 107 年 9 月於 7 處路段辦理「臺北市路邊停車格位智慧化第 2 階段試辦計畫」，

民眾自主繳費比例最高為 46.9%，開單張數、金額及開單效率呈現成長趨勢。

- (i) To gain understanding of the operational feasibility of two types of sensor-facility technologies, intelligent vehicle columns (photo 3-3) and geomagnetism (photo 3-4), along with the level of acceptance by the public, in September 2018 a trial entitled “Taipei City Roadside Parking Space Intelligentization Phase 2 Pilot Project” was conducted in 7 road-section locations. The highest proportion of voluntary payments by the public was 46.9%, with the number of bills, amounts, and billing efficiency all showing a growth trend.
- (2) 民國 107 年 11 月起佈設地磁，蒐集格位使用資訊及結合人工開單，提升開單效率，提供 24 小時即時資訊並發布於「北市好停車 APP」供民眾查詢 (照片 3-5)，107 年完成 163 個路段共提供 4,200 格即時路邊停車空位資訊。
- (ii) Installation of geomagnetic sensor facilities commenced in Nov. 2018, collecting parking space usage information and integrated with manual billing, improving billing efficiency. Real-time information is provided 24H, issued on the “iTaipei Parking” APP for public inquiry (photo 3-5). In 2018 installations were completed on 163 roads, providing real-time availability information on 4,200 parking spaces.



▲照片 3-6 停車場自動開啟閘門
3-6 Parking lot automatic barrier gate



▲照片 3-7 臺北市政府智慧支付平台繳停車費
3-7 Parking fee payment using the Taipei City Government pay.taipei App

2. 路外停車場停車智慧化：民國 107 年 11 月完成全市 67 處公有路外停車場完成建置無票卡進出系統，運用車牌辨識及電子標籤 2 項辨識技術（照片 3-6），提供全日月票車主使用。

ii. Off-Road Parking Lot Parking Intelligentization: In Nov. 2018 work was completed on ticketless entry/exit systems at 67 public off-road parking lots throughout the city, using two types of recognition technology: license plate recognition and electronic tag recognition (photo 3-6). The service was available to vehicle owners with 24H monthly passes.

(二) 多元停車繳費

(2) Diversified Parking Payments

臺北市政府為樹立便民形象，不斷致力於提供市民多元的繳費管道。除委託超商代收、金融機構及電信業者代扣繳、全國繳費網即查即繳代收臺北市路邊停車費外，於民國 106 年 6 月 25 日正式推出「臺北市政府智慧支付平台 (pay.taipei)」，民眾只要透過手機下載與臺北市合作之支付業者（「pay.taipei」、「Pi 行動錢包」、「歐付寶行動支付」、「愛貝錢包」、「街口支付」、「橘子支付」、「friDay 錢包」、「停車大聲公」、「台北富邦銀行」），註冊會員後綁定信用卡、銀行帳戶或儲值帳戶，掃描停車單（包括催、追繳）第 2 段條碼，或輸入車號查詢，並依指示操作，就可繳納停車費，自 107 年 8 月 16 日起使用臺北市政府智慧支付平台 (pay.taipei) App 繳納臺北市路邊停車費享 9 折優惠。至 107 年底，智慧支付

代收比例由活動前之 6.17% 提升至 11.41% (照片 3-7)。

To establish an image of public convenience, the Taipei City Government systematically works to provide a wide diversity of payment channels for citizens. In addition to entrusting payment collection for Taipei City roadside parking by convenience-store chains, withholding by financial institutions and telecom operators, and instant collection using the eBill APP, on June 25, 2017 payment via the “pay.taipei” platform was officially launched. Members of the public just need to make downloads from payment service providers cooperating with the Taipei City Government (pay.taipei, Pi, O’ Pay, AipeiTW, JKOPAY, GAMA PAY, friDay 57, ParkingLotApp, Taipei Fubon Bank). After membership registration, bind a credit card, bank account, or stored value account, scan the parking bill (including reminders and demands) second-section barcode or enter the vehicle number, and then follow the instructions to make parking fee payments. Starting Aug. 16, 2018 a preferential discount of 10% was offered on Taipei City roadside parking fees when using the Taipei City Government pay.taipei App smart payment platform. By the end of 2018, the smart payment collection ratio had

increased from the pre-campaign 6.17% to 11.41% (photo 3-7).

(三) 月票線上登記及抽籤購票方案

(3) Monthly Pass Online Registration and Lottery Program

民國 107 年 7 月臺北市停車管理工程處推動 11 場公有停車場辦理「月票線上登記及抽籤」購票方案，提撥部分月票額度以「線上登記」方式販售，如登記人數逾開放張數則現場電腦抽籤決定，未中籤者可至現場排隊購票，「線上登記及抽籤」與「現場排隊」月票額度比例則依各停車場售票情形、需求特性滾動式檢討，減輕民眾排隊購票負擔。

In July 2018 the Taipei City Parking Management and Development Office launched the “Monthly Pass Online Registration and Lottery” purchase program for 11 public parking lots. A portion of the available monthly pass quota is allocated for purchase through an “online registration” method. If the number of registered persons exceeds the number of allocated passes, an on-site computerized lottery is utilized to determine recipients. Those unsuccessful in the lottery can line up on-site to make a purchase. The “online registration and lottery” and the “on-site queueing” monthly pass ratio depends on the sales situation at each particular parking lot, with a rolling review of demand conditions conducted with the goal of reducing the burden of having to queue for purchases.

三、智慧型站牌

3. Intelligent Bus Stop Signs

為提升民眾搭乘公車的便利性，達成時間無縫、資訊無縫的目標，臺北市政府自民國 93 年起即陸續建置公車動態資訊系統，提供公車抵達各站位的預估到站資訊，做為民眾旅行規劃以及運具選擇的參考，並逐年設置智慧型站牌，即時顯示站位候車資訊，以降低民眾候車焦慮暨提升公車服務品質。107 年全市新建 407 站智慧型站牌，107 年底全市共有 1,600 站公車站位設有智慧型站牌。

To improve convenience for people taking public buses, and achieve the goals of seamless time and information, since 2004 the Taipei City Government has been systematically building a dynamic bus information system. The system provides estimated arrival information for buses arriving at each stop, helping the public plan their travels and use as reference for choosing modes of transportation. More intelligent bus stop signs are set up each year, providing real-time waiting information for each respective stop. This reduces wait anxiety for bus-system users and enhances public bus service quality. In 2018 new intelligent bus stop signs were set up at 407 stops around the city; as of the end of 2018, intelligent bus stop signs had been set up at a total of 1,600 public bus stops.

臺北市公共運輸處與民間合作於南京東路、信義路公車專用道及臺北車站周邊共計 115 站公車站位設置 4G 智慧面板（照片 3-8），該高畫質面板配合寬頻網路，可提供公車重點站位資訊、氣象、市政宣導及刊播商業廣告，吸引民眾觀賞，減少乘客候車不耐及推廣臺北市觀光及經濟等資訊。

Working with the private sector, the Taipei City Public Transportation Office set up 4G smart-panel facilities at a total of 115 public bus shelters along dedicated public-bus lanes along Nanjing East Road, along Xinyi Road, and around Taipei Main Station (photo 3-8). The high-definition panels are paired



▲照片 3-8 公車站位 4G 智慧面板
3-8 4G smart-panel facility at public bus stop



▲照片 3-9 智慧型站牌
3-9 Intelligent bus stop sign

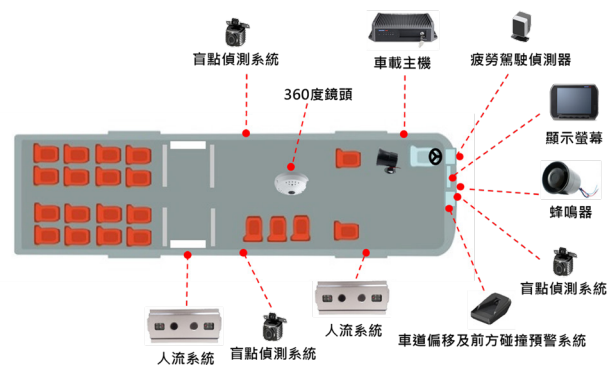


▲照片 3-10 太陽能電子紙智慧型站牌
3-10 Solar-power electronic paper intelligent bus stop sign

with broadband Internet, and provide information on key bus stops, weather, city government advocacy, and commercial advertising. They attract people's attention, reduce rider wait impatience, and disseminate Taipei City tourism, economic, and other information.

另因智慧型站牌(照片 3-9)需仰賴台電供電方可運作,因臺北市部分公車站位附近無低壓電力來源,是設置智慧型站牌的難題,爰臺北市公共運輸處於民國 107 年 8 月率全國之先設置太陽能電子紙智慧型站牌(照片 3-10),以太陽能供電並採用電池續電及電子紙顯示器減少耗電,在無日照下可持續運作 28 天。

Because the smart panels (photo 3-9) utilize electricity supplied by Taipower, but there are no low-voltage power sources near some Taipei bus stops, problems were presented in setting up some intelligent bus stop signs. The Taipei City Public Transportation therefore took the lead in August 2018, becoming first in the country to set up solar-power electronic paper smart bus stop signs (photo 3-10). The use of solar-power batteries and e-paper displays reduces power consumption, and the units can operate 28 days without sunlight.



▲照片 3-11 ADAS 裝置公車配置圖
3-11 Public bus ADAS configuration

四、智能安全輔助公車駕駛

4.Intelligent Assisted Bus Driving

臺北市公共運輸處於民國 107 年度主辦「臺北市智慧公車試辦計畫」藉由先進駕駛輔助系統 (Advanced Driver Assistance Systems; 簡稱 ADAS) (照片 3-11) 提升公車駕車安全,試辦計畫包含的功能共有六大部分,分別為前方防碰撞預警、車道偏移預警及駕駛疲勞偵測、行車視野盲點偵測、行車平穩度偵測及內輪差警示等,這批 ADAS 系統裝設於 260、208、643、212 及 611 路線等 20 輛公車,並於 107 年 9 月 20 日辦理成果發表 (照片 3-12)。

In 2018 the Taipei City Public Transportation Office staged the "Taipei City Intelligent Public Bus Pilot Program," utilizing Advanced Driver



▲照片 3-12 智慧公車發表會
3-12 Intelligent bus press conference

Assistance Systems (ADAS) (photo 3-11), to improve bus driving safety. The pilot program encompassed six major functions: front anti-collision warnings, lane departure warnings, driver fatigue detection, driving blind spot detection, driving smoothness detection, and difference of radius between inner wheels warnings. ADAS systems were installed on 20 public buses operating on the No. 208, 212, 260, 611, and 643 routes. Pilot program results were announced on Sept. 20, 2018 (photo 3-12).

五、臺北車站室內導航

5.Taipei Main Station Indoor Navigation

臺北市政府交通局為改善臺北車站地下空間尋路問題，自民國 106 年起推動「臺北車站智慧化系統建置及營運管理案」，建置項目為室內導航 App，於 107 年 3 月 16 日假臺北車站 K 區地下街舉辦體驗發表會(照片 3-13)。「臺北車站通」App 於 107 年 3 月 26 日 (Android) 及 4 月 10 日 (iOS) 正式上線，利用藍芽技術於室內定位，導航範圍為 6 處軌道車站 (臺鐵臺北車站、高鐵臺北車站、臺北捷運淡水線及板南線臺北車站、臺北捷運北門站及桃園機場捷運臺北車站)、4 處地下街 (臺北地下街、站前地下街、K 區地下街及中山地下街)、2 處停車場 (公中及塔城段)、1 處客運轉運站 (臺北轉運站)，共設置達 4,593 顆 Beacon (低功率藍芽訊號發射器)。室內導航 App 以低功率藍芽技術定位旅客



▲照片 3-13 民國 107 年 3 月 16 日舉辦智慧臺北車站體驗發表會照片
3-13 March 16, 2018 Smart Taipei Main Station Experience Press Conference

位置，輸入目的地後，會提供路線規劃，包含步行距離與時間、上下樓及轉彎提醒，還可選擇無障礙路線及語音導航，並有交通資訊、商家導引、智慧停車及訊息推播等功能，在臺北車站內提供完整的服務。

To ameliorate wayfinding problems in the underground space at Taipei Main Station, in 2017 the Department of Transportation, Taipei City Government launched the “Taipei Main Station Smart System Construction and Operations Management Plan,” with the building of an indoor navigation App a key element. On March 16, 2018 an experience press conference was held in Taipei Main Station’s K Underground Mall (photo 3-13). The “Taipei Main Station Navigator” App formally went online on March 26, 2018 (Android) and April 10, 2018 (iOS). Bluetooth technology is used for indoor positioning and navigation, covering the 6 rail stations (TRA Taipei Main Station, THSR Taipei Station, Tamsui Line and Bannan Line of Taipei MRT Taipei Main Station, Taipei Metro Beimen Station, and Taoyuan Airport MRT Taipei Main Station), 4 underground malls (Taipei City Mall, Station Front Metro Mall, K Underground Mall, Zhongshan Metro Mall), 2 parking lots [Civic Blvd. Car Park (Gongyuan-Zhongshan) and Civic Blvd. Car Park (Tacheng)], 1 bus transfer station (Taipei Bus

Station). A total of 4,593 Beacons have been set up (low-energy Bluetooth signal transmitters). The indoor navigation App uses the low-energy Bluetooth technology to determine a traveler's location, and after entering one's destination will provide route planning, including walking distance and time and reminders on turns and stairs that must be navigated up/down. Users can indicate a preference for accessible routes and voice navigation, and there are also functions for transportation information, store guidance, intelligent parking, and push messaging. The result is provision of comprehensive service within Taipei Main Station.

藉助民間資源參與公共事務，增進經營效率，結合城市智慧化概念及可實際應用技術，以改善室內尋路困難現象。民國 107 年 3 月~12 月 App 下載數已達 6 萬 253 次，經廠商網路問卷調查統計結果，每月使用者滿意比例均在 96% 以上。顯示 App 之推出對臺北車站的旅客確實有幫助，也受到絕大多數民眾的肯定。

With the help of private-sector resource participation in public-sector projects, operational efficiency is increased. Combining the concept of the smart city with practical application of technology, the phenomenon of indoor wayfinding difficulties is ameliorated. Through the 2018 Mar.~Dec. period the total number of App downloads reached 60,253. The results of online surveys conducted by the contractor show that the monthly user satisfaction rate is 96% and higher, clear indication that the launch of the App has been of great use to travelers using Taipei Main Station and enjoys the affirmation of the overwhelming majority of the public.

六、多元化計程車

6.Diversified Taxi Service

多元化計程車係透過網際網路平臺整合供需資訊，加速媒合供需雙方於乘車前確認所搭乘車輛、駕駛人

資訊、估算車資，並採用車輛定位 (GPS)、行車軌跡及電子支付等智慧化方式經營。

Supply and demand information for the “diversified taxi” service is integrated through an Internet platform, accelerating supply/demand matchmaking and providing vehicle confirmation, driver information, and a fare estimation prior to boarding. In addition, intelligent operation functions are utilized, with GPS used to determine vehicle location and movement tracking, use of electronic payment, etc.

民國 107 年臺北市多元化計程車計有 12 家業者營運，提供更優質、多元之運輸服務予民眾使用。未來將持續受理申請成為多元化計程車業者，以利更多多元化計程車 (照片 3-14) 加入計程車市場以提供乘客更優質及多元的服務。

In 2018 there were 12 “diversified taxi” operators in Taipei, ensuring more diversified high-quality transportation services for the public. In the future new applications will continue to be accepted to diversify the taxi industry, facilitating even more “diversified taxis” (photo 3-14), joining the taxi market to provide passengers with services that are of even better quality and greater diversification.

七、罰鍰繳納多元服務

7.Diversified Service for Fine Payments

臺北市交通事件裁決所積極推動多元繳款管道及電子化支付，目前設有 14 個單一櫃檯 (含交通部公路總局臺北市區監理所 4 個及士林監理站 2 個)，臨櫃繳納罰鍰除可使用現金繳款外，民國 106 年 9 月開辦信用卡繳款，107 年 4 月增設行動支付繳款，提供民眾多元支付方式。(照片 3-15)

The Taipei City Traffic Adjudication Office energetically promotes diversification of payment channels and use of electronic payment. At the present time a total of 14 all-in-one service counters



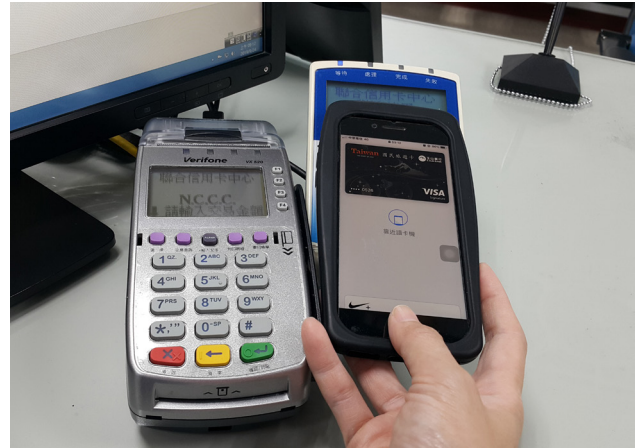
▲照片 3-14 多元化計程車，車身顏色不得為黃色，且車牌為白底紅字（T 字頭）之營業車牌。

3-14 Diversified taxis are not painted yellow, and have license plates with commercial vehicle plate white background and red lettering (“T” as prefix)

have been established (including 4 Taipei City Motor Vehicles Office and 2 Shilin Motor Vehicles Supervision Station facilities with the Directorate General of Highways, MOTC. In addition to at-counter cash payments for fines, payments by credit card have been accepted since Sept. 2017 and mobile payments since Apr. 2018, providing the public with multiple payment options (photo 3-15).

除臨櫃繳款外，民眾亦可利用各項管道繳款，如監理服務網、電話語音、郵局、超商……等，選擇最便利方式，無須親赴裁決所繳款，節省時間及金錢。民國 107 年 8 月起試辦交通違規分期罰鍰使用臺北市政府智慧支付平台 (pay.taipei) 繳款，目前配合台北富邦銀行、歐付寶、橘子支付、嗶嗶繳等 4 家支付業者，提供民眾多元繳款的選擇。107 年民眾使用多元管道繳納情形詳表 3-1。

Beyond at-counter payments, the public can also utilize various other channels for payments. These include the Motor Vehicle Driver Information Service, telephone voice, post offices, convenience stores, etc. Simply choose the most convenient method, with no need to go in person to the Taipei City Traffic Adjudication Office, saving both time and money. In August 2018 a trial was launched for traffic violation penalty instalment payments using



▲照片 3-15 使用信用卡或行動支付臨櫃繳納交通違規罰鍰

3-15 Credit cards and mobile phones can be used for at-counter traffic violation penalty payments

the Taipei City Government smart payment platform (pay.taipei), currently in cooperation with 4 payment operators: Taipei Fubon Bank, O’ Pay, GAMA PAY, and BeePay, providing the public with multiple payment options. Table 3-1 presents public usage of the diversity of payment channels in 2018.

八、臺北市聯合運輸管理平臺

8.Taipei Joint Transportation Management System

聯管平臺以跨區域交通資訊整合、資料視覺化、行動化及客製化功能為四大主軸建置，可使突發事件所造成的道路壅塞範圍縮小，快速恢復交通順暢。

This joint management system was built with four main foci as foundation: cross-district traffic information integration, data visualization, and mobility and customization functions. It can be used to reduce the scope of road congestion caused by emergencies, quickly restoring smooth traffic flow.

平臺整合了停車場資訊、車流資訊、道路監控影像、YouBike 借還車資訊、道路施工資訊等，並將資料視覺化，讓交通管理者能一目了然。且提供智慧型手機 APP，管理者無論是在辦公室或在路口執勤皆可使用。

表 3-1 民國 107 年民眾使用多元管道繳納情形

Table 3-1 2018 Public Usage of Diversified Payment Channels

繳款方式 Payment Method	件數(件) No. of Usages	比例(%) Percentage
超商 Convenience Stores	1,058,472	54.13%
監理服務網及電話語音 Motor Vehicle Driver Information Service and Telephone Voice	99,145	5.07%
郵局(含匯票) Post Offices (incl. money orders)	154,003	7.88%
拖吊場 Tow Pounds	105,367	5.39%
代檢廠 Vehicle Inspection Agencies	48,395	2.47%
台北富邦及民營銀行 Taipei Fubon and Private Banks	19,565	1.00%
中國信託銀行ATM CTBC Bank ATM	1,737	0.09%
花旗網路銀行 Citi Mobile	1,076	0.05%
臺北市政府智慧支付平台 pay.taipei	7	0.0004%
多元管道繳納小計 Diversified Payment Channels Subtotal	1,487,767	76.08%
臨櫃 Over-the-Counter Service	467,740	23.92%
總計 Total	1,955,507	100.00%

The system integrates parking lot information, traffic flow information, road monitoring imagery, YouBike loan/return information, road construction information, etc., visualizing the data to enable traffic managers to absorb it at a glance. A smart mobile APP is also provided, facilitating managers' work whether in the office or out in the field at intersections.

本平臺於民國 107 年 12 月完成建置，自跨年活動起使用於各重大活動或事故之交管監控。(照片 3-16 ~ 3-18)

Building of the system was completed in Dec. 2018, and since the city's New Year's Eve celebrations it has been used for traffic management for major events and emergencies (photos 3-16~3-18).



▲照片 3-16 聯合運輸管理平臺系統示意圖
3-16 Diagram of Joint Transportation Management System



▲照片 3-17 施工範圍地圖顯示設備元件方式示意圖
3-17 Construction map and component mode display diagram

九、多元展示及體驗

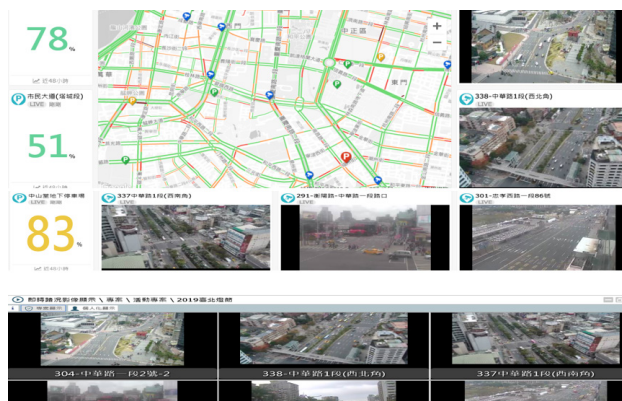
9.Diversified Displays and Experiences

交通資訊中心是集結臺北智慧交通的參觀走廊，除了最新的交通監控系統，也展示停車管理系統、公車管理系統及臺北好行 App 等，並提供免費的專人導覽服務。

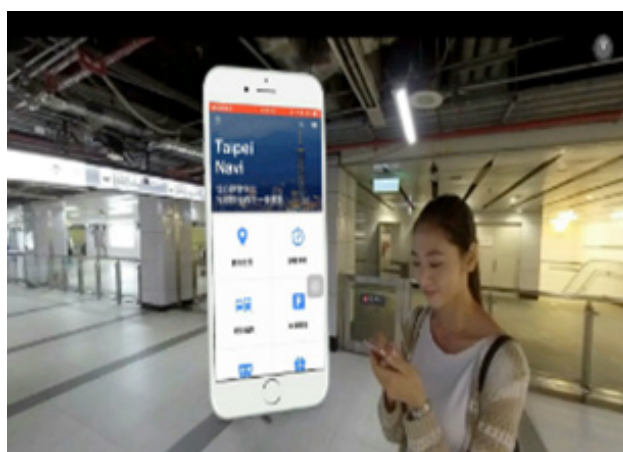
The Taipei City Traffic Information Center is a visitor gallery with a focus on Taipei intelligent transportation. In addition to the city's traffic monitoring system, also presented is the parking management system, bus management system, "Fun Travel in Taipei" App, etc. Free tours by trained guides are also provided.

為豐富交通資訊中心展示內容，民國 107 年透過時下最新奇熱門之虛擬實境方式推廣智慧運輸成果，建置 VR 虛擬實境體驗站，可在這親身體驗公共自行車 YouBike、共享機車使用情境，從加入會員到騎乘，及「臺北車站通」App，以提升參訪體驗學習之印象深度、同時增添學習樂趣。(照片 3-19)

In order to enrich the Traffic Information Center's display content, in 2018 the latest and most popular virtual reality methods were introduced to promote the achievements of the city's intelligent transportation initiatives, with a VR experience



▲照片 3-18 多分割 CCTV 顯示路口監視畫面
3-18 Multi-segment CCTV intersection monitoring screen



▲照片 3-19 交通資訊中心 VR 體驗
3-19 Traffic Information Center VR experience



▲照片 3-20 臺北好行 APP 首頁
3-20 Fun Travel in Taipei APP home page



▲照片 3-21 臺北好行 APP—公車動態上下車提醒頁面
3-21 Fun Travel in Taipei APP—Public bus dynamic boarding/alighting reminders page



▲照片 3-22 臺北好行 APP—計程車頁面
3-22 Fun Travel in Taipei APP—Taxi page



▲照片 3-23 臺北好行 APP—臺北市徒步專區
3-23 Fun Travel in Taipei APP—Taipei City pedestrian zones

station built. Station users can enjoy the YouBike public bike rental and shared e-scooter experiences, from signing up for memberships to the actual rides, and can experience use of the “Taipei Main Station Navigator” App, enhancing the depth of their Traffic Information Center learning experience while increasing the level of their learning fun (photo 3-19).

十、臺北好行 APP 更新

10. Upgraded Fun Travel in Taipei APP

臺北市政府交通局建置「臺北好行」APP (照片 3-20)，持續提供整合性多元交通資訊予民眾查閱，民國 107 年 APP 下載 5 萬 3,295 次、累積查詢 2 億 7,768 萬 4,160 次，執行功能更新如下：

- (一) 跑馬燈訊息清單使用單一介面。
- (二) 優化我的最愛介面。
- (三) 增加上下車提醒查詢介面。(照片 3-21)
- (四) 增加計程車連結績優車隊 APP 功能。(照片 3-22)
- (五) 增加臺北市徒步專區，顯示相關資訊。(照片 3-23)

The Department of Transportation, Taipei City Government built the “Fun Travel in Taipei” APP (photo 3-20), which continually provides integrated, diversified transportation information for public reference. In 2018 the APP was downloaded 53,295 times, and the cumulative total for inquiries was 277,684,160. The upgraded executive functions are as follows:

- (1) Single interface used for marquee message scroll
- (2) My Favorites interface optimized.
- (3) Addition of query interface for bus boarding/alighting reminders (photo 3-21).
- (4) Addition of APP function providing links to high-performing taxi companies (photo 3-22).
- (5) Addition of Taipei City pedestrian zones and display of related information (photo 3-23).

Part

4

Accident Prevention,
Travel Safe and Enjoyable

肆 事故防制 安全通行



▲照片 4-1 大安區大學里改善完成
4-1 Completed improvement work in Daxue Borough, Daan District

一、鄰里交通環境改善

1. Neighborhood Traffic Environment Improvement

以里為單位，進行巷道交通環境整體規劃，透過標線型人行道劃設、紅黃標線調整、汽機車格位規劃及路口停讓規劃等方式，達到建立安全行人通行環境、維持有效消防空間、規劃合理停車空間及建置社區無障礙環境等目標。

With the “borough” as focus unit, roadway traffic environment holistic planning has been carried out, with markings used to delineate sidewalks, adjustment of red and yellow line markings, car/scooter space planning, intersection stop/yield planning, and other methods. These help fulfill the goals of creating a safe pedestrian environment, maintaining effective firefighting spaces, mapping out reasonable spaces for parking, building a barrier-free community environment, and more.

民國 107 年鄰里交通環境改善施作項目及辦理成果統計如下表，107 年計畫滿意度調查 81.4 分，另預計 108 年完成 128 里規劃，累計完成全市 456 里規劃。(照片 4-1)

Presented below are statistics on 2018 Neighborhood Traffic Environment Improvement program work projects and program initiative

results. In a satisfaction survey for 2018 the level of satisfaction was 81.4. Planning for 2019 encompasses 128 boroughs, bringing completion in all 456 city boroughs (photo 4-1).

表 4-1 民國 107 年鄰里交通環境改善施作項目統計
Table 4-1 2018 Neighborhood Traffic Environment Improvement Work Projects

項目 Item	數量 Amount
汽車格 Car Spaces	233格 233 spaces
機車格 Scooter Spaces	1090格 1090 spaces
標線型人行道 Marked Sidewalks	103處街廓，5491.0公尺 103 street block locations, 5491.0 meters
禁停紅線 Red Line “No Parking”	1146處，5070.2公尺 1146 locations, 5070.2 meters
禁停黃線 Yellow Line “No Parking”	19處，456公尺 19 locations, 456 meters

註：以上僅統計鄰里交通環境改善計畫規劃後施作項目
Note: Above statistics solely from initiatives conducted after planning of Neighborhood

表 4-2 鄰里交通環境改善辦理成果統計

Table 4-2 Neighborhood Traffic Environment Improvement Initiative Results

	107年 2018	104年至今累計 Total 2015 to Date
規劃 Planned	100里 100 boroughs	328里 328 boroughs
完工 Completed	111里 (包含106年規劃40里) 111 boroughs (incl. 40 from 2017 planning)	299里 299 boroughs
完整度80%以上 之績優里 High-Performance Completion 80% and Higher	91里 (包含106年規劃37里) 91 boroughs (incl. 37 from 2017 planning)	247里 247 boroughs

二、行人穿越路口安全

2. Pedestrian Crossing Intersection Safety

(一) 行人專用時相

(1) Traffic-Signal Exclusive Pedestrian Phasing

為推動人本交通維護行人通行安全，人車交織量較大或學童通行量較大之路口實行人專用時相，臺北市於民國 107 年度新增「文湖街 11 巷」等 9 處「行人專用時相」路口（詳表 4-3）、截至 107 年底計實施 211 處。（照片 4-2 ～ 4-4）。

To promote people-first traffic maintaining pedestrian safety, traffic-signal exclusive pedestrian phasing has been introduced at intersections with significant pedestrian/vehicle traffic or significant numbers of schoolchildren moving about on foot. In 2018 Taipei City implemented “Traffic-Signal Exclusive Pedestrian Phase” intersections (table 4-3) at 9 locations, including Ln. 11, Wenhua St.; as of the end of 2018, phasing had been implemented at a total of 211 locations (photos 4-2~4-4).



◀照片 4-2 行人專用時相標誌牌面
4-2 Traffic-Signal Exclusive Pedestrian Phase signage



▲照片 4-3 行人專用時相穿越道線
4-3 Traffic-Signal Exclusive Pedestrian Phase crossing markings



▲照片 4-4 行人專用時相穿越道線
4-4 Traffic-Signal Exclusive Pedestrian Phase crossing markings

4-3 民國 107 年臺北市新增「行人專用時相」路口

Table 4-3 2018 Taipei City Newly Added “Traffic-Signal Exclusive Pedestrian Phase” Intersections

編號 No.	路口名稱 Intersection	運作時段 Operational Periods	實施日期 Implementation Date
1	文湖街11巷 Ln., 11, Wenhua St.	上課期間07:20-07:50、12:00-12:30、16:00-16:30 In-school periods, 07:20-07:50, 12:00-12:30, 16:00-16:30	107.1.4 1/4/2018
2	文湖街21巷 Ln. 21, Wenhua St.	上課期間07:20-07:50、12:00-12:30、16:00-16:30 In-school periods, 07:20-07:50, 12:00-12:30, 16:00-16:30	107.1.4 1/4/2018
3	華齡街與前港街 Hualing St. and Qiangang St.	上課期間07:00-08:00、12:30-13:00、15:45-16:30 In-school periods, 07:00-08:00, 12:30-13:00, 15:45-16:30	107.1.17 1/17/2018
4	重陽路與園區街 Chongyang Rd. and Yuanqu St.	平日 07:00-09:00、17:00-19:00 Weekdays 07:00-09:00, 17:00-19:00	107.1.18 1/18/2018
5	松仁路 信義國中 Songren Rd. at Xinyi Junior High School	上課期間 07:00-07:40 In-school periods, 07:00-07:40	107.3.26 3/26/2018
6	青島東路與林森南路 Qingdao E. Rd. and Linsen S. Rd.	上課期間 07:00-07:50、16:10-17:30 In-school periods, 07:00-07:50, 16:10-17:30	107.4.23 4/23/2018
7	北安路與敬業三路 Beian Rd. and Jingye 3rd Rd.	平日07:00-08:00、17:00-17:30 假日12:00-18:00 Weekdays 07:00-08:00, 17:00-17:30 Weekends/holidays 12:00-18:00	107.5.24 5/24/2018
8	忠孝東路5段22巷 Ln. 22, Sec. 5, Zhongxiao E. Rd.	每日07:00-23:00 Daily 07:00-23:00	107.6.26 6/26/2018
9	康寧路3段與五分街 Sec. 3, Kangning Rd. and Wufen St.	上課期間07:00-08:00、11:50-12:30、16:00-16:30 In-school periods, 07:00-08:00, 11:50-12:30, 16:00-16:30	107.12.24 12/24/2018



▲照片 4-5 行人觸動延長秒數設備
4-5 Pedestrian push-button signal phase extension equipment



▲照片 4-6 青年國興路口按鈕按壓前 (原行人綠燈秒數為 40 秒)
4-6 Qingnian Rd./Guoxing Rd. intersection prior to button-push extension (original pedestrian green-light phase 40 seconds)



▲照片 4-7 青年國興路口按鈕按壓後 (行人綠燈秒數延長約 14 秒)
4-7 Qingnian Rd./Guoxing Rd. intersection after button-push extension (pedestrian green-light phase extension about 14 seconds)

(二) 試辦行人觸動延長秒數

(2) Trial Pedestrian Push-Button Signal Phase Extension

於行人綠燈時，行人可按鈕（照片 4-5）延長通行秒數，保障通行安全。民國 107 年於雨聲街陽明醫院前路口及青年路 / 國興路口試辦行人觸動延長秒數計畫，經觀察使用情形，行人多能於延長綠燈秒數內穿越路口（照片 4-6~4-7）。後續將挑選鄰近年長者安養機構、身障者社福機構、醫院、學校，或行動不便者聚集較多之地點評估設置。

During a pedestrian green light, pedestrians can press a button (photo 4-5) to extend the number of seconds in the crossing phase, ensuring crossing safety. In 2018, pedestrian push-button signal phase extension trials were conducted at the intersection in front of Yangming Hospital on Yusheng St. and at the Qingnian Rd./Guoxing Rd. intersection. Visual observation indicated that all pedestrians could cross the intersections within the extended number of seconds (photos 4-6~4-7). Following this trial, various other locations will be evaluated for equipment installation, such as near elderly care facilities, social welfare facilities for the physically challenged, hospitals, schools, or places where individuals with reduced mobility gather in significant number.

(三) 設置放大型行人燈

(3) Installation of Enlarged Pedestrian Signals

因應年長者視力退化，建構年長者友善通行環境，加大行人號誌燈（照片 4-8）尺寸增加辨識性，有助於行人加強辨識行人專用號誌綠燈剩餘秒數，並增進通行安全，民國 107 年 9 月 21 日於臺北市大同區承德路與華陰街口試辦增設放大型行人燈，經現場觀察，行人受訪表示有助於加強辨識行人號誌綠燈剩餘秒數，供穿越路口前參考。後續針對行人單一穿越方向須跨越 6 車道以上之路口，鄰近醫院、療養院等相關機構或公園，以及鄰近車站或觀光景點等行人流量較大之處優先設置，預計 3 年（至 110 年）完成 300 處路口。

Understanding the issues that seniors face due to deteriorating vision, the city strives to build a friendly traffic environment for the elderly. Large-size pedestrian signals (photo 4-8) are used to increase visibility, helping pedestrians better identify the time remaining on pedestrian crossing lights, enhancing traffic safety. On Sept. 21, 2018 a trial operation was launched with enlarged pedestrian signals at the Chengde Rd./Huayin St. intersection in Taipei City's Datong District. On-site observation and pedestrian interviews indicated this strengthened identification of pedestrian-signal remaining time, better informing decisions before intersection crossing. Future set-



▲照片 4-8 30 公分放大型行人號誌 (右側為既有 20 公分行人號誌)
4-8 30cm enlarged pedestrian signal (existing 20cm pedestrian signal on right)



▲照片 4-9 行人預警 - 紅燈勿行
4-9 Pedestrian warning - red-light "don't walk" signal

ups will target intersections where pedestrians must cross 6 lanes or more in a single direction, with priority given to locations near hospitals, nursing homes, and other related types of facilities as well as near parks, transportation stations, tourist attractions, and other sites with high pedestrian traffic. It is estimated that work at 300 intersections will be completed within 3 years (i.e., through 2021).

三、建置智慧安全路口

3. Building Smart and Safe Intersection

為改善行人通過路口之安全性，臺北市爭取交通部補助於民國 106 及 107 年推動路口安全警示計畫，於仁愛 / 大安路口、仁愛 / 復興南路口及仁愛 / 幸安國小等 3 處路口試辦安全警示系統，透過偵測技術及整合電子看板，有效掌握路口行人與車輛動態，提供行人包含行人紅燈勿行 (闖紅燈)、注意左右來車及當心行人 (公車) (照片 4-9、4-10) 等預警資訊，系統發佈警示訊息準確率可達 90% 以上。並與公車業者合作，於行經仁愛路公車專用道 630 路線裝設車載設備 (照片 4-11)，將路口行人行為 (如闖紅燈) 回饋給公車駕駛，以採取相關防禦駕駛措施。

To improve pedestrian crossing safety at intersections, in 2017 and 2018 Taipei City



▲照片 4-10 行人預警 - 右方來車
4-10 Pedestrian warning - oncoming vehicle on right



▲照片 4-11 車輛預警
4-11 Vehicle warning



▲照片 4-12 仁愛路口內照式標誌

4-12 Internal illumination signage at Renai Rd. intersection



▲照片 4-13 羅斯福路同安街內照式標誌

4-13 Internal illumination signage at Roosevelt Rd./Tongan St. intersection

implemented an intersection safety warning plan with subsidies obtained from the Ministry of Transportation and Communications. Pilot safety warning systems were set up at 3 locations, the Ren' ai Rd./Daan Rd., Ren' ai Rd./Fuxing S. Rd., and Ren' ai Rd./Xingan Elementary School intersections. Detection technology and integrated electronic signage effectively evaluates pedestrian/vehicle dynamics at intersections, and provide pedestrians with guidance via red-light warning signals advising “don' t walk” (red-light running), watch left and right for oncoming vehicles, and watch for pedestrians (buses) (photos 4-9, 4-10). The accuracy rate of system-generated warning signals can surpass 90%. Working with a public bus operator, on-board equipment was installed on route no. 630 plying the Ren' ai Rd. dedicated bus lanes (photo 4-11) that provides drivers with information on pedestrian behavior at intersections (such as red-light running), alerting them to take appropriate defensive driving measures.

四、持續建置內照式標誌

4.Continuance of Internal Illumination Signage Set-Up

傳統鋁板標誌在光源不足或是市中心區背景光源複雜地點，牌面內容較為不明顯；內照式標誌則以 LED 光源配合透光型反光板，提供主動式光源以提升牌面內容辨識度，以利駕駛人迅速了解路況並及時反應，提升行車安全且兼顧車流順暢。

Traditional aluminum-sheet signs suffer from a lack of lighting sources and/or cacophonous and confusing lighting backgrounds when placed in urban environments, making the contents of an individual sign difficult to discern. Internal illumination signs use LED lighting paired with translucent reflectors, providing an active lighting source that improves recognition of the sign face contents. This helps drivers quickly understand road conditions and respond in a timely manner, improving driving safety and facilitating smooth traffic flow.

民國 107 年持續針對市中心區車流量較大之主要道路，如仁愛路（照片 4-12）、羅斯福路（照片 4-13、4-14）、木柵路與信義快速道路口等主要幹道號誌化路口周邊標誌更換為內照式標誌，107 年共完成 822 面，全市總計 5,013 面內照式標誌牌面。



▲照片 4-14 羅斯福路三福街口內照式標誌

4-14 Internal illumination signage at Roosevelt Rd./Sanfu St. intersection

In 2018 the targeting of major roads with comparatively heavy traffic in the city core continued. Extant signage around intersections along major arterial roads was replaced with internal illumination signage, such as along Ren'ai Rd. (photo 4-12), Roosevelt Rd. (photos 4-13, 4-14), and the Muzha Rd./Xinyi Expressway intersection. In 2018 a total of 822 signs were completed, bringing the overall total for internal illumination sign boards in the city to 5,013.



▲照片 4-15 松隆路虎林街纜線清整施工（切割）
4-15 Cable clearance work (cutting) at Songlong Rd. and Hulin St.



▲照片 4-16 羅斯福路 6 段、溪口街、景文街口纜線清整（管溝清理）
4-16 Cable clearance (trench cleaning) at intersection of Sec. 6, Roosevelt Rd., Xikou St., and Jingwen St.



▲照片 4-17 市府路松壽路纜線清整（施工前）
4-17 Shifu Rd./Songshou Rd. intersection cable clearance (before work started)



▲照片 4-18 市府路松壽路纜線清整（施工後）
4-18 Shifu Rd./Songshou Rd. intersection cable clearance (after work completed)

五、持續辦理纜線清整

5.Continuance of Traffic Signals Cable Cleaning

配合「天空纜線清整計畫」，完成臺北市 15 公尺以上道路既有號誌架空纜線清整。相較於「傳統明挖管道工法」，臺北市交通管制工程處採減少挖掘面積、縮短施工時間及節省經費等特性的「微管溝」工法辦理號誌架空纜線清整，至民國 107 年 12 月，計完成 295 處路口。（照片 4-15 ～ 4-18）

In conjunction with the “Overhead Cable Clearance Plan,” the clearance of traffic signal overhead cables was completed on Taipei City roadways 15m and wider. In contrast to the traditional “open-cut cable trench method,” the Taipei City Traffic Engineering Office utilizes the special “micro tube trenching method” for traffic signal aerial cable clearance, which reduces the digging area, shortens construction time, and saves

on costs. As of the end of December 2018, work at a total of 295 intersections had been completed (photos 4-15~4-18).

六、提升道路標線防滑係數

6.Improvement of Skid-Resistance Coefficient for Road Markings

臺北市交通管制工程處為提升機車族群行車安全環境，自民國 104 年起增訂抗滑係數 65BPN 之標線規範，重陽橋機車引道、麥帥一橋、民權大橋機車道、環山路 1~3 段、承德路部分路段及和平東路 2 段等路段之標線抗滑係數，已自 45BPN 提升為 65BPN。107 年起道路銑刨標線復舊及道路新設之標線，一律採用抗滑係數 65BPN。

To improve the safety environment for individuals using motorcycles, in 2005 the Taipei



▲照片 4-19 忠孝東路 5 段 372 巷立體行穿線 (立體式)
4-19 3D crosswalk pattern (3D style) at Ln. 372, Sec. 5, Zhongxiao E. Rd.



▲照片 4-20 忠孝東路 5 段 372 巷立體行穿線 (立體式)
4-20 3D crosswalk pattern (3D style) at Ln. 372, Sec. 5, Zhongxiao E. Rd.

City Traffic Engineering Office began upgrading the skid-resistance coefficient to 65 BPN in different locations. The Chongyang Bridge motorcycle approach lanes, MacArthur Bridge No. 1, Minquan Bridge motorcycle lanes, Section 1 to Section 3 of Huanshan Rd., Chengde Rd. various sections, Section 2 of Heping Rd., and other locations have been upgraded from 45 BPN to 65 BPN. In 2018, new road markings were implemented when reinstating markings after road construction, milling, and repaving projects, with the 65 BPN skid-resistance coefficient utilized for all works.

臺北市府各工程管線單位於道路銑刨加鋪後，其巷弄「減速標線」、「慢」標字均不予復舊，以減少機車行駛過程接觸標線之頻率，增進機車行駛安全。

After each Taipei City Government pipeline engineering unit completed road milling and repaving, speed-reduction markings and “SLOW” markings on lanes and alleys were not restored, in order to reduce the frequency of motorcycle contact with markings when in operation, improving motorcycle driving safety.



▲照片 4-21 民生東路、敦化北路口 3D 立體行穿線 (懸浮式)
4-21 3D crosswalk pattern (floating style) at Minsheng E. Rd./Dunhua N. Rd. intersection

七、試辦 3D 立體行穿線

7.3D Pedestrian Crossing Trial

為提升路口通行安全，使車輛駕駛人提高警覺並減速通過路口，臺北市交通管制工程處提報 3D 立體行穿線試辦計畫並獲交通部核准，以現有行人穿越道線型式為基礎，繪設 3D 立體行穿線樣式。綜合評估道路幾何條件、交通流量及行人事故資料後，於臺北市信義區忠孝東路 5 段 372 巷與忠孝東路 5 段 372 巷 28 弄口 (非號誌化路口) (照片 4-19、4-20) 試辦繪設立體式 3D 立體行穿線，於松山區民生東路與敦化北路口 (號誌化路口) (照片 4-21)，試辦繪設懸浮式 3D 立體行穿線，其試辦期間自民國 107 年 3 月至 12 月止。



▲照片 4-22 愛國西路延平南路東側共桿成果（施工前）
4-22 East side of Aiguo W. Rd./Yanping S. Rd. intersection (before shared-pole work started)

To improve traffic safety at intersections, making vehicle drivers more alert and slowing speeds through the intersections, the Taipei City Traffic Engineering Office submitted a 3D pedestrian crossing trial plan which was approved by the Ministry of Transportation and Communications, proposing building on the existing line patterns used at pedestrian crosswalks to create 3D patterns. After comprehensive evaluation of roadway geometric conditions, traffic flow, and pedestrian accident information, trial 3D crosswalk patterns were created in Taipei City's Xinyi District at the intersection of Ln. 372, Sec. 5, Zhongxiao E. Rd. and Aly. 28, Ln. 372, Sec. 5, Zhongxiao E. Rd. (unsignalized intersection) (photos 4-19, 4-20), and in Songshan District trial floating 3D crosswalk patterns were created at the intersection of Minsheng E. Rd. and Dunhua N. Rd. (signalized intersection) (photo 4-21). The trial period ran from March through December 2018.



▲照片 4-23 愛國西路延平南路東側共桿成果（施工後）
4-23 East side of Aiguo W. Rd./Yanping S. Rd. intersection (after shared-pole work completed)

八、持續建置號誌共桿

8.Continued Erection of Shared-Pole Signage

透過號誌與路燈共桿，減少道路公共設施數量，提升道路景觀，減少用路人視野阻礙及改善交通環境。民國 107 年完成老松國小、愛國西路延平南路口、敦化北路沿線等 27 處路口、36 支立桿、拆除桿件數 74 支。98 年至 107 年累計完成 396 處路口、拆除桿件數 1,493 支（照片 4 -22、4-23）。

In order to reduce the number of public facilities on roads, usage of poles for street lights and signage has been integrated. This enhances roadscapes, reduces sightline obstructions for road users, and improves the traffic environment. In 2018, work was completed at a total of 27 intersections and 36 poles, with removal of 74 poles, including at Lao-Song Elementary School, the Aiguo W. Rd./Yanping S. Rd. intersection, and the Dunhua N. Rd. extension. From 2009 through 2018 work was carried out on a cumulative total of 396 intersections, with removal of 1,493 poles (photos 4-22, 4-23).



▲照片 4-24 交通公園記者會照片
4-24 Traffic park press conference



▲照片 4-25 學童在交通公園教學區學習交通安全知識
4-25 Schoolchildren learn about traffic safety in the traffic park's teaching area

九、建置全國首座戶外交通公園

9. Building of the Country's First Outdoor Traffic Park

為培養學童日常交通行為的自我保護能力，臺北市政府交通局於萬華區青年公園 1 號出入口左側廣場設置全國首座戶外交通公園教學區，並於民國 107 年 12 月 3 日正式啟用（照片 4-24、4-25）。交通公園教學區內模擬道路情境並設計交通標誌標線大尋寶、穿越路口小知識、安全等候小秘笈、視野死角大解析、標誌翻翻牌、巷道情境區大體驗及穿越路段小知識等 7 大區域，區內設有充滿童趣風格、淺顯易懂及加注音之解說牌且全天候開放，鼓勵家長、教師陪伴孩子一起體驗共學，從遊戲中學習交通安全知識。（照片 4-26）



▲照片 4-26 學童在交通公園教學區學習交通安全知識
4-26 Schoolchildren learn about traffic safety in the traffic park's teaching area

In order to develop self-protection understanding among schoolchildren in regard to traffic safety, the Department of Transportation, Taipei City Government established the nation's first outdoor traffic-safety education park in Wanhua District, in the square to the left inside the Youth Park entry/exit No. 1. The park was officially opened on Dec. 3, 2018 (photos 4-24, 4-25). In the traffic park's teaching area are seven main learning zones, featuring simulations of roadway situations and a treasure-hunt experience where traffic signage and markings have been set up, intersection crossing tips, a primer on safe waiting practices, analysis of traffic blind spots, signage-understanding flip boards, a lane-and-alley situational experience,

and roadway-section crossing experience. The facility brims with kid-style fun and games, with easy-to-understand explanation boards that have Chinese phonics added, and is open 24/7. These attractions encourage parents and teachers to accompany youngsters for a co-learning experience learning about traffic safety through playing games (photo 4-26).



▲照片 4-27 機車考照練習場施工照片
4-27 Construction of motorcycle driving exam practice facility



▲照片 4-28 機車考照練習場完工照片
4-28 Motorcycle driving exam practice facility after completion

十、建置本市首座機車考照練習場 10. Building of City's First Motorcycle Driving Exam Practice Facility

為提升機車初學者騎乘安全，提供民眾考照前模擬考試練習，臺北市政府交通局於士林區通河西街 1 段堤外平面停車場旁空地，參照現行公路監理機關機車考照場地設置練習場（照片 4-27、4-28），本案請臺北市停車管理工程處代辦工程，於民國 107 年 11 月 14 日開工，並於 107 年 12 月 15 日竣工。

To improve safety among motorcycle-driving novices, and provide simulation-exam practice before their driving exam, the Department of Transportation, Taipei City Government established a practice facility (photos 4-27, 4-28) in Shilin District. The practice facility was built on an open space beside the surface-level parking lot located outside the dike on Sec. 1, Tonghe W. Street, with specifications referencing the current motorcycle

driver testing sites administered by Motor Vehicle Office locations of the Directorate General of Highways, MOTC (photos 4-27, 4-28). The Taipei City Parking Management and Development Office was entrusted with the construction work for the project, with work started on Nov. 14, 2018 and completed on Dec. 15, 2018.



▲照片 4-29 運用多元宣導機車安全觀念
4-29 Diversified advocacy of motorcycle safety concepts



▲照片 4-30 運用多元宣導機車安全觀念
4-30 Use of diversified promotion of motorcycle safety concepts

十一、加強特定族群交通安全宣導 11.Strengthening of Traffic Safety Advocacy Among Specific Groups

(一) 青少年交通安全宣導

(1) Youth Traffic Safety Advocacy

為加強 18-25 歲年輕機車族群安全騎乘觀念，運用市府公益資源、戶外媒體與網路媒體加強宣導，以強化防禦性駕駛安全觀念，落實到日常交通行為。另持續辦理機車安駕訓練營，於臺北市駕訓班完成普重機駕訓課程並取得駕照者，每人補助訓練費新臺幣 1,000 元，透過完整駕駛訓練，讓參與民眾具備掌握安全騎乘機車的能力。針對高中職與大專院校加強機車安全教育，積極安排高中職 3 年級機車安全宣導教育，及臺北市大專院校大一新生於 9 月至 10 月接受交通安全宣導講

座課程，以提升學生之交通安全意識，並提供宣導素材予學校，以加強播放宣導影片密度。(照片 4-29～4-32)

To strengthen understanding of safety concepts among young motorcycle riders 18~25 years old, strengthened promotion via city public resources and outdoor and online media was utilized to strengthen adoption of defensive driving safety concepts and make them part of everyday traffic behavior. The staging of motorcycle driving-safety training camps was continued, and each individual who completed the general heavy motorcycle driver training at privately-run Taipei facilities and obtained a driver license received a training fee subsidy of NT\$1,000. Going through the comprehensive



▲照片 4-31 運用交通安全講座提升學生交通安全意識
4-31 Use of traffic safety lectures to heighten awareness among students



▲照片 4-32 運用交通安全講座提升學生交通安全意識
4-32 Use of traffic safety lectures to heighten awareness among students



▲照片 4-33 運用老人共餐地點宣導交通安全觀念
4-33 Use of dining places for the elderly to promote traffic safety concepts



▲照片 4-34 運用老人共餐地點宣導交通安全觀念
4-34 Use of dining places for the elderly to promote traffic safety concepts

driver training equips participating members of the public with the ability to master safe driving technique. Targeting strengthened motorcycle safety education with general and vocational high schools, universities, and colleges, safety advocacy and education was systematically organized for students in the third year of senior and vocational high schools and for freshmen in Taipei City colleges and universities. Lectures and classes were staged September through October, enhancing students' traffic safety awareness. Advocacy materials were also provided to schools, strengthening promotional video broadcast density (photos 4-29~4-32).

(二) 年長者交通安全宣導

(2) Elderly Traffic Safety Advocacy

為提升臺北市年長者交通安全觀念，透過鄰里系統等管道及整合府內各局處資源，安排進行交通安全守護團講座、活動擺攤、發送各里辦公處與老人服務中心宣導資源、銀髮觀光活動遊覽車行前說明宣導及老人共餐地點宣講交通安全注意事項等多元措施，讓年長者更瞭解正確交通安全觀念，民國 107 年辦理年長者交通安全守護團計 62 場次，宣傳 2,196 人，以及共餐地點宣傳 325 場次，宣傳 1 萬 499 人。(照片 4-33、4-34)

To strengthen understanding of safety

concepts among Taipei City senior citizens, through the borough system and other channels and the integrated resources of all city government departments, Traffic Safety Patrol teams utilized diverse measures to promote traffic safety precautions. These include presenting seminars and event stalls, distributing promotional materials at borough offices and elderly service centers, presenting pre-departure explanatory promotions before silver-hair sightseeing bus tour outings, and giving talks at dining places for the elderly, providing seniors with better understanding of correct traffic safety concepts. In 2018 Traffic Safety Patrol teams gave a total of 62 presentations to seniors, with attendance totaling 2,196 individuals, and staged 325 promotional events at dining locations for the elderly, with 1,499 individuals attending (photos 4-33, 4-34).



▲照片 4-35 多事故地點改善 - 市民大道承德路口 (施工前)
4-35 Improvement of accident-prone locations - Civic Blvd./Chengde Rd. intersection (before work started)



▲照片 4-36 多事故地點改善 - 市民大道承德路口 (施工後)
4-36 Improvement of accident-prone locations - Civic Blvd./Chengde Rd. intersection (after work completed)

十二、多事故地點改善

12.Improvement of Accident-Prone Location

臺北市成立肇事防制工作小組，整合市府資源，透過執法、教育宣導及工程等 3E 手段，強化肇事防制工作，並定期會議，檢討工作進度及績效，並透過分析肇事特性訂定交通安全宣導計畫，持續利用不同行銷通路加強宣導。

Taipei City has set up an accident prevention working group to integrate city resources, and through 3E measures – enforcement, educational advocacy, and engineering -- has strengthened accident prevention work. Regular meetings are held, work progress and performance is reviewed, and analysis of the characteristics of accidents is conducted, leading to development of traffic safety advocacy planning, with continued use of varied promotion channels to strengthen advocacy efforts.

臺北市於民國 107 年共發生 72 件 A1 事故，造成 76 人死亡，依據交通警察大隊提供事故資料並分析肇事原因後，均於事故發生 7 日內完成現場會勘，後續各單位改善工項亦納入肇事防制工作小組列管及追蹤。經統計 107 年 72 處 A1 事故地點，共提出 129 項工程、執法及宣導措施改善。

In 2018 there was a total of 72 A1-type road-traffic accidents in Taipei City, resulting in 76 deaths. After analysis of accident causes using data provided by the Traffic Division of the Taipei City Police Department, in each case an on-site investigation of the accident was completed within 7 days. Subsequently, items for improvement were identified for respective units and included in the work of the accident prevention working group, with progress closely tracked. In 2018 a total of 129 engineering, enforcement, and safety advocacy improvement measures were implemented at 72 A1 accident locations.

此外，藉由滾動式檢討每季多事故地點，經由分析肇事原因、肇事型態與碰撞圖等資料進行問題診斷，現場會勘，並擬定改善方案。統計民國 107 年臺北市多事故地點改善，共辦理 21 處地點，提出 58 項改善措施（照片 4-35、4-36）

In addition, through a process of scroll management and seasonal screening of accident-prone locations, problem diagnosis and site surveying is performed through analysis of accident causes and types, collision diagrams, and other data. Improvements plans are then drawn up. In 2018 improvements were effected at 21 Taipei City

accident-prone locations, with 58 improvement measures proposed (photos 4-35, 4-36).

十三、酒駕累犯因應作為

13.Drunk Driving Recidivism Response Measures

近年車禍死亡人數降低，惟今年發生數次重大車禍，造成車禍死亡人數增加，多數係因駕駛者身心問題，而非交通號誌或道路設計不良之交通問題。為預防及改進重大交通事故之肇事案件，臺北市政府交通局彙整臺北市特殊交通事故之肇事者心理分析及改進作為後，於民國 107 年 12 月 28 日經交通會報裁示，由交通局邀集社會局及衛生局等單位檢討累犯、酒駕、毒駕及無照駕駛等因應措施，分別進行輔導、治療與關懷，並增加交通安全宣導。

The number of deaths from motor-vehicle accidents has decreased in recent years. However, there were several major accidents in 2018, increasing the death toll from motor-vehicle accidents. Most were caused by physical or mental issues with drivers, not with traffic-related problems pertaining to traffic signals or poor road design. To prevent or ameliorate major traffic-accident cases, the Department of Transportation, Taipei City Government conducted special psychoanalysis of traffic-accident perpetrators and improvement measures, and on Dec. 28, 2018 issued a report laying out a series of responsive measures, calling together the Department of Social Welfare, Department of Health, and other units to conduct a review of recidivism, drunk driving, drug-impaired driving, driving without a license, etc., with separate initiatives to provide counselling, treatment, and care, and to increase traffic safety advocacy.

十四、孕婦及育有 6 歲以下兒童者停車位

14.Parking Spaces for Pregnant Women and Drivers with Children Aged Under 6

為營造育兒安心與安全之友善環境，臺北市依據兒童及少年福利與權益保障法第 33 條之 1 規定於 264 處停車場提供 1,387 格孕婦及育有 6 歲以下兒童者停車位，於民國 107 年 12 月 16 日前設置完成。

To create a friendly environment for childcare providing peace of mind and safety, in accordance with Article 33-1 of the Protection of Children and Youths Welfare and Rights Act, Taipei City provides 1,387 parking spaces for pregnant women and drivers with children aged under 6, spread out over 264 parking lots. Set-up was completed prior to Dec. 16, 2018.

另配合交通部民國 107 年 6 月 29 日發布施行「孕婦及育有六歲以下兒童者停車位設置管理辦法」之 1 年宣導期，加強宣導未乘載孕婦或 6 歲以下兒童者請勿占用停車位；領有識別證者於車輛停放時，應置於車輛擋風玻璃以供辨識。

In coordination with 1-year promotion period for the “Administrative Measures for the Setting Up of Parking Spaces for Pregnant Women and Drivers with Children Under 6 Years of Age” promulgated by the Ministry of Transportation and Communications on June 29, 2018, strengthened advisories against occupying designated parking spaces for pregnant women and drivers with children under 6 were utilized. Drivers with the necessary ID were also advised to place it in view under one of the vehicle’s windshields when using a designated space.

Part

5

People-First Transportation,
Unobstructed Traffic Flow

伍 人本運輸 無礙通行



▲照片 5-1 低地板公車
5-1 Low-floor bus



▲照片 5-2 無障礙中型巴士
5-2 Mid-sized accessible bus

一、無障礙公車

1.Accessible Public Buses

(一) 低地板公車

(1)Low-Floor Buses

臺北市自民國 107 年起採購之低地板公車(照片 5-1)均於車內配置 2 個輪椅放置空間，並全面裝設車前、車後路線資訊顯示看板及車外自動語音播報系統，以協助視、聽障者及不熟悉路線環境的外地觀光客辨識公車行駛與到離站資訊。截至 107 年底，全市低地板公車總數達 2,968 輛(含 107 年新增 135 輛柴油低地板公車及 22 輛電動低地板公車)，佔聯營公車比例之 83.56%，服務路線達 180 條。

The low-floor buses (photo 5-1) purchased for use in Taipei City starting in 2018 are each equipped with spaces for two wheelchairs inside the vehicle. Each is also equipped with display boards at the front and rear on which route information is presented, and an automated voice broadcast system for external announcements, helping the visually and hearing impaired and tourists from other places unfamiliar with route environments by identifying bus travel and stop arrival/departure information. As of the end of 2018, the total number of low-floor buses operating in the city was 2,968 (including 135 diesel low-floor buses and 22 electric low-floor buses added in 2018), accounting for 83.56% of the Taipei Joint

Bus fleet, providing service on 180 routes.

(二) 無障礙中型巴士

(2)Mid-Sized Accessible Buses

為滿足山區路線或因應路幅無法行駛低地板公車之路線，臺北市自民國 107 年起新增 6 輛無障礙中型巴士(照片 5-2)，於車內增設升降機及輪椅放置空間，目前已上路並行駛於山區路線。

To meet the needs for mountain routes or routes in locations with limited road width, in 2018 Taipei City added 6 new mid-sized accessible buses (photo 5-2). The bus interiors are fitted with lifts and wheelchair spaces, and the buses are already on the road and operating on mountain-area routes.

(三) 大型復康巴士

(3)Large Rehabilitation Buses

臺北市共有 8 輛附有輪椅升降機等配備的大型復康巴士(照片 5-3)，並配置 6 個輪椅座位及 14 個以上一般座位，身心障礙團體可依「臺北市大型復康巴士租用管理辦法」透過預約方式向客運業者申請租用，可享受公車票價之半價優惠，提供身障團體朋友更多包括就醫、就業、就學、休閒育樂或外出購物等服務。

Taipei City has 8 large rehabilitation buses (photo 5-3) equipped with wheelchair lifts and other



▲照片 5-3 大型復康巴士
5-3 Large rehabilitation bus

facilities. Each features 6 wheelchair spaces and 14 or more regular seats. In accordance with the “Taipei City Rehabilitation Bus Rental Management Guidelines,” the buses can be rented for groups with disabilities via applications made with the bus operators, with a 50% discount on regular public bus fare enjoyed. This provides groups of mentally/physically challenged persons with a greater range of service, for medical treatment, employment, schooling, leisure and entertainment, shopping, etc.

二、通用計程車

2.General-Purpose Accessible Taxis

交通部為提供高齡者及行動不便者更多元、無障礙之運輸服務，並彌補復康巴士服務之不足，修正「汽車運輸業管理規則」開放計程車得使用廂式或旅行式小客車，並制定「交通部公路公共運輸提昇計畫補助無障礙計程車作業要點」(交通部於民國 107 年 10 月 2 日發布修正為「交通部公路公共運輸多元推升計畫補助通用計程車作業要點」)，受理各地方政府提報申請通用計程車補助。臺北市率全國之先引進推動通用計程車，自 102 年至 107 年已獲核定 336 輛通用計程車購車補助，並評選車隊業者經營上路，提供另一種無障礙運具服務 (照片 5-4)。

To provide more diverse and barrier-free



▲照片 5-4 通用計程車
5-4 General-purpose accessible taxi

transportation services for the elderly and people with reduced mobility, and make up for any insufficiencies in the rehabilitation bus service, the Ministry of Transportation and Communications amended the “Regulations for Automobile Transportation Operators” to allow utilization of vans and minivans as taxis, formulating the “Ministry of Transportation and Communications Highway Public Transport Promotion Plan for Accessible Taxi Subsidies Operational Guidelines” (amended and issued as “Ministry of Transportation and Communications Highway Public Transport Diversified Promotion Plan for General-Purpose Accessible Taxi Subsidies Operational Guidelines” on Oct. 2, 2018). Local governments can submit applications for general-purpose accessible taxis. Taipei City leads the nation in the introduction and promotion of general-purpose accessible taxis, and from 2013 through 2018 subsidies for the purchase of 336 general-purpose accessible taxis were approved. The city also selected premium fleet operators for road operation. This provides another type of barrier-free transportation service (photo 5-4).

自民國 102 年 2 月正式上路營運至 107 年 12 月已補助 300 輛通用計程車 (含 107 年新增 40 輛) 提



▲照片 5-5 通用計程車
5-5 General-purpose accessible taxi



▲照片 5-6 小型復康巴士升降機
5-6 Lift facility on compact-size rehabilitation bus

供無障礙運輸服務，至 107 年底累計服務 62 萬 8,016 趟次，其中無障礙運輸服務趟次為 40 萬 9,062 趟次，比例約 65.14%(不含攔招趟次)，服務深獲許多行動不便者好評(照片 5-5)。至 107 年 12 月底，臺北市通用計程車數量為全國之冠，並結合低地板公車、復康巴士及敬老愛心計程車等運具，提供健全整體無障礙運輸服務。

From the launch of official road operation in Feb. 2003 through Dec. 2018, subsidies for barrier-free transportation services have been provided for a total of 300 general-purpose accessible taxis (including 40 new additions in 2018). As of the end of 2018, a cumulative total of 628,016 service trips had been provided, among which 409,062 were barrier-free transportation service, a ratio of 65.14% (taxi-hail trips not included). The service has received much praise from individuals with reduced mobility (photo 5-5). As of the end of Dec. 2018, the number of general-purpose accessible taxis in Taipei was the highest in the country. Combined with other transportation modes such as low-floor buses, rehabilitation buses, and Senior Citizen taxis, comprehensive barrier-free transportation service is provided.



▲照片 5-7 小型復康巴士捐贈車輛
5-7 Donated compact-size rehabilitation bus

三、小型復康巴士

3.Compact-size Rehabilitation Buses

為提供身心障礙朋友便利之交通服務，臺北市自民國 78 年即開始推動復康巴士，提供身心障礙民眾點對點之運輸服務(照片 5-6)，並採計程車 1/3 費率收費，減輕身障朋友搭車負擔。隨著民眾使用需求日益增加，臺北市政府亦持續接受民間捐贈復康巴士汰舊換新(照片 5-7)，107 年底車輛總數計有 328 輛，全年提供 67 萬 7,525 趟次服務，平均每月提供 5 萬 6,460 趟次、載送約 10 萬 3,000 人次，未來將持續汰換老舊車輛及提升訂車服務效率，提供身心障礙者安全、舒適、便利之復康巴士服務。

To provide convenient transportation services



▲照片 5-8 實施機車退出騎樓

5-8 Implementation of streetside arcade motorcycle removal



▲照片 5-9 松勇路 53 巷口視障引導標線

5-9 Visually impaired guidance markings at Ln. 53, Songyong Rd. intersection

for the mentally and physically challenged, Taipei City inaugurated the Rehabilitation Bus system in 1989, providing door-to-door transport service for the physically and mentally challenged (photo 5-6). The fare is 1/3 the cost of a regular taxi, reducing the burden on passengers with disabilities. To meet continually increasing demand from the public, the Taipei City Government continues to accept donations from the private sector to replace old with new rehabilitation buses (photo 5-7). As of the end of 2018, the total number of vehicles was 328, and the service had been used to provide 677,525 trips through the full year, providing an average of 56,460 trips and transporting 103,000 people each month. The replacement of older vehicles will continue in the future, and the efficiency of booking services will be improved, ensuring provision of safe, comfortable, and convenient Rehabilitation Bus service for mentally and physically challenged individuals.

四、機車退出騎樓

4.Streetside Arcade Motorcycle Removal

臺北市自民國 88 年起實施「機車退出騎樓、整頓人行道」措施，逐步引導機車停放至合法空間；至 107 年 12 月累計實施 1,308 處路段、683.58 公里，人行

道實施長度達 605.806 公里，佔全市公有人行道總長 53.39%(照片 5-8)。(107 年共新增 76 處路段、26.91 公里)

In 1999 Taipei City launched implementation of the “Plan to Remove Motorcycles from Arcades and Improve Sidewalk Order,” step by step leading to the parking of motorcycles in legal spaces. As of the end of December 2018, the plan had been implemented on a total of 1,308 road sections, with a total road length of 683.58 kilometers. Total sidewalk length was 605.806 kilometers, representing 53.39% of overall city sidewalk distance (photo 5-8). In 2018 a total of 76 new road sections and 26.91 kilometers were added.

五、試辦無障礙行穿線

5.Barrier-Free Pedestrian Crossing Markings Trial

內政部營建署於民國 107 年發展新型之交通標線繪設方式，協助視障者在進行路口行人穿越道定位後，進入路口能有效定向，順利穿越到對向之人行道，故研擬「行人穿越道設置視障引導設施試辦計畫」，並報請交通部同意試辦（試辦期間為 107 年 10 月至 108 年 3 月）。

The Construction and Planning Agency of



▲照片 5-10 松勇路 69 巷口視障引導標線

5-10 Visually impaired guidance markings at Ln. 69, Songyong Rd. intersection

the Ministry of the Interior developed new traffic marking methods in 2018, designed to help the visually impaired to determine the positioning of pedestrian crossings at intersections and effectively help them with direction orientation upon entering the intersections, crossing smoothly to sidewalks opposite. In response, the “Pilot Project for Setting Up of Visually Impaired Pedestrian Crossing Guidance Facilities” was formulated, with the pilot project put into effect after submission for approval by the Ministry of Transportation and Communications (pilot period from Oct. 2018 to Mar. 2019).

5-10), to assist the visually impaired with road crossings.

臺北市交通管制工程處配合前述試辦計畫，民國 107 年 12 月於信義區松勇路與松勇路 53 巷口（照片 5-9）及松勇路與松勇路 69 巷口（照片 5-10）等 2 處路口行人穿越道線上繪設視障引導標線，以輔助視障者穿越路口。

In coordination with this pilot project, in Dec. 2018 the Taipei City Traffic Engineering Office created pedestrian crossing guideline markings for the visually impaired at two locations in Xinyi District, at the intersection of Songyong Rd. and Ln. 53, Songyong Rd. (photo 5-9) and at the intersection of Songyong Rd. and Ln. 69, Songyong Rd. (photo

**Taipei City
Government Department of
Transportation –
Major Events (2018)**

**臺北市政府
交通局大事紀
要 (107 年)**

1月 January

01日	<p>《臺北市提供車輛行車事故影像獎勵金核發要點》自107年1月1日生效，鼓勵民眾提供行車影像，以供行車事故鑑定佐證參考。</p> <p>“Taipei City Operational Guidelines for Rewards for Provision of Traffic Accident Dashcam Imagery” go into effect Jan. 1, 2018, encouraging the public to provide dashcam imagery for reference as driving accident evidence.</p>
05日	<p>辦理東區門戶樞紐「商三特公辦都更案」及「南港轉運站興建營運移轉案」啟動記者會。</p> <p>Press conference held for launch of East District Gateway hub “Commercial Type 3 Special Government-led Urban Renewal Project” and “Nangang Bus Station BOT Project “</p>
17日	<p>「華齡街與前港街」路口號誌實施行人專用時相。</p> <p>Implementation of traffic-signal exclusive pedestrian phase at Hualing St./Qiangang St. intersection.</p>
18日	<p>「重陽路與園區街」路口號誌實施行人專用時相。</p> <p>Implementation of traffic-signal exclusive pedestrian phase at Chongyang Rd./Yuanqu St. intersection.</p>
21日	<p>辦理「106年公車禮貌心運動頒獎典禮」。</p> <p>Held “2017 Public Bus Polite Hearts Campaign Awards Ceremony.”</p>
29日	<p>艋舺大道(西園路至艋舺大道405巷)自行車道竣工。</p> <p>Construction completed on Bangka Blvd. bicycle path (Xiyuan Rd. to Ln. 405, Bangka Blvd.)</p>
31日	<p>臺北市停車欠費即時通報系統完成建置線上服務。</p> <p>Online service construction completed for Taipei City parking arrears instant notification system.</p>

2月 February

06日	<p>「文湖街11巷」及「文湖街21巷」2處路口號誌實施行人專用時相。</p> <p>Implementation of traffic-signal exclusive pedestrian phase at two intersection locations, Ln.11, Wenhua St. and Ln. 21, Wenhua St.</p>
22日	<p>配合2018年陽明山花季活動期間，辦理交通管制措施，至3月25日止。</p> <p>Implementation of traffic-control measures during 2018 Yangmingshan Flower festival period, ending March 25.</p>
24日	<p>配合臺北燈節，辦理西門町及北門地區交通管制事宜，至3月4日止。</p> <p>Implementation of traffic-control measures during Taipei Lantern Festival in Ximending and North Gate area, ending March 4</p>

3月 March

01日	<p>臺北市計程車駕駛人免費健康檢查開始受理報名。</p> <p>Registration for free health check-ups for Taipei City taxi drivers commenced.</p>
01日	<p>臺北市交通事件裁決所網頁提供民眾查詢有否重複繳納交通違規罰鍰服務，並可下載退款申請書逕向該所辦理退款。</p> <p>The Taipei City Traffic Adjudication Office website begins providing public with service enabling the checking of double payment of traffic violation penalties, with a downloadable refund application to submit to office for refund.</p>
07日	<p>忠孝東路5段372巷與忠孝東路5段372巷28弄口試辦3D立體行穿線。</p> <p>Pilot trial conducted with 3D pedestrian crossing lines at mouth of Ln. 372 and Aly. 28, Ln. 372 on Sec. 5, Zhongxiao E. Rd.</p>

3月 March

13日	<p>公共運輸定期票開始販售。</p> <p>All Pass Ticket sales commenced.</p>
15日	<p>配合國家生技園區啟用，調整周邊交通動線。</p> <p>In coordination with opening of National Biotechnology research park, adjusted surrounding traffic-movement lines.</p>
16日	<p>辦理「智慧臺北車站體驗發表會」，以影音方式宣傳5大智慧化系統建置成果，並於現場體驗室內定位導航App(台北車站通)及室內人行導引查詢機(Kiosk)。</p> <p>“Smart Taipei Station Experience Press Conference” held, using audio-visual means to promote 5 key smart system construction results and providing on-site experience with indoor positioning and navigation App (Taipei Main Station Navigator) and indoor pedestrian guidance inquiry machine (Kiosk).</p>
24日	<p>配合清明掃墓期間假日提供免費掃墓公車服務，至4月7日止。</p> <p>In conjunction with Qingming Festival (Tomb-Sweeping Day) holiday period, free tomb-sweeping public bus service provided, ending April 7.</p>
26日	<p>室內定位導航App「台北車站通」Android版正式上線。</p> <p>Android version of indoor positioning and navigation App (Taipei Main Station Navigator) officially launched.</p>
27日	<p>智慧車站於2018年智慧城市展(SCSE)展示成果。</p> <p>Smart Station achievements showcased at 2018 Smart City Summit & Expo.</p>
29日	<p>民生東路與敦化路口(南北向)路口試辦繪設3D立體行穿線。</p> <p>Pilot trial conducted with drawing of 3D pedestrian crossing lines at intersection of Minsheng E. Rd. and Dunhua Rd. (north-south direction).</p>

3月 March

29日	<p>臺北市交通事件裁決所開辦「臨櫃行動支付繳納罰鍰」，提供民眾多元繳款方式，減少民眾攜帶現金之不便。</p> <p>The Taipei City Traffic Adjudication Office launches “Over the Counter Mobile Penalty Payment” service, providing a diversity of payment options for the public and reducing the inconvenience of carrying cash.</p>
29日	<p>辦理2018國際公共交通聯會亞太年會，參與人數約200名(會員制)，至3月30日止。</p> <p>Hosted 2018 UITP Asia-Pacific Assembly, with approximately 200 participants (members), ending on March 30.</p>
30日	<p>配合2018竹子湖海芋季活動期間，辦理交通管制措施及改善事宜，至4月29日止。</p> <p>Implementation of traffic-control measures and improvement initiatives during 2018 Zhuzihu Calla Lily Festival period, ending April 29.</p>
30日	<p>智慧車站於2018年國際公共交通聯會(UITP)亞太年會安排與會貴賓現場體驗。</p> <p>Smart Station on-site experience arranged for member guests attending 2018 UITP Asia-Pacific Assembly.</p>

4月April

01日	<p>臺北市實施YouBike與臺北捷運/雙北段次公車轉乘優惠。</p> <p>Taipei City implements YouBike and Taipei Metro/Taipei City-New Taipei City section-fare public bus interchange discounts.</p>
02日	<p>試辦兒童自行車上公車。</p> <p>Trial conducted allowing children's bicycles on buses.</p>
02日	<p>臺北市第2階段幹線公車(共11線)上路，「8橫8縱」幹線路網完成。</p> <p>Taipei City's Phase 2 main line Metro buses hit the road (11 lines in total), completing the "8 vertical, 8 horizontal" Metro line network.</p>
02日	<p>臺北市停車管理工程處主辦八德立體停車場開場典禮啟用。</p> <p>Taipei City Parking Management and Development Office held opening ceremony for Bade Parking Garage.</p>
04日	<p>配合清明連假，調整交通管制措施，至4月6日止。</p> <p>Adjustment of traffic control measures for Tomb-Sweeping Day extended holiday, ending April 6.</p>
10日	<p>室內定位導航App「台北車站通」iOS版正式上線。</p> <p>iOS version of indoor positioning and navigation App (Taipei Main Station Navigator) officially launched.</p>
16日	<p>公共運輸定期票正式實施。</p> <p>Official inauguration of All Pass Tickets.</p>
23日	<p>「林森南路與青島東路」路口號誌實施行人專用時相。</p> <p>Implementation of traffic-signal exclusive pedestrian phase at Linsen S. Rd./Qingdao E. Rd. intersection.</p>

4月April

27日	「松仁路信義國中」路口號誌實施行人專用時相。 Implementation of traffic-signal exclusive pedestrian phase at Songren Rd./Xinyi Junior High School intersection.
30日	臺北市鄰里交通環境改善計畫KM系統成果發表會。 Press conference held announcing results of Taipei City Neighborhood Traffic Environment Improvement Program KM system.

5月May

01日	臺北市啟動電動機車停車免費優惠，至109年4月30日止。 Taipei City offers preferential free parking for e-scooters, ending April 30, 2020.
08日	和平西路2段98巷2弄調整為東往西方向單行道(禁止西往東方向通行)。 Aly. 2, Ln. 98, Sec. 2, Heping W. Rd. adjusted to become one-way street with east-to-west direction (west-to-east traffic prohibited).
24日	「北安路與敬業三路」路口試辦時段性行人專用時相。 Implementation of trial traffic-signal exclusive pedestrian phase at Beian Rd./Jingye 3rd Rd. intersection.
29日	辛亥路3段21巷調整為單行道。 Ln. 21, Sec. 3, Xinhai Rd. adjusted to become one-way street.
31日	臺北市交通管制工程處辦理安全路口警示計畫記者會。 Taipei City Traffic Engineering Office press conference on safe intersection warning program.
31日	成潭美國小周邊自行車道(舊宗路-行善路)。 Completion of bicycle lane beside Tanmei Elementary School (Jiuzong Rd. – Xingshan Rd.).

6月June

01日	<p>臺北市所屬公共自行車全數投保第三人責任險。</p> <p>All Taipei public-rental bicycles covered by third-party liability insurance.</p>
05日	<p>辦理臺北市107年軍民聯合防空（萬安41號）演習，協助發布交通管制新聞稿及協調臺北市公車業者車輛改道及管制訊息。</p> <p>For conducting of 2018 Taipei City joint military-civilian air defense exercise (41st annual Wan An exercise), provided assistance issuing traffic-control press releases and coordinated route diversions and control information with Taipei City public-bus operators.</p>
08日	<p>中正路與環河北路口試辦交通號誌運作不斷電系統（期間6個月）。</p> <p>Trial commenced at Zhongzheng Rd./Huanhe N. Rd. intersection using traffic-signal Uninterruptible Power Supply (6-month period).</p>
12日	<p>辦理臺北市政府縣市共推節電行動全程暨第1期計畫交通服務業者說明會。</p> <p>Handled Taipei City Government transport service provider briefing on city/county joint energy-saving campaign full process and Phase 1 plan.</p>
18日	<p>因應107年端午節之交通需求，取消18處調撥車道之管制調整相關交通管制措施。</p> <p>In response to traffic needs for the 2018 Dragon Boat Festival, cancelled reversible lane control adjustment-related traffic control measures in 18 locations.</p>
20日	<p>木柵路4段111巷(聖尊廟東側路段)調整為東往西單向道。</p> <p>Ln. 111, Sec. 4, Muzha Rd. (section on east side of Shengzun Temple) adjusted to become one-way road with east-to-west direction.</p>
21日	<p>中山北路與中正路口、市民大道與基隆路口、信義路與建國南路口、和平西路與重慶南路口交通號誌試辦運作不斷電系統（期間6個月）。</p> <p>Trial Uninterruptible Power Supply traffic-signal operation at Zhongshan N. Rd./Zhongzheng Rd. intersection, Civic Blvd./Keelung Rd. intersection, Xinyi Rd./Jianguo S. Rd. intersection, Heping W. Rd./Chongqing S. Rd. intersection (6-month period).</p>

6月June

26日	<p>忠孝東路5段22巷路口實施時段性行人專用時相。</p> <p>Implementation of traffic-signal exclusive pedestrian phase at Ln. 22, Sec. 5, Zhongxiao E. Rd.intersection.</p>
28日	<p>辦理「106年度貓空纜車系統經營維護與安全監督定期檢查」。</p> <p>Conduct “2017 Maokong Gondola System Periodic Inspection on Operational Maintenance and Safety Supervision.”</p>
29日	<p>公告《臺北市交通事業能源翻新補助要點》。</p> <p>Announcement of “Taipei City Transportation Industry Energy Refurbishment Subsidy Guidelines.”</p>
30日	<p>發布《臺北市電動公車營運里程補貼作業原則》實施生效。</p> <p>“Taipei City Electric Bus Operating Mileage Subsidy Operational Principles” go into effect.</p>
30日	<p>完成106年度下半年易壅塞路段改善。</p> <p>Completion of improvement of road sections prone to congestion, commenced in latter half of 2017.</p>

7月 July

01日	<p>交通部實施營業大客車逕舉案件記點措施，臺北市交通事件裁決所配合中央政策受理申請歸責實際駕駛人。</p> <p>Ministry of Transportation and Communications implements database tracking traffic violation points by bus operators, Taipei City Traffic Adjudication Office coordinates with central government policy handling applications placing specific responsibility on identified drivers.</p>
12日	<p>辦理「臺北市交通事業能源翻新補助計畫」記者會。</p> <p>Taipei City press conference on “Taipei City Transportation Industry Energy Refurbishment Subsidy Program.”</p>
20日	<p>「羅斯福路6段142巷與羅斯福路6段142巷20弄」路口試辦時段性行人專用時相。</p> <p>Implementation of trial traffic-signal exclusive pedestrian phase at intersection of Ln. 142, Sec. 6, Roosevelt Rd. and Aly. 20, Ln. 142, Sec. 6, Roosevelt Rd.</p>
24日	<p>臺北市公有停車場首次辦理月票「線上登記及抽籤」方案，於民生立體停車場試辦。</p> <p>“Online Registration and Lottery” program used for first time with Taipei City public parking lots, with a trial at the Minsheng Car Park.</p>
26日	<p>臺北市發放孕婦及育有6歲以下兒童者停車位識別證。</p> <p>Taipei City issue of parking space ID for pregnant women and those with children 6 and under.</p>
26日	<p>臺北市幹線公車成效記者會。</p> <p>Taipei City press conference on Metro bus route results.</p>

8月August

01日	2座原住民風候車亭，分別於南港區「南港高中」站及士林區「衛理女中」站落成。 Two indigenous-theme bus shelters completed, situated respectively at Nangang District's Nangang High School and Shilin District's Wesley Girls High School.
02日	配合臺北市政府辦理行政院107年動員業務訪評檢核(交通動員部分)。 Coordination with Taipei City Government handling of Executive Yuan's 2018 industry mobilization assessment (transportation industry section).
10日	辦理公車工(公)會座談會。 Host forum with public bus union (guild) associations.
10日	建國高架下農安匝道平面處增劃設車道調整作業完成。 Completion of surface adjustment of Nongan Street ramp for Jianguo Expressway, adding additional lane.
13日	辦理「106年度臺北大眾捷運系統經營維護與安全監督定期檢查」。 Conduct “Taipei Mass Rapid Transit System Operation Maintenance and Safety Supervision Regular Inspection.”
14日	全臺首座太陽能電子紙智慧型站牌啟用。 First Taiwan launch of solar-power e-paper screen smart bus stop signage.
15日	經臺北市交通事件裁決所核准之交通違規分期繳款案件，可利用手機下載智慧支付平台APP(pay.taipei)線上繳納，有利電子支付政策推動。 In traffic infraction instalment payment cases approved by Taipei City Traffic Adjudication Office, mobile phones may be used to download smart payment platform APP (pay.taipei) for online payment, facilitating the promotion of e-payment policies.
16日	舉辦「使用智慧支付繳納臺北市路邊停車費享9折優惠」活動，至12月31日止。 “10% Discount on Taipei City Roadside Parking Fees with Use of Smart Payment” activity, ending Dec. 31.

8月August

18日	<p>為提升綠運輸使用率，與痞客邦等單位合作辦理「第五屆痞客邦黑客松」活動，吸引兩百多名程式設計高手參與，至8月19日止。</p> <p>To increase use of green transportation, “2018 5th PIXNET HACKATHON” held in cooperation with PIXNET and other organizations, attracting participation by over 200 programming experts, ending Aug. 19.</p>
21日	<p>協助交通部民航局辦理「遙控無人機規範管理」行政業務說明會(臺北市場次)。</p> <p>Assist Civil Aeronautics Administration, MOTC in staging “Standardized Management of Remote-Operated Drones” administrative operations briefing (Taipei City session).</p>
22日	<p>完成市民高架永吉上匝道周邊車道調整，增加儲車空間。</p> <p>Adjustment of lanes surrounding Yongji Street on-ramp for Civic Blvd. Expressway completed, increasing vehicle space capacity.</p>

9月September

03日	<p>2018大臺北公車路線手冊發放。</p> <p>2018 Greater Taipei Bus Route Manual issued.</p>
06日	<p>辦理《臺北市路邊停車格位智慧化第2階段試辦計畫》。</p> <p>Commence “Taipei City Roadside Parking Space Intelligentization Phase 2 Pilot Project.”</p>
10日	<p>「羅斯福路6段142巷與羅斯福路6段142巷20弄」路口號誌取消實施時段性行人專用時相。</p> <p>Cancellation of traffic-signal exclusive pedestrian phase at Ln. 142, Sec. 6, Roosevelt Rd./Ally. 20, Ln. 142, Sec. 6, Roosevelt Rd. intersection.</p>
14日	<p>完成港墘路近堤頂大道路口拓寬1車道。</p> <p>Complete widening of Gangqian Rd., adding 1 extra lane, near Tiding Blvd. intersection.</p>

9月September

18日	<p>「忠孝東路5段與松山路」路口號誌取消實施時段性行人專用時相。</p> <p>Cancellation of traffic-signal exclusive pedestrian phase at Sec. 5, Zhongxiao E. Rd./ Songshan Rd. intersection.</p>
19日	<p>舊宗路1段與民權東路6段交岔口，實施南往北車輛禁止於民權大橋下方迴轉。</p> <p>Implementation of south-to-north vehicle U-turn ban under Mincuan Bridge at Sec. 1, Jiuzong Rd./Sec. 6, Mincuan E. Rd. intersection.</p>
24日	<p>中秋節國定假日調整交通管制措施。</p> <p>Adjustment of traffic control measures for Mid-Autumn Festival national holiday.</p>
27日	<p>臺北市智慧公車正式發表上路記者會。</p> <p>Taipei City press conference announcing Smart Buses officially in operation.</p>
30日	<p>「公車路線圖」每站客製化全面完成改版。</p> <p>Complete customized revision of “Bus Route Map” for each stop.</p>
30日	<p>辦理107年公車友善心運動頒獎典禮。</p> <p>Host 2018 Bus Friendly Hearts Campaign awards ceremony.</p>

10月October

01日	<p>YouBike傷害險正式上路。</p> <p>YouBike personal injury insurance officially hits the road.</p>
02日	<p>臺北市鄰里交通環境改善計畫榮獲交通部第10屆道安創新貢獻獎交通工程組第1名。</p> <p>Taipei City Neighborhood Traffic Environment Improvement Program wins 1st place in Transport Engineering Category in 10th Innovative Road Safety Contribution Awards held by Ministry of Transportation and Communications.</p>
04日	<p>內湖交通改善專案完成港墘路拓寬及延長瑞湖街時段性單行道管制路段與時間，增加港墘路及瑞湖街道路容量，減少路段壅塞情形。</p> <p>As part of Neihu Traffic Improvement Project, completion of Gangqian Rd. widening and extension of Ruihu St. periodic-interval one-way street controlled road section and time, increasing Gangqian Rd. and Ruihu St. capacity and reducing congestion.</p>
08日	<p>共享汽車上路。</p> <p>Car sharing hits the road.</p>
10日	<p>配合國慶日，取消實施全市18處路段之調撥車道及交通管制措施調整運作。</p> <p>In conjunction with National Day, cancel implementation of road-section reversible lanes and adjust operations for traffic control measures in 18 locations across city.</p>
16日	<p>臺北市通勤專車開放定期票預購。</p> <p>Fixed-term pass pre-ordering commenced for Taipei City dedicated commuter buses.</p>
18日	<p>舉辦「金輪獎頒獎表揚大會」表揚優良職業汽車駕駛人等，約400人次參加。</p> <p>Hosted “Golden Wheel Award Ceremony,” recognizing outstanding professional vehicle drivers, etc., with 400 persons attending.</p>
19日	<p>臺北市鄰里交通環境改善計畫精實管理專案成果觀摩會。</p> <p>Taipei City Neighborhood Traffic Environment Improvement Program observation meeting on lean management project results.</p>

10月October

29日	臺北市第1條電動公車路線啟用典禮及免費試乘至10月30日。 Launch ceremony for first Taipei City electric bus route, free trial rides until Oct. 30.
31日	臺北市24場路外停車場完成更換LED智慧照明設備啟用。 LED smart lighting installed at 24 Taipei City off-street parking lots goes into operation.

11月November

01日	臺北市第1條電動公車路線正式營運。 Taipei City's first electric bus route officially launched.
01日	新生南路1段54巷5弄（忠孝公園南側無名巷至新生南路1段54巷）調整為南往北單行道。 Aly. 5, Ln. 54, Sec. 1, Xinsheng S. Rd. (unnamed lane on Zhongxiao Park south side to Ln. 54, Sec. 1, Xinsheng S. Rd.) adjusted to become one-way road with south-to-north direction.
05日	木柵路1段76巷路口號誌取消實施時段性行人專用時相。 Cancellation of traffic-signal exclusive pedestrian phase at mouth of Ln. 76, Sec. 1, Muzha Rd.
08日	公告臺北市聯營公車運價因應勞基法修改調整並追溯自105年12月23日實施。 Announcement of adjustment of Taipei City Joint Bus fares in line with Labor Standards Act revisions, retroactive to Dec. 23, 2016.
09日	臺北轉運站獲「第16屆民間參與公共建設金擘獎」之「民間經營團體」優等獎。 Taipei Bus Station winner of “16th Golden Thumb Awards for Private Participation in Infrastructure Projects” Superior Award in “Private Teams” category.

11月November

19日	訂定並發布實施《臺北市共享運具經營業管理自治條例》。 Establish and promulgate “Taipei City Shared Modes Industry Management Regulations.”
20日	臺北市13處公有路外停車場監視系統設備更新正式啟用。 Official launch of monitoring system equipment updating at 13 Taipei City public off-street parking lots.
23日	臺北市67處公有路外停車場提供無票卡進出服務。 Ticketless entry and exit services provided at 67 Taipei City off-street public parking lots.
28日	環河南路2段250巷17弄調整為機車雙向通行。 Aly. 17, Ln. 250, Sec. 2, Huanhe S. Rd. adjusted to allow two-way scooter traffic.
29日	完成青年路、國興路口行人觸動延長綠燈秒數，提升年長者通行安全。 Completion of pedestrian push-button green light phase extension at Qingnian Rd./ Guoxing Rd. intersection, enhancing traffic safety for seniors.
30日	於「臺北市萬華區青年公園規劃交通公園」案設置交通號誌、交通解說牌面、大客車視野死角區標線、標線型人行道及其他交通標線。 Under “Taipei City Wanhua District Youth Park Plan Traffic Park,” installation of traffic signage, traffic explanation boards, bus field-of-vision blind spot markings, marked sidewalks, and other types of traffic signage.

12月December

01日	<p>提供民眾查詢臺北市163個路段約4,200格即時路邊停車空位資訊。</p> <p>Provision of public-query real-time on-street parking-space availability information for 163 road sections and approximately 4,200 parking spaces.</p>
03日	<p>全國首座戶外交通公園(位於臺北市萬華區青年公園臨近1號出入口)正式啟用。</p> <p>Formal inauguration of first outdoor transportation park in country (Taipei Wanhua District,near Exit 1 at Youth Park).</p>
04日	<p>107年金安獎榮獲106年「院頒道路交通秩序與交通安全改進方案」交通工程單項成績績優第1組第1名。</p> <p>2018 Golden Safety Awards recognizes 2017 “Road Traffic Order and Traffic Safety mprovement Program” with 1st place in 1st group for traffic engineering individual outstanding cases.</p>
06日	<p>使用智慧支付繳納臺北市路邊停車費享9折優惠」活動，延長至108年6月30日止。</p> <p>“10% Discount on Taipei City Roadside Parking Fees with Use of Smart Payment” activity extended until June 30, 2019.</p>
06日	<p>超商(統一、全家、萊爾富、OK及美廉社)之多媒體機查詢交通違規資料，新增違規記點資訊。</p> <p>Checking of traffic violation information and addition of demerit points enabled at multimedia kiosks in chain convenience stores (7-Eleven, FamilyMart, HiLife, OK mart,Simple Mart).</p>
24日	<p>臺北市公有停車場月票「線上登記及抽籤」方案擴大推行，107年推動累計達11場。</p> <p>2018 Taipei City public parking lot monthly pass “Online Registration and Lottery” program expansion brings total to 11 locations.</p>
24日	<p>內湖區「康寧路3段與五分街」路口號誌實施上課期間時段性行人專用時相。</p> <p>Implementation of traffic-signal exclusive pedestrian phase during in-school periods at Sec.3, Kangning Rd./Wufen St. intersection in Neihu District.</p>

12月December

28日	<p>臺北市通用計程車達300輛。</p> <p>Cumulative total of Wheelchair-Accessible Taxis reaches 300.</p>
31日	<p>配合跨年晚會（107年12月31日至108年1月1日）元旦連假調整信義區交通管制措施。</p> <p>Implementation of traffic-control adjustment measures in Xinyi District during Taipei New Year's Eve Countdown Party consecutive holiday (Dec. 31, 2018 to Jan. 1, 2019).</p>
31日	<p>針對臺北市8公尺以下巷道優先檢討繪設標線型人行道可行性，並在行人較多之捷運站、公園、醫院、學校等周邊檢討設置標線型人行道，107年度共計完成183條，累計完成1,261條。</p> <p>Following priority review on feasibility of creating marked sidewalks along Taipei City lanes 8 meters wide or less, and on setting up marked sidewalks with comparatively heavy pedestrian traffic, notably around metro stations, parks, hospitals, schools, etc., in 2018 a total of 183 projects were completed, for a cumulative total of 1,261.</p>
31日	<p>臺北市自行車道累計完成人車分道86.674公里、人車共道304.29公里及河濱自行車車道112公里，合計502.96公里。</p> <p>Taipei City completed bike lane total reached 86.674km divided pedestrian-bicycle lanes, 304.29 shared pedestrian-bicycle lanes, and 112km of riverside bike paths, totaling 502.96km.</p>
31日	<p>號誌纜線清理採「微管溝」工法進行路口纜線下地，完成臺北市纜線下地295處路口。</p> <p>“Micro tube trenching” method used for placement of signal cables underground as part of Traffic Signals Cable Cleaning project, completed at cumulative total of 295 Taipei City intersections.</p>
31日	<p>臺北市107年交通違規舉發總入案件數計241萬9,739件，總結案件數計225萬3,950件。</p> <p>As of the end of December 2018, there had been 2,419,739 incidents of traffic violations reported for the year in Taipei City, with 2,253,950 of these cases closed.</p>

12月December

31日	<p>臺北市交通事件裁決所辦理歸責駕駛人案件，107年總計受理15萬4,896件。</p> <p>In 2018 the Taipei City Traffic Adjudication Office processed a total of 154,896 driver liability cases.</p>
31日	<p>臺北市交通事件裁決所至107年12月底已完成專案催繳移送強制執行計1萬6,056案（31萬8,380件），罰鍰3億5,946萬1,426元；案件數較106全年度增加395案(5萬2,341件)，金額增加1億2,575萬8,771元(+53.8%)。</p> <p>As of the end of December 2018, the number of traffic violation enforcement cases handled with compulsory enforcement by the Taipei City Traffic Adjudication Office totaled 16,056 (318,380 total cases), with punishment fines imposed totaling NT\$359,461,426; the number of cases increased by 395 (52,341 total cases) in comparison to 2017, with the monetary total increasing by NT\$125,758,771 (+53.8%).</p>

臺北市相關交通統計資料
Taipei City Transportation Statistics

分類 Category	項目Item	說明Details
地理特性 Geographical Features	位置 Location	亞洲東南部、臺灣北部 East Asia southeast region, northern Taiwan
	地形 Topography	盆地地形、河流切割 Basin topography, dissected by rivers
	地質 Geology	沉積土質軟弱，位居地震帶，地下水位高 Sedimentary soil with weak structure, located in earthquake zone, high groundwater level
	氣候 Climate	無嚴寒酷暑，屬亞熱帶季風氣候 No extremes in cold or heat, subtropical monsoon climate
	面積 Area	272平方公里 272 square kilometers
人口 Population	人口 Population	266.9萬人 2.669 million
	戶數 No. of Households	105.6萬戶 1.056 million
	密度 Density	9,818人/平方公里 9,818 people/sq. km

臺北市相關交通統計資料
Taipei City Transportation Statistics

分類 Category	項目 Item	說明 Details
交通環境 Transportation Environment	道路面積 Road Area	2,184,614平方公尺，占土地總面積8.16% 22,184,614 sq. km, covering 8.16% of total land area
	汽車數 No. of Vehicles	813,751輛(305輛/千人，註:本汽車數含各類客貨車及特種車等) 813,751 vehicles (305/1000 persons; note: vehicles include passenger and freight vehicles, special-purpose vehicles, etc.)
	機車數 No. of Scooters/ Motorcycles	944,171輛(354輛/千人) 944,171 (354/1,000 persons)
	停車位 Parking Spaces	<p>1.臺北市停車管理工程處直營或委外停車位，其中路邊270,818位（含不收費停車位）、路外35,052位、委外經營35,573 位</p> <p>2.非市有建物附設(停車場登記)129,033位；建管處推估建物附設1,205,314位</p> <p>3.非建物附設19,645 位</p> <p>現有停車位數總計：1,519,126位（汽車：752,988；機車：766,138）</p> <p>1/ The Taipei City Parking Management and Development Office directly manages or contracts out public parking spaces. Among these are 270,818 roadside spaces (including no-fee parking spaces), 35,052 off-street spaces, and 35,573 contracted-out spaces</p> <p>2/ 129,033 non-city parking spaces attached to buildings (with parking lot registration); the Taipei City Construction Management Office estimates the total number at 1,205,314</p> <p>3/ 19,645 spaces not attached to buildings</p> <p>Total number of existing parking spaces: 1,519,126 (vehicles: 752,988; scooters/motorcycles: 766,138)</p>

臺北市相關交通統計資料
Taipei City Transportation Statistics

分類 Category	項目 Item	說明 Details
交通環境 Transportation Environment	特殊停車位 Special Parking Spaces	<p>1.路邊裝卸貨專用停車位2,133格（含收費格位1,558格）；禁停黃線路段設置286處、2,584公尺</p> <p>2.限時停車位174格</p> <p>3.身心障礙者專用汽車停車位5,286格（含非市有停車場）</p> <p>4.身心障礙者專用機車停車位2,561格（含非市有停車場）</p> <p>5.汽、機車彈性共用格位，機車位6,288格可轉換汽車位1,048格供汽車停放</p> <p>1/ 2,133 roadside dedicated loading/unloading parking spaces (including 1,558 for-fee spaces); yellow-line markings along road sections indicating prohibited parking created in 286 locations, total 2,584 meters</p> <p>2/ 174 time-limited parking spaces</p> <p>3/ 5,286 dedicated vehicle parking spaces for mentally/physically challenged (including non-city-operated parking lots)</p> <p>4/ 2,561 dedicated scooter/motorcycle parking spaces for mentally/physically challenged (including non-city-operated parking lots)</p> <p>5/ Flexible shared parking spaces for vehicles and scooters/motorcycles: 6,288 scooter/motorcycles are available for conversion to 1,048 spaces for vehicles</p>

臺北市相關交通統計資料
Taipei City Transportation Statistics

分類 Category	項目 Item	說明 Details
交通環境 Transportation Environment	道路路網 型態 Road Network Types	<p>市中心區成棋盤狀路網</p> <p>公車專用道共14條，總計長度59.95公里，各路線如下：</p> <p>Chessboard Layout Road Network in City Core</p> <p>There are 14 exclusive bus lanes, totaling 59.95 km in length, with routes as follows:</p> <p>松江路（民權東路至八德路）-3.7公里，85/1/27通車</p> <p>新生南路（忠孝東路至和平東路）-3.56公里，85/6/1通車</p> <p>信義路（中山南路至基隆路）-9公里，85/7/6通車</p> <p>仁愛路（中山南路至敦化南路）-6.2公里，85/7/27通車</p> <p>南京東路（中山北路至三民路）-8.4公里，85/7/27通車</p> <p>民權東路（敦化北路至承德路）-7.2公里，85/8/2通車</p> <p>敦化南北路（民權東路至信義路）-3.15公里，85/8/2通車</p> <p>Songjiang Road (Minquan East Road to Bade Road) – 3.7 km, opened 01/27/1996</p> <p>Xinsheng South Road (Zhongxiao East Road to Heping East Road) – 3.56 km, opened 06/01/1996</p> <p>Xinyi Road (Zhongshan South Road to Keelung Road) – 9 km, opened 07/06/1996</p> <p>Ren' ai Road (Zhongshan South Road to Dunhua South Road) – 6.2 km, opened 07/27/1996</p> <p>Nanjing East Road (Zhongshan North Road to Sanmin Road) – 8.4 km, opened 07/27/1996</p> <p>Minquan East Road (Dunhua North Road to Chengde Road) – 7.2 km, opened 08/02/1996</p> <p>Dunhua North/South Road (Minquan East Road to Xinyi Road) – 3.15 km, opened 08/02/1996</p>

臺北市相關交通統計資料
Taipei City Transportation Statistics

分類 Category	項目 Item	說明 Details
交通環境 Transportation Environment	道路路網 型態 Road Network Types	<p>仁愛路延伸段（敦化南路至逸仙路）-2.4公里，87/10/18通車</p> <p>民權西路（承德路至延平北路）-1.28公里，87/11/22通車</p> <p>重慶北路（酒泉街至南京西路）-4公里，90/1/18通車</p> <p>中華路（忠孝西路至愛國西路）-2.2公里，90/4/30通車</p> <p>羅斯福路（和平西路至興隆路）-6.2公里，95/3/6通車</p> <p>新光路（新光路動物園前圓環至污水處理廠迴轉道）-2.2公里，99/3/23通車</p> <p>玉門街（民族西路至酒泉街）-0.4公里，100/4通車</p> <p>忠孝西路（館前路至重慶北路）-0.14公里，106/4通車</p> <p>Ren' ai Road extension (Dunhua South Road to Yixian Road) – 2.4 km, opened 10/18/1998</p> <p>Minquan West Road (Chengde Road to Yanping North Road) – 1.28 km, 11/22/1998</p> <p>Chongqing North Road (Jiuquan Street to Nanjing West Road) – 4 km, opened 01/18/2001</p> <p>Zhonghua Road (Zhongxiao West Road to Aiguo West Road) – 2.2 km, opened 04/30/2001</p> <p>Roosevelt Road (Heping West Road to Xinglong Road) – 6.2 km, opened 03/06/2006</p> <p>Xinguang Road (traffic circle before Taipei Zoo on Xinguang Road to wastewater treatment plant U-turn lane) – 2.2 km, opened 03/23/2010</p> <p>Yumen Street (Minzu West Road to Jiuquan Street) – 0.4 km, opened 04/2011</p> <p>Zhongxiao West Road (Guanqian Road to Chongqing North Road) – 0.14 km, opened 04/2017</p>

臺北市相關交通統計資料
Taipei City Transportation Statistics

分類 Category	項目 Item	說明 Details
交通事業 Transportation Service	公車 Public Bus	<p>聯營公車業者14家，共286條路線。107年每日平均載客131.1萬人次，較106年平均每日載客130.3萬人次，增加0.6%。107年平均每日營運收入2,478.1萬元，較106年平均每日營運收入2,376.6萬元，增加4.3%。</p> <p>捷運接駁公車路線52條，其中紅線20條，藍線12條，棕線16條，綠線4條。</p> <p>A total of 14 bus enterprises operate 286 routes in the Taipei Joint Bus System. In 2018 the average daily passenger volume was 1.311 million, an increase of 0.6% over the 1.303 million daily average in 2017. In 2018 the average daily operating income was NT\$24.781 million, an increase of 4.3% over the NT\$23.766 million daily average in 2017.</p> <p>There are 52 metro-connection bus routes, among which 20 connect with the Taipei Metro' s Red line, 12 with the Blue, 16 with the Brown, and 4 with the Green.</p>
	捷運 MRT (Metro)	<p>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5條，營運車站117個，營運里程131.1公里；107年平均每日載客已達209.7萬人次；捷運與公車雙向轉乘優惠平均每日為50.4萬人次。各路線概要如下：</p> <p>The Taipei Metro is operated by the Taipei Rapid Transit Corporation. It operates 18 hours daily (06:00 to 24:00), with 5 routes and 117 stations, spanning 131.1 km. In 2018 daily passenger volume reached 2.097 million; the dual-direction metro-bus system transfer discount is used by an average of 504,000 riders daily. A description of each operated route follows:</p>

臺北市相關交通統計資料
Taipei City Transportation Statistics

分類 Category	項目 Item	說明 Details
交通事業 Transportation Service	捷運 MRT (Metro)	<p>1號文湖線：</p> <p>文山線(動物園站至中山國中站)10.5公里，85/3/28營運； 內湖線(松山機場站至南港展覽館站) 14.8公里，98/7/4營運。</p> <p>Line 1 / Wenhua Line:</p> <p>The Wenshan Line (Taipei Zoo Station to Zhongshan Junior High School Station) is 10.5 km, and went into operation on 03/28/1996.</p> <p>The Neihu Line (Songshan Airport Station to Taipei Nangang Exhibition Center Station) is 14.8 km, and went into operation on 07/04/2009.</p> <p>2號淡水信義線：</p> <p>淡水線(淡水站至中正紀念堂站)23.8公里，淡水站至中山站86/3/28營運，中山站至臺北車站86/12/25營運，87/12/24再通車至中正紀念堂站； 信義線(中正紀念堂站至象山站)6.4公里，102/11/24營運。</p> <p>Line 2 / Tamsui-Xinyi Line:</p> <p>The Tamsui Line (Tamsui Station to CKS Memorial Hall Station) is 23.8 km. Tamsui Station to Zhongshan Station went into operation on 03/28/1997, Zhongshan Station to Taipei Main Station on 12/25/1997, and the final section to CKS Memorial Hall Station on 12/24/1998.</p> <p>The Xinyi Line (CKS Memorial Hall Station to Xiangshan Station) is 6.4 km, and went into operation on 11/24/2013.</p>

臺北市相關交通統計資料
Taipei City Transportation Statistics

分類 Category	項目 Item	說明 Details
交通事業 Transportation Service	捷運 MRT (Metro)	<p>3號松山新店線：</p> <p>松山線(西門站至松山站)8.5公里，103/11/15通車營運；</p> <p>新店線(中正紀念堂站至新店站)含小碧潭支線共11.2公里，北段(中正紀念堂站至古亭站) 87/12/24營運，南段(古亭站至新店站)88/11/11營運，小碧潭支線(七張站至小碧潭站)93/9/29營運；</p> <p>小南門線(西門站至中正紀念堂站)1.6公里，89/8/31通車營運。</p> <p>Line 3 / Songshan-Xindian Line:</p> <p>The Songshan Line (Ximen Station to Songshan Station) is 8.5 km, and went into operation on 11/15/2014.</p> <p>The Xindian Line (CKS Memorial Hall Station to Xindian Station) and Xiaobitan Branch Line total 11.2 km; the north section (CKS Memorial Hall Station to Guting Station) went into operation on 12/24/1998, the south section (Guting Station to Xindian Station) on 11/11/1999, and the Xiaobitan Branch Line (Qizhang Station to Xiaobitan Station) on 09/29/2004.</p> <p>The Xiaonanmen Line (Ximen Station to CKS Memorial Hall Station) is 1.6 km, and went into operation on 08/31/2000.</p>

臺北市相關交通統計資料
Taipei City Transportation Statistics

分類 Category	項目 Item	說明 Details
交通事業 Transportation Service	捷運 MRT (Metro)	<p>4號中和新蘆線：</p> <p>中和線(古亭站至南勢角站)5.4公里，87/12/24通車營運；蘆洲線(三重國小站至蘆洲站)6.4公里，99/11/3通車營運；新莊線(古亭站至迴龍站)19.7公里，忠孝新生站至大橋頭站99/11/3營運，東門站101/9/30通車，大橋頭站至輔大站101/1/5通車，輔大站至迴龍站102/6/29通車。</p> <p>Line 4 / Zhonghe-Xinlu Line:</p> <p>The Zhonghe Line (Guting Station to Nanshijiao Station) is 5.4 km, and went into operation on 12/24/1998. The Luzhou Line (Sanchong Elementary School Station to Luzhou Station) is 6.4 km, and went into operation on 11/03/2010.</p> <p>The Xinzhuang Line (Guting Station to Huilong Station) is 19.7 km; Zhongxiao Xinsheng Station to Daqiaotou Station went into operation on 11/03/2010, Dongmen Station opened for through traffic on 09/30/2012, Daqiaotou to Fu Jen University Station opened 01/05/2012, and Fu Jen University Station to Huilong Station opened 06/29/2013.</p>

臺北市相關交通統計資料
Taipei City Transportation Statistics

分類 Category	項目 Item	說明 Details
交通事業 Transportation Service	捷運 MRT (Metro)	<p>5號板南線：</p> <p>南港線(西門站至南港站)11公里，西門站至市政府站88/12/24營運，市政府站至昆陽站89/12/30營運；</p> <p>板橋線(龍山寺站至府中站)7.1公里，西門站至龍山寺站88/12/24營運，龍山寺站至新埔站89/8/31營運，新埔站至永寧站95/5/31營運；</p> <p>土城線(府中站至永寧站)5.6公里，95/5/31營運；</p> <p>南港線東延段(昆陽站至南港展覽館站)2.5公里，昆陽站至南港站97/12/25營運，南港站至南港展覽館站100/2/27營運；</p> <p>土城線延伸頂埔段路線(永寧站至頂埔站)2公里，104/7/6營運。</p> <p>Line 5 / Bannan Line:</p> <p>The Nangang Line (Ximen Station to Nangang Station) is 11 km; Ximen Station to Taipei City Hall Station went into operation 12/24/1999, and Taipei City Hall Station to Kunyang Station opened 12/30/2000.</p> <p>The Banqiao Line (Longshan Temple Station to Fuzhong Station) is 7.1 km; Ximen Station to Longshan Temple Station opened 12/24/1999, Longshan Temple Station to Xinpu Station opened 08/31/2000, and Xinpu Station to Yongning Station opened 05/31/2006.</p> <p>The Tucheng Line (Fuzhong Station to Yongning Station) is 5.6 km, and went into operation 05/31/2006.</p> <p>The Nangang Line eastern extension (Kunyang Station to Taipei Nangang Exhibition Center Station) is 2.5 km; Kunyang Station to Nangang Station opened 12/25/2008, and Nangang Station to Taipei Nangang Exhibition Center Station opened 02/27/2011.</p> <p>The Tucheng Line extension to Dingpu (Yongning Station to Dingpu Station) is 2 km, and opened 07/06/2015.</p>

臺北市相關交通統計資料
Taipei City Transportation Statistics

分類 Category	項目 Item	說明 Details
交通事業 Transportation Service	貓空纜車 Maokong Gondola	<p>貓空纜車自96年7月4日起由臺北捷運公司營運，營運日營運12小時(9:00~21:00，假日及特殊情況除外)，營運場站4個，營運里程4.03公里；107年總運量為211.8萬人，較106年總運量為209.6萬人增加1.05%。</p> <p>The Maokong Gondola, operated by the Taipei Rapid Transit Corporation, has been in operation since July 4, 2007. It runs 12 hours daily (9:00~21:00, except on holidays and in special circumstances). There are 4 stations on the 4.03 km line. Total passenger volume in 2018 was 2.118 million, 1.05% higher than the 2.096 million recorded in 2017.</p>

資料統計時間：民國107年12月31日

Effective Date of Statistics: Dec. 31, 2018

汽車緩步成長 Incremental Vehicle Growth

民國107年底臺北市登記汽車數有813,751輛，較106年底增加3,572輛，成長率0.44%；登記機車數有944,171輛，較106年底減少9,474輛，成長率-0.99%。

As of the end of 2018 there were 813,751 registered vehicles in Taipei, an increase of 3,572, or 0.44%, over 2017. The number of registered scooters/motorcycles was 944,171, a decrease of 9,474, or -0.99%, compared to 2017.

臺北市道路面積 Road Area in Taipei City

年底別Year	道路面積Road Area		
	合計 Total	年成長率 Growth Rate	每汽車享有 Avg. Area per Veh.
單位Unit	平方公尺 m ²	%	平方公尺/輛m ² /veh.
80年底(1991)1991	18,521,432	0.62	35.89
90年底(2001)2001	20,653,635	1.23	30.96
91年底(2002)2002	20,767,342	0.27	30.56
92年底(2003)2003	20,710,215	0.28	29.91
93年底(2004)2004	20,786,331	0.09	29.35
94年底(2005)2005	20,827,722	0.18	28.70
95年底(2006)2006	20,868,521	0.21	28.52
96年底(2007)2007	20,881,608	0.06	28.67
97年底(2008)2008	20,884,690	0.01	29.10
98年底(2009)2009	20,900,954	0.08	28.98
99年底(2010)2010	20,909,292	0.04	28.84

臺北市道路面積
Road Area in Taipei City

年底別Year	道路面積Road Area		
	合計 Total	年成長率 Growth Rate	每汽車享有 Avg. Area per Veh.
單位Unit	平方公尺 m ²	%	平方公尺/輛m ² /veh.
100年底(2011)2011	22,509,233	7.65	30.25
101年底(2012)2012	22,521,347	0.05	29.77
102年底(2013)2013	22,537,277	0.07	29.34
103年底(2014)2014	22,544,099	0.03	28.62
104年底(2015)2015	22,607,834	0.26	28.28
105年底(2016)2016	22,117,447	-2.14	27.49
106年底(2017)2017	22,181,893	0.29	27.38
107年底(2018)2018	22,184,614	0.01	27.26

資料來源：臺北市政府工務局、交通局。

Data source: Taipei City Government Public Works Department, Department of Transportation

臺灣地區主要都市交通特性比較 (107 年)

Comparison of Transportation Statistics by Major Urban Area in Taiwan (2018)

地區別Area	土地面積 Land Area	人口數Population	汽車數Automobiles
單位 Unit	平方公里 km ²	人 Persons	輛 Vehicles
臺北市 Taipei City	272	2,668,572	813,751
新北市 New Taipei City	2,053	3,995,717	1,024,609
桃園市 Taoyuan City	1,221	2,220,872	783,299
臺中市 Taichung City	2,215	2,803,894	1,093,995
臺南市 Tainan City	2,192	1,883,831	685,189
高雄市 Kaohsiung City	2,952	2,773,533	907,200

資料來源：臺北市政府工務局、交通局。

Data source: Taipei City Government Public Works Department, Department of Transportation

臺灣地區主要都市交通特性比較 (107 年)

Comparison of Transportation Statistics by Major Urban Area in Taiwan (2018)

地區別Area	汽車持有率 Car ownership	機車數 Motorcycles	機車持有率 Motorcycle Ownership
單位 Unit	輛/千人 Veh/103 Persons	輛 Vehicles	輛/千人 Veh/103 Persons
臺北市 Taipei City	305	944,171	354
新北市 New Taipei City	256	2,187,606	547
桃園市 Taoyuan City	353	1,189,124	535
臺中市 Taichung City	390	1,706,686	609
臺南市 Tainan City	364	1,298,511	689
高雄市 Kaohsiung City	327	2,008,475	724

資料來源：臺北市政府工務局、交通局。

Data source: Taipei City Government Public Works Department, Department of Transportation

整體大眾運輸運量呈成長趨勢

Slight Growth in Overall Public Transportation Volume

民國 107 年大眾運輸 (捷運 + 公車) 平均每日載客 340.8 萬人次，較 106 年 334.7 萬人次，增加約 1.82%。就個別運具而言，107 年全年捷運平均每日載客約 209.7 萬人次，較 106 年 204.4 萬人次 增加 2.6%；107 年公車平均每日載客 131.1 萬人次，較 106 年 130.3 萬人次增加 0.6%。

In 2018 average daily passenger volume for public transportation (Taipei Metro/MRT + public bus) was 3.408 million, an increase of 1.82% over the 3.347 million daily volume recorded in 2017. In terms of usage of individual modes of transport in 2018, average daily volume for the Taipei MRT system was 2.097 million riders, an increase of 2.6% over the 2.044 million recorded in 2017; average daily volume for the public bus system was 1.311 million riders in 2018, an increase of 0.6% over the 1.303 million recorded in 2017.

臺北市大眾運輸系統載客人數
Taipei City MRT & Bus Passenger Volume

年別 Year	總計 Total		捷運 MRT		公車 Bus		公車平均每 段 次載客數 Passengers / Section 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	%	人 Passengers	輛 Vehicles
80年(1991)	2,142,036	-0.99	-	-	2,142,036	-0.99	34.33	2,891
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	866,772	-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	22.96	3,666
94年(2005)	2,666,863	0.11	988,301	3.31	1,678,562	-1.69	22.90	3,805
95年(2006)	2,739,871	2.74	1,051,911	6.44	1,687,960	0.56	23.30	3,877
96年(2007)	2,852,917	4.13	1,140,355	8.41	1,712,562	1.46	23.96	3,848
97年(2008)	3,012,770	5.60	1,229,575	7.82	1,783,195	4.12	25.38	3,812
98年(2009)	3,030,638	0.59	1,267,048	3.05	1,763,590	-1.10	25.07	3,747
99年(2010)	3,144,373	3.75	1,384,840	9.30	1,759,533	-0.23	25.57	3,712
100年(2011)	3,259,587	3.66	1,551,793	12.06	1,707,794	-2.94	25.49	3,746
101年(2012)	3,326,032	2.04	1,645,353	6.03	1,680,679	-1.59	25.68	3,727
102年(2013)	3,354,577	0.86	1,739,619	5.73	1,614,958	-3.91	25.64	3,591
103年(2014)	3,290,719	-1.90	1,186,661	7.02	1,429,057	-11.51	25.41	3,313
104年(2015)	3,282,723	-0.24	1,965,786	5.59	1,316,937	-7.38	24.89	3,203
105年(2016)	3,323,426	1.24	2,021,831	2.85	1,301,595	-1.16	24.96	3,160
106年(2017)	3,346,850	0.70	2,044,018	1.10	1,302,832	0.10	25.16	3,176
107年(2018)	3,407,844	1.82	2,097,178	2.60	1,310,666	0.60	26.02	3,136

資料來源:臺北市公共運輸處、臺北捷運公司。

Data source: Taipei City Public Transportation Office, Taipei Rapid Transit Corporation

附註:公車包含小型公車。

Note: Public buses include micro buses

臺北市 15 歲以上居民所有旅次運具使用

Use of Public Transportation in Taipei City by Individuals Aged 15 and Older

單位：% Units of Measure: %

年度 Year	綠運輸 Green transportation	公共運具 Public transportation	大眾運輸 Mass transit	捷運 Metro	市區及 免費公車 City and free buses	公路及 國道客運 Highway and national highway buses	臺鐵 Taiwan Railways	高鐵 High Speed Rail	計程車 Taxi	交通車 Shuttle Buses
98 年 2009	56.7	39.5	30.3	12.4	14.6	2.6	0.6	0.1	8.4	0.9
99 年 2010	61.0	43.4	33.9	14.0	17.4	0.9	1.5	0.2	8.5	1.0
100 年 2011	60.9	43.5	34.7	16.5	16.5	0.5	0.5	0.6	8.1	0.7
101 年 2012	61.0	42.5	34.5	14.3	18.3	1.2	0.6	0.2	7.3	0.4
102 年 2013	60.8	42.6	35.5	14.5	18.3	1.3	1.1	0.4	6.4	0.4
103 年 2014	60.8	41.3	34.0	16.8	14.2	1.2	1.1	0.7	6.8	0.4
104 年 2015	60.5	41.5	33.9	15.7	15.9	1.2	0.4	0.8	7.2	0.5
105 年 2016	60.4	42.8	35.8	17.9	15.8	1.3	0.5	0.3	6.6	0.4
106 年 2017	60.7	42.0	35.5	17.1	17.3	0.4	0.2	0.4	6.1	0.4
年度 Year	其他 公共運具 Other Means of Public Transport	非機動運具 Non-Motorized means of Transport	步行 Walking	自行車 Bicycle	私人機動運具 Private Motorized Transport	機車 Scooter	自用小客車 Private-Use Passenger Car		其他私人機 動運具 Other Private Motorized Transport	
98 年 2009	0.0	17.2	13.7	3.5	43.3		15.4		0.2	
99 年 2010	0.0	17.6	13.6	4.0	39.0		13.8		1.6	
100 年 2011	0.0	17.4	13.8	3.6	39.1		14.5		0.3	
101 年 2012	0.3	18.5	13.1	5.4	39.0	23.0	15.3		0.7	
102 年 2013	0.2	18.2	13.7	4.6	39.2	24.9	14.1		0.2	
103 年 2014	0.1	19.5	16.0	3.5	39.2	22.3	16.6		0.3	
104 年 2015	0.0	19.0	14.3	4.7	39.5	24.2	15.1		0.2	
105 年 2016	0.1	17.5	13.1	4.4	39.6	25.1	14.0		0.6	
106 年 2017	0.0	17.5	15.0	15.3	39.3	24.7	14.0		0.6	

資料來源：民國98至105年「民眾日常運具狀況調查」，交通部統計處；107年「臺北市民眾日常運具狀況調查」，臺北市政府交通局。

Data sources: 2009 to 2016 "National Travel Survey"; Department of Statistics, Ministry of Transportation and Communications; 2018 "Taipei City Survey on Daily Public Transport Usage," Department of Transportation, Taipei City Government

說明：

1. 大眾運輸包含捷運、市區公車、公路客運、國道客運、臺鐵及高鐵等運具
2. 公共運輸包含大眾運輸、計程車、交通車與其他（復康巴士、渡輪、飛機）。
3. 非機動運輸包含步行與自行車（含電動車）。
4. 私人機動運具包含機車與自用小客車。
5. 本表資料系採電腦四捨五入，故總計與細項合計略有差異。

Explanation:

- 1/ Mass transit includes metro, urban public bus, highway coach, national freeway coach, Taiwan Railways and high-speed rail, and other services.
- 2/ Public transportation includes mass transit, taxi, shuttle bus, and other modes (rehab bus, ferry, airplane).
- 3/ Non-motorized transport includes walking and bicycle (including electric vehicles).
- 4/ Private motorized transport includes scooters/motorcycles and self-use passenger cars.
- 5/ Figures presented do not add up to final totals due to computer rounding.

民國 107 年臺灣發生死亡交通事故
Traffic Accident Deaths in Taiwan Area 2018

地區別 Area	肇事件數 Accident Cases	肇事率 Accident Cases/10 ⁴ Vehs.	死亡人數 No. of Deaths	每萬車輛死亡人數 No. of Deaths/10 ⁴ Vehs.
臺北市 Taipei City	72	0.41	76	0.43
新北市 New Taipei City	121	0.38	121	0.38
桃園市 Taoyuan City	121	0.62	121	0.61
臺中市 Taichung City	92	0.33	93	0.33
臺南市 Tainan City	146	0.74	149	0.75
高雄市 Kaohsiung City	129	0.44	130	0.45
國道 National Highways	74	...	73	...

附 註:本表僅含肇事24小時內有人死亡之交通事故案件。

Note: Table only covers traffic accident cases involving death of individuals within 24 hours.

資料來源:內政部警政署。

Data sources: National Police Agency, Ministry of the Interior

臺北市重要交通設施
Key Traffic Facilities in Taipei City

年底別 Year	交通標誌 Traffic Signs	交通號誌 Traffic Signals	號誌連線數 Communication Lines with Control Center	偵測器 Sensors	資訊可變標誌 Changeable Message Signs
單位 Unit	面 Plates	組 Sets	條 Lines	組 Sets	組 Sets
80 年底 (1991)	27,214	1,011	45
90 年底 (2001)	35,912	1,741	1,238	109	20
91 年底 (2002)	38,156	1,773	1,353	42	32
92 年底 (2003)	38,969	1,796	1,428	69	32
93 年底 (2004)	41,968	1,796	1,582	163	56
94 年底 (2005)	43,156	2,125	1,652	189	62
95 年底 (2006)	44,588	2,175	1,676	189	57
96 年底 (2007)	46,781	2,240	1,714	737	83
97 年底 (2008)	52,236	2,260	1,748	737	98
98 年底 (2009)	54,438	2,273	1,759	673	108
99 年底 (2010)	56,028	2,332	1,770	728	121
100 年底 (2011)	57,719	2,392	1,987	728	121
101 年底 (2012)	59,302	2,429	2333	698	149
102 年底 (2013)	63,364	2,459	2348	697	149
103 年底 (2014)	64,366	2,459	2,360	717	156
104 年底 (2015)	65,977	2,529	2,434	717	156
105 年底 (2016)	67,309	2,551	2,464	717	156
106 年底 (2017)	67,719	2,607	2,492	717	160
107 年底 (2018)	68,471	2,632	2,530	717	161

資料來源：臺北市交通管制工程處

Data source: Taipei City Traffic Engineering Office

民國 107 年臺北市「機車退出騎樓」專案已實施路段、時間總表
2018 Taipei City “Arcade Scooter/Motorcycle Removal”
Program Road Section and Time Implementation

項次 Item	實施路段 Road Section	實施路段長度 (公里) Road Section Length (km)	實施日期 Date Implemented
1	內湖區星雲街 138 巷 6 至 20 號 Nos. 6~20, Ln. 138, Xingyun St., Neihu Dist.	0.20	107.01.31 01/31/2018
2	大同區重慶北路 3 段 313 巷至 335 巷 Lns. 313~335, Sec. 3, Chongqing N. Rd., Datong Dist.	0.06	107.01.31 01/31/2018
3	大同區民生西路 169 號至 169 號之 3 Nos. 169~169-3, Minsheng W. Rd., Datong Dist.	0.01	107.01.31 01/31/2018
4	內湖區文湖街 21 巷口至內湖路 1 段 91 巷 35 弄口 Mouth of Ln. 21, Wenhua St. to mouth of Aly. 35, Ln. 91, Sec. 1, Neihu Rd., Neihu Dist.	0.03	107.01.31 01/31/2018
5	信義區松德路 132 號至 168 巷口 No. 132 to mouth of Ln. 168, Songde Rd., Xinyi Dist.	0.08	107.01.31 01/31/2018
6	大安區基隆路 2 段 196 號至 206 號 Nos. 196~206, Sec. 2, Keelung Rd., Daan Dist.	0.06	107.01.31 01/31/2018
7	中山區樂群二路 265 巷 Ln. 265, Lequn 2nd Rd., Zhongshan Dist.	0.17	107.01.31 01/31/2018
8	士林區文林路 722 號至 726 號 Nos. 722~726, Wenlin Rd., Shilin Dist.	0.01	107.01.31 01/31/2018
9	松山區長安東路 2 段 219 號 No. 219, Sec. 2, Chang' an E. Rd., Songshan Dist.	0.02	107.01.31 01/31/2018
10	長安西路 190 號至 194 號 Nos. 190~194, Chang' an W. Rd.	0.02	107.01.31 01/31/2018
11	中山區中山北路 2 段 77 巷北側 (中山北路 2 段至民生東路 1 段 30 巷) North side, Ln. 77, Sec. 2, Zhongshan N. Rd. (Sec. 2, Zhongshan N. Rd. to Ln. 30, Sec. 1, Minsheng E. Rd.) , Zhongshan Dist.	0.06	107.02.26 02/26/2018
12	中山區一江街東側 (四平街至松江路 132 巷) East side, Yijiang St. (Siping St. to Ln. 132, Songjiang Rd.) , Zhongshan Dist.	0.08	107.02.26 02/26/2018
13	松山區南京東路 5 段 328 號 (寶清街至 328 號旁防火巷) No. 328, Sec. 5, Nanjing E. Rd. (Baoqing St. to fire lane beside No. 328) , Songshan Dist.	0.18	107.02.26 02/26/2018
14	松山區南京東路 4 段 15 號側邊 (南京東路 4 段至 15 號防火巷) Side of No. 15, Sec. 4, Nanjing E. Rd. (Sec. 4, Nanjing E. Rd., fire lane beside No. 15) , Songshan Dist.	0.33	107.03.30 03/30/2018
15	松山區八德路 2 段 342 號 (復興北路至八德路 2 段 346 巷) No. 342, Sec. 2, Bade Rd. (Fuxing N. Rd. to Ln. 346, Sec. 2, Bade Rd.) , Songshan Dist.	0.81	107.03.30 03/30/2018
16	信義區信安街 67 巷北側、吳興街 156 巷 65 弄及吳興街 220 巷 59 弄 North side of Ln. 67, Xin' an St., Aly. 65, Ln. 156, Wuxing St., and Aly. 59, Ln. 220, Wuxing St., Xinyi Dist.	1.30	107.03.30 03/30/2018

民國 107 年臺北市「機車退出騎樓」專案已實施路段、時間總表
2018 Taipei City “Arcade Scooter/Motorcycle Removal”
Program Road Section and Time Implementation

項次 Item	實施路段 Road Section	實施路段長度 (公里) Road Section Length (km)	實施日期 Date Implemented
17	大同區長安西路 205 號 No. 205, Chang' an W. Rd., Datong Dist.	0.02	107.03.30 03/30/2018
18	大安區基隆路 2 段雙號側 (和平東路至基隆路 2 段 208 號) Even-number side of Sec. 2, Keelung Rd. (Heping E. Rd. to No. 208, Sec. 2, Keelung Rd.) , Daan Dist.	0.85	107.03.30 03/30/2018
19	士林區士商路雙號側 (承德路 4 段至中正路) Even-number side of Shishang Rd. (Sec. 4, Chengde Rd. to Zhongzheng Rd.) , Shilin Dist.	0.11	107.03.30 03/30/2018
20	士林區士東路 254 至 264 號 Nos. 254~264, Shidong Rd., Shilin Dist.	0.06	107.03.30 03/30/2018
21	士林區至善路 2 段 (臨溪路至中社路 1 段) Sec. 2, Zhishan Rd. (Linxi Rd. to Sec. 1, Zhongshe Rd.) , Shilin Dist.	6.00	107.03.30 03/30/2018
22	中山區八德路 2 段 (建國北路至復興北路) 南側 South side of Sec. 2, Bade Rd. (Jianguo N. Rd. to Fuxing N. Rd.) , Zhongshan Dist.	0.75	107.04.30 04/30/2018
23	士林區天母西路 8 號 No. 8, Tianmu W. Rd., Shilin Dist.	0.01	107.04.30 04/30/2018
24	士林區德行西路 77 至 129 號 Nos. 77~129, Dexing W. Rd., Shilin Dist.	0.13	107.04.30 04/30/2018
25	大同區重慶北路 2 段 (南京西路至涼州街) 雙號側 Even-number side, Sec. 2, Chongqing N. Rd. (Nanjing W. Rd. to Liangzhou St.) , Datong Dist.	0.80	107.04.30 04/30/2018
26	中山區復興北路 490 及 500 號周邊 Environs of Nos. 490 and 500, Fuxing N. Rd., Zhongshan Dist.	0.08	107.05.31 05/31/2018
27	大同區民族西路 146 號側面 (大龍街側) Side of No. 146, Minzu W. Rd. (beside Dalong St.) , Datong Dist.	0.01	107.06.30 06/30/2018
28	大同區重慶北路 2 段單號側 (民生西路至蘭州街) Odd-number side of Sec. 2, Chongqing N. Rd. (Minsheng W. Rd. to Lanzhou St.) , Datong Dist.	0.50	107.06.30 06/30/2018
29	大同區重慶北路 2 段單號側 (南京西路至民生西路) Odd-number side of Sec. 2, Chongqing N. Rd. (Nanjing W. Rd. to Minsheng W. Rd.) , Datong Dist.	0.30	107.06.30 06/30/2018
30	內湖區康寧路 3 段 189 巷 1 至 11 號 Nos. 1~11, Ln. 189, Sec. 3, Kangning Rd., Neihu Dist.	0.05	107.06.30 06/30/2018
31	內湖區康寧路 3 段 189 巷 11 弄 1 至 5 號 Nos. 1~5, Aly. 11, Ln. 189, Sec. 3, Kangning Rd., Neihu Dist.	0.05	107.06.30 06/30/2018
32	延平北路 1 段 125 號至 135 號 Nos. 125~135, Sec. 1, Yanping N. Rd.	0.03	107.06.30 06/30/2018

民國 107 年臺北市「機車退出騎樓」專案已實施路段、時間總表
2018 Taipei City “Arcade Scooter/Motorcycle Removal”
Program Road Section and Time Implementation

項次 Item	實施路段 Road Section	實施路段長度 (公里) Road Section Length (km)	實施日期 Date Implemented
33	八德路 3 段 387 至 393 號 Nos. 387~393, Sec. 3, Bade Rd.	0.15	107.06.30 06/30/2018
34	中山區明水路北側 (明水路 439 巷至 397 巷) North side of Mingshui Rd. (Ln. 439 to Ln. 397, Mingshui Rd.), Zhongshan Dist.	0.19	107.06.30 06/30/2018
35	中山區明水路西側 (明水路至明水路 397 巷 7 弄) West side of Mingshui Rd. (Mingshui Rd. to Aly. 7, Ln. 397, Mingshui Rd.), Zhongshan Dist.	0.06	107.06.30 06/30/2018
36	中山區明水路 397 巷 7 弄南側 (明水路 439 巷至 397 巷) South side of Aly. 7, Ln. 397, Mingshui Rd. (Ln. 439 to Ln. 397, Mingshui Rd.), Zhongshan Dist.	0.19	107.06.30 06/30/2018
37	至善路 3 段兩側 (中社路 1 段至至善路 3 段 370 巷) Both sides of Sec. 3, Zhishan Rd. (Sec. 1, Zhongshe Rd. to Ln. 370, Sec. 3, Zhishan Rd.)	8.20	107.06.30 06/30/2018
38	林森北路西側 (中山北路 1 段 135 巷至林森北路 138 巷) West side of Linsen N. Rd. (Ln. 135, Sec. 1, Zhongshan N. Rd. to Ln. 138, Linsen N. Rd.)	0.03	107.06.30 06/30/2018
39	大南路及福港路 104 至 106 號 Nos. 104~106, Da' nan Rd. and Fugang Rd.	0.04	107.06.30 06/30/2018
40	內湖區港墘路東側 (港墘路 15 號至內湖路 1 段) East side of Gangqian Rd., (No. 15, Gangqian Rd. to Sec. 1, Neihu Rd.), Neihu Dist.	0.50	107.07.31 07/31/2018
41	大同區捷運中山站捷二聯開大樓 (南京西路 64 巷側、南京西路 64 巷 9 弄側) MRT Zhongshan Station Joint Development High Rise Building (beside Ln. 64, Nanjing W. Rd., beside Aly. 9, Ln. 64, Nanjing W. Rd.), Datong Dist.	0.08	107.07.31 07/31/2018
42	大同區歸綏街兩側 (重慶北路 2 段至延平北路 2 段) Both sides of Guisui St. (Sec. 2, Chongqing N. Rd. to Sec. 2, Yanping N. Rd.), Datong Dist.	0.40	107.07.31 07/31/2018
43	內湖區民權東路 6 段 109 號前 Front of No. 109, Sec. 6, Minquan E. Rd., Neihu Dist.	0.05	107.07.31 07/31/2018
44	內湖區環山路 1 段 46 號前 Front of No. 46, Sec. 1, Huanshan Rd., Neihu Dist.	0.05	107.07.31 07/31/2018
45	中山區吉林路東側 (長春路至南京東路) East side of Jilin Rd. (Changchun Rd. to Nanjing E. Rd.), Zhongshan Dist.	0.28	107.07.31 07/31/2018
46	中山區樂群二路 116 巷兩側 Both sides of Ln. 116, Lequn 2nd Rd., Zhongshan Dist.	0.20	107.07.31 07/31/2018
47	文山區木柵路 2 段 109 巷單號側 (木柵路 2 段至木柵路 2 段 109 巷 25 弄) Odd-number side of Ln. 109, Sec. 2, Muzha Rd. (Sec. 2, Muzha Rd. to Aly. 25, Ln. 109, Sec. 2, Muzha Rd.), Wenshan Dist.	0.18	107.07.31 07/31/2018

民國 107 年臺北市「機車退出騎樓」專案已實施路段、時間總表
2018 Taipei City “Arcade Scooter/Motorcycle Removal”
Program Road Section and Time Implementation

項次 Item	實施路段 Road Section	實施路段長度 (公里) Road Section Length (km)	實施日期 Date Implemented
48	信義區和平東路 3 段北側 (435 至 463 巷) North side of Sec. 3, Heping E. Rd. (Ln. 435 to Ln. 463), Xinyi Dist.	0.05	107.07.31 07/31/2018
49	大同區民生西路單號側 (承德路至寧夏路) Odd-number side of Minsheng W. Rd. (Chengde Rd. to Ningxia Rd.), Datong Dist.	0.24	107.08.31 08/31/2018
50	中山區敬業一路 128 巷北側 (敬業一路至敬業二路) North side of Ln. 128, Jingye 1st Rd. (Jingye 1 st Rd. to Jingye 2 nd Rd.), Zhongshan Dist.	0.20	107.08.31 08/31/2018
51	南港區重陽路 462 至 472 號 Nos. 462~472, Chongyang Rd., Nangang Dist.	0.50	107.08.31 08/31/2018
52	北投區中山路 1 之 2 至 1 之 7 號 Nos. 1-2~1-7, Zhongshan Rd., Beitou Dist.	0.02	107.08.31 08/31/2018
53	大同區哈密街 59 巷西側 (哈密街至重慶北路 3 段 335 巷) West side of Ln. 59, Hami St. (Hami St. to Ln. 335, Sec. 3, Chongqing N. Rd.), Datong Dist.	0.16	107.08.31 08/31/2018
54	大同區承德路 3 段 122 巷兩側 (承德路 3 段至承德路 3 段 108 巷 28 弄) Both sides of Ln. 122, Sec. 3, Chengde Rd. (Sec. 3, Chengde Rd. to Aly. 28, Ln. 108, Sec. 3, Chengde Rd.), Datong Dist.	0.14	107.08.31 08/31/2018
55	大同區大龍街 91 巷兩側 (承德路 3 段 108 巷 28 弄至大龍街 89 巷) Both sides of Ln. 91, Dalong St. (Aly. 28, Ln. 108, Sec. 3, Chengde Rd. to Ln. 89, Dalong St.), Datong Dist.	0.16	107.08.31 08/31/2018
56	文山區景後街 99 至 103 號 Nos. 99~103, Jinghou St., Wenshan Dist.	0.20	107.08.31 08/31/2018
57	萬華區中華路 2 段 598 號至 598 之 4 號 Nos. 598~598-4, Sec. 2, Zhonghua Rd., Wanhua Dist.	0.04	107.08.31 08/31/2018
58	內湖區東湖路 9 至 41 號 Nos. 9~41, Donghu Rd., Neihu Dist.	0.18	107.09.28 09/28/2018
59	內湖區東湖路 45 至 69 號 Nos. 45~69, Donghu Rd., Neihu Dist.	0.10	107.09.28 09/28/2018
60	信義區信義路 6 段 123 號 No. 123, Sec. 6, Xinyi Rd., Xinyi Dist.	0.01	107.09.28 09/28/2018
61	萬華區中華路 1 段 18 巷 25 至 31 號 Nos. 25~31, Ln. 18, Sec. 1, Zhonghua Rd., Wanhua Dist.	0.02	107.10.31 10/31/2018
62	萬華區西園路 1 段 282 巷北側 (西園路 1 段 282 巷東側至西園路 1 段) North side of Ln. 282, Sec. 1, Xiyuan Rd. (East side of Ln. 282, Sec. 1, Xiyuan Rd. to Sec. 1, Xiyuan Rd.), Wanhua Dist.	0.10	107.10.31 10/31/2018

民國 107 年臺北市「機車退出騎樓」專案已實施路段、時間總表
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Program Road Section and Time Implementation

項次 Item	實施路段 Road Section	實施路段長度 (公里) Road Section Length (km)	實施日期 Date Implemented
63	松山區南京東路 4 段 52 巷 16 弄西側 (北寧路 56 巷至北寧路 60 號) West side of Aly. 16, Ln. 52, Sec. 4, Nanjing E. Rd. (Ln. 56, Beining Rd. to No. 60, Beining Rd.), Songshan Dist.	0.06	107.10.31 10/31/2018
64	信義區松仁路 242 號至 266 號 Nos. 242~266, Songren Rd., Xinyi Dist.	0.07	107.10.31 10/31/2018
65	文山區溪口街 87 至 115 號對面 Opposite Nos. 87~115, Xikou St., Wenshan Dist.	0.13	107.10.31 10/31/2018
66	松山區八德路 3 段 164 號至 158 巷口 Mouth of Ln. 158 to No. 164, Sec. 3, Bade Rd., Songshan Dist.	0.02	107.11.30 11/30/2018
67	松山區民生東路 5 段 137 巷 4 弄 8 至 22 號 Nos. 8~22, Aly. 4, Ln. 137, Sec. 5, Minsheng E. Rd., Songshan Dist.	0.07	107.11.30 11/30/2018
68	內湖區陽光街由 92 巷至 92 巷 14 弄 Yangguang St. from Ln. 92 to Aly. 14, Ln. 92, Neihu Dist.	0.05	107.11.30 11/30/2018
69	大安區和平東路 1 段南側由和平東路 1 段 188 巷至泰順街 South side of Sec. 1, Heping E. Rd. from Ln. 188, Sec. 1, Heping E. Rd. to Taishun St., Daan Dist.	0.11	107.11.30 11/30/2018
70	信義區松德路 300 號南側 South side of No. 300, Songde Rd., Xinyi Dist.	0.08	107.11.30 11/30/2018
71	大安區市民大道 4 段 104 號至 138 之 5 號 Nos. 104~138-5, Sec. 4, Civic Blvd., Daan Dist.	0.20	107.11.30 11/30/2018
72	中正區金華街由杭州南路 1 段至愛國東路 116 巷 Jinhua St. from Sec. 1, Hangzhou S. Rd. to Ln. 116, Aiguo E. Rd., Zhongzheng Dist.	0.10	107.11.30 11/30/2018
73	中山區遼寧街 140 號至 146 號 Nos. 140~146, Liaoning St., Zhongshan Dist.	0.03	107.11.30 11/30/2018
74	文山區木柵路 3 段 49 巷 14 號至木柵路 3 段 77 巷 11 號 No. 14, Ln. 49, Sec. 3, Muzha Rd. to No. 11, Ln. 77, Sec. 3, Muzha Rd., Wenshan Dist.	0.06	107.11.30 11/30/2018
75	信義區文昌街由文昌街 314 號至光復南路 505 號 Wenchang St. from No. 314, Wenchang St. to No. 505, Guangfu S. Rd., Xinyi Dist.	0.05	107.11.30 11/30/2018
76	信義區信義路 6 段 103 號 No. 103, Sec. 6, Xinyi Rd., Xinyi Dist.	0.01	107.12.31 12/31/2018
		88 年到 107 年 12 月底共計實施 1,308 處路段，長度 683.58 公里 From 1999 to the end of 2018, implementation of a cumulative total of 1,308 road-section locations, with a total length of 683.58 km	
合計 Total		107 年度累計共 76 處路段，長度 26.91 公里 In 2018 a cumulative total of 76 road-section locations, with a total length of 26.91 km	

107 年臺北市政府交通局獲獎一覽表

2018 Prizewinner Table for Department of Transportation, Taipei City Government

單位獲獎 Prizewinning Units

項次 Item	提報名稱 Submitted Report	獲獎單位 Prizewinning Units	名次 Ranking	備註 Details
1	以智慧支付完善路邊及路外停車 智慧化 Use of Smart Payment for Comprehensive Roadside and Off-Street Parking Intelligentization	臺北市政府 Taipei City Government	創新應用獎 Innovation Application Award	台北市電腦商業同業 公會舉辦 Hosted by Taipei Computer Association
2	第 16 屆民間參與 公共建設金擘獎 16 th Golden Thumb Awards for Private Participation in Infrastructure Projects	臺北轉運站 Taipei Bus Station	「民間經營團體」 優等獎 Superior Award in “Private Teams” category	
3	院頒「道路交通秩序與交通安全 改進方案」 106 年度年終視導 “Road Traffic Order and Traffic Safety Improvement Program” 2017 Year-End Evaluation	臺北市政府 Taipei City Government	「交通工程組」 第 1 組第 1 名 1 st Place, 1 st Group, “Traffic Engineering Teams” 「交通宣導組」 第 1 組第 1 名 1 st Place, 1 st Group, “Traffic Advocacy Teams” 「砂石車安全管理 組」全國第 2 名 2 nd Place Nationally, “Gravel Truck Safety Management Teams”	行政院舉辦 Hosted by Executive Yuan

107 年臺北市政府交通局獲獎一覽表

2018 Prizewinner Table for Department of Transportation, Taipei City Government

單位獲獎 Prizewinning Units

項次 Item	提報名稱 Submitted Report	獲獎單位 Prizewinning Units	名次 Ranking	備註 Details
4	「公路公共運輸推動成果分享暨未來展望研討會」頒發「金運獎」 “Seminar on Road Public Transport Promotion Results Sharing and Future Outlook,” Awarded “Golden Transportation Award”	臺北市政府 Taipei City Government	「運量成長」獎直轄市第 3 名、「執行效率」獎直轄市第 2 名 “Transportation Capacity Growth,” Special Municipality, 3 rd Place; “Executive Efficiency,” Special Municipality, 2 nd Place	
5	臺北市政府 107 年 3 至 5 月市長即時獎勵各局處團體名冊 Taipei City Government 2018 March~May Mayor Spot Awards Register Encouraging Individual Department Teams	交通局 (公共運輸定期票執行團隊) Department of Transportation (All Pass Ticket Executive Team)	團體獎 Team Award	
6	臺北市政府 107 年 6 至 8 月市長即時獎勵各局處團體名冊 Taipei City Government 2018 June~August Mayor Spot Awards Register Encouraging Individual Office Teams	交通局 (辦理 2018 世界自行車日執行團隊) Department of Transportation (Executive Team for 2018 World Bicycle Day)	團體獎 Team Award	
7	台北智慧運輸整合服務 Taipei IoT Integration of Transportation	臺北市政府 Taipei City Government	IDC SCAPA 2018 WINNER TRANSPORTATION	

電動公車

Back Cover Story: Electric Buses

交通運具所帶來的空氣污染，是近年世界各主要都市所需面對的共同挑戰；為建構永續宜居的城市環境，便捷的大眾運輸路網勢必不可或缺。臺北市則更進一步的鼓勵環保大眾運輸工具發展，結合地方與中央的能量積極規劃推動「市區公車全面電動化」的願景藍圖，使其有效達到節能減碳的成效，落實永續低碳的綠色運輸政策。

Air pollution caused by transportation vehicles is a shared challenge faced in recent years by major cities all around the globe. In order to build a sustainable and livable urban environment, a convenient public transport network is indispensable. Taipei City has deepened its efforts to encourage the development of environmentally friendly public transport, combining local and central energies in active planning promoting a “Urban Bus Full Electrification” vision blueprint. This will effectively achieve energy savings and carbon reduction, implementing a sustainable low-carbon green transportation policy.

臺北市政府交通局自民國 107 年啟動「臺北市電動公車推動試辦計畫」，配合行政院宣誓 119 年市區公車全面電動化等政策目標，規劃將全市近 3,600 輛燃油公車全數汰換為電動公車，前期以試辦方式規劃 4 年採購買電動公車服務方式實施里程補貼，訂定《臺北市電動公車營運里程補貼作業原則》，以行駛每公里補貼 5 元的方式鼓勵公車業者優先將老舊的柴油公車汰換為電動公車，並多採用電動公車投入營運；另長期而言，則規劃透過試辦期間蒐集之營運數據，將電動公車成本納入運價計算，完善整體補貼機制，以期於 119 年底達成全市市區公車電動化的目標。

In 2018 the Department of Transportation, Taipei City Government launched the “Taipei City Electric Bus Promotion Pilot Program,” aligned with the Executive Yuan’s government policy target for full electrification of all urban buses by 2030. The plan is to replace the city’s nearly 3,600 fuel-use buses with electric buses. In the initial stage, the trial plan is to purchase electric buses for service over a 4-year period, with a mileage subsidy implemented. The “Taipei City Electric Bus Operation Mileage Subsidy Operational Principles” have been established, providing a subsidy of NT\$5 per kilometer, encouraging bus operators to give priority to replacing aging diesel buses with electric buses and putting more electric buses into operation. Over the long term, operational data is being collected during the trial period, with electric bus costs incorporated into fare calculations, to improve the overall subsidy mechanism. The goal is full electrification of the bus fleet in all city urban areas by 2030.

臺北市第 1 批電動公車是由欣欣客運公司投入營運，配置在新闢的【66】路線，12 輛吸睛的粉紅色大客車自民國 107 年 11 月 1 日上路營運，行經動物園、信義商圈及松山車站周邊，在在獲得市民的關注及肯定。隨後第 2 批由大都會客運公司投入營運的電動公車，配置於載客量甚高的【和平幹線】，自 11 月 15 日起陸續上路營運，是首批配置在幹線公車路線的電動公車，新裝上陣的黑橘車體也十分具有人氣。這些電動車輛除了大幅減少在市區行駛所製造的碳排量，因為沒有柴油引擎帶來的噪音及震動，具有更高品質的搭乘舒適性及穩定性，更有利於都市環境的改善。

Taipei City's first group of electric buses was put into operation by Shin-Shin Bus Company. These operate on the newly configured No. 66 route. The 12 eye-catching pink buses have been on the road since November 1, 2018, passing by the Taipei Zoo, through the Xinyi Commercial District, and by the TRA's Songshan Railway Station, gaining both the attention and affirmation of the public. The second group of electric buses was put into operation by the Metropolitan Transport Corporation, allocated to the high passenger volume Heping Metro Bus Route. These were progressively put into service starting November 15, the first group of electric buses utilized on a Metro bus trunk line. Their newly outfitted black-and-orange vehicle bodies have also proven very popular. In addition to significantly reducing carbon emissions from city-area driving, these electric vehicles, because there is no noise or vibration caused by diesel engine use, provide a higher-quality ride with comfort and stability, all more conducive to improvement of the urban environment.

截至民國 107 年底，臺北全市的電動公車總數達到 22 輛，市府團隊未來將持續結合公車業者推動電動公車，讓市民擁有更舒適的運輸及生活環境。

As of the end of 2018, a total of 22 electric buses were on the road in Taipei. The city government team will continue to work with bus operators promoting electric buses in the future, seeking to provide citizens with a more comfortable transportation and living environment.



▲全電動公車路線【66】
Full electric bus No. 66 route.



▲107 年 10 月 29 日電動公車通車記者會
Oct. 29, 2018 press conference announcing electric bus operations.

**DEPARTMENT_{OF}
TRANSPORTATION**
TAIPEI CITY GOVERNMENT



臺北市政府交通局