

# 104年刊

ANNUAL REPORT 2015



臺北市政府交通局  
Department of Transportation, Taipei City Government





# 104 年刊

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## 幫大家找回停車位

### Project: Recover Parking Spaces for All

#### — 全市路邊停車格收費計畫

##### Fee Collection for Citywide On-Street Parking Services

以往在臺北市時常會為了找路邊停車格位而苦惱，也會發現有部分的停車格位被長期占用，使得有臨時停車需求的民眾反而找不到車位，如今，臺北市政府交通局已幫臺北市民找回路邊停車格位。

Finding on-street parking in Taipei City used to be a pain; extended squatting was commonplace in some of the parking spaces, indicating that drivers who needed temporary parking were out of luck. But now, the Department of Transportation has successfully helped recover on-street parking spaces for Taipei citizens.

截至民國 104 年 1 月止臺北市路邊汽車停車格總計 49,154 格，其中收費格位數為 24,876 格、未收費格位數為 24,278 格。因部分路邊汽車停車格未納入收費管理，產生許多格位被長期占用之情形，也讓市政府無法透過停車收費的政策工具，有效推動各項交通管理措施。

## 臺北市路邊汽車格全面收費

- 75%民眾認同收費可改善占用車位
- 65%民眾贊成全面收費



民意



向霸佔車位  
SAY NO !



周轉

- 以最低費率為基礎 (20元/時)
- 商業機能強路段除外 (30元/時)



費率



時程

- 59.3%認為更容易找到車位
- 收費後周轉率提高2至3倍

- 私地暫不收費
- 12月1日全面實施

12月1日柯P替市民要回停車位

◆臺北市路邊汽車格全面收／Citywide fee collection for on-street parking spaces

By the end of January, 2015, there was a total of 49,154 on-street parking spaces for passenger vehicles; 24,876 of which were metered parking, and 24,278 were not. As the result of these unmetered parking spaces, squatters began to occupy these areas, claiming the parking spaces for their own, and the City Government was not able to effectively promote its traffic management measures, due to its inability to enforce certain policies and collect on-street parking fees.

為改善路邊停車格遭長期占用之情形，並讓停車收費充分發揮實質管理效果，民國 104 年臺北市柯文哲市長上任後，對路邊汽車格全面收費政策表示贊同，並認為應落實使用者付費觀念，遂於 104 年 3 月啟動 104 年全市路邊汽車格收費計畫如下：

To prevent extended squatting in on-street parking spaces, and ensure the metered parking systems fulfill their management function, in 2015, Mayor Ko Wen-je approved the plan to collect parking fees for on-street vehicular parking, shortly after he took office; he also asserted that "user pays" concept should be widely promoted. That said, in March 2015, the on-street parking fee collection measure was launched. The details follow.

## 一、以公有地路段收費為原則，訂定計畫作業流程

為維持良好停車秩序，主管機關可於道路上屬私地路段依公用地役權劃設路邊停車格，以整頓道路停車秩序並提供公眾使用，惟考量私有地主權益，因此本計畫所規劃之收費格位以公有地路段為主，若停車格位為尚未完成徵收程序之私有土地，暫不收費。

### 1. Fees are collected for on-street parking facilities/spaces on public properties. A SOP is formulated accordingly

To ensure orderly parking, the competent agency is authorized to establish on-street parking spaces on private properties pursuant to public property easement programs, so as to ensure parking orderliness and public access. However, in considering the rights of private landowners, the demarcation of these to-be-charged on-street parking spaces is limited to public estates. If the parking spaces are installed on private lands that have not been legally appropriated, no fees would be collected.

## 二、民國 104 年 9 月底完成路、街收費，12 月 1 日全市收費

依排程將臺北市「路、街」路邊汽車格位於民國 104 年 9 月底前全部納入收費管理；「巷、弄」路邊格位考量涉及社區居民生活作息影響較大，故於 12 月 1 日全部納入收費管理。

### 2. Fee collection system launched by the end of September, 2015; citywide fee collection implemented on December 1

In accordance with the Department's policy implementation schedule, on-street parking spaces on roadways and streets were included in the fee collection scheme by the end of September, 2015. For on-street parking spaces located in lanes and alleyways, the inclusion program suggested greater impact on the lifestyle of community residents. As a result, these spaces were not included until December 1.





◆全面收費前路邊汽車格使用情形／  
Before the citywide fee collection measure was enforced



◆全面收費後路邊汽車格使用情形／  
After the citywide fee collection measure was implemented

### 三、收費費率考量民眾負擔以最低費率為實施基礎

「巷、弄」為民眾停車之固定處所，影響民眾日常生活作息較大，為降低政策全面推動之衝擊並避免反彈，原則以最低費率為基礎（20元/時、30元/次，於商業機能強路段除外），收費時段為上午9時至下午17時。

#### 3.A minimum, affordable market-rate system

"Lanes and alleyways" offer regular parking accommodations for drivers; the installation of a fee collection system would heavily impact community residents. To buffer the brunt and prevent backlash, the lowest market-rate was implemented (NT\$20/hr, NT\$30/time, with the exception of roadways with heavy business and commercial activities). The fees are collected from 9:00AM to 17:00PM.

為使臺北市全市路邊汽車停車格收費計畫順利推動，並達成「幫大家找停車位」之效果，透過多元、活潑的宣導方式，配合鄰里交通改善計畫等配套措施，在臺北市柯市長的強力支持下，讓民眾充分了解收費之政策效益意涵。實施成效如下：

To ensure project success, and meet the goal of "recovering parking spaces for all," lively awareness campaigns with diversified presentations were held and tied in with the neighborhood traffic improvement project. Thanks to strong backing from Mayor Ko, Taipei citizens could fully understand the merit and effects of the measure. See below for detail:

## 一、6 成 5 民眾贊成路邊停車收費

臺北市政府研究發展考核委員會於民國 104 年 4 月進行電訪民意調查，其中 74.4% 民眾知曉 104 年底前進行全市路邊汽車停車格收費，而贊成全面收費之民眾達 65.4%。

### 1. 65% of the citizens approve of on-street parking fee collection

A public opinion by phone was conducted in April, 2015, by Research, Development and Evaluation Commission of the Taipei City Government showed that 74.4% of the people were aware of the implementation of on-street parking fee collection measure at yearend 2015; 65.4% of the people expressed approval.

## 二、停車周轉率的抽調顯示周轉率提升

為瞭解路邊汽車格收費後對停車行為改變，全市收費後分別辦理 44 條路段收費管理前、後停車特性調查，調查結果「停車延時」由實施前約 5.1 小時縮短約為 1.8 小時，顯示納入收費後，平均周轉率提高至 2.5 倍（照片封 2、3）。

### 2. Spot checks revealed greater parking turnover after enforcement

To better understand how the new measure altered drivers' behavior, upon program implementation, a "before-and-after" survey was conducted on 44 sections, where the scheme was enforced. The results revealed that "extended parking" was shortened from 5.1 hours down to 1.8 hours. Survey suggested that parking turnover increased 2.5 times after policy enforcement.

臺北市政府交通局不僅「幫大家找回停車位」，並採用最低費率的訂價策略，搭配各項宣導作為，降低推動過程中之衝擊，得以讓計畫於民國 104 年 12 月 1 日順利執行，後續亦將每半年定期檢討實施收費路段的費率，並依據路邊停車格位之使用情形進行調整，以符合各地區之停車需要。

In addition to "recovering parking spaces for all," the Department also adopted the minimum market-rate pricing system, and kick-started various campaigns to minimize backlash during project implementation, which was executed successfully on December 1, 2015. The rates of various metered road sections would be reviewed routinely every 6 months, and adjusted according to the usage status of the parking spaces to meet community demands.



## 局長的話

### Word from the Commissioner

臺北市政府交通局持續秉持人本永續運輸系統之理念，以「共享」、「綠能」及「e化」為三大交通策略；推動「共享」運輸為主軸，優化公共運輸並減少私人運具的使用，使整體運輸系統更具經濟效益；推展「綠能」設施，減少機動運具使用化石燃料及污染排放，使交通不再是污染的製造者；「e化」聰明管理為基礎，實現安全、有序的宜居城市之交通願景，滿足民眾不用買車，就能移動的運輸服務。

The Department of Transportation of the Taipei City Government continues to honor its vision of user-first, environmentally-friendly transport services, with a three-pronged approach in place: "sharing," "green solutions," and "digitized systems." In making "sharing" the backbone of the city's transport services, Taipei's mass transit systems would be optimized, to effectively reduce reliance on privately-owned vehicles in hopes of making the city's public conveyance programs more economically beneficial. In promoting "green solutions," the city's public transport systems help to decrease dependence on diesel fuel-powered motorized vehicles and exhaust emissions, ensuring that transportation is not a source of pollution. By "digitizing" the city's transport management, the Department of Transportation can fulfill the prospect of safety and orderliness of a livable city: citizens can move about conveniently and freely without having to purchase a vehicle.

在 104 年，臺北市政府交通局以「全面、積極、主動」的角度，推動了鄰里交通改善計畫及路邊汽車停車格全面收費等 2 項重大交通改善措施。

In 2015, the Department of Transportation launched two landmark programs: "Neighborhood Traffic Improvement Project" and a fee collection scheme for all on-street parking facilities/spaces in the spirit of "comprehensiveness and positivity".

在鄰里交通改善計畫部分，改變了以往較著重於主次要幹道之改善及在鄰里巷弄單點調整的作法，本計畫以里為單位，將改善措施深入民眾生活的巷弄，由臺北市政府交通局、警察局、區公所、工務局新建工程處、建築管理工程處、環境保護局等臺北市政府相關局處共同推動，並由當地里長與里民共同參與規劃；首以中正區新營里為示範里進行鄰里交通環境改善，透過標線型人行道劃設、紅黃標線調整、汽機車格位規劃及機車退出騎樓等方式，除整頓里內交通停車秩序外，亦大幅改善行人通行環境，也減少違規停車的機會，於新營里完成改善後，經調查當地居民整體滿意度達 83%，後續將分年度逐步推動，預計 109 年全市 456 個里全部改善完成。



In "Neighborhood Traffic Improvement Project," the focus was shifted from amelioration measures on arterials and single-location modifications in lanes and alleyways in the community; rather, this project was implemented with each "village" as a working unit to ensure comprehensive improvement on lanes and alleyways - an integral part of every community resident. The project was co-promoted by the Department of Transportation, the Taipei Police Department, district offices, New Construction Office under the Public Works Department, Construction Management Office, and the Department of Environmental Protection. Together, marked sidewalks were established, the application of red and yellow lines modified, parking spaces for passenger vehicles and motorcycles inaugurated, and arcades cleared of motorcycles. In addition to improving the orderliness of parked cars in each village, the measures have also significantly boosted pedestrian travel space, while minimizing illegal parking. The measures were executed in Xinying Village, and a follow-up opinion poll showed a satisfaction rating of 83%. These projects would be implemented in progression over the next few years so that all 456 villages across Taipei City would receive the makeover by 2020.

路邊汽車停車格全面收費的推動，著眼於臺北市老舊建築物早期多無附設停車空間，住戶往往將車輛停放（租用）公、民營停車場及路邊巷弄，致使路邊巷弄之公共停車位儼然已成為車庫，而不足以提供臨時停車需求使用；為提高格位周轉率、避免遭車輛長期占用，讓民眾公平使用公共停車資源，幫民眾找到車位，故於 104 年將路邊未收費汽車停車格陸續收費，並於 104 年 12 月 1 日起全面實施。經調查，自全面實施路邊汽車停車格收費後，路邊汽車格位周轉率提升 2.5 倍，代表車輛久佔問題已有所改善，民眾變得更容易找到車位，可減少找車位之繞行時間與交通問題，且經調查有近 7 成 2 民眾支持路邊巷道停車以收費方式管理。

The promotion of on-street parking fee collection was inspired by the fact that many of the historic buildings in Taipei City did not come with auxiliary parking facilities, forcing residents to park the vehicles in (rented) public or private parking garages, or available spaces in lanes and alleys. Consequently, on-street public parking spaces have turned into private garages, and insufficient for meeting temporary parking demands. To raise parking turnover, prevent extended squatting, allow drivers to share public parking resources in a fair manner, and help locate parking services for citizen drivers, a fee collection scheme was launched for not-yet-metered on-street parking spaces in 2015 in progression. The measure was implemented throughout the city on December 1. Survey indicated since program launch,

the turnover of on-street parking improved 2.5 times, suggesting that extended squatting has been effectively discouraged, allowing drivers to find parking more easily without having to spend time cruising around. A survey also revealed that nearly 72% of the people polled were supportive of this new fee collection scheme to better manage on-street parking spaces in lanes and alleys.

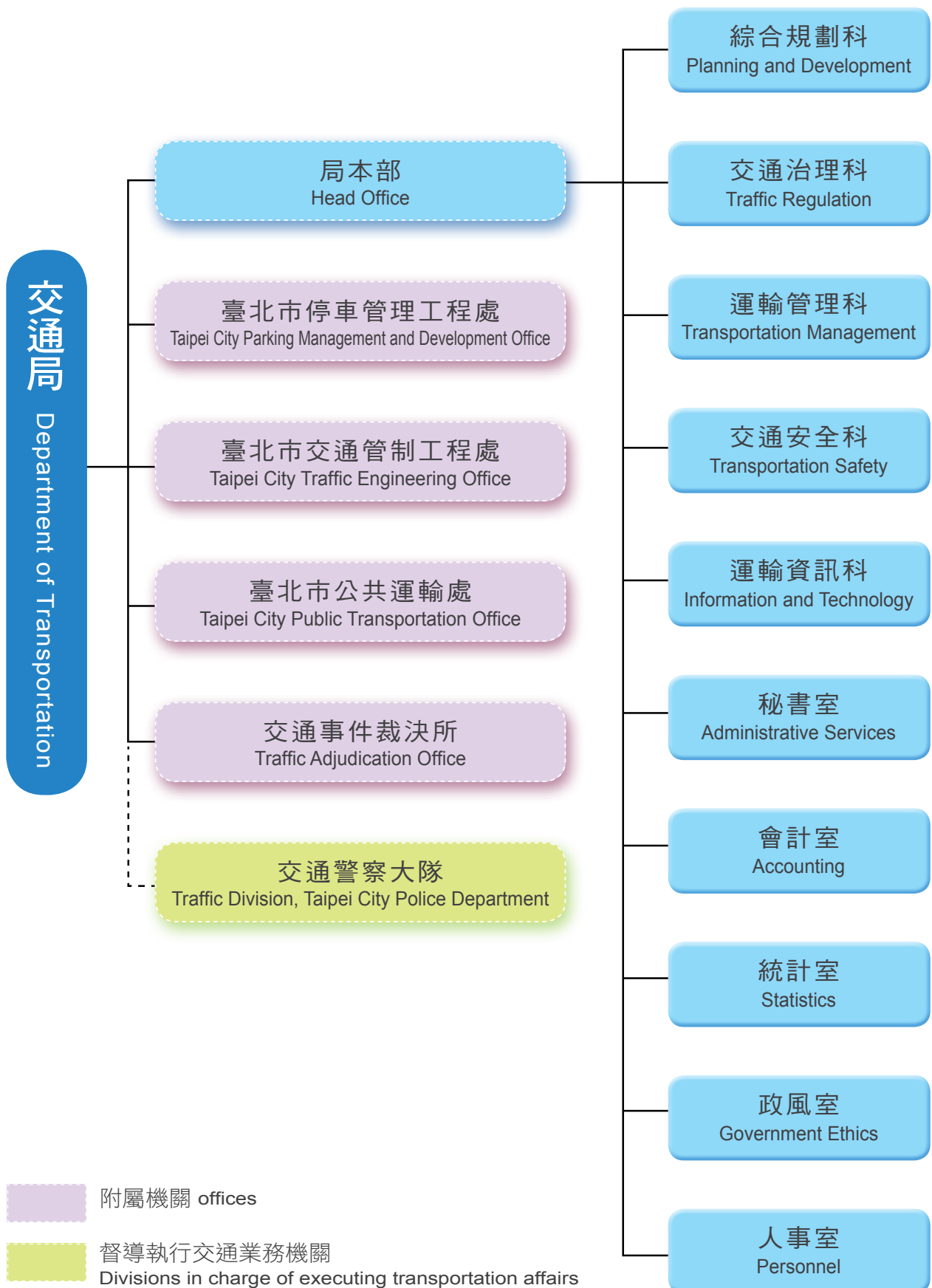
臺北市政府交通局將持續以 2020 年綠運輸市占率達 70% 為目標，透過推力（私人機動運具管理，包含路邊停車路外化、汽機車停車管理等）與拉力（改善綠運輸系統及提升運能，包含健全捷運路網、公車路網及費率檢討、推動大眾運輸轉乘優惠等）雙管齊下，建構人本永續的交通運輸環境，維持城市發展的機動力，並且使臺北市成為共享、智慧、安全、有序的綠運輸城市。

The Department is committed to ensuring that 70% of the city's modes of transport are sustainable by 2020: through leveraging the "push" (better management of private motorized vehicles, directing on-street-parking practice to off-street-parking services, and parking management of passenger vehicles and motorcycles) and the "pull" strategies (improving the city's green transport systems and capacity, which contains a robust and all-reaching Taipei Metro network, a quality bus travel network, a comprehensive review on rates, and fare discounts for connecting routes onto other means of mass transit), so as to build a people-oriented travel network, upgrade the growth engine for urban development, and make Taipