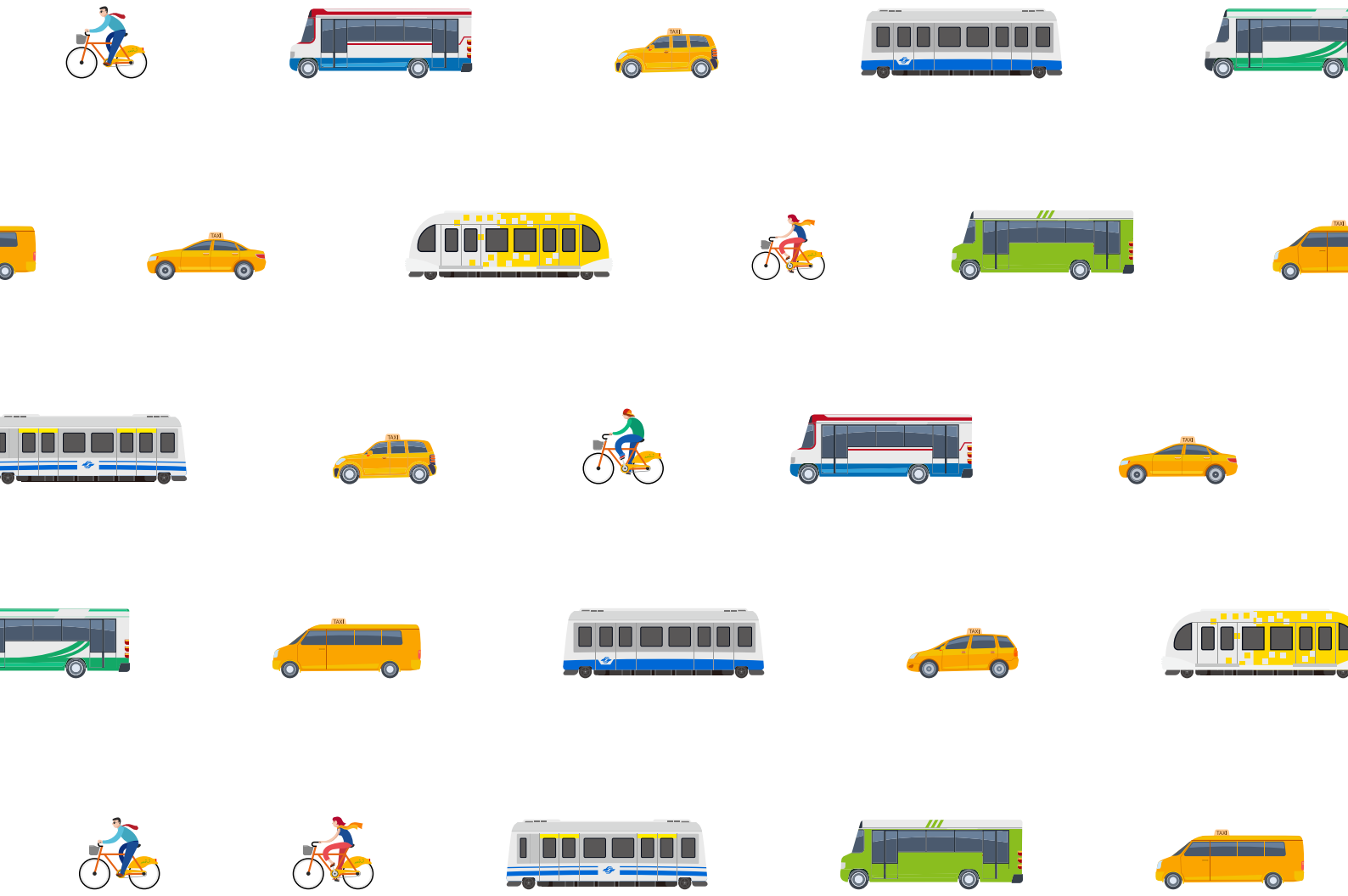


臺北市政府
交通局108年刊

2019 Annual Report

Department of Transportation

Taipei City Government

臺北市政府交通局

封面故事

為規劃更符合民眾需求之公車服務，雙北市公車自民國108年7月1日起改為上下車皆須刷卡，藉此可以得到更為精細及準確之旅運起迄資料，對於後續公車路線服務水準的調整，將可更準確反映民眾的乘車需求，提供更佳的公車服務。

To bring forth bus services that satisfy peoples' needs more, passengers should swipe cards when both getting on and off the bus running between Taipei City and New Taipei City from July 1, 2019 so that more detailed and accurate trip origin–destination data could be collected. This would facilitate further adjustment of the quality of bus line services, reflect people's ride needs more precisely, and provide better bus services.

組織架構


交通局 Department Of Transportation
局本部 Head Office
臺北市停車管理工程處 Taipei City Parking Management and Development Office
臺北市交通管制工程處 Taipei City Traffic Engineering Office
臺北市公共運輸處 Taipei City Public Transportation Office
臺北市交通事件裁決所 Taipei City Traffic Adjudication Office
交通警察大隊 Traffic Division, Taipei City Police Department
綜合規劃科 Planning and Development
交通治理科 Traffic Regulation
運輸管理科 Transportation Management
交通安全科 Transportation Safety
運輸資訊科 Information and Technology
秘書室 Administrative Services
會計室 Accounting
統計室 Statistics
政風室 Government Ethics
人事室 Personnel
附屬機關 Affiliated Organizations
督導執行交通業務機關
Divisions in charge of executing transportation affairs

活化資源
共享服務

Activating Resources.
Sharing Service

PART 1

一、健全共享運具規範

I. Complete Regulations of Shared Vehicles

臺北市政府於民國107年11月19日及108年5月15分別發布《臺北市共享運具經營業管理自治條例》及《臺北市共享運具經營業管理辦法》，續於108年12月3日發布《臺北市政府交通局處理違反臺北市共享運具經營業管理自治條例事件統一裁罰基準》。透過繳納權利金與保證金、簽訂行政契約，訂定共享運具總量上限（共享小客車2,200輛、共享機車2萬2,000輛、共享自行車1萬輛）及違規罰則等方式，管理共享運具業者。

The Taipei City Government issued *Taipei City Self-Government Directions for Managing the Shared Vehicle Industry* and *Taipei City Regulations Governing the Management of the Shared Vehicle Industry* respectively on November 19, 2018 and May 15, 2019. Furthermore, the *Department of Transportation, Taipei City Government Fine Standards for Incidents Violating the Taipei City Self-Government Directions for Managing the Shared Vehicle Industry* were announced on December 3, 2019. Shared vehicle operators are managed through measures such as the payment of royalties and security deposits, signing of administrative contracts for the use of service areas, setting a maximum number of shared vehicles (2,200 shared small passenger cars, 22,000 shared motorcycles, and 10,000 shared bikes) as well as penalties for violations.

二、辦理共享汽機車營運許可

II. Business License for Shared Vehicle Operation

共享汽、機車係共享運具之一環，透過平臺提供多人於不同時段共用運具，使車輛使用效率最大化，減少私人運具持有及降低停車需求，節省交通設施成本及改善都市環境。臺北市自民國107年10月有iRent提供共享汽車服務，WeMo、iRent及GoShare分別自106年10月及108年3月、10月提供共享機車服務，至108年底共500輛共享汽車、1萬337輛共享機車。(照片1-1~1-4)

Shared cars and motorcycles are part of shared vehicles. Platforms were set to provide multiple persons with shared vehicles at different time slots to maximize the efficiency of vehicle use. Meanwhile, private vehicle ownership and parking demand are reduced, with the ensuing benefits of lowering cost of transportation facilities and improving urban environment. Starting from October 2018, iRent has offered car sharing service in Taipei City. On top of that, WeMo, iRent, and GoShare launched their shared motorcycles from October 2017, March 2019, and October 2019 respectively. As of end of 2019, there were a total of 500 shared cars and 10,337 shared motorcycles. (Photos 1-1~1-4)

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

▲ 照片1-2 WeMo共享機車
Photo 1-2 WeMo shared motorcycle

▲ 照片1–3 iRent共享機車
Photo 1–3 iRent shared motorcycle

▲ 照片1–4 GoShare共享機車
Photo 1–4 GoShare shared motorcycle

三、完善共享單車服務

Ⅲ.Completion of Bike Sharing Service

公共自行車提供甲地租車、乙地還車之24小時服務，持手機及悠遊卡免費註冊會員，即可以悠遊卡輕鬆地租車。至民國108年底止總計借出1億5,003萬6,310車次，累積會員卡數835萬4784卡。(照片1–5)

Riders are able to pick up a public bike at A and drop it off at B with 24–hour operation. They can register for free membership using a smart phone and EasyCard, and then rent a bike easily by EasyCard. As of 2019, shared bikes were used for 150,036,310 times with 8,354,784 cards of membership accumulated. (Photo 1–5)

▲ 照片1–5 公共自行車(YouBike)
Photo 1–5 Public bike (YouBike)

另民國107年6月1日及10月1日起分別投保公共自行車第三人責任險、傷害保險，最高理賠分別為200萬元、100萬元，至108年底止，計65萬8,007張會員卡投保傷害險。108年12月更新會員系統，新會員註冊時須填寫身分證字號或居留證號碼及出生年月日實名資料，第一張會員卡即自動登錄投保，期提高投保比率。(照片1–6)

In addition, third–party liability insurance and injury insurance have been adopted for public bikes on June 1 and October 1, 2018 respectively with a maximum claim of NT$ 2,000,000 and NT$ 1,000,000. As of end of 2019, a total of 658,007 member cards were covered by injury insurance. In December 2019, the membership system was updated. New members must fill in their ID number or residence permit number and date of birth with their real name when registering. The first membership card will be automatically registered for insurance in the hopes of increasing the insurance rate. (Photo 1–6)

▲ 照片1–6 公共自行車(YouBike)傷害險海報
Photo 1–6 Public bike (YouBike) injury insurance poster

共享單車業者oBike自民國107年底經營權易手，致人員不足維持車輛調度及相關服務，故臺北市政府自108年3月20日起依《道路交通管理處罰條例》相關規定移置違規停放及廢棄oBike，至108年底計清理約9,100輛，並持續處理。(照片1–7)

OBike, a bike–sharing operator, handed over their management right at the end of 2018, resulting in insufficient staff to maintain vehicle dispatching and related services. Therefore, the Taipei City Government has moved away illegally parked and abandoned oBikes in accordance with the relevant provisions of the *Traffic Management and Penalty Act* from March 20, 2019. As of end of 2019, around 9,100 bikes were removed and the government would continue the work. (Photo 1–7)

▲ 照片1–7 oBike移置保管情形
Photo 1–7 Moving and holding of oBikes

四、共享停車位
Ⅳ. Shared Parking Space

(一)共享車位媒合

臺北市停車管理工程處擬定「機關學校停車空間」、「閒置空地增設車位」及「媒合車位服務」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，於閒置時段再分配以達公、私停車資源共享，民國108年新增2,495格共享停車位。

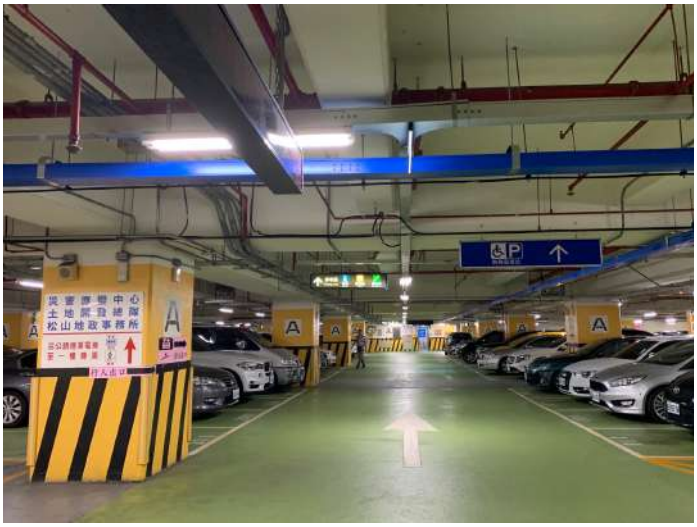
為簡化流程，提供多元化共享車位登記管道，民國108年推行「共享車位媒合服務業者車位登記計畫2.0」輔導業者合法共享停車位。另請臺北市政府都市發展局於108年7月放寬《臺北市土地使用分區附條件允許使用標準》營業性停車空間之道路寬度限制，並建請交通部修正《利用空地申請設置臨時路外停車場辦法》，交通部於108年11月7日修正放寬設置條件以有效活化畸零地作停車場使用。(照片1–8)

(1) Shared Parking Space Matching

The Taipei City Parking Management and Development Office implemented three schemes: parking space for institutions and schools, providing parking space at vacant lands, and parking space matching service. The government replaced expansion with investment and made flexible use of parking resources which were not open for the public. Parking spaces were accordingly

allocated for free time slots to enable sharing of public and private parking resources. A total of 2,495 parking spaces were added in 2019.

To simplify the process, the government has offered diverse registration channels of shared parking spaces. In 2019, a "Parking Space Sharing Matching Registration Program 2.0" was promoted to assist operators to legally share parking spaces. Moreover, the Urban Development Bureau of the Taipei City Government was requested to relax the road width restrictions for commercial parking spaces under the *Taipei City Conditional Land Use Zoning Standard* in July 2019. The Ministry of Transportation and Communications was also suggested to amend the *Regulations for Application of Turning Vacant Lands to Temporary Off-street Parking Lots.* On November 7, 2019, the Ministry of Transportation and Communications amended the regulations and relaxed the setting conditions to effectively activate deformed lands for parking purposes. (Photo 1–8)



▲ 照片1–8 臺北市災害應變中心開放停車空間
Photo 1–8 Parking spaces provided by the Taipei City Disaster Prevention and Rescue Center

(二)興建停車場

改善停車秩序、加強營運管理並提昇停車環境品質，積極將公共設施保留地或都市計畫停車場用地闢建為路外停車場，利用公園用地、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。

民國108年完成興建景勤2號公園地下停車場(照片1–9)，提供217格汽車位及104格機車位；另4場附建地下停車場開工，分別為內湖106號公園、內湖321K01、成功市場、景美女中，計提供1,122格汽車位及658格機車位，紓解地方停車需求。

(2) Building Parking Lots

To improve parking order, operation management, and the quality of parking environment, the government has been actively committed to retrofitting reserved lands for public facilities or urban planning parking facility as off–street parking lots. Parking lots were constructed using public facilities designed for multiple application purposes, such as parks or schools to be newly built or reconstructed, to increase the supply of parking space.

In 2019, an underground parking lot at Jingqin No. 2 Park was completed (Photo 1–9), providing 217 car parking spaces and 104 motorcycle parking spaces. Moreover, the construction of another four built–in underground parking lots also started. They are located at Neihu 106 Park, Neihu 321K01, Cheng Gong Market, and Taipei Municipal Jingmei Girls' High School. A total of 1,122 car parking spaces and 658 motorcycle parking spaces would be provided to relieve local parking demand.

▲ 照片1–9 景勤2號公園地下停車場
Photo 1–9 Underground parking lot at Jingqin No. 2 Park

(三)推動縮小機車停車格

鑒於路邊機車格常遭反映1格停放多部機車，臺北市停車管理工程處向交通部提報「路邊一般機車格寬度劃設為70公分試辦計畫」，自民國108年2月14日起於忠孝東路4段216巷及松山路部分路段試辦。經觀察停車格位寬度自1公尺縮小為70公分後，多能維持1車1格停放；另於試辦地點實施使用者問卷調查，其中70.4%受訪者表示格位縮小有助於停車秩序改善。(照片1–10)

因試辦成效良好，並配合民國108年機車收費路段(市府轉運站、景美夜市、遼寧街、臺大醫院、忠孝復興、中山商圈、松山車站等)擴大實施，共計改繪116個路段(原8,241格經改繪後增加至1萬613格)，並於108年4月9日函報交通部試辦成果。另於臺北市交通會報108年4月26日提報「機車停車格寬度檢討」案報告，將在108年機車收費路段(如市府轉運站、景美夜市、遼寧街、臺大醫院、忠孝復興、中山商圈及松山車站等地區)擴大實施。

(3) Narrowing Motorcycle Parking Spaces

In light of frequent reports of more than one motorcycle parked at one on–street parking space, the Taipei City Parking Management and Development Office proposed a "Pilot plan of on–street motorcycle parking spaces set at 70cm wide" to the Ministry of Transportation and Communications. The pilot plan begun at Ln. 216, Sec. 4, Zhongxiao E. Rd. and part of Songshan Road from February 14, 2019. Through observation, after the width shrank from 1m to 70cm, the rule of one motorcycle and one parking space has been maintained mostly. A user survey at the pilot locations was also carried out, with 70.4% of respondents giving positive feedback on space shrinking for the purpose of enhancing parking order. (Photo 1–10)

Thanks to the impressive performance, the government re–drew the lines at 116 road sections (the number of parking spaces climbing up from 8,241 to 10,613), meanwhile aligning with the implementation of toll road sections, including Taipei City Hall Bus station, Jingmei Night Market, Liaoning Street, National Taiwan University Hospital, Zhongxiao Fuxing, Zhongshan Commercial District, and Shongshan Train Station. The pilot result was afterwards compiled and submitted to the Ministry of Transportation and Communications on April 9, 2019. Besides, a report of "motorcycle parking space width" was reviewed on April 26, 2019 at a Taipei City Transportation Meeting. This approach would be expanded at motorcycle toll road sections, including Taipei City Hall Bus station, Jingmei Night Market, Liaoning Street, National Taiwan University Hospital, Zhongxiao Fuxing, Zhongshan Commercial District, and Shongshan Train Station.

◀ 照片1–10 縮小機車停車格改善前後
Photo 1–10 Before and after the improvement of the width

永續城市
綠能運輸

Sustainable City.
Green Transportation

PART 2

一、優化公車服務

Ⅰ. Optimization of Bus Services

(一)實施公車上下車刷卡

雙北市總共600餘條的公車路線，收費方式採段次計費，考慮各路線的載客特性不同，造成每條路線收費的時機都不一致，為減少民眾搭乘公車時不知道什麼時候要上車刷卡或下車刷卡之困擾及規劃更符合民眾需求之公車服務，自民國108年7月1日起雙北市公車收費模式改為上下車皆須刷卡；實施初期(108年7月1日至109年1月31日)，透過抽獎活動鼓勵民眾改變刷卡習慣；並於109年2月1日正式實施，若下車未完成刷卡，則無法享有後續一次捷運、公車(特定路線)及YouBike轉乘優惠，藉由實施上下車刷卡，可獲得更為精細及準確之旅運起迄資料，對於後續公車路線服務水準的調整，將可更準確回應民眾的乘車需求，提供更佳的公車服務（照片2-1）

(1) Implementing Card-wiping When Getting On and Off

There are more than 600 bus routes across Taipei City and New Taipei City. Passengers may be charged per trip. Considering passengers taking different routes for various purposes, card-swiping time varied from one route to another. To minimize passengers' trouble of not knowing to swipe their card when getting on or off and to develop more satisfying bus services, passengers should swipe their card both when getting on and off the bus in Taipei City and New Taipei City from July 1, 2019. At the early stage of the implementation (from July 1, 2019 to January 31, 2020), a lucky draw was created to encourage people to change their card-swiping habit. This policy formally took effect on February 1, 2020. From then on, if a passenger does not swipe his/her card when getting off the bus, he/she cannot enjoy a transfer discount on the MRT system, designated bus route and YouBike. Through performing card-swiping when getting on and off the bus, the government has been able to acquire more detailed and accurate trip origin-destination data. This will facilitate further adjustment of the quality of bus line services, reflect people's ride needs more precisely, and provide better bus services. (Photo 2-1)

▲ 照片2-1 公車上下車刷卡
Photo 2-1 A poster promoting card-swiping when getting on and off

(二)整合公車路線

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，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，並以類捷運幹線公車為骨幹，另因應臺北市8橫8縱幹線路網成型，整體公車路網營運亦應深入檢討，包括整體路網朝提升價值及減少資源浪費轉型，支線及微循環公車路網及營運方式調整，以加強大眾運輸接駁轉乘功能及提供更便捷的公車服務，亦持續滾動式檢討公車路線(民國108年調整61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。

(2) Integration of Bus Routes

In the past, public demand was for travel on a single bus to take them from a starting point to destination. This resulted in a complicated bus-route network. After thorough reexamination, a hierarchical network structure of the Taipei City Joint Bus System was created, built on explicitly identified service characteristics with a view to adjusting the overall bus lines network. The Taipei City Joint Bus System has provided high recognition and moved towards the hierarchical network under the vision of "Express, Metro, Branch, Micro". Utilizing the MRT-like metro buses as the backbone, the city bus network was divided in accordance with eight horizontal and eight vertical lines. The entire bus network operation should also be examined thoroughly. The examination includes transformation of the overall network to increase value and reduce waste of resources, and branch line and micro-circulating bus network and operation mode to be adjusted. The action is to reinforce the transfer feature of the public transportation and provide more convenient bus services. The government would keep doing roll review on bus routes (61 lines were adjusted in 2019) so as to make bus services more refined and shifts more efficient for overall network optimization purposes.

(三)擴大轉乘優惠

配合臺北市8橫8縱幹線路網，擴大實施公車間轉乘優惠，除原有市民小巴及快速公車外，於民國106年及107年間增設16條幹線公車路線，至108年底，臺北市共計42條路線提供公車間轉乘優惠，轉乘優惠與公車捷運相互轉乘相同，指定路線與其它聯營公車路線相互轉乘，皆享半價優惠，108年度共計2,390萬9,300人次於公車間轉乘，與107年相比，成長27.1%。

(3) Expansion of Transfer Discounts

In line with the eight horizontal and eight vertical lines network in Taipei City, the implementation of bus-to-bus transfer discounts was expanded. In addition to the original city minibuses and express buses, 16 metro bus routes were added in the year of 2017 and 2018. As of end of 2019, a total of 42 routes in Taipei City came with a transfer discount among buses. The discount was the same as the dual-direction metro-bus transfer discount. The dual-direction transfer discount was also applied to designated routes and other joint bus routes, which shared the same half-price discount. A total of 23,909,300 people transferred among buses in 2019, up 27.1% compared with 2018.

(四)試辦九人座巴士

為提升服務性路線營運績效並兼顧偏遠山區或社區型服務，透過大數據資料分析針對臺北市聯營公車服務性路線平均班次載客數及最大站間運量均小於8人之公車路線，首度引進試辦9人座小巴士，分別為大南汽車小14路及首都客運542路等2線公車，該2線公車均獲交通部公路總局108年度「公路公共運輸多元推升計畫」補助配置全新9人座小巴士，並分別於民國108年12月23日及12月30日上路，除維持現行行駛路線及收費方式，提供舒適座位(無立位)外，並比照現行中型巴士車內外設備均含多卡通驗票機、站名播報器及車內外監視器等，提供安全及優質的公共運輸服務（照片2-2、2-3）。

(4) Pilot Program for 9-Seater Buses

In order to boost the operational performance of service routes and take into account remote mountain areas or community-based services, big data analysis was conducted on the route where an average number of passengers each trip and the number of passengers at the stop with the largest capacity among the Taipei City Joint Bus System were both less than eight people. A Pilot Program for 9-Seater Buses was introduced: Danan Bus small No. 14 and Capital Bus No. 542. These two bus lines were subsidized by the Directorate General of Highways, Ministry of Transportation and Communications under "Diversified Promotion Plan of Public Transportation on Highways" to be armed with new 9-seater buses which

were launched on December 23 and December 30, 2019 respectively. Aside from maintaining the current route and charging method, along with comfortable seats (no standing), each 9–seater bus, which was relatively small, was equipped with both in–vehicle and out–vehicle devic–es as a medium–sized bus, including a card–reader machine applicable to various cards, a bus stop announc–er and in–vehicle and out–vehicle cameras, so safe, high–quality public transportation service could be in place (Photos 2–2, 2–3).

▲ 照片2–2 九人座巴士(車體)
Photo 2–2 9–seater bus (the bus itself)

▲ 照片2–3 九人座巴士(支付裝置)
Photo 2–3 9–seater bus (payment device)

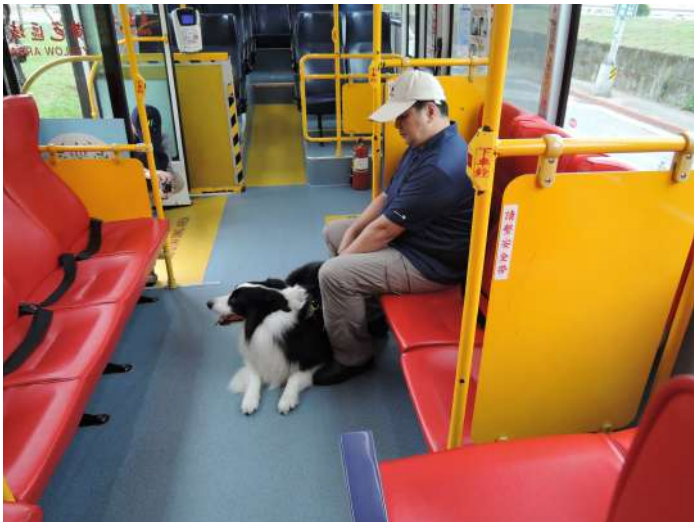
(五)擴大假日友善狗狗公車服務

臺北市「假日友善狗狗公車」試辦期間未發生犬隻於車內便溺或衝突事件，且問卷調查結果皆為正向支持態度，評估成效良好，自民國108年8月31日起正式增班實施，現行假日友善狗狗公車包含0東、225、604、669、279、681及棕6等7條路線；另市府亦擴大狗狗公車服務，新增大有巴士257路公車、大都會客運262區間車、大南汽車265路公車、指南客運679路公車。假日友善狗狗公車各路線皆以例假日3班次以上營駛至北市各狗運動公園及狗活動區，目前每座狗運動公園皆有2條公車路線可到達，各路線站牌及車內皆有張貼班次公告，並列明末班車預估到狗運動公園或活動區站位往返時間，以提供飼主及犬隻更佳便捷之乘車服務，並藉此增加公共設施利用率（照片2–4、2–5）。

(5) Expansion of Dog–friendly Bus Service on Weekends and Holidays

During the trial of dog–friendly bus service on week–ends and holidays in Taipei City, no instance of dogs urinating or defecating or having conflict with others hap–pened. What was more, a questionnaire survey also showed positive, supportive attitude. Based on the above, it was considered favorable to execute the plan. From August 31, 2019, the number of shifts of dog–friendly buses has been raised. At present, dog–friendly buses on weekends and holidays include 7 routes: 0 East, 225, 604, 669, 279, 681 and Brown 6. The city government further broadened the service of dog–friendly buses, adding Dayou Bus No. 257 and Metropolitan Transport Corpora–tion No. 262 shuttle bus, Danan Bus No. 265, Zhinan Bus No. 679. Each dog–friendly bus route was on more than three shifts on weekends and holidays, taking passengers to dog parks and dog exercise areas in Taipei City. Cur–rently each dog park can be reached by two bus lines. The details about shifts and the time of the last bus going back and forth dog parks or dog exercise areas were posted at bus stops as well as in the buses. In this way, pet owners and dogs are given a better and more conve–nient transportation service, increasing their use of public facilities accordingly (Photos 2–4, 2–5).

▲ 照片2-4 狗狗公車顯示於車體LED
Photo 2-4 Dog-friendly bus displayed in LED



▲ 照片2-5 狗狗搭公車
Photo 2-5 A dog taking the bus

二、推動公共運輸定期票

II.Promotion of All Pass Ticket for Public Transportation

為鼓勵綠運輸使用及促進私人運具使用者搭乘公共運輸，雙北市政府合作自民國107年4月16日起發行「公共運輸定期票」，民眾以1280元購買即可於30日內無限次搭乘雙北公車、捷運、淡海輕軌、並享YouBike30分鐘免費，透過捷運、淡海輕軌、公車及YouBike聯運，強化公共運具間銜接服務。至108年底，共販售超過580萬張，續購率約達95.95%，月銷售卡數最高達34萬張，每日搭乘捷運卡數由13萬張成長至最高23萬張，每日搭乘公車卡數由9萬張成長至最高17萬張，定期票實施後一年的大眾運輸系統每日運量較實施前一年成長13萬次，市民滿意度達94.4%。

To encourage the use of green transportation and urge private vehicle owners to take the public transportation, the Taipei City and New Taipei City Government worked together to launch "All Pass Ticket" on April 16, 2018. People could buy this ticket at NT$1,280 and enjoy unlimited trips by bus, MRT, and Danhai light rail within both cities for a duration of 30 days. The first 30 minutes of YouBike is also free. The joint network of MRT, Danhai light rail, bus, and YouBike has consolidated the connection among public vehicles. As of end of 2019, more than 5.8 million tickets were sold, with a renewal rate at 95.59%. The number of cards sold one month reached 340 thousand. The number of cards used to take the MRT grew from 130 thousand to 230 thousand. The number of cards used to take the bus rose from 90 thousand to 170 thousand. The daily traffic volume of public transportation system leaped by 130 thousand trips one year after the launch of the All Pass Ticket, with citizen satisfaction rate at 94.4%.

三、友善自行車行車環境

III.Bike-friendly Environment

應用大數據分析臺北市YouBike熱門使用站點，以捷運系統為骨幹，搭配市區公車與YouBike佈點，結合地方生活圈，依主要幹道、聯絡巷道與鄰里巷弄等道路屬性規劃自行車騎乘空間；藉由自行車道相關標線提升自行車於一般路面之可辨識性，期提升騎乘安全，推廣接駁型自行車與共享車道之理念，民國108年於捷運芝山站（照片2-6）、捷運大安站（照片2-7）、捷運公館站（照片2-8）周邊設置接駁型自行車道。

另配合「鄰里交通環境改善」計畫整理鄰里巷道通行空間及規劃速限30等，完善社區至捷運站之第一哩路與最後一哩騎乘路線。

Big data was applied to analyze YouBike stations which were used the most. According to the result, the government took advantage of MRT system as the back-bone, complemented with city buses and YouBike deploy-ment in combination with local areas, arranging bike riding space along main roads, connecting alleys, neigh-borhood and lanes based on different road attributes. A marking line for bike lanes would elevate the level of recognizability against general lanes for riders' safety and the promotion of bikes for connection and lane sharing. In 2019, bike lanes for connection were established around MRT Zhishan Station (Photo 2-6), MRT Daan Station (Photo 2-7), and MRT Gongguan Station (Photo 2-8).

In addition, the government adjusted the left- and right-hand traffic space and set the speed limit at 30km/hr throughout neighborhoods, villages, alleys, and lands in alignment with the "Taipei City Neighborhood Traffic Environment Improvement" program. "First mile, last mile" connection of rides from communities to MRT stations would be more complete.

▲ 照片2-6 捷運芝山站接駁型自行車道
Photo 2-6 Bike lanes for connection at MRT Zhishan Station

▲ 照片2-7 捷運大安站接駁型自行車道
Photo 2-7 Bike lanes for connection at MRT Daan Station

▲ 照片2-8 捷運公館站接駁型自行車道
Photo 2-8 Bike lanes for connection at MRT Gongguang Station

四、推動電動車服務

Ⅳ.Promotion of Electric Vehicles

(一)電動公車

臺北市目前共有22輛電動公車，配置於66及和平幹線等2路線。因應行政院宣示119年市區公車全面電動化政策，交通部於民國108年8月公布新制《公路公共運輸補助電動大客車作業要點》，臺北市已提出97輛汰換申請。此外，臺北市訂有《臺北市電動公車營運里程補貼作業原則》，行駛電動公車每公里可請領5元補貼，鼓勵業者多採電動公車營運。（照片2-9）

(1) Electric Bus

There are 22 electric buses in Taipei City, allocated to two lines: Bus No.66 and Heping Metro Bus. In response to the Executive Yuan's announcement of converting all city buses to electric ones by 2030, the Ministry of Transportation and Communications published a new policy, *Directions of Subsidizing Highways Public Transportation for Electric Buses*, in August 2019. Taipei City has applied for the replacement of 97 buses. Additionally, *Taipei City Electric Bus Operation Mileage Subsidy Operational Principles* was also formulated, so an electric bus operator could apply for NT$5 subsidy per kilometer, which encourages the industry to invest in electric buses. (Photo 2-9)

▲ 照片2-9 和平幹線電動公車
Photo 2-9 Electric bus of Heping Metro Bus

(二)停車場設置充電格位

臺北市停車管理工程處自民國108年起推行公有停車場暨機關學校停車場設置充電格位，108年度完成設置50格充電格位，臺北市累計完成設置314格充電格位。

設有充電設施之停車場均規劃電動車優先格位，並視公有停車場使用情形、區域及流量，於充電使用率較高之停車場逐步建置充電格位地鎖(照片2-10、2-11)，優先提供電動車充電時停放，於停車場接近滿場時開放一般燃油車停放。

(2) Establishment of Charging Spaces at Parking Lots

The Taipei City Parking Management and Development Office started to set up charging spaces across public parking lots and parking lots at institutions and schools in 2019. As of 2019, 50 charging spaces were built, and Taipei City has completed 314 charging spaces in aggregate.

Parking lots equipped with charging facility all contain parking spaces dedicated for electric cars. Subject to the use of public parking lots, area, and traffic, a ground lock would be gradually set at the parking lots where charging service is used more frequently (Photos 2-10, 2-11). This approach is to give priority to electric cars to park for charging. When a parking lot is nearly full, those spaces may be open to general fuel cars for parking.

▲ 照片2-10 停車場充電格位地鎖
Photo 2-10 Ground lock at a charging space

▲ 照片2–11 停車場充電設備
Photo 2–11 Charging facility at a parking lot

(三)電動機車停車優惠

經公路監理機關登記之電動機車，自民國107年5月1日起為期2年享有公有路邊及路外停車場停車免費；臺北市計有46處公有路外停車場提供電動機車充電設備(照片2–12)、26處公有路外停車場內設置電動機車電池交換設備(照片2–13)，供民眾免費充電或交換電池使用。

(3) Parking Offer for Electric Motorcycles

Riders of electric motorcycles registered with Motor Vehicles Offices, Directorate General of Highways had had the benefit of free parking at public on–street and off–street parking lots for two years from May 1, 2018. There were 46 public off–street parking lots in Taipei City offering a charging facility for electric motorcycles (Photo 2–12), and a battery swapping facility (Photo 2–13) for electric motorcycles installed in 26 public off–street parking lots for people's convenience.

▲ 照片2–12 電動機車充電設備
Photo 2–12 Charging facility for electric motorcycles

▲ 照片2–13 電動機車電池交換設備
Photo 2–13 Battery swapping facility for electric motorcycles

五、路邊機車停車收費

V.Parking Fee of On–street Parking for Motorcycles

為增加路邊停車周轉率，減少長期占用，除臺北車站、南陽特區、光華商場、士林夜市、信義商圈、西門商圈、內湖科技園區、木柵動物園、公館地區等9區路邊停車格納入收費，民國108年新增收費範圍為中山商圈、松山車站、臺大醫院、忠孝復興、遼寧街、市府轉運站及景美夜市，共計1萬2,845格，並持續檢討於高停車需求且公共運輸路網健全之區域納入停車收費管理。(照片2–14)

In order to increase the turnover rate of on-street parking and reduce long-term occupancy , in 2019 Taipei City has further included on-street parking spaces at Zhongshan Commercial District, Songshan Station, National Taiwan University Hospital, Zhongxiao Fuxing, Liaoning Street, Taipei City Hall Bus Station and Jingmei Night Market in addition to Taipei Main Station, Nanyang Area, Guang Hua Digital Plaza, Shilin Night Market, Xinyi Commercial District, Ximen Commercial District, Neihu Technology Park, Taipei Zoo in Muzha, and Gongguan Area where parking fee may incur, with a total of 12,845 parking spaces. The government will keep reviewing the areas with a high demand for parking and include areas that are robust in public transportation network for parking fee management. (Photo 2-14)

▲ 照片2-14 路邊機車停車收費
Photo 2-14 On-street parking fee incurring for motorcycles

六、推廣藍色水路

Ⅵ.Promotion of Taipei River Cruises

為推廣藍色水路，使其成為市民假日休閒遊憩及觀光客旅遊臺北的新選擇，臺北市公共運輸處推出「藍色水路微旅行」計畫，期望透過藍色水路搭船遊河方式結合專業導覽講師解說，帶領民眾探訪臺北市河域及各碼頭周邊環境，達到「在遊程中學習」之寓教於樂效果，並串連碼頭周邊水陸特色景點，設計主題式套裝遊程，近年來不定期推出促銷活動及主題航班，藉由增加其他附加服務，提升遊程品質與價值，如大稻埕文史漫遊、關渡生態行腳等套裝遊程，並與臺北市政府教育局共同合作推動「藍色水路校外教學」計畫，針對臺北市各學校的師生們，提供搭船遊河體驗，除可欣賞河景，更可認識河域周邊古蹟、自然生態、歷史典故、時空背景等在地特色（照片2-15、2-16），民國108年計160場校外教學及市政參訪活動，補助人數1萬1,561人次，總載客數達8萬7,126人次。

Taipei City Public Transportation Office launched a “Taipei River Cruise Mini Trips” program, looking to promote Taipei River Cruises and pack it as a new choice for citizens to relax on weekends and for tourists to tour around Taipei. It was expected that the Taipei River Cruises could take people to explore river areas and the surrounding environment of wharves by boat, accompanied with a professional guide. Besides, special water and land sights around wharves were connected for a variety of integrated packages designed around the attractions. In recent years, promotional campaigns and themed cruises, such as Dadaocheng culture and history tour, Guandu eco-tour and other options, were rolled out on an irregular basis to enhance the quality of the trips and add value to them. Cooperation was also developed with the Taipei City Government Department of Education on a Taipei River Cruise Outdoors Field Trips program, targeting teachers and students in Taipei City. They were able to take the cruise and tour rivers to not only appreciate the riverside view, but also have a deeper understand of

the surrounding historic sites, natural ecology, history and allusions, and the background of the era (Photos 2–15, 2–16). In 2019, there were 160 outdoors field trips and visits to the city hall. The program had subsidized 11,561 people, with the total passenger volume reaching 87,126.

▲ 照片2–15 藍色水路校外教學1
Photo 2–15 Taipei River Cruise Outdoors Field Trip 1

▲ 照片2–16 藍色水路校外教學2
Photo 2–16 Taipei River Cruise Outdoors Field Trip 2

導入科技
智慧管理

Introduction of Technology.
Intelligent Management

PART 3

一、智慧交通監控

I. Smart Traffic Monitoring System

(一)強化交通監控

於市區主要幹道、聯外橋梁及既有快速道路等地點，檢討交通監控設施數量、位置、設備型式及運作方式，民國108年完成中央控制系統軟硬體設備功能升級設計規劃，並新增閉路電視攝影機2組及車輛偵測器1組，後續109年預計新增閉路電視攝影機6組、資訊可變標誌31組（新增17組及汰換14組）、車輛偵測器14組。

(1) Reinforcement of Traffic Monitoring

The government examined the number of traffic monitoring facilities, location, models of devices and way of working on the main roads, connected bridges, and existing express roads in the city. In 2019, the upgrade and design of the software and hardware of a central control system was arranged, and two sets of closed circuit television cameras (CCTV) and one set of vehicle detector were added. Subsequently in 2020, it was planned that six sets of CCTVs, 31 sets of changeable message signs (17 new and 14 replaced), and 14 sets of vehicle detectors would be added.

(二)推動智慧號誌

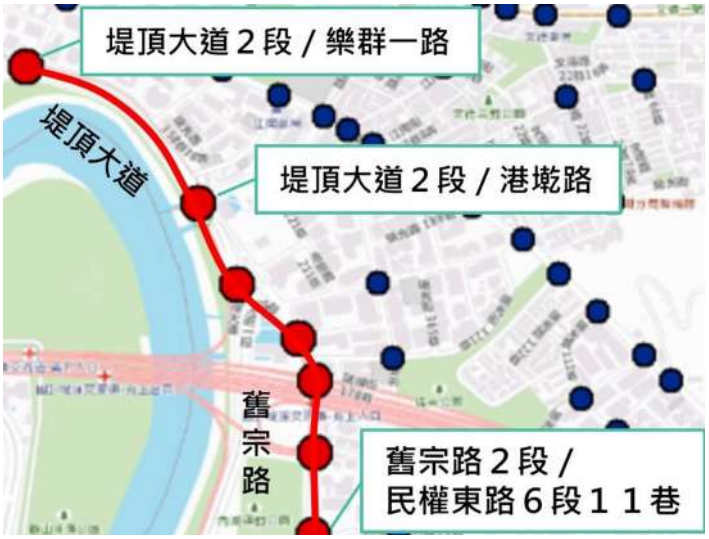
1.動態號誌

部分路口流量變化大，定時號誌無法有效疏解車流，民國108年於內湖科技園區、南港軟體工業園區9處路口設置基於交通車流模型的動態號誌系統，依據偵測即時流量，每5分鐘更新最佳化路口號誌時制，達到幹道車流續進，俾提升幹道行車效率及整體路廊車流運作績效（照片3-1~3-3）。

(2) Promotion of Smart Signal

1. Dynamic signals

Some intersections experienced a bigger change in traffic flow, and a pretimed signal failed to ease the vehicular traffic effectively. Thus, a dynamic signal system was set up based on a vehicular traffic model at nine intersections around Neihu Technology Park and Nankang Software Park in 2019. According to the real-time traffic detected, the optimized signal timing would be updated every five minutes to facilitate a smooth flow on main roads. In a consequence, the efficiency of main roads and the overall performance of vehicular traffic at corridors were enhanced (Photos 3-1~3-3).



▲ 照片3-1 內科動態號誌路口建置圖
Photo 3-1 Dynamic signal mapping at Neihu Technology Park

▲ 照片3-2 南軟周邊動態號誌路口建置圖
Photo 3-2 Dynamic signal mapping around Nangang Software Park

▲ 照片3-3 動態號誌即時影像
Photo 3-3 Real-time image of a dynamic signal

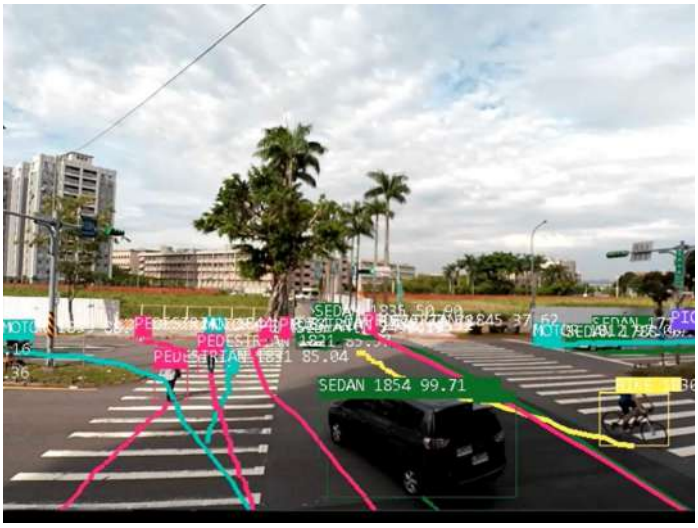
2.感應性號誌

部分路口路幅寬度較大，須提供行人安全穿越通行時間，離峰時段會有幹道空等紅燈之情形，民國108年於「文林北路–文林北路75/94巷(中正高中)」路口實施感應性號誌（照片3–4），利用AI影像辨識（照片3–5），偵測到支道行人或行車時，再酌予增加支道秒數。經調查幹道行車效率及整體路廊運作與節能減碳績效皆可提升。

2. Actuated signal

Pedestrian clearance time was required at some wider intersections, which resulted in longer wait times during off–peak hours on main roads. In 2019, an actuated signal was installed (Photo 3–4) at the intersection of "Ln. 75/94, Wenlin N. Rd. (Zhongzheng High School)". When a pedestrian or vehicle coming from a side road is detected using AI imaging recognition (Photo 3–5), the timing of the side road may be extended accordingly. Through examination, the traffic efficiency on main roads and the overall corridor operation as well as energy saving and carbon reduction could all be built up.

▲ 照片3–4 感應性號誌路口示意圖
Photo 3–4 Actuated signal at an intersection



▲ 照片3–5 AI影像辨識畫面
Photo 3–5 AI imaging recognition screen

二、智慧停車

II.Smart Parking

(一)停車智慧服務

為提升停車管理效益導入先進科技應用於停車管理，提供完整、即時的停車資訊減少尋找車位時間，並提供多元、便利繳費模式提升進出停車場效率及安全。

(1) Smart Parking Service

To enhance the effectiveness of parking manage–ment, advanced technology was introduced and applied to offer complete, real–time parking data for reducing the time to search for a space. Furthermore, diverse, conve–nient payment methods have been available. This way, the efficiency and safety when coming in and out a parking lot could also be improved.

1.路邊停車智慧化

(1) 佈設地磁蒐集停車格使用狀況及結合人工開單提升效率，提供24小時即時資訊並發布於「北市好停車APP」(照片3-6)，至民國108年底共提供9,548格即時路邊停車格位資訊。

(2) 民國108年12月5日於博愛路(北門郵局旁)推行「路邊機車格位即時資訊」，運用高位視訊攝影機，全日24小時即時資訊偵測機車格位並發布於「北市好停車」APP(照片3-7)。

1.Intelligent on-street parking

(1) Geomagnetic sensors were deployed, coupled with parking charge notice issued manually, to collect parking space conditions and increase efficiency. This is to provide 24-hour real-time information which would be published onto " iTaipei Parking" application (Photo 3-6). As of end of 2019, a total of 9,548 parking spaces were updated real time on the application.

(2) On December 5, 2019, "real-time information about on-street parking spaces for motorcycle" was promoted along Boai Road (next to Beimen Post Office). This action was carried out by high video identification system that detected motorcycle parking spaces 24/7, and the information would be uploaded to "iTaipei Parking" application (Photo 3-7).

▲ 照片3-6 北市好停車路邊停車全日即時資訊(汽車)
Photo 3-6 Whole-day real-time data of on-street parking on "iTaipei Parking" (for cars)

▲ 照片3-7 北市好停車路邊停車全日即時資訊(機車)
Photo 3-7 Whole-day real-time data of on-street parking on "iTaipei Parking" (for motorcycles)

2.路外停車智慧化

完成65處自營公有停車場「3A智慧進出服務」(自動辨識、自動開啟閘門、自動扣款)建置(照片3-8)，提供月票車近9成車輛使用，並自民國108年起開放臨停車自動扣款服務，截至108年底止申請會員數達14萬5,000人，使用次數突破23萬次。

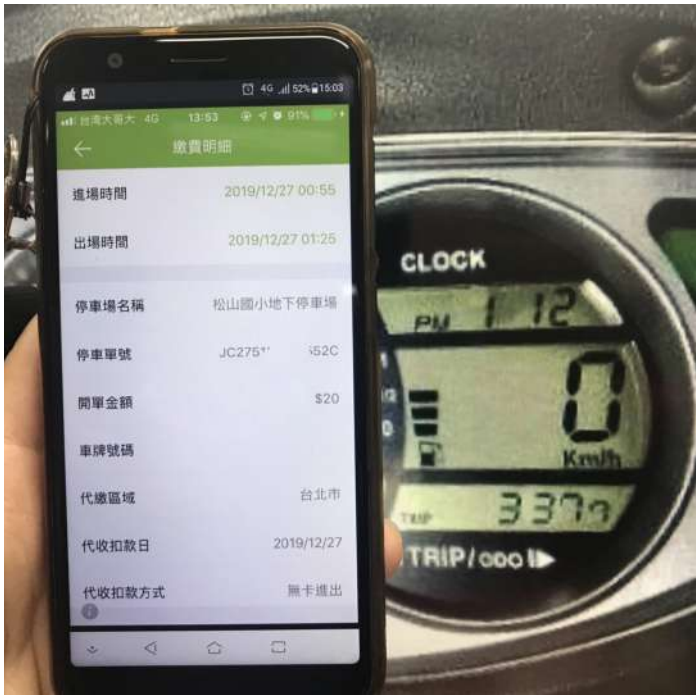
民國108年12月31日松山國小地下停車場啟用「機車3A智慧進出服務」(照片3-9)，採無票化車牌辨識進出，提供自動辨識、自動開啟閘門與自動扣款之智慧化服務。截至109年1月9日止，申請機車會員數達1,010輛，全日月票車主使用率達100%。

▲ 照片3-8 玉成國小地下停車場汽車3A智慧進出服務
Photo 3-8 3A intelligent parking service at the underground parking lot of Yucheng Elementary School (for cars)

2.Intelligent off-street parking

The installment of "3A intelligent parking service" (auto identification, auto opening, auto payment) was completed in 65 self-operated public parking lots (Photo 3-8), offering parking service for nearly 90% of those who had a monthly parking pass. From 2019, auto payment was open to standing. As of end of 2019, up to 145,000 people registered for membership, and the service was used over 230 thousand times.

On December 31, 2019, 3A intelligent parking service was activated at the underground parking lot of Songshan Elementary School for motorcycles (Photo 3-9). Ticket was not needed for identification. Intelligent services include auto identification, auto opening, and auto payment. As of January 9, 2020, the number of motorcycles registered for membership was 1,010, and the usage percentage of whole-day monthly pass riders reached 100%.



▲ 照片3-9 松山國小地下停車場機車3A智慧進出服務
Photo 3-9 3A intelligent parking service at the underground parking lot of Songshan Elementary School (for motorcycles)

(二)多元停車繳費

臺北市政府致力於提供多元的繳費管道，除委託超商代收(含多媒體機補列印單據繳費)、金融機構及電信業者代扣繳路邊停車費外，自民國107年8月16日起推廣使用臺北市政府智慧支付平台（pay.taipei）App繳納路邊停車費享9折優惠(照片3-10)，後於108年7月8日起機車自主開單並使用APP繳納停車費享75折優惠，108年10月14日至10月31日期間則推出機車自主開單並使用APP繳納停車費「只要1元」優惠活動。至108年底，智慧支付代收比例由前述優惠活動前(107年7月)之6.17%提升至20.58%。

(2) Diverse Payment Methods for Parking

The Taipei City Government has strived to provide diverse methods of payment. Apart from paying the on-street parking fee at convenience stores (including printing a receipt for payment from a multi-media kiosk) or deducted by financial institutions or telecom operators, the government offered 10% off discount on on-street parking if payment was made through the App “pay.tai-pei” launched by the Taipei City Government (Photo 3-10), starting from August 16, 2018. Then, since July 8, 2019, motorcycle riders could enjoy 25% off on parking fee for self-billing and paying through the App. From October 14 to October 31, 2019, a promotion of "Only NT$1" was conducted for motorcycle riders who complet-ed self-billing and used the App for payment. As of end of 2019, the proportion of smart payment collection rose from 6.17% in July 2018, prior to the above-mentioned promotion, to 20.58%.

▲ 照片3-10 智慧支付9折優惠活動
Photo 3-10 10% off on smart payment

(三)久停車輛處理

維護民眾車輛停放權益，修訂《臺北市處理妨礙道路交通及久停公有停車場車輛自治條例》，於民國108年5月28日公布施行，並自108年7月1日起依該條例針對逾30日久停且未繳費車輛張貼「久占停車格位車輛移置通知」(照片3-11、3-12)，並於張貼15日後拖吊移置至車輛保管場(照片3-13)，若經通知屆期未領回車輛者，公告3個月後進行拍賣，以改善路邊及路外停車場車輛久占停車位。經統計至12月底已張貼汽機車共計300輛，經張貼15日後未繳費被拖吊者計162輛。

另為避免民眾財產權益受損，於民國108年10月1日起試行車輛停放至15日且未繳費時，預先張貼「久停車輛預告通知」，預告通知試行至12月31日止，有效降低「久占停車格位車輛移置通知」張貼數量達57.8%，此措施能提早告知民眾儘速繳納停車費用，落實使用者付費精神。

(3) Handling of Long-term Parking

To protect people's parking rights, *Self-government Ordinances of Handling Vehicles Impeding Road Traffic and Long-term Parking at Public Parking Lots* were amended and announced on May 28, 2019. From July 1, 2019, a "moving notice for a vehicle occupying a parking space for a long time" would be posted on the vehicles parked for over 30 days when the parking fee has not yet been settled (Photos 3–11, 3–12). After 15 days when the notice is issued, the vehicle would be towed to a vehicle storage facility (Photo 3–13). If the vehicle is not collected upon the announcement for three months, the vehicle would be sent for auction. This policy is to clear the spaces of on-street and off-street parking lots. From statistics, as of end of December, the total number of notices issued to cars and motorcycles was 300, and after 15 days of the notice, there were 162 cars and motorcycles towed because of owners not paying the parking fee.

In addition, to avoid infringement to people's rights, the policy was tested first from October 1, 2019. For vehicles parked for over 15 days and the owners did not pay the parking fee, an "advance notice of vehicles parked for a long time" would be posted to notify them of the trial policy until December 31. This effectively reduced the posts of the "moving notice for a vehicle occupying a parking space for a long time" by 57.8%. This trial measure could remind the public of paying the parking fee as soon as possible, realizing the spirit of user charge.

▲ 照片3–11、3–12 張貼移置通知
Photos 3–11, 3–12 Moving notice

▲ 照片3–13 拖吊移置至保管場
Photo 3–13 Towing to the storage area

三、設置智慧型站牌

Ⅲ.Establishment of Intelligent Bus Stop Sign

基於臺北市約有3,300站公車站，智慧型站牌為民眾最常查詢公車預估到站時間之管道，截至民國108年底臺北市已於1,848站設置智慧型站牌（108年新設248站），普及率達56%。為提供民眾更多元之候車環境，另有115站公車站設置4G智慧面板，提供民眾查詢公車到站相關資訊。

為解決因無市電供應而無法設置智慧型站牌情形，臺北市於107年8月試辦設置太陽能電子紙智慧型站牌，截至民國108年底已設置25座（含108年新設13座）。

另為提升公車服務品質，臺北市於民國108年8月完成全市所有公車站位張貼虛擬智慧型站牌（QRCode），民眾使用連網設備（如手機、平板）掃描QRCode即可取得行經該站雙北市所有市區公車路線到站時間（照片3-14、3-15）。

Providing that there are around 3,300 bus stops in Taipei City, intelligent bus stop signs are the most common approach that people would look for estimated arrival time. As of end of 2019, Taipei City had established intelligent signs at 1,848 bus stops (248 stops newly built in 2019). The prevalence rate reached 56%. In order to provide the public with a more diverse waiting environment, another 115 bus stops have been equipped with 4G smart-panel facilities for people to check relevant information about bus arrivals.

Furthermore, due to a lack of mains supply, intelligent bus stop signs were not able to be built in certain areas. Taipei City therefore carried out a trial run on some intelligent bus stop signs using solar powered e-paper from August 2018. As of end of 2019, there were 25 established (including 13 newly built in 2019).

Moreover, to improve the quality of bus services, the government attached QR Code, forming a virtual intelligent sign, to all bus stops of the city in August 2019. People could use their Internet devices, such as smart phones or tablets, scan the QR Code, and obtain the arrival time of all bus routes at that stop across Taipei City and New Taipei City (Photos 3-14, 3-15).

▲ 照片3-14 獨立式智慧型站牌
Photo 3-14 Independent intelligent bus stop sign

▲ 照片3-15 虛擬智慧型站牌
Photo 3-15 Virtual intelligent bus stop sign

四、多元化計程車

Ⅳ.Diversified Taxi Service

臺北市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。截至民國108年臺北市多元化計程車計有11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加入計程車市場以提供乘客更優質及多元的服務（照片3-16）。

An integrated Internet platform has been utilized for information about supply and demand, so matching from both sides could be expedited to confirm the model of the vehicle, driver's information, and estimated fare. What is more, intelligent operation is conducted with the help of GPS, route tracking, and electronic payment. As of 2019, there were a total of 11 diversified taxi operators in Taipei City who provided the public with higher quality, more diverse transport services. In the future, it is more than welcome for more diversified taxi operators to register and enter the market. Hence, passengers can enjoy the service of higher quality and diversity (Photo 3-16).

▲ 照片3-16 多元化計程車
Photo 3-16 Diversified taxi

五、推廣愛叫車APP

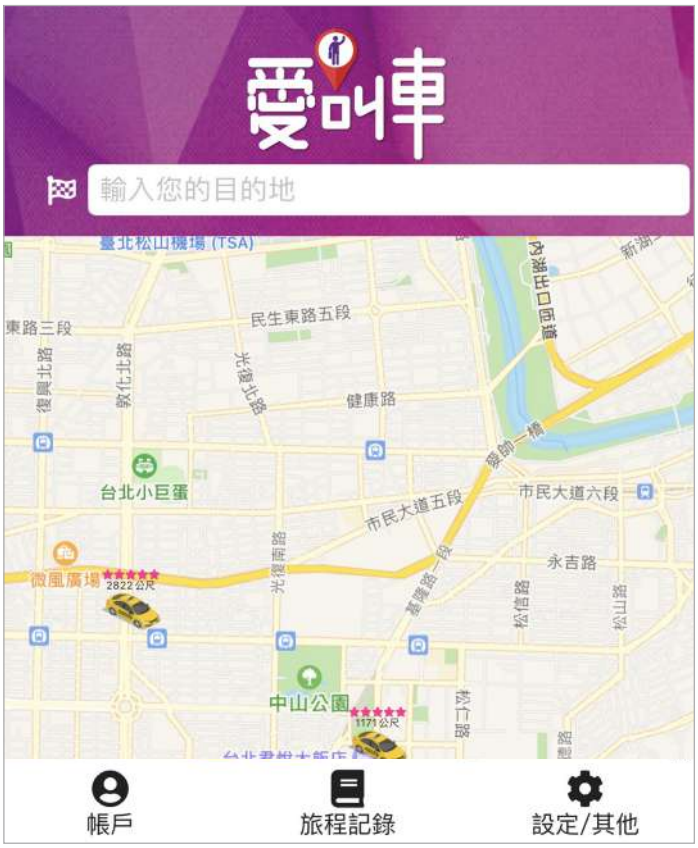
Ⅴ.Promotion of the App "lovetaxi"

為減少計程車空駛繞行，臺北市協助推廣並由資訊業者自主開發「愛叫車」手機APP，提供免費下載使用。

愛叫車APP自民國108年8月1日起試營運，計程車駕駛可檢具資料自主上傳申請加入平臺，經平臺審核後始得承接趟次；另乘客可查看駕駛、車輛相關資訊及查詢旅程訂單行車軌跡紀錄，以確保權益（照片3-17）。

Taxi drivers may need to idle around the city sometime. Taipei City would like to decrease their idling time, so they assisted an information technology company to develop an App named "lovetaxi" for free download and use.

The trial run of "lovetaxi" began on August 1, 2019. Taxi drivers could upload their information and register for the platform. They may take orders upon approval. On the passengers' side, they could check relevant information about the driver and vehicle as well as past trips and route tracks to ensure their rights (Photo 3-17).



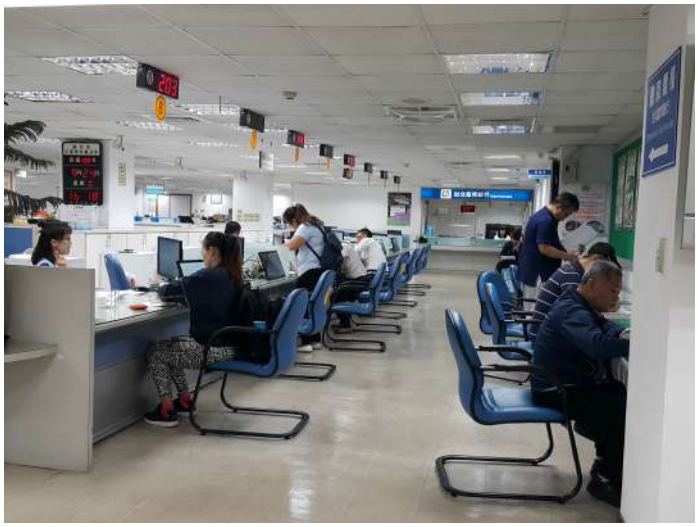
照片3-17 愛叫車APP
Photo 3-17 App "lovetaxi" ▸

六、提供罰鍰繳納多元服務

Ⅵ. 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(含駐外櫃檯)，臨櫃繳納罰鍰除可使用現金外，亦可使用信用卡及行動支付，提供民眾多元支付方式。(照片3-18、3-19)

The Taipei City Traffic Adjudication Office has been actively dedicated to promoting diversified payment methods and electronic payment. Currently there are 15 all-in-one service counters (including Taipei City Motor Vehicles office and shilin Motor Vehicles Supervision Stayion facilities with the Directorate General of High-ways,MOTC). On top of cash, diverse payment methods, such as credit card and mobile payment, are acceptable for over-the-counter fine payment (Photos 3-18, 3-19).

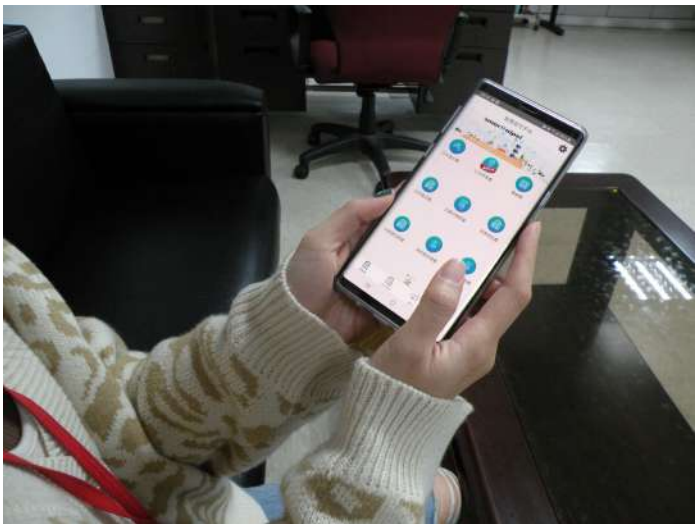


▲ 照片3-18 單一櫃檯服務民眾
Photo 3-18 All-in-one service counter

除臨櫃繳款外，民眾可利用各項管道繳款(如超商、監理服務網及電話語音、郵局...等)，分期罰鍰亦可使用臺北市智慧支付平臺(pay.taipei)繳款，目前已有台北富邦銀行、歐付寶、橘子支付、嗶嗶繳及停車大聲公等5家支付業者供民眾選擇，節省時間及金錢(照片3-20)，民國108年民眾使用多元管道繳納情形詳表3-1。

▲ 照片3-19 臨櫃信用卡繳納罰鍰
Photo 3-19 Over-the-counter fine payment by credit card

In addition to over-the-counter payment, various kinds of channels are also available, such as convenience stores, Motor Vehicle Driver Information Service, VoIP, post offices, and so on. Fines paid in installment could also be settled by the Taipei City smart payment platform (pay.taipei), in which five operators, including Taipei Fubon Bank, O'Pay, Gama Pay, Bee Pay, and Parking Lot App, are at people's choice so that both time and money could be saved (Photo 3-20). Table 3-1 demonstrates the diversified channels people used for payment in 2019.



▲ 照片3-20 智慧支付繳納分期罰鍰
Photo 3-20 Smart fine payment in installment

表3-1 民國108年民眾使用多元管道繳納情形

繳款方式	件數(件)	比例(%)
超商	1,167,514	54.98%
監理服務網及電話語音	153,633	7.24%
郵局	135,390	6.38%
拖吊場	99,303	4.68%
代檢廠	48,294	2.27%
銀行	24,403	1.15%
臺北市智慧支付平台(pay.taipei)	208	0.01%
多元管道繳納小計	1,628,745	76.71%
臨櫃	494,576	23.29%
總計	2,123,321	100.00%

Table 3-1 Diversified channels people used for payment

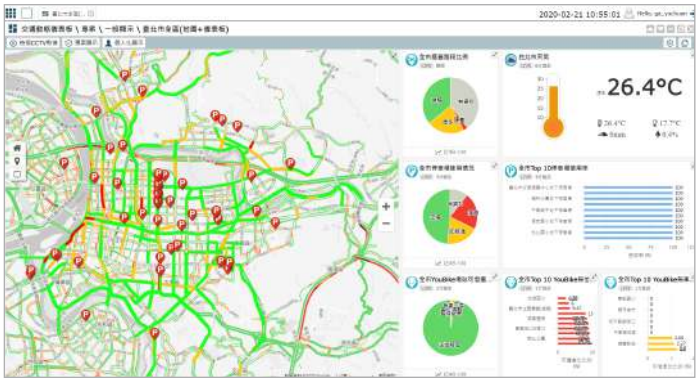
Payment Method	Number of Cases	Percentage (%)
Convenience Stores	1,167,514	54.98%
Motor Vehicle Driver Information Service and VoIP	153,633	7.24%
Post Offices	135,390	6.38%
Tow Pounds	99,303	4.68%
Vehicle Inspection Agencies	48,294	2.27%
Banks	24,403	1.15%
Taipei City Smart Payment Platform (pay.taipei)	208	0.01%
Subtotal	1,628,745	76.71%
Over-the-counter	494,576	23.29%
Total	2,123,321	100.00%

七、建構及應用即時交通監控儀表板

Ⅶ. Establishment and Application of Real-time Traffic Monitoring Dashboard

為了讓交通管理人員能迅速掌握交通事件，並能迅速決策及採取行動，疏解車流降低壅塞所造成的社會成本，臺北市政府交通局建構了即時交通監控儀表板(臺北市聯合運輸管理平臺)，整合即時交通資訊並提供資料視覺化功能（照片3-21），利用圓餅圖、柱狀圖、折線圖、趨勢圖、多畫面監控等方式讓使用者對於交通資訊能一目了然（照片3-22），監控儀表板以網頁及行動裝置IOS及Android系統APP呈現（照片3-23），使用者無論是在辦公室或是在路口執勤皆可使用行動載具掌握交通資訊。

民國108年應用於臺北市重大活動交通管理應變中心，如跨年、農曆春節及燈節等（照片3-24）



▲ 照片3-21 資訊整合同一畫面以掌握交通資訊
Photo 3-21 Information integrated to one to control traffic conditions

▲ 照片3-22 資料視覺圖形化顯示
Photo 3-22 Visualized information with charts and graphs

▲ 照片3-23 即時交通監控儀表板APP畫面
Photo 3-23 App screen of real-time traffic monitoring dashboard

▲ 照片3-24 民國108年燈節使用實例
Photo 3-24 Use case of the lantern festival in 2019

Traffic control personnel should be well informed of traffic accidents and be able to make decisions and take action so that they could help relieve vehicular traffic, reducing the social cost incurred from congestion. The Department of Transportation, Taipei City Government therefore constructed a real-time traffic monitoring dashboard (Joint Transportation Management Center of Taipei City) which integrates real-time traffic data with visualized presentation (Photo 3-21). Pie charts, bar charts, broken line graphs, run charts, and multi-screen monitoring are combined to give users a clear look at the traffic information (Photo 3-22). The monitoring dash-board could be web-based or displayed via an IOS or Android powered application (Photo 3-23). Users are then able to have an overview of traffic information from their mobile devices whether they are at an office or on duty at intersections.

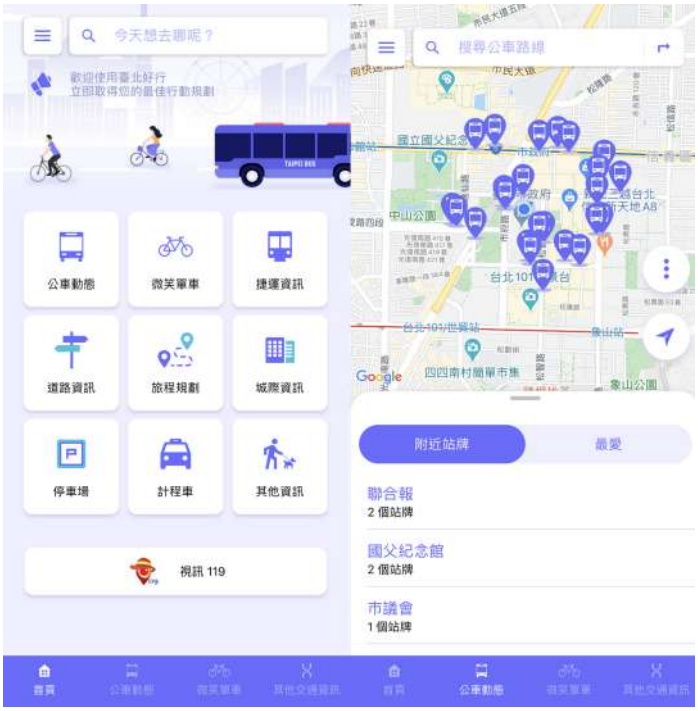
In 2019, it was applied to the traffic management response center for major events of Taipei City, such as New Year's Eve, Lunar New Year holidays, and lantern festivals (Photo 3-24).

八、優化臺北好行APP

Ⅷ. Optimization of the App “Fun Travel in Taipei”

「臺北好行」於民國100年4月上架，提供整合性多元交通資訊予民眾查閱，統計108年APP下載3萬9,636次、累積查詢7,339萬606次；108年針對現有功能架構全面更新並轉型，包含改善資訊準確率、中英文版App合併、新增附近站牌查詢功能等(照片3-25)；另開發視障者使用介面(照片3-26)，提供語音輸入的功能。視障者可於手機下達欲搭乘公車路線及站位資訊，透過裝設在候車亭上的資訊可變標誌CMS顯示欲搭乘路線(照片3-27)，以提醒公車駕駛靠站搭載視障者，108年共建置6處試辦站位。

The government inaugurated “Fun Travel in Taipei” in April 2011, which provides integrated, diverse transportation information for people's reference. In 2019, the application was downloaded 39,636 times, and the total number of enquiries was 73,390,606. The existing features and structure were comprehensively updated and transformed in 2019, including information accuracy, combination of Chinese and English versions, and search for nearby stops (Photo 3-25). In addition, a user interface for the visually impaired was developed (Photo 3-26) with voice input supported. The visually impaired could send the bus route and stop information via smart phone, and the route they would like to take would be displayed on the Changeable Message Sign (CMS) installed at the bus shelter (Photo 3-27). The bus driver would then be reminded of stopping and picking up the visually impaired passenger. In 2019, a total of six pilot bus stops were built.



▲ 照片3-25 108年臺北好行更新版面
Photo 3-25 Updated interface of Fun Travel in Taipei in 2019

▲ 照片3-26 視障者使用介面
Photo 3-26 The user interface for the visually impaired

▲ 照片3-27 候車亭上之CMS顯示面板
Photo 3-27 CMS display at the bus shelter

九、交通資訊中心

Ⅸ. Traffic Information Center

臺北市交通資訊中心是位於華陰街32號地下2樓的參觀走廊，可近距離觀察交通控制中心監控交通狀況，同時展示臺北智慧交通各項重要系統，讓參訪來賓明瞭臺北交通脈絡，也一睹智慧型交通發展歷程，免費的專人導覽服務，透過生動活潑的展示與互動，達成交通資訊學習與交通安全宣導。

民國108年重新美化並調整展示模式，包含大事紀要互動裝置、智慧化停車服務、公車安全監控系統及公車駕駛互動體驗等以嶄新面貌登場(照片3-28～3-30)，提升體驗深度並增添學習樂趣，108年共計166團3,996人次參訪。

The Taipei City Traffic Information Center is a viewing corridor located at B2, No. 32, Huayin Street, where visitors can observe how the traffic control center monitors traffic conditions at a close distance. At the same time, it exhibits the essential systems of smart transportation in Taipei so that the visitors can not only obtain a clear overview of the transportation network in Taipei, but also have a glimpse at the development of intelligent transportation. A free guided tour is available. Through lively display and interaction, it is expected that people can learn more about traffic information and safety.

In 2019, the center was embellished and adjusted their exhibition mode. New features include chronology interaction device, intelligent parking service, bus safety monitoring system, and bus driver interaction experience (Photos 3-28~3-30). The change has elevated the depth of experience and added fun to learning. There were a total of 166 groups, 3,996 visits in 2019.

▲ 照片3-28 更新歷史回顧區背板及調整展品
Photo 3-28 History in retrospect update and exhibits adjustment

▲ 照片3-29 更新停車資訊導引系統區
Photo 3-29 Update on the area of the available parking spaces system

▲ 照片3-30 大眾運輸系統區新增安全駕駛互動遊戲
Photo 3-30 Adding safe driver interaction game to the public transportation area

十、啟動自駕巴士試辦計畫

X. Activation of Autonomous Bus Pilot Plan

為補足臺北市夜間公共運輸缺口、解決公車駕駛人力長期不足問題與協助促進本國自駕車產業發展，臺北市政府於民國108年8月26日與臺灣智慧駕駛股份有限公司簽訂「臺北市信義路公車專用道自駕巴士試辦計畫」合作意向書，該公司並依《無人載具科技創新實驗條例》於108年11月20日向經濟部提出正式申請，預計於109年申請通過後，於信義路公車專用道進行自駕巴士夜間公共運輸試行(照片3-31)，該案將成為臺北市首例於開放場域辦理自駕車實驗之案例，臺北市政府期望藉由本次實驗驗證自駕巴士是否可用於公車專用道，並累積自駕公共運輸車輛管理經驗，利用最尖端科技提供市民更加便利的智慧交通服務。

To fill the gap of the public transportation at night, solve the long-standing problem of insufficiency in bus drivers, and help promote the development of autonomous bus industry in Taiwan, the Taipei City Government worked with TURING Drive Inc. and signed a letter of consent on the "Pilot Plan of Autonomous Bus on Bus Exclusive Lane of Xinyi Road, Taipei City on August 26, 2019 ". The company filed a formal application to the Ministry of Economic Affairs in accordance with the Unmanned Vehicles Technology Innovative Experimentation Act on November 20, 2019, expecting a trial run of the public autonomous bus on the bus exclusive line on Xinyi Road at night (Photo 3-31) after it has been approved in 2020. This would become the first experimental case in Taipei City where an autonomous bus runs in an open area. The Taipei City Government looked to validate if an autonomous bus could be operated on a bus exclusive line through this experiment, and accumulate the management experience of the public autonomous transportation system. Thus, a more convenient, smart transportation service using the most state-of-the-art technology could be in place for citizens' benefit.

▲ 照片3-31 臺北市信義路公車專用道自駕巴士試辦計畫路線圖
Photo 3-31 Route of the Pilot Plan of Autonomous Bus on Bus Exclusive Lane of Xinyi Road, Taipei City

友善環境
交通安全

Friendly Environment.
Traffic Safety

PART 4

一、持續推動鄰里交通環境改善

I. Continuous Promotion of Neighborhood Traffic Environment Improvement

鄰里交通環境改善以里為單位，透過標線型人行道、停車格位規劃及紅黃標線調整等方式，建立完善通行環境、維持消防空間、合理停車空間及建置無障礙環境等目標。

民國108年規劃128里，累計完成全市456里規劃；108年施工完成129里，累計完成428里(詳表4-1)，預計109年完成全市施工；另鄰里交通環境改善滿意度達81分。

With the "borough" as the point of departure of neighborhood traffic environment improvement, markings used on sidewalks, parking spaces arranged for cars and motorcycles, red and yellow lines re-adjusted are the approaches to establish and maintain a perfect pedestrian-crossing environment, firefighting space, reasonable parking spaces, and an accessibility environment.

The work in 2019 was planned for 128 boroughs, and there were 456 boroughs planned in total across the city. In the end, the operation of 129 boroughs was completed in 2019, and the total number of boroughs completed were 428 (Table 4-1). It was expected that the operation of the entire city would be completed in 2020. Moreover, the satisfaction level of neighborhood traffic environment improvement scored 81.

表4-1 鄰里交通環境改善成果統計

	108年	104年至今累計
規劃	128里	456里
完工	129里 (包含107年規劃29里)	428里
完整度80%以上之績優里	110里 (包含107年規劃25里)	358里

Table 4-1 Result of neighborhood traffic environment improvement

	2019	From 2015 to now
Planned	128 boroughs	456 boroughs
Completed	129 boroughs (including 29 planned in 2018)	428 boroughs
Well-performed boroughs with over 80% of completion	110 boroughs (including 25 planned in 2018)	358 boroughs

標線型人行道於民國108年5月10日起試辦新工法，以噴塗法施工，與過往熱處理聚酯熱拌方式不同，藉以改善標線易隨路面流動產生不平整情形，提升標線型人行道平整度與繪設品質。(照片4-1、4-2)

A new method of markings on sidewalks was introduced for a trial from May 10, 2019. The operation was conducted through spraying, compared with thermoplastic pavement marking in the past, to avoid roughness easily caused by traffic flow and ensure smooth markings on sidewalks and the paint quality (Photos 4-1, 4-2).

▲ 照片4-1 大安區民輝里改善情況（民國108年規劃施作）
Photo 4-1 Improvement in Minhui Village of Da'an District (planned and constructed in 2019)

▲ 照片4-2 標線型人行道新工法 (大安路1段52巷)
Photo 4-2 New method of markings on sidewalks (Ln. 52, Sec. 1, Da'an Rd.)

二、行人穿越路口安全

II.Safety of Pedestrians Crossing Intersections

(一)行人專用時相

為推動人本交通維護行人通行安全，民國108年於「松智路與松廉路」等6處(詳表4-2)人、車交織量較大或學童通行量較大之路口實施行人專用時相，截至108年底累計實施217處。（照片4-3～4-5）

(1) Pedestrian Scramble

For the purpose of a people-first traffic environment and pedestrians' safety, a pedestrian scramble was installed in 2019 at six intersections on Songzhi Road and Songlian Road (Table 4-2) where people and vehicles were heavily intersected, or there were more students and children crossing. A total of 217 locations had been furnished with a pedestrian scramble as of end of 2019 (Photos 4-3~4-5).

表4-2 民國108年臺北市新增「行人專用時相」路口

編號	路口名稱	運作時段	實施日期
1	松智路與松廉路	[每日]11:00-22:00	108.2.19
2	雨農路與福志路(忠勇街)	[平日]07:00-09:00、16:00-18:00	108.6.14
3	寶興街與興義街	[上課期間]07:10-07:40	108.6.17
4	廣州街與康定路	[每日]07:00-16:30	108.8.30
5	文林北路77號(中正高中)	[上課期間]07:30-08:30、16:00-17:30	108.8.30
6	安和路2段與敦化南路2段81巷	[上課期間]07:40-08:10、16:00-16:30、17:50-18:10	108.12.18

Table 4-2 Newly added pedestrian scramble in 2019 in Taipei City

Reference	Intersection	Operation Period	Start Date
1	Songzhi Road and Songlian Road	[Daily] 11:00-22:00	2019.2.19
2	Yunong Road and Fuzhi Road (Zhongyong Street)	[Weekday] 07:00-09:00, 16:00-18:00	2019.6.14
3	Baoxing Street and Xingyi Street	[School Time] 07:10-07:40	2019.6.17
4	Guangzhou Street and Kangding Road	[Daily] 07:00-16:30	2019.8.30
5	No.77, Wenlin North Road (Zhongzheng High School)	[School Time] 07:30-08:30, 16:00-17:30	2019.8.30
6	Sec. 2, Anhe Road and Ln. 81, Sec. 2, Dunhua S. Road	[School Time] 07:40-08:10, 16:00-16:30, 17:50-18:10	2019.12.18

▲ 照片4–3 行人專用時相穿越道線 (松智路與松廉路)
Photo 4–3 Crossing line aligned with a pedestrian scramble
(Songzhi Road and Songlian Road)

▲ 照片4–4 行人專用時相穿越道線 (廣州街與康定路)
Photo 4–4 Crossing line aligned with a pedestrian scramble
(Guangzhou Street and Kangding Road)

▲ 照片4–5 行人專用時相穿越道線 (廣州街與康定路)
Photo 4–5 Crossing line aligned with a pedestrian scramble
(Guangzhou Street and Kangding Road)

▲ 照片4–6 行人觸動延長秒數設備按壓前(原行人綠燈秒數為19秒)(公園路與常德街口)
Photo 4–6 Before pushing the button to extend green phase
(the original green phase lasts for 19 seconds)
(Intersection of Gongyuan Road and Changde Street)

▲ 照片4–7 按壓後(行人綠燈秒數延長至33秒)(公園路與常德街口)
Photo 4–7 After pushing the button
(green phase is extended to 33 seconds)
(Intersection of Gongyuan Road and Changde Street)

(二)設置行人觸動延長秒數

於行人綠燈時，行人可按鈕延長通行秒數，保障通行安全。民國108年於中正區臺大醫院旁公園路與常德街口及北投區振興醫院旁明德路與振興街口2處路口推廣實施行人觸動延長秒數計畫（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。

(2) Actuation of Pedestrian Pushbuttons to Extend Green Phase

During green phase for pedestrians, pedestrians can push the button to extend green phase to ensure crossing safety. In 2019, the actuation of pedestrian pushbuttons was executed at two intersections: Gongyuan Road and Changde Street Entrance next to the National Taiwan University Hospital, Zhongzheng District and Mingde Road and ZhenXing Street Entrance next to the Cheng Hsin General Hospital, Beitou District (Photos 4–6 , 4–7). Later, when carrying out evaluation, the government would select locations which are close to a nursing home, an institution for people with disabilities, a hospital, a school, or a place where there are many people with reduced mobility.

(三)設置放大型行人燈

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，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108年已將臺北市103處路口行人號誌燈更換為放大型行人號誌燈。

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，鄰近醫院及療養院等相關機構、公園，鄰近車站及觀光景點等行人流量較大之處優先設置，預計3年(至民國110年)完成300處路口。

(3) Enlarged Pedestrian Signal

As the elderly has gradually experienced visual impairment, the government therefore increased the size of pedestrian signals (Photo 4–8) to construct an elder–ly–friendly crossing environment. The enlargement helps pedestrians recognize the remaining second of green phase and raises crossing safety. In 2019, the pedestrian signals of 103 intersections in Taipei City had been replaced with the enlarged ones.

Through observation and surveys, pedestrians expressed that it was helpful to know the remaining second of green phase more clearly for their reference before crossing. Targeting pedestrians crossing 6–lane (or more) intersections in one direction, the government has been giving priority to locations close to institutions like hospital, nursing home, or a park, attractions or places with higher volume of pedestrians. It is planned that the operation at 300 intersections would be complet–ed within three years (by 2021).

▲ 照片4–8 原20公分與放大型行人號誌(重慶北路2段64巷)
Photo 4–8 Original 20–cm pedestrian signal and enlarged one (Ln. 64, Sec. 2, Chongqing N. Rd.)

(四)行人穿越線退縮

針對臺北市行人事故件數較高及各警察分局提供加強取締車輛不禮讓行人之路口進行行人交通環境改善，短期針對路口時制計畫進行檢討，於民國108年新增行人早開時相計101處、早關時相計70處、行人專用時相計6處，總計全市已實施行人早開時相計214處、早關時相計572處、行人專用時相計217處；長期邀集各相關單位辦理現場會勘，依各路口道路之條件及狀況研擬相關交通工程改善措施，如退縮行人穿越道線、調整斜坡道位置及設置庇護島等，於108年共計改善26處，未來將持續檢討並辦理行人環境改善(照片4–9、4–10)。

(4) Crosswalks Moved Farther Back from Intersections

Pedestrian safety has been further highlighted by examining the short-term timing plan at intersections. This action aims to respond to the large number of pedestrian accidents and a heavier ban imposed by police stations at some intersections where drivers would not give way to pedestrians. In 2019, a leading pedestrian interval was added to 101 locations, a lagging pedestrian interval added to 70 locations, and a pedestrian scramble added to 6 locations. In total, a leading pedestrian interval was installed at 214 locations, a lagging pedestrian interval installed at 572 locations, and a pedestrian scramble installed at 217 locations. The government has constantly invited all associated units for site inspection, and drafted traffic engineering improvement measures according to the road conditions of each intersection, such as moving crosswalks farther back from intersections, adjusting the location of a sloping ramp, and building a refuge island. The work was planned to be completed at 26 locations in 2019, and review would be continued to improve the pedestrian environment (Photos 4-9, 4-10).

(五)要求公車駕駛指差確認

指差確認是一種透過身體各種感官(包括視覺、大腦意識、身體動作、口誦及聽覺)併用協調，以增加操控器械注意力職業安全動作方法。一開始流行於日本鐵路業，透過口頭複誦，再度確認行車狀況安全，慢慢擴大到建造業和製造業等，後來連台灣高鐵、臺鐵和捷運也可看見，指差確認希望能多一份提醒，確保安全。

有鑑於公車轉彎因死角問題，頻頻有事故傳出，臺北市公共運輸處於民國108年起要求臺北市市區公車也跟進作指差確認，駕駛員開到轉彎路口時，要先停下來左右查看，確認左右兩邊都沒有人時，用手比劃並唸出「左右兩邊都沒人」，確認安全後，車子才能再上路，期能使駕駛員逐步改變駕駛習慣，養成行經路口右轉時均能暫停禮讓行人優先通行之安全行車方式，以提升公車行車及確保行人安全（照片4-11、4-12）。

(5) Request for Drivers' Pointing and Calling

Pointing and calling is a method in occupational safety for increasing concentration when operating machinery. It requires co-action and co-reaction among the operator's brain, eyes, hands, mouth, and ears. It was originated from Japan and commonly used in railways, by pointing at important indicators and verbally calling out

▲ 照片4-9 承德路與大南路口行人庇護島(施工前)
Photo 4-9 Refuge island at the intersection of Chengde Road and Danan Road (before operation)

照片4-10 承德路與大南路口行人庇護島(施工後)
Photo 4-10 Refuge island at the intersection of Chengde Road and Danan Road (after operation)

their status to double confirm the situation and safety of a driver. Then, it has been expanded to construction and manufacturing industry, and even to Taiwan's High Speed Railway, train, and Mass Rapid Transit. Pointing and calling is applied to hopefully serve as one more reminder of safety.

In view of the problem of coverage gap of large vehicles turning the corner, accidents happened frequently. From 2019, the government requested all bus drivers in Taipei City to do pointing and calling. When a driver is about to turn the corner, he/she should stop and check the left and right sides. After confirming no pedestrians from both sides, the driver should gesture and say "no people from left and right sides". Then he/she can continue driving once the road is safe. This is to train drivers to develop a good driving habit which is when turning the corner right, they would stop and give way to pedestrians. Thus, both drivers and pedestrians' safety could be enhanced (Photos 4–11, 4–12).

▲ 照片4–11 指差確認1(口誦：左邊沒有人)
Photo 4–11 Pointing and calling 1 (verbal: no people from the left)

▲ 照片4–12 指差確認2(口誦：右邊沒有人)
Photo 4–12 Pointing and calling 2 (verbal: no people from the right)

三、持續建置內照式標誌

Ⅲ.Continuing the Installation of Internal Illuminated Traffic Signs

傳統鋁板標誌在光源不足或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。

民國108年於忠孝東路6段、民權東路6段、和平東路2至3段、中華路2段、興隆路、辛亥路等沿線路口設置內照式標誌，新增844面，截至108年底累計完成5,845面(照片4–13～4–14)。

Traditional signs made by aluminum plate were not well illuminated, or when the background lighting was more complex, signs could not be clearly seen. To address this issue, the government made the most of LED lighting and a translucent reflector to create internal illuminated traffic signs, leveling up the visibility of the signs. As a result, drivers can learn about the road conditions quickly and respond in time, escalating driving safety.

In 2019, 844 internal illuminated traffic signs were set up at the intersections of Sec. 6, Zhongxiao E. Rd., Sec. 6, Minquan E. Rd., Sec. 2 to 3, Heping E. Rd., Sec. 2, Zhonghua Rd., Xinglong Road, and Xinhai Road. As of end of 2019, the total number of completed signs was 5,845 (Photos 4–13, 4–14).

▲ 照片4–13 復興南路與和平東路2段路口內照式標誌
Photo 4–13 Internal illuminated traffic signs at the intersection of Fuxing South Road and Sec. 2, Heping E. Rd.

▲ 照片4–14 民權東路6段與成功路2段路口內照式標誌
Photo 4–14 Internal illuminated traffic signs at the intersection of Sec. 6, Minquan E. Rd. and Sec. 2, Chenggong Rd.

四、持續辦理纜線清整

Ⅳ.Continuous Cable Cleaning Work

臺北市交通管制工程處持續配合臺北市「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。民國108年共計完成237處纜線清整，其中202處採「微管溝工法」下地(照片4–15、4–16)，本工法相較於「傳統明挖管道工法」，減少挖掘面積、縮短施工時間及節省經費等特性；另35處採架空纜線清整，未來亦將持續積極辦理，美化市容景觀，重現臺北市美麗的天際線。

Taipei City Traffic Engineering Office finished cleaning the existing signs at overhead cables for more than 15 meters in Taipei City in line with the "Overhead Cable Cleaning Plan". Cable cleaning was completed at 237 locations in 2019. A new "micro tube trenching method" was adopted at 202 locations (Photos 4–15, 4–16). Unlike traditional digging method, the new method reduces the area size of digging, shortens operation time, and saves cost. The cable cleaning work for the remaining 35 locations would be actively continued in the future. It is expected that the city landscape can be bettered, re–pre–senting the beautiful skyline of Taipei City.

▲ 照片4–15 松仁路121巷纜線清整(前)
Photo 4–15 Cable cleaning of Ln. 121, Songren Rd. (before)

▲ 照片4–16 松仁路121巷纜線清整(後)
Photo 4–16 Cable cleaning of Ln. 121, Songren Rd. (after)

▲ 照片4–17 延平北路與涼州街路名牌 (更新前)
Photo 4–17 Street name sign at Yanping North Road and Liangzhou Street (before update)

五、路名牌加註門牌號碼

V.Door Numbers added to Street Name Signs

為提供用路人道路指引資訊，自民國106年起全面清查全市號誌化路口路名牌約2,450處，將路名牌更新並加註門牌號碼，於108年完成全市號誌化路口路名牌更新，以提供市民及外來遊客有更好的道路辨識度，降低用路人之不確定性進而提升行車安全及效率（照片4–17、4–18）。

To provide road users with road information, street name signs were thoroughly inspected at about 2,450 signalized intersection across the entire city from 2017. Door numbers were added to the street name signs. In 2019, the street name sign update at signalized intersections in the city was completed so as to offer better road recognition for citizens and visitors, reduce uncertainty for road users, and further raise the safety and efficiency (Photos 4–17, 4–18).

▲ 照片4–18 延平北路與涼州街路名牌(更新後)
Photo 4–18 Street name sign at Yanping North Road and Liangzhou Street (after update)

六、建置號誌不斷電系統

Ⅵ.Establishment of Signal UPS System

因應重大災害發生時，各項救援能夠順利進行，臺北市訂有27條緊急救援路線，為使停電時號誌正常運作，針對該緊急救援路線50處路口進行發電機配送，當發電機尚未送達前，以不斷電系統(UPS)即時供電（照片4-19），維持號誌運作，使有更充裕的時間調度人力配送發電機，減少現場疏導交通之警力負擔。

When major disasters occur, all kinds of rescue operations should be able to proceed smoothly. Taipei City has accordingly set up 27 emergency rescue routes. In order to ensure normal operation of signals during power outage, generators would be allotted to 50 intersections on the emergency rescue routes. A UPS system would be employed to provide immediate power supply (Photo 4-19) before the generators arrive to maintain the signal operation. In this way, there is more time for personnel to deliver generators, and lessen the burden of the police in charge of relieving traffic on site.

▲ 照片4-19 中山北路與民權東路口不斷電系統
Photo 4-19 UPS system at the intersection of Zhongshan North Road and Minquan East Road

七、壅塞路段改善

Ⅶ.Improvement of Road Congestion

針對臺北市瓶頸路段或路口研擬相關改善措施，積極改善道路壅塞情況，以提升整體運輸效率，民國108年改善地點包含：基隆路壅塞改善、市民高架道路東寧匝道標線調整、洲子街車道調整及港墘路道路拓寬（照片4-20～4-25）。

Focusing on the bottleneck road sections or intersections in Taipei City, the government drafted relevant improvement measures and strived to improve road congestion for the purpose of overall transportation efficiency. In 2019, the improvement made included: the congestion of Keelung Road, adjustment of markings at Dongning ramp of the Civic Boulevard, traffic lane adjustment at Zhouzi Street and widening of Gangqian Road (Photos 4-20~4-25).

▲ 照片4-20 基隆路地下道以標誌牌導引車流改善壅塞
Photo 4-20 A marking sign used to guide vehicular traffic to improve the congestion at the underpass of Keelung Road

▲ 照片4-21 市民高架東寧匝道標線調整
Photo 4-21 Adjustment of markings at Dongning ramp of the Civic Boulevard

▲ 照片4-22 港墘路道路(拓寬前2車道)
Photo 4-22 2-lane Gangqian Road (before widening)

▲ 照片4-23 港墘路道路(拓寬後3車道)
Photo 4-23 3-lane Gangqian Road (after widening)

▲ 照片4-24 洲子街車道(調整前2車道)
Photo 4-24 2-lane Zhouzi Street (before adjustment)

▲ 照片4-25 洲子街車道(調整後3車道)
Photo 4-25 3-lane Zhouzi Street (after adjustment)

八、持續建置號誌共桿

Ⅷ.Continued Establishment of Shared Poles

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108年完成忠誠路1、2段、至善路1、2段、羅斯福路5、6段沿線等24處路口、41支立桿、拆除桿件73支。98年至108年累計完成420處路口、拆除桿件1,566支（照片4-26～4-29）。

Poles shared for streetlight and signal have been built to reduce the number of public facilities on roads, tidy up the road landscape, lower the visual carrier, and improve traffic environment. In 2019, a total of 41 shared poles were established and 73 poles were removed along 24 intersections, including Sec. 1 and Sec. 2, Zhongcheng Road, Sec. 1 and Sec. 2, Zhishan Road, Sec. 5 and Sec. 6, Roosevelt Road. From 2009 to 2019, the work was conducted at 420 intersections, with 1,566 poles removed (Photos 4-26~4-29).

▲ 照片4-26 忠誠路1段與德行東路132巷3弄口(施工前)
Photo 4-26 Intersection of Sec. 1, Zhongcheng Rd. and Aly. 3, Ln. 132, Dexing E. Rd. (before operation)

▲ 照片4-27 忠誠路1段與德行東路132巷3弄口(施工後)
Photo 4-27 Intersection of Sec. 1, Zhongcheng Rd. and Aly. 3, Ln. 132, Dexing E. Rd. (after operation)

▲ 照片4-28 羅斯福路5段與景隆街口(施工前)
Photo 4-28 Intersection of Sec. 5, Roosevelt Rd. and Jinglong Street (before operation)

▲ 照片4-29羅斯福路5段與景隆街口(施工後)
Photo 4-29 Sec. 5, Roosevelt Rd. and Jinglong Street (after operation)

九、推動全國首座戶外交通公園活動

Ⅸ.Promotion of the First Traffic Park

臺北市率全國之先，於萬華區青年公園鄰近1號出入口旁廣場設置全國首座戶外交通公園，為積極推廣行銷交通公園，除拍攝童話人物帶領小朋友同遊交通公園短片，並運用網路媒體廣告、部落格行銷及網路貼文抽獎活動等行銷宣傳。此外，為推廣學校至交通公園戶外教學，委託財團法人靖娟兒童文教基金會編製互動學習手冊，結合教育單位安排教育宣導活動，由培訓志工以遊戲闖關方式帶領學童體驗交通公園，統計民國108年共計舉辦41場次活動，參訪人次達2,476人(照片4-30～4-33)。

Taipei City took the lead and established the first outdoors traffic park of Taiwan near the exit 1 of Youth Park in Wanhua District. The government has been proactive to market the traffic park by making a film about fairy tale characters taking kids to visit the park, along with social media advertising, blog marketing, and a lucky draw from online posts. In addition, to encourage schools to organize a field trip to the traffic park, the government commissioned Jing Chuan Child Safety Foundation to edit an interactive learning booklet. Combined with education and advocacy events held by education units, trained volunteers would bring kids to experience the park through games based on the booklet. In 2019, a total of 41 events were held, with attendance reaching 2,476 individuals (Photos 4–30~4–33).

▲ 照片4–30 教導學童認識交通標誌
Photo 4–30 Teaching kids to recognize traffic signals

▲ 照片4–31 教導學童學習穿越馬路
Photo 4–31 Teaching kids to cross the road

▲ 照片4–32 教導學童熟悉交通設施及學習交通安全知識
Photo 4–32 Teaching kids the traffic facility and traffic safety related knowledge

▲ 照片4–33 交通公園互動學習手冊
Photo 4–33 Interactive learning booklet of the traffic park

十、啟用臺北市首座機車考照練習場

X.Initiation of the First Motorcycle Road Test Practice Ground

為提升機車初學者騎乘安全，臺北市於民國108年1月10日啟用首座機車考照練習場，該練習場位於士林區通河西街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，提供民眾於考照前模擬考試狀況及練習使用。(照片4-34、4-35)

To increase the safety of new motorcycle learners, Taipei City initiated the first motorcycle road test practice ground on January 10, 2019. Such ground is located at a vacant land beside a parking lot outside the embankment of Sec. 1, Tonghe W. St., Shilin Dist. The government referred to the current motorcycle road test setting designed by the Motor Vehicles Offices, Directorate General of Highways so that people can simulate the test condition and practice before taking it formally. (Photos 4-34, 4-35)

▲ 照片4-34、35 民眾可運用機車考照練習場於考照前模擬考試練習
Photo 4-34,35 People can take advantage of the motorcycle road test practice ground for test simulation

十一、加強特定族群交通安全宣導

XI.Reinforcement of Traffic Safety Advocacy to Certain Groups

近年臺北市交通事故統計顯示，年輕機車族群行車安全及年長者用路安全問題為迫切改善重點。為加強18-25歲年輕機車族群及年長者交通安全守則，依據族群特性開發新宣導管道，首次運用LINE、MOD平臺、電競電視臺、手機遊戲APP、商辦大樓電梯電視聯播網及計程車車內螢幕廣告等方式，宣導機車防禦駕駛及行人用路安全。(照片4-36、4-37)

Statistics on traffic accidents in Taipei City in recent years indicated that the safety of young motorcycle riders and elder road users has been the imminent target for improvement. In order to make sure that young motorcycle riders aged 18-25 and elder road users conform to traffic safety rules, new advocacy strategies were developed according to the characteristics of those groups. Defensive riding for motorcycle riders and road safety for pedestrians have been promoted through LINE, MOD platform, E-sports TV, mobile game APP, television network in the elevators of commercial buildings and taxi advertising screen for the first time. (Photos 4-36, 4-37)

▲ 照片4-36 商辦大樓電梯電視宣導機車安全觀念
Photo 4-36 Motorcycle safety promoted through television network in the elevators of commercial buildings

▲ 照片4-37 計程車車內螢幕廣告宣導行人用路觀念
Photo 4-37 Road safety for pedestrians promoted through taxi advertising screen

另為提升年長者行人交通安全觀念，安排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及老人共餐地點宣講交通安全等多元措施，民國108年辦理年長者交通安全守護團計67場次宣傳2,398人，以及共餐地點宣講415場次，宣傳達1萬700人次。108年交通安全守護團宣導講座不分族群共計完成285場次，宣導達4萬3,106人次。(照片4-38、4-39)

Furthermore, the government also tried to raise the elderly's awareness of pedestrian traffic safety. A wide range of measures were implemented for that reason, such as traffic safety guardian group lectures, stall events, advocacy resources distributed to village offices and senior service centers, and publicizing traffic safety at places for dining and bonding with grandparents. In 2019, there were 67 sessions talking about senior citizens' traffic safety guardian group to 2,398 individuals, and 415 sessions publicizing at the dining venues to 10,700 individuals. In 2019, a total of 285 lectures of traffic safety guardian group were held, targeting all groups of people with an attendance of 43,106 individuals. (Photos 4-38, 4-39)

▲ 照片4-38 運用老人共餐地點宣導年長者交通安全觀念
Photo 4-38 Promoting the concept of traffic safety to senior citizens at the dining venues

▲ 照片4-39 運用交通安全守護團宣導年長者交通安全觀念
Photo 4-39 Promoting the concept of traffic safety to senior citizens with a traffic safety guardian group lecture

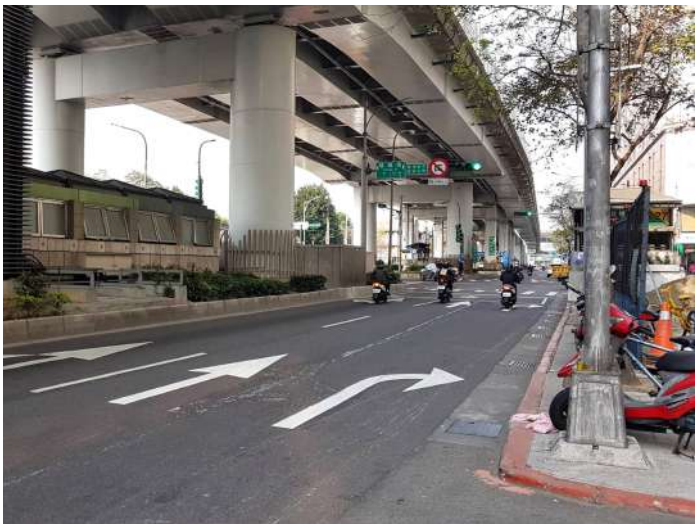
十二、改善多事故地點

XII.Improvement of Common Accident Locations

為提升道路交通安全，自民國104年起採每季滾動式檢討，依CBI(Combine Index)指標合值篩選多事故地點，藉由分析各地點之肇事原因、肇事型態、車種及繪設碰撞圖等進行問題診斷，並邀集權責單位至現場會勘，進一步擬定執法、工程等相關改善措施。(照片4-40、4-41)

Roll planning has been adopted from 2015 to review the safety of road traffic. According to CBI (Combine Index), common accident locations are selected and analyzed by cause of accidents, type of accidents, and vehicle types. With a collision diagram mapped, the problem can then be diagnosed. The competent authority would be invited to inspect the scene so that they could enact laws or implement relevant construction for improvement. (Photos 4-40, 4-41)

▲ 照片4-40 篩選多事故地點(以鄭州路/塔城街為例)並進行工程改善(施工前)
Photo 4-40 Selecting a common accident location selected (take Zhengzhou Road/ Tacheng Street for example) and conducting improvement work (before operation)



▲ 照片4-41 篩選多事故地點(以鄭州路/塔城街為例)並進行工程改善(施工後)
Photo 4-41 Selecting a common accident location selected (take Zhengzhou Road/ Tacheng Street for example) and conducting improvement work (after operation)

十三、酒駕累犯因應作為

XIII.Response to Repeat Drunk Drivers

民國107年發生數起死傷嚴重重大車禍，多數係駕駛者身心問題，而非交通號誌或道路設計不良，為預防及改進重大交通事故之肇事案件，於108年藉由「臺北市社會安全網補強執行計畫」，針對交通違規累犯(酒毒駕、闖紅燈、無照駕駛)、超速60公里以上危險駕車行為，透過跨局處(交通局、社會局、衛生局、教育局、警察局交通大隊、警察局少年警察隊(少輔會等)機制共同檢討因應措施，管理個案進行輔導、治療與關懷情況，並增加交通安全宣導作為。另亦研擬E化資訊系統進行資料交換處理，利用線上做資料的分案及處理，以縮短彙報作業時間。

Several road crashes with severely injured casualty occurred in 2018. Most of them resulted from the driver's mental and physical problems, not because of poor design of traffic signals or roads. In order to prevent major traffic accidents from happening and to improve, the government executed the "Taipei City Social Safety Net Reinforcement Project" in 2019 in collaboration with Department of Transportation, Department of Social Welfare, Department of Health, Department of Education, Traffic Division and Juvenile Affairs Division of Police Department (or Youth Counseling Committee). They have paid particular attention to repeat traffic offenders (drunk driving, drug driving, running a red light, and driving without license) and dangerous driving at over 60 km/hr,

and reviewed the corresponding measures. For instance, individual offenders would be assisted, treated, and cared; moreover, advocacy for traffic safety would also be increased. On top of that, a digitalized system was developed for data exchange and processing. Sorting and handling can be done online to shorten reporting time.

十四、孕婦及育有6歲以下兒童者停車位

XIV.Parking Space 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，依據《兒童及少年福利與權益保障法》第33條之1規定已於民國107年12月16日設置完成臺北市孕婦及育有6歲以下兒童者停車位，截至108年計設置325處停車場提供孕婦及育有6歲以下兒童者停車位1,456格(照片4-42)。

To create a friendly environment for safe child-rearing, on December 16, 2018, the government has built parking spaces for pregnant women and drivers with children aged under 6 in accordance with Article 33-1, *The Protection of Children and Youths Welfare and Rights Act*. As of 2019, there were 1,456 parking spaces in 325 parking lots dedicated for pregnant women and drivers with children aged under 6 (Photo 4-42).

▲ 片4-42 孕婦及育有6歲以下兒童者停車位
Photo 4-42 Parking spaces for pregnant women and drivers with children aged under 6

依交通部《孕婦及育有六歲以下兒童者停車位設置管理辦法》規定，停放時應將識別證置於汽車前擋風玻璃明顯處(照片4-43、4-44)供查核檢驗。另自民國108年6月29日起至108年底執行違規占用裁罰計581件。

According to the *Regulations Regarding Management of Parking Spaces for Pregnant Women and Drivers with Children Aged under 6* announced by the Ministry of Transportation and Communications, the driver should put the badge at the windshield to be clearly seen for verification (Photos 4-43, 4-44). From June 29, 2019 to end of 2019, a total of 581 cases of violation were reported where drivers occupied the spaces.

▲ 照片4-43、4-44 停車位識別證
Photos 4-43, 4-44 Parking badge

十五、規劃設置美食外送機車臨時停車

XV.Planning and Establishment of Standing for Food Delivery Motorcycles

為改善外送機車違規停放於紅線問題，臺北市停車管理工程處於民國108年10月17日邀集7家外送平臺業者研議改善方式，並請業者提供分時訂單熱點及請臺北市政府警察局交通警察大隊提供機車臨停舉發熱點，108年11月27日於臺北市立第一女子高級中學旁(貴陽街1段)全國首創設置時段性限時機車停車格位16席(照片4-45)，經觀察使用狀況良好，將持續依業者提供分時訂單熱點與地方民眾建議地點，檢視道路條件及時段需求，評估規劃禁停黃線或停車設施可行性，逐步解決外送機車違規停車問題。

The city has seen many delivery motorcycles illegally parked at red lines. To tackle the problem, the Taipei City Parking Management and Development Office invited seven delivery platform operators to discuss improvement method on October 17, 2019 , and asked them and the Traffic Division of Police Department to provide delivery hotspots by time and standing report hotspots respectively. On November 27, 2019, the first 16 time-limited motorcycle parking spaces (Photo 4-45) were set up beside the Taipei First Girls' High School (Sec. 1, Guiyang St.). The result was great, from observation. Based on the delivery hotspots by time provided by the operators and locations recommended by the public, the government would continue to review road conditions and high demand periods, evaluating the feasibility of prohibiting parking at yellow lines or parking facilities. It is expected that parking violation from delivery motorcycle riders could be reduced gradually.

▲ 照片4-45 美食外送臨時停車區
Photo 4-45 Standing area of food delivery motorcycle

十六、違規裁決、行車事故鑑定及覆議成果

XVI.Violation Adjudication, Traffic Accident Investigation and Reconsideration Result

臺北市交通事件裁決所設置自助申訴e化櫃檯系統自民國108年11月18日啟用，供民眾自行辦理申訴作業，減少等候櫃檯時間，並提供網站查詢申訴進度，至108年12月31日受理件數計953件。(照片4-46)

The Taipei City Traffic Adjudication Office has set up and started a self-service e-counter system since November 18, 2019 for the public to submit appeals on their own. They could not only reduce the waiting time at the counter, but also check the progress of their appeals on the website. As of December 31, 2019, the number of cases accepted was 953. (Photo 4-46)

▲ 照片4-46 民眾使用申訴e化櫃檯系統
Photo 4-46 People using the self-service e-counter system for appeals

臺北市民國108年交通違規舉發總入案件數計254萬8,843件，總結案件數計249萬8,421件，結案率98.02%，受理逕行舉發違規案件移轉歸責總計18萬535件，全年度累計完成交通違規專案催繳移送強制執行計1萬6,332案（31萬9,493件），移送金額4億2,130萬3,414元。

臺北市交通事件裁決所辦理行車事故鑑定案件，民國108年總計完成鑑定1,493件，臺北市政府交通局辦理行車事故鑑定覆議案件，108年總計完成覆議309件。

In 2019, there were 2,548,843 traffic violations reported in Taipei City, 2,498,421 of which were closed, with a closure rate of 98.02%. A total of 180,535 citations for those who were liable for the violations were tackled. In the whole year, 16,332 payment reminder cases (out of 319,493) for traffic violation were completed and enforced compulsorily according to law, with the total amount of fines reaching NT$421,303,414.

The Taipei City Traffic Adjudication Office is responsible for traffic accident investigation. In 2019, they have finished 1,493 investigation cases. The Department of Transportation, Taipei City Government would then accept the reconsideration cases, and closed 309 recon–sideration cases in 2019.

無礙運輸
臺北好行

Accessible Transportation.
Easy Around Taipei

PART 5

一、無障礙公車

I.Accessibile Bus

(一)低地板公車

臺北市自民國107年起採購之低地板公車均於車內配置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108年底，全市低地板公車總數達3,070輛(108年新增80輛)，佔聯營公車比例之86%，服務路線達180條（照片5-1）。

(1) Low-floor Bus

Since 2018 when Taipei City purchased low-floor buses, all buses have been equipped with two wheelchair spaces onboard the bus, route display screens in the front and at the back, and a bus stop auto announcer system. This is to help the visually, hearing impaired as well as tourists who are not familiar with the environment to obtain information about bus arrival and departure. As of end of 2019, the number of low-floor buses in the city was 3,070 (80 newly added) which accounted for 86% of joint buses, with service reaching up to 180 routes (Photo 5-1).

▲ 照片5-1 低地板公車
Photo 5-1 Low-floor bus

(二)無障礙中型巴士

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，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（照片5-2）。

(2) Accessible Medium-sized Bus

Low-floor buses were not able to operate in mountains or on narrow roads. To solve this problem, Taipei City has added six accessible medium-sized buses since 2018, and installed wheelchair lifts and wheelchair spaces. Currently the buses are running in mountains (Photo 5-2).

▲ 照片5-2 無障礙中型巴士
Photo 5-2 Accessible medium-sized bus

(三)大型復康巴士

臺北市共有8輛附有輪椅升降機等配備的大型復康巴士，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，可享有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（照片5-3、5-4）。

(3) Large Rehabus

Taipei City has eight large rehabuses equipped with wheelchair lifts, six wheelchair seats, and more than 14 general seats. A group of people with disabilities can make a rental reservation from a bus operator in accordance with *Taipei City Large Rehabus Rental Directions*. People with disabilities can enjoy a half-price offer and more services, such as medical treatment, employment, education, recreation, and shopping (Photos 5-3, 5-4).

▲ 照片5-3 大復康巴士1
Photo 5-3 Large rehabus 1

▲ 照片5-4 大復康巴士2
Photo 5-4 Large rehabus 2

二、小型復康巴士
II.Small Rehabus

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，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，市府亦持續接受民間捐贈復康巴士汰舊換新，108年底車輛總數計有328輛，全年提供64萬7,444趟次服務，平均每月提供5萬3,954趟次、載送約9萬8,700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（照片5-5、5-6）。

To provide people with disabilities with convenient transportation service, Taipei City has promoted rehabus since 1990. The service offers door-to-door connection and only charges 1/3 of taxi fare, reducing the burden of people with disabilities to take the bus. As the public demand has increased, the city government also made the most of rehabus donation from the civil society to replace the old with the new. As of end of 2019, the total number of rehabuses was 328, providing 647,444 trips for the year. On average, there were 53,954 trips per month with 98,700 passengers in total. In the future, the government would continue to replace the old buses with the new to boost the efficiency of reservation, offering safe, comfortable, convenient rehabus service to people with disabilities (Photos 5-5, 5-6).

▲ 照片5-5 小復康巴士(車體)
Photo 5-5 Small rehabus (the bus itself)

▲ 照片5-6 小復康巴士(民眾乘車)
Photo 5-6 Small rehabus (passenger boarding)

三、通用計程車

Ⅲ.Wheelchair Accessible Taxi Service

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，評選車隊業者經營上路，提供另一種無障礙運具服務。

自民國102年2月正式上路營運至108年底已補助332輛通用計程車(含108年新增32輛)提供無障礙運輸服務，至108年底累計服務88萬5,014趟次，其中無障礙運輸服務趟次為61萬7,207趟次，比例約69.74%(不含攔招趟次)，服務深獲許多行動不便者好評（照片5-7）。

The Ministry of Transportation and Communications has devoted to providing the elderly and people with reduced mobility with more diverse, accessible transportation service to make up for the downsides of a rehabus. Therefore, *Regulations for Automobile Transportation Operators* was amended, and taxi drivers are allowed to use compact vans or large vans. Moreover, *Highways Public Transportation Improvement Plan and Subsidizing Accessible Taxi Guidelines by Ministry of Transportation and Communications* (on October 2, 2018 amended as *Highways Public Transportation Diverse Promotion Plan and Subsidizing Wheelchair Accessible Taxi Guidelines by Ministry of Transportation and Communications*) was enacted, and local governments could submit applications for taxi subsidy. Taipei City led the way to introduce and promote the wheelchair accessible taxi service in Taiwan and select suitable fleet operators, providing another accessible vehicle service.

From February 2013, the official announcement, to end of 2019, the government had subsidized 332 wheelchair accessible taxis (including 32 newly added in 2019) which provided accessible transportation services. As of end of 2019, the number of accumulated trips was 885,014, among which 617,207 trips were involved with accessible transportation service, taking up 69.74% of all trips (not including the trips where taxis were hailed). This service has been well received by many people with reduced mobility (Photo 5-7).

▲ 照片5-7 通用計程車
Photo 5-7 Wheelchair accessible taxi

四、敬老愛心計程車

Ⅳ.Senior and Capability-friendly Taxi Service

因應高齡化社會來臨，臺北市於民國98年6月成立「敬老愛心車隊」，結合計程車派遣車隊之交通資源與社會福利，至108年底已超過1萬5,000輛計程車提供悠遊卡刷卡服務，老人及身心障礙者搭乘敬老愛心計程車以敬老（一）或愛心（一）悠遊卡刷付車資，單趟最高補助50元（點）（照片5-8）。

As an aging society has been approaching, Taipei City founded a "Senior and capability-friendly Fleet" in June, 2009 by integrating the transportation resources and social welfare of taxi dispatch fleets. As of end of 2019, EasyCard was applicable to over 15,000 taxis. The elderly and people with disabilities could pay the fare by Senior Citizen EasyCard (1) or Disabled EasyCard (1) when taking the senior and capability-friendly taxis and gain up to NT$50 (or 50 points) per single trip (Photo 5-8).

▲ 照片5-8 敬老愛心計程車(LOGO)
Photo 5-8 Senior and capability-friendly taxi (logo)

五、機車退出騎樓

Ⅴ.Motorcycle Removal from Storefront Overhangs

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；108年共新增115處路段、24.36公里，累計實施1,423處路段、707.94公里，人行道實施長度達628.826公里，佔臺北市公有人行道總長55.41%。(照片5-9)

Since 1999, the government has put forward the measure of "motorcycle removal from storefront overhangs and sidewalk rectification", attempting to guide motorcycle riders to park their vehicles at legal spaces. In 2019, the work was carried out at 115 road sections, with a total road length of 24.36 kilometers. A total of 1,423 road sections were completed, with a total length of 707.94 kilometers. The total length of sidewalks being rectified was 628.826 kilometers, representing 55.41% of overall public sidewalk distance in Taipei City. (Photo 5-9)

▲ 照片5-9 機車退出騎樓人行道實施前後
Photo 5-9 Before and after the enforcement of motorcycle removal from storefront overhangs

臺北市政府交通局大事紀要(108年)

1月

01日　施行《共享車位媒合服務業者車位登記計畫2.0》，輔導業者合法共享停車位。

01日　廢止《臺北市提供車輛行車事故影像獎勵金核發要點》，由臺北市政府警察局依《臺北市檢舉道路交通事故肇事逃逸案件暨提供道路交通事故錄影資料獎勵金核發要點》繼續發放獎勵金。

10日　臺北市首座機車考照練習場正式啟用。

28日　八德路4段與中坡北路口取消行人專用時相措施。

31日　因應春節前車流及人流，舊宗路調撥車道實施時段於1月31日至2月3日調整為16時00分至19時30分，並將民善街與新湖三路口行人專用時相號誌提前實施(延長實施時段)。

2月

13日　春安工作公務機密及機關安全檢查。

14日　忠孝東路4段216巷及松山路部分路段試辦「路邊一般機車格寬度劃設為70公分試辦計畫」。

19日　「松智路與松廉路」路口號誌實施時段性行人專用時相。

23日　施行修訂《臺北市車輛行車事故鑑定會作業要點》(原名稱: 臺北市車輛行車事故鑑定委員會作業要點)。

3月

4日　「中山商圈」、「松山車站」2商圈周邊1,337格機車停車格納入收費。

07日　臨沂街45巷(仁愛路2段65巷至濟南路2段48巷)由東往西單行道調整為西往東單行道。

07日　臺北市計程車駕駛人免費健康檢查開始受理報名。

07日　臺北市交通事件裁決所首創繳納交通違規分期罰鍰(含債憑分期案件)新增智慧支付管道。

12日　基隆路地下道(信義路至松隆路)平日17–19時外側車道管制禁止併入基隆路平面車道。

18日　低地板公車正式突破3,000輛。

19日　資訊內部稽核檢查。

20日　針對臺北市違規停放及棄置之oBike加強拖吊。

21日　施行修訂《臺北市車輛行車事故鑑定覆議會作業要點》(原名稱：臺北市車輛行車事故鑑定覆議委員會作業要點)。

24日　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。

4月

15日　洲子街(港墘路至瑞光路393巷)車道調整，由東向1車道調整為2車道，並配合取消該路段汽、機車格改繪禁止臨時停車紅線。

22日　羅斯福路公車專用道延伸規劃案地方說明會。

24日　敦化南北路及重慶北路公車專用道規劃案地方說明會(至26日分批舉辦)。

29日　寧波西街40巷由雙向道調整為南往北單行道。

29日　西園路2段196巷由東往西單行道調整為機車雙向通行、汽車維持東往西單行。

29日　西園路2段281巷6弄及西園路2段261巷12弄與寶興街68巷調整由西南往東北單行道調整為機車雙向通行、汽車維持西南往東北單向通行。

29日　雙園街107巷由東北往西南之單行道調整為機車雙向通行、汽車維持東北往西南單向通行。

5月

15日　施行《臺北市共享運具經營業管理辦法》。

16日　完成「臺北南港展覽館周邊基地交評交維整合案」。

27日　舉辦臺北市鄰里交通環境改善里長說明座談會。

28日　施行《臺北市處理妨礙道路交通及久停公有停車場車輛自治條例》。

6月

02日　辦理2019世界自行車日 World Bicycle Day活動。

12日　臺北市交通事件裁決所所有裁罰櫃檯均裝設信用卡刷卡設備，便利民眾使用信用卡繳納罰鍰。

14日　「雨農路與福志路」路口號誌實施行人專用時相。

17日　「寶興街與興義街」路口號誌實施時段性行人專用時相。

27日　舉辦「臺北市貨運公會與遊覽車公會座談會」。

28日　辦理「107年度貓空纜車系統經營維護與安全監督定期檢查」。

7月

01日　舉辦「內湖106號公園地下停車場新建工程動土奠基典禮」活動。

01日　實施張貼「久占停車格位車輛移置通知」，針對停放於臺北市公有路邊及路外停車場超過30日未繳清停車費者，張貼15日期滿後予以拖吊。

01日　基隆路地下道（信義路至松隆路）外側車道調整管制時段為平日17:00至19:30。

01日　雙北市公車改為上下車皆須刷卡。

04日　縮短臺北市435處路口號誌紅燈秒數。

08日　臺北市機車收費停車格開始推行手機APP登錄自主開單，開單後使用智慧支付享5元折扣。

08日　「臺大醫院」、「忠孝復興站」及「遼寧街」3商圈周邊5,607格機車停車格納入收費。

12日　松江路357巷(松江路至農安街166巷)由西往東單行道調整為雙向通行。

12日　延平北路4段294巷(延平北路4段294巷15號至延平北路4段282巷19弄)由西往東單行道調整為雙向通行。

12日　酒泉街50巷由北往南單行道調整為機車雙向通行，汽車維持北往南單向通行。

20日　舉辦「內湖321K01停車場新建工程開工動土典禮」活動。

24日　施行修訂《臺北市土地使用分區附條件允許使用標準》，以活化畸零地作營業性停車空間使用。

31日　萬大路618巷（武成街35巷至武成街63巷）由東南往西北單向調整為機車雙向通行，汽車維持東南往西北單向通行。

31日　雲和街110號旁無名巷由雙向道調整為北往南單行道。

31日　木柵路4段111巷（木柵路4段111巷109號旁）由北往南單行道調整為雙向道。

8月

01日　愛叫車APP試營運。

01日　大度路交通管制新措施：大業承德路口取消機車強制兩段式左轉及臨路口處拓寬增加1車道、大度立德路口退縮分隔島及增設機車左轉專用道、大度路沿線機車專用道改為優先道。

01日　辦理「108年全國交通安全宣導人員專業研習與訓練計畫」，為期2天。

05日　「國家生技研究園區及周邊交通系統改善計畫案」可行性評估報告核定。

06日　公告《臺北市交通事業能源翻新補助要點》(第1期及第2期)補充規定。

16日　許可iRent共享汽車、iRent共享機車及WeMo共享機車於臺北市提供共享運具營運服務。

22日　公務機密宣導講習。

26日　臺北市政府由資訊局代表與臺灣智慧駕駛股份有限公司簽訂臺北市信義路公車專用道自駕巴士創新實驗計畫合作意向書。

27日　配合《車輛行車事故鑑定及覆議作業辦法》修正《臺北市車輛行車事故鑑定及覆議規費收費辦法》，修正後為《臺北市車輛行車事故鑑定及覆議規費收費標準》，並自108年8月27日生效。

27日　西藏路東往南機車由兩段式左轉開放可直左轉西園路2段。

28日　辦理「107年度臺北大眾捷運系統經營維護與安全監督定期檢查」。

30日　「康定路與廣州街」路口號誌實施時段性行人專用時相。

30日　「文林北路77號(中正高中)」路口號誌實施時段性行人專用時相。

30日　開封街1段95巷由雙向道調整為北往南單行道。

30日　寶興街210巷及德昌街185巷由東往西單行道調整為機車雙向通行、汽車維持東往西單向通行。

30日　萬大路486巷10弄、萬大路424巷3弄、萬大路486巷28弄由南往北單行道調整為機車雙向通行、汽車維持南往北單向通行。

30日　迪化街1段307巷由東往西單行道調整為機車雙向通行、汽車維持東往西單向通行。

30日　太原路11巷由逆時針單行道調整為順時針單行道。

31日　全市公車站位完成建置虛擬智慧型站牌（QR Code）。

31日　假日友善狗狗公車服務正式增班實施。

9月

02日　「市府轉運站」及「景美夜市」2商圈周邊2,072格機車停車格納入收費。

04日　信義路(莊敬路至基隆路)中央分隔島南移，由東往西由部分3車道調整為4車道，西往東維持3車道。

10日　臺北市公共運輸處辦理「臺北車站長廊式候車亭完工」。

16日　臺北市中正、大安區140個路段共2,392格創辦智慧停車收費區，累計提供臺北市6,623格路邊停車格位即時資訊。

16日　於臺北捷運芝山站、公館站、大安站周邊500公尺一般道路繪設接駁型自行車道標線。

19日　辦理108年度臺北市鑑定意見與初步分析研判內容討論會議。

20日　108年民眾日常使用運具狀況調查案(與新北市合作辦理)完成招標作業。

25日　松山區復盛里繪設6處岔路警示標線。

26日　為宣導高齡駕照繳回(或換發)相關資訊，臺北市政府交通局與臺北市區監理所共同召開「高齡駕照繳回(或換發)資訊宣導」記者會。

27日　交通控制中心第3代控制臺及大型投影幕完工。

10月

01日　自強隧道速限調整為50公里。

01日　許可GoShare共享機車於臺北市提供共享運具營運服務。

07日　實施臺北市都市計畫「變更臺北市大安區辛亥段五小段94-5地號等土地部分保護區、自來水廠用地、學校用地為道路用地(部分兼供護坡使用)、自來水廠用地主要計畫案」。

08日　現行臺北市行人燈行人動態圖樣由數個不同人型圖案組成快慢兩種頻率，於松智松壽路口試辦僅有一種正常步行速率行人號誌燈。

08日　內湖區內溝里繪設9處岔路警示標線。

09日　廉政會報。

17日　舉辦「金輪獎頒獎表揚大會」，表揚優良職業汽車駕駛人等，約350人次參加。

25日　臺北市政府交通局辦理「捷運環狀線第一階段大坪林站至新北產業園區站初勘檢查」。

31日　臺北市24場公有路外停車場完成更換LED智慧照明設備啟用。

31日　臺北市通用計程車已補助332輛。

11月

01日　三元街西往東機車由兩段式左轉開放可直接左轉寧波西街。

01日　施行修訂《臺北市優良暨資深典範職業汽車駕駛人選拔獎勵實施要點》(原名稱:臺北市優良職業汽車駕駛人選拔獎勵實施要點)，增列資深典範職業汽車駕駛人遴選項目。

07日　交通部施行修訂《利用空地申請設置臨時路外停車場辦法》，放寬停車場出入口設置條件，以有效活化畸零地作停車場使用。

16日　辦理108年度公車友善心運動頒獎典禮。

18日　西園路2段254巷由東南往西北單行道調整為機車雙向通行、汽車維持東南往西北單向通行。

18日　一壽街3巷由雙向道調整為西往東單行道。

18日　南港路1段287巷由雙向道調整為北往南單向通行。

18日　承德路4段266巷由南往北單行道調整為機車雙向通行、汽車維持南往北單向通行。

18日　建國南路2段39巷與69巷間之無名巷由雙向道調整為西往東單行道。

20日　臺灣智慧駕駛股份有限公司向經濟部提出臺北市信義路公車專用道自駕巴士創新實驗計畫申請。

21日　立德路延伸計畫都市計畫草案公開展覽前座談會。

22日　108年金安獎頒獎典禮。

26日　於民權東路6段11巷(瑞湖街至舊宗路2段)，實施東往西方向時段性單行道管制。

27日　臺北市立第一女子高級中學旁(貴陽街1段)設置全國首創時段性限時機車停車格位15席。

30日　臺北好行改版10.0版更新，新增視障使用介面。

12月

01日　內湖區內溝里繪設14處縮小型速限標字。

01日　公共自行車YouBike新會員註冊實名制正式上路，並提供會員註冊第1張會員卡自動投保傷害險。

03日　施行《違反臺北市共享運具經營業管理自治條例事件統一裁罰基準》。

04日　輔導WeMo共享機車實施結合公共運輸定期票提供騎乘優惠金之服務。

04日　資訊月「智慧臺北宜居共好」主題館展示iRent共享運具，至12月8日止。

05日　博愛路(北門郵局旁)推行「路邊機車格位即時資訊」並發布於「北市好停車」APP。

15日　臺北市即時交通資訊網切換為新版。

18日　「安和路2段與敦化南路2段81巷口」號誌實施行人專用時相。

18日　公共自行車YouBike官網提供居留證可註冊新會員。

20日　辦理108年度臺北市車輛行車事故鑑定、覆議委員聯席座談會。

23日　九人座小型巴士正式上路。

31日　松山國小地下停車場推行「智慧機車進出」服務。

31日　輔導iRent共享機車結合公共運輸定期票

臺北市相關交通統計資料

分類	項目	說　明
地理特性	位置	亞洲東南部、臺灣北部
	地形	盆地地形、河流切割
	地質	沉積土質軟弱，位居地震帶，地下水位高
	氣候	無嚴寒酷暑，屬亞熱帶季風氣候
	面積	272平方公里
人口	人口	264.5萬人
	戶數	106.1萬戶
	密度	9,724人/平方公里
交通環境	道路面積	22,200,944平方公尺，占土地總面積8.16%
	汽車數	815,569輛(308輛/千人，註:本汽車數含各類客貨車及特種車等)
	機車數	952,055輛(360輛/千人)
	停車位	臺北市停車管理工程處直營或委外停車位，其中路邊283,827位（含不收費停車位）、路外33,110位、委外經營37,693位 非市有建物附設(停車場登記)148,544位；建管處推估建物附設1,228,121位 非建物附設21,239位 現有停車位數總計：1,556,767位（汽車：764,602；機車：792,165）
	特殊停車位	路邊裝卸貨專用停車位2,026格（含收費格位1,611格）；禁停黃線路段設置291處、2,614公尺 限時停車位155格 身心障礙者專用汽車停車位5,868格（含非市有停車場） 身心障礙者專用機車停車位2,855格（含非市有停車場） 汽、機車彈性共用格位，機車位7,331格可轉換汽車位1,224格供汽車停放

分類	項目	說　明
交通環境	公車專用道路網	市中心區成棋盤狀路網 公車專用道共14條，總計長度59.95公里，各路線如下： 松江路（民權東路至八德路）–3.7公里，85/1/27通車 新生南路（忠孝東路至和平東路）–3.56公里，85/6/1通車 信義路（中山南路至基隆路）–9公里，85/7/6通車 仁愛路（中山南路至敦化南路）–6.2公里，85/7/27通車 南京東路（中山北路至三民路）–8.4公里，85/7/27通車 民權東路（敦化北路至承德路）–7.2公里，85/8/2通車 敦化南北路（民權東路至信義路）–3.15公里，85/8/2通車 仁愛路延伸段（敦化南路至逸仙路）–2.4公里，87/10/18通車 民權西路（承德路至延平北路）–1.28公里，87/11/22通車 重慶北路（酒泉街至南京西路）–4公里，90/1/18通車 中華路（忠孝西路至愛國西路）–2.2公里，90/4/30通車 羅斯福路（和平西路至興隆路）–6.2公里，95/3/6通車 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 玉門街（民族西路至酒泉街）–0.4公里，100/4通車 忠孝西路（館前路至重慶北路）–0.14公里，106/4通車
交通事業	公車	聯營公車業者14家，共290條路線。108年每日平均載客131.7萬人次，較107年平均每日載客131.1萬人次，增加0.45%。108年平均每日營運收入2,540.2萬元，較107年平均每日營運收入2,478.1萬元，增加2.51%。 捷運接駁公車路線51條，其中紅線20條，藍線12條，棕線15條，綠線4條。

分類	項目	說　明
交通事業	捷運	捷運系統由臺北捷運公司營運，每日營運時間18個小時(6:00至24:00)，營運路線5條，營運車站117個，營運里程131.1公里；108年平均每日載客已達216.3萬人次；捷運與公車雙向轉乘優惠平均每日為53.9萬人次。各路線概要如下： **1號文湖線：** 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。 **2號淡水信義線：** 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。 **3號松山新店線：** 松山線(西門站至松山站)8.5公里，103/11/15通車營運； 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； 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。 **4號中和新蘆線：** 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。

分類	項目	說　明
交通事業	捷運	**5號板南線：** 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； 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； 土城線(府中站至永寧站)5.6公里，95/5/31營運； 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； 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。
	貓空纜車	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；108年總運量為220.6萬人，較107年總運量為211.8萬人增加4.15%。

資料統計時間：108年12月31日

汽車及機車緩步成長

民國108年底臺北市登記汽車數有815,569輛，較107年底增加1,818輛，成長率0.22%；登記機車數有952,055輛，較107年底增加7,884輛，成長率0.84%。

臺北市道路面積

年底別	道路面積		
	合計	年成長率	每汽車享有
單位	平方公尺	%	平方公尺/輛
80年底(1991)	18,521,432	0.62	35.89
90年底(2001)	20,653,635	1.23	30.96
91年底(2002)	20,710,215	0.27	30.56
92年底(2003)	20,767,342	0.28	29.91
93年底(2004)	20,786,331	0.09	29.35
94年底(2005)	20,824,722	0.18	28.70
95年底(2006)	20,868,521	0.21	28.52
96年底(2007)	20,881,608	0.06	28.67
97年底(2008)	20,884,690	0.01	29.10
98年底(2009)	20,900,954	0.08	28.98
99年底(2010)	20,909,292	0.04	28.84
100年底(2011)	22,509,223	7.65	30.25
101年底(2012)	22,521,347	0.05	29.77
102年底(2013)	22,537,277	0.07	29.34
103年底(2014)	22,544,099	0.03	28.62
104年底(2015)	22,601,834	0.26	28.28
105年底(2016)	22,117,447	–2.14	27.49
106年底(2017)	22,181,893	0.29	27.38
107年底(2018)	22,184,614	0.01	27.26
108年底(2019)	22,200,944	0.07	27.22

資料來源：臺北市政府工務局、交通部。

臺灣地區主要都市交通特性比較（108年）

地區別	土地面積	人口數	汽車數	汽車持有率	機車數	機車持有率
單位	平方公里	人	輛	輛/千人	輛	輛/千人
臺北市 Taipei City	272	2,645,041	815,569	308	952,055	360
新北市 New Taipei City	2,053	4,018,696	1,032,581	257	2,198,097	547
桃園市 Taoyuan City	1,221	2,249,037	797,331	355	1,236,264	550
臺中市 Taichung City	2,215	2,815,261	1,105,642	393	1,730,244	615
臺南市 Tainan City	2,192	1,880,906	694,995	370	1,317,691	701
高雄市 Kaohsiung City	2,952	2,773,198	912,749	329	2,028,702	732

資料來源：內政部、交通部

整體大眾運輸運量微幅成長

民國108年大眾運輸(捷運+公車)平均每日載客348.0萬人次，較107年340.8萬人次，增加約2.11%。就個別運具而言，108年全年捷運平均每日載客約216.3萬人次，較107年209.7萬人次增加3.15%；108年公車平均每日載客131.7萬人次，較107年131.1萬人次增加0.45%。

臺北市大眾運輸系統載客人數

年別	總計		捷運		公車		公車平均每段次載客數	公車平均每日營運車輛數
	平均每日	成長率	平均每日	成長率	平均每日	成長率		
	人次	%	人次	%	人次	%	人	輛
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	866,272	-2.54	1,677,566	-5.42	23.35	3,471

年別	總計		捷運		公車		公車平均每段次載客數	公車平均每日營運車輛數
	平均每日	成長率	平均每日	成長率	平均每日	成長率		
	人次	%	人次	%	人次	%	人	輛
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
108年 (2019)	3,479,843	2.11	2,163,285	3.15	1,316,558	0.45	26.74	3,148

資料來源：臺北市公共運輸處、臺北捷運公司。

附　註：公車包含小型公車。

臺北市15歲以上居民所有旅次運具使用

單位:%

年度	綠運輸	公共運具	大眾運輸	捷運	市區及免費公車	公路及國道客運	臺鐵	高鐵	計程車	交通車	其他公共運具	非機動運具	步行	自行車	私人機動運具	機車	自用小客車	其他私人機動運具
98年	56.7	39.5	30.3	12.4	14.6	2.6	0.6	0.1	8.4	0.9	0.0	17.2	13.7	3.5	43.3		15.4	0.2
99年	61.0	43.4	33.9	14.0	17.4	0.9	1.5	0.2	8.5	1.0	0.0	17.6	13.6	4.0	39.0		13.8	1.6
100年	60.9	43.5	34.7	16.5	16.5	0.5	0.5	0.6	8.1	0.7	0.0	17.4	13.8	3.6	39.1		14.5	0.3
101年	61.0	42.5	34.5	14.3	18.3	1.2	0.6	0.2	7.3	0.4	0.3	18.5	13.1	5.4	39.0	23.0	15.3	0.7
102年	60.8	42.6	35.5	14.5	18.3	1.3	1.1	0.4	6.4	0.4	0.2	18.2	13.7	4.6	39.2	24.9	14.1	0.2
103年	60.8	41.3	34.0	16.8	14.2	1.2	1.1	0.7	6.8	0.4	0.1	19.5	16.0	3.5	39.2	22.3	16.6	0.3
104年	60.5	41.5	33.9	15.7	15.9	1.2	0.4	0.8	7.2	0.5	0.0	19.0	14.3	4.7	39.5	24.2	15.1	0.2
105年	60.4	42.8	35.8	17.9	15.8	1.3	0.5	0.3	6.6	0.4	0.1	17.5	13.1	4.4	39.6	25.1	14.0	0.6
107年	60.7	42.0	35.5	17.1	17.3	0.4	0.2	0.4	6.1	0.4	0.0	18.8	15.3	3.5	39.3	24.7	14.0	0.6

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

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。

民國108年臺灣發生死亡交通事故

地 區 別	肇事件數	肇 事 率	死亡人數	每萬車輛死亡人數
臺北市	83	0.47	83	0.47
新北市	160	0.50	161	0.50
桃園市	147	0.72	149	0.73
臺中市	184	0.65	188	0.66
臺南市	176	0.87	181	0.90
高雄市	197	0.67	200	0.68
國　道	73	…	80	…

附　註：本表僅含肇事24小時內有人死亡之交通事故案件。

資料來源：內政部警政署。

臺北市重要交通設施

年底別	交通號誌	交通號誌	號誌連線數	偵測器	資訊可變標誌
單位	面	組	條	組	組
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	2,499	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
108年底(2019)	71,069	2,650	2,542	717	161

資料來源：臺北市交通管制工程處

民國108年臺北市「機車退出騎樓」專案已實施路段、時間總表

項次	實施路段	實施路段 長度（公里）	實施日期
1	中山區遼寧街西側(長春路至南京東路)	0.08	108.1.31
2	中山區長安東路1段南側(52巷至56巷)	0.09	108.1.31
3	中山區長安東路1段52巷至市民大道	0.14	108.1.31
4	中山區民生東路2段北側(115巷至吉林路)	0.14	108.1.31
5	中山區大直街2號至18號	0.04	108.1.31
6	松山區延壽街339號	0.04	108.1.31
7	萬華區康定路東側(大理街至康定路287巷)	0.02	108.1.31
8	大同區重慶北路3段單號側(酒泉街至重慶北路3段335巷)	0.27	108.1.31
9	大同區重慶北路3段雙號側(酒泉街至民族西路)	0.37	108.1.31
10	大同區常殷觀天廈(延平北路1段132號至140號)	0.03	108.1.31
11	信義區松山路西側(松山路292巷至虎林街119巷)	0.12	108.2.20
12	信義區松山路西側(虎林街119巷至忠孝東路5段)	0.13	108.2.20
13	中山區林森北路錦州街口至錦州街46號	0.03	108.3.4
14	中山區興安街(復興北路至遼寧街)	0.18	108.3.4
15	大同區重慶北路3段單號側(民族西路至酒泉街)	0.36	108.3.4
16	北投區明德路161號(建民路162巷至建民路191巷)	0.05	108.3.4
17	士林區中正路單側(633號至627號)	0.04	108.3.29
18	文山區景福街雙側(溪口街至羅斯福路6段口)	1.40	108.3.29
19	文山區保儀路13巷單側(38號至48號)	0.18	108.3.29
20	貴陽街1段雙號側(延平南路至博愛路)	0.23	108.3.29
21	內湖區康寧路3段189巷21弄25號至27號前	0.01	108.4.30
22	中山區農安街北側（新生北路3段至農安街77巷）	0.04	108.4.30
23	信義區信安街單側（吳興街127巷16號至嘉興街175巷9弄5號）	0.06	108.4.30
24	大同區錦西街雙側(承德路至錦西街38巷)	0.40	108.4.30
25	大同區民族西路雙號側(承德路3段至民族西路78之1)	0.05	108.4.30
26	大同區民族西路雙號側(民族西路118號至大龍街)	0.10	108.4.30
27	南港區南港路1段單側(研究院路至中南街)	0.30	108.4.30
28	南港區研究院路1段單側(南港路1段至市民大道)	0.10	108.4.30
29	松山區復興北路單側(復興北路189巷至興安街)	0.10	108.4.30
30	松山區延壽街單側(351號至355號)	0.05	108.4.30
31	信義區信義路6段78號至84號單側	0.04	108.4.30
32	萬華區環河南路2段250巷2號至8號雙側(環河南路2段至環河南路2段250巷28弄)	0.05	108.4.30
33	內湖區康寧路1段194號至212號單側	0.03	108.4.30
34	大安區杭州南路2段南側雙側(93巷至潮州街)	0.04	108.4.30
35	衡陽路雙號側(桃源街至博愛路)	0.08	108.4.30
36	寶慶路(臺灣銀行文物館南側)	0.08	108.4.30
37	光明路雙側(溫泉路至公館路)	0.04	108.5.31
38	光明路雙側(131巷至中央南路)	0.07	108.5.31
39	文山區萬壽路南側(指南路2段至萬壽路64號)	0.50	108.5.31
40	松山區民生東路4段56巷東側(民生東路4段至民生東路4段56巷3弄)	0.80	108.5.31
41	中山區興安街單號側(遼寧街至復興北路)	0.17	108.5.31
42	北投區東華街2段2號至8號(石牌路至義理街)	0.02	108.5.31
43	大同區保安街雙號側(保安街78巷至延平北路)	0.05	108.5.31
44	中山區民生東路1段雙號側(60號至70號)(林森北路至民生東路1段61巷)	0.08	108.6.28

項次	實施路段	實施路段 長度（公里）	實施日期
45	中山區長春路單號側(松江路至吉林路)	0.25	108.6.28
46	大安區和平東路2段96巷雙號側(和平東路2段96巷10弄至和平東路2段76巷19弄)	0.08	108.6.28
47	大同區長安西路單號側(重慶北路1段至長安西路177巷)	0.02	108.6.28
48	松山區三民路180巷單號側(1號至35號)	0.25	108.6.28
49	松山區民生東路4段55巷東側(3弄至75巷5弄)	0.06	108.6.28
50	文山區辛亥路4段雙號側(辛亥路4段260巷至興隆路2段)	0.02	108.6.28
51	文山區福興路雙側(興隆路2段至福興路82巷)	0.46	108.6.28
52	文山區興隆國小周邊(興隆路3段至福興路)	1.12	108.6.28
53	中山區民生東路1段23巷單號側(林森北路至民生東路1段)	0.18	108.6.28
54	南港區經貿一路75巷雙側(經貿一路至港東街)	0.07	108.6.28
55	士林區仰德大道雙號側(仰德大道2段2巷至仰德大道4段168號)	4.30	108.6.28
56	信義區基隆路1段雙號側(350-1號至350-43號)	0.22	108.6.28
57	內湖區環山路1段9巷單號側(1號至7號)	0.02	108.7.31
58	中山區中山北路2段96巷單號側(中山北路2段至錦西街8巷)	0.09	108.7.31
59	中山區吉林路雙號側(民生東路2段至新生北路2段101巷)	0.05	108.7.31
60	松山區民生東路4段80巷6弄單號側(11號至敦化北路199巷)	0.01	108.7.31
61	松山區撫遠街(399巷至401巷)	0.02	108.7.31
62	北投區崇仁路1段155巷單號側(磺港路至崇仁路)	0.05	108.7.31
63	信安街56號至60號(信安街56號至信安街60號)	0.05	108.7.31
64	和平東路1段單號側(新生南路2段至青田街)	0.20	108.7.31
65	中正區杭州南路1段單號側(杭州南路131巷至信義路2段)	0.12	108.7.31
66	南港區南港路1段雙號側(興華路至興中路)	0.12	108.7.31
67	南港區南港社會福利中心南側(興中路至南港社會福利中心東側)	0.05	108.8.5
68	中山區長春路(單號側)(長春路3巷至長春路21巷)	0.08	108.8.30
69	士林區中正路(單號側)(中正路627號至中正路633號)	0.04	108.8.30
70	文山區秀明路1段(單號側)(秀明路1段129巷至秀明路1段185巷)	0.12	108.8.30
71	內湖區康寧路3段189巷11弄(雙號側)(康寧路3段189巷11弄2號至康寧路3段189巷11弄16號)	0.05	108.8.30
72	內湖區康寧路3段165巷14弄(雙側)(康寧路3段165巷14弄至康寧路3段165巷14弄)	0.20	108.8.30
73	松山區延壽街(單號側)(329號至337號)	0.04	108.8.30
74	松山區中華公園(敦化北路155巷至健康路15巷)	0.12	108.8.30
75	松山區延壽街(81號至新東街)	0.13	108.8.30
76	大安區瑞安街244巷18號至大廈建物西側巷道(瑞安街18號至大廈建物西側巷道)	0.10	108.8.30
77	南港區忠孝東路7段598號(忠孝東路7段596巷至中南街)	0.03	108.8.30
78	南港區玉成街140巷至玉成街181巷	0.50	108.9.30
79	南港區同德街(玉成街至成福路)	1.00	108.9.30
80	萬華區內江街(內江街4號至內江街12號)	0.03	108.9.30
81	文山區景興路282巷(景文街至景興路)	0.28	108.9.30
82	文山區景後街130號(集應廟文化館東側至集應廟文化館南側)	0.07	108.9.30
83	士林區基河路雙號側(350號至美崙街路口)	0.07	108.9.30
84	信義區松隆路125號周邊(南側至東側)	0.08	108.9.30
85	大同區太原路單號(太原路115巷至南京西路)	0.09	108.9.30
86	中山區八德路2段單號側(遼寧街至八德路2段307號)	0.08	108.9.30
87	文山區興隆路4段(木柵路2段至下崙路)	0.50	108.10.31
88	文山區興隆路4段101巷(興隆路4段至木柵路2段138巷)	0.32	108.10.31

項次	實施路段	實施路段 長度（公里）	實施日期
89	北投區裕民六路單號側(111號至127號)	0.08	108.10.31
90	北投區裕民六路101巷(裕民二路49巷至裕民二路33巷)	0.09	108.10.31
91	內湖區成功路4段雙號側(68號至70號)	0.05	108.10.31
92	士林區中山北路6段單號側(159號至167號)	0.03	108.10.31
93	大安區新生南路2段(新生南路2段54巷至和平東路1段199巷3弄)	0.20	108.10.31
94	北投區立德路雙側(全段)	1.50	108.10.31
95	北投區大度路三段(北側)(立德路至立功街)	0.24	108.10.31
96	內湖區瑞光路單號側(273號至319號)	0.17	108.10.31
97	松山區八德路3段76號(中崙大樓北側)	0.04	108.11.14
98	內湖區成功路4段雙號側(成功路4段294巷至成功路4段324巷)	0.22	108.11.29
99	內湖區民權東路6段單號側(民權東路6段245巷至民權東路6段289巷)	0.30	108.11.29
100	北投區石牌路2段單號側(東華街2段至石牌路2段75巷)	0.18	108.11.29
101	大同區大同世界A區雙號側(民權西路144巷5弄2號至民權西路144巷5弄4號)	0.03	108.11.29
102	中山區樂群三路雙側(明水路至敬業一路)	0.22	108.11.29
103	士林區社中街雙號側(社中街428號至社中街426巷3號)	0.03	108.11.29
104	信義區逸仙大樓西側(逸仙路32巷至逸仙路26巷)	0.04	108.11.29
105	信義區逸仙大樓南側(逸仙路至忠孝東路4段554巷)	0.12	108.11.29
106	信義區忠孝東路4段553巷(忠孝東路4段553巷2弄至忠孝東路4段553巷12弄)	0.08	108.11.29
107	中山區中原街雙側(長春路至吉林路144巷)	0.27	108.12.31
108	中山區長春路單號側(中原街至新生北路2段)	0.11	108.12.31
109	中山區吉林國小西側	0.17	108.12.31
110	萬華區水源路單號側(青年路至水源路213巷)	0.25	108.12.31
111	大同區民權西路96巷(成淵高中側)(承德路2段至民權西路96巷底(捷運站前)	0.12	108.12.31
112	大安區敦南街88號敦南寓邸(北、東、南側)	0.20	108.12.31
113	士林區中山北路7段單號側(中山北路7段13號至中山北路7段81巷)	0.30	108.12.31
114	松山區復興北路東側(復興北路143號至179號)	0.14	108.12.31
115	中山區林森北路東側(民權東路至錦州街)	0.25	108.12.31
	88年到108年12月底共計實施1,423處路段，長度707.94公里		
合計	108年度累計共115處路段，長度24.36公里		

108年臺北市政府交通局獲獎一覽表

項次	實施路段	獲獎單位	名次	備註
1	臺北市政府108年創意提案競賽「創新獎」–路邊停車即時資訊及行動繳費智慧化服務	臺北市政府交通局	季軍	臺北市政府頒
2	內政部2019市區道路養護管理暨人行環境無障礙考評交通工程—直轄市型	臺北市政府	第二名	
3	「108年院頒道路交通秩序與交通安全改進方案107年度執行成果考評」	臺北市政府	卓越獎–優勝 進步獎–優勝 特別獎–優勝 綜合管考–第一名 公路監理–第二名 交通宣導–第二名 砂石車管理優秀獎第三名	
4	108年度「第27屆海峽兩岸都市交通學術研討會」投稿論文「大臺北地區公共運輸定期票推動成果」錄取	臺北市政府		
5	107年度智慧運輸發展建設計畫–臺北市政府–聯合運輸管理與輿情潛在交通事件發展計畫	臺北市政府	佳作	交通部頒
6	聯合運輸管理平臺創意提案精進獎	臺北市政府交通局	佳作	臺北市政府頒
7	「交通運輸2.0–AI交通治理新模式」獲頒2019IDC亞太區智慧城市大獎(SCAPA)。	臺北市政府		IDC國際數據有限公司頒
8	108年度乙類機關公文處理成效檢核	臺北市政府交通局	評定特優	

個人獲獎

項次	獎項	獲獎人	備註
1	108年臺北市政府模範公務人員	邱璨坤	
2	108年臺北市政府模範公務人員	張生萬	
3	臺北市政府108年3至5月市長即時獎勵	沈明宏	
4	臺北市政府108年9至11月市長即時獎勵	紀佳伶	
5	108年臺北市政府優秀青年公務人員	賴怡心	
6	108年臺北市政府優秀工友	廖光炤	
7	臺北市交通安全促進會108年優良交通運輸人員	邱子揚	
		陳嘉琪	
		呂憲銘	
		楊誠忠	
		林羿君	
		蔡英坤	
		鄭柏舜	
		駱芳良	
		陳哲先	
		江漢強	
		陳玉慧	
		黃信豪	
		黃懷萱	
		蔡佩容	

封底故事

截至民國108年底臺北市已於1,848站設置智慧型站牌，普及率達56%。民國107年8月起試辦設置太陽能電子紙智慧型站牌，該型式站牌以太陽能發電及蓄電電池為主要電力來源，並採用電子紙為顯示面板以節省電力消耗，於無太陽情況，電子紙站牌可連續運作28天，截至108年底已完成25站建置（照片1）。

另因部分站位尚未設置智慧型站牌或受限環境無法設置智慧型站牌，108年8月底於全市公車站位張貼QR Code(虛擬智慧型站牌)，民眾使用連網設備(如手機、平板)掃描QR Code即可取得行經該站雙北市所有市區公車路線到站時間（照片2~3）。

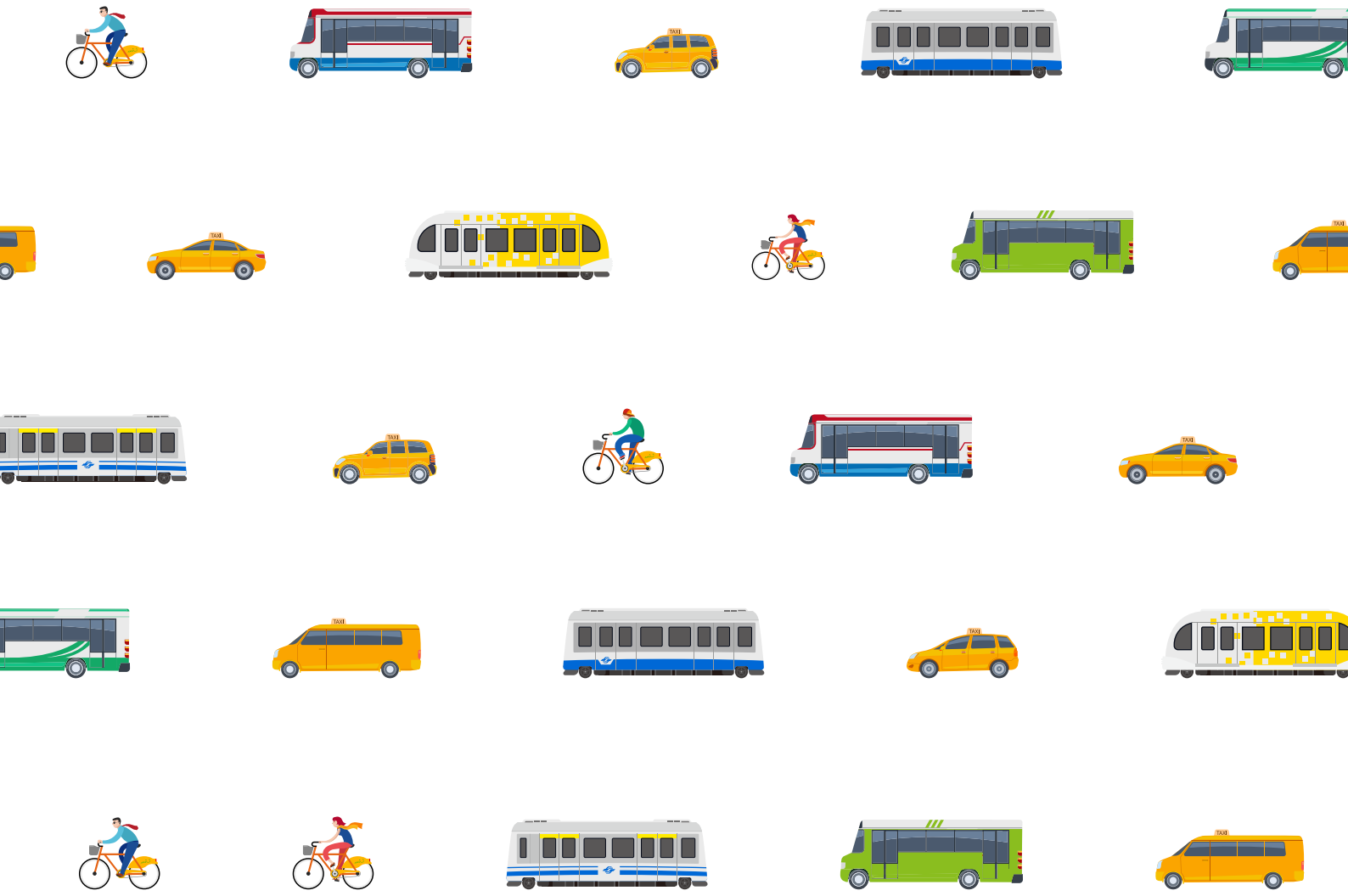
As of end of 2019, Taipei City had built 1,848 intelligent bus stops, with a prevalence rate of 56%.Taipei City performed a trial run on some intelligent bus stop signs using solar powered e-paper from August 2018. This kind of signs was powered by solar energy with storage battery. E-paper was adopted for the display panel to save electricity consumption. During days without sunlight, the e-paper bus stop signs were able to work 28 days in a row. As of end of 2019, the design was applied to 25 bus stops (Photo 1).

Besides, due to the fact that the signs have not been installed at some bus stops or could not be installed because of environment conditions, the government has attached QR Code (forming a virtual intelligent sign) to all bus stops in the city at the end of August, 2019. People could use their Internet devices, such as smart phones or tablets, scan the QR Code, and obtain the arrival time of all bus routes at that stop across Taipei City and New Taipei City (Photos 2~3).

▲ 照片1 太陽能電子紙站牌(夜間)
Photo 1 Solar powered e-paper sign (at night)

▲ 照片2 臺北市市長手機掃描虛擬式智慧型站牌1
Photo 2 The mayor of Taipei City used his smart phone to scan the virtual intelligent sign 1

▲ 照片3 臺北市市長手機掃描虛擬式智慧型站牌2
Photo 3 The mayor of Taipei City used his smart phone to scan the virtual intelligent sign 2



臺北市政府交通局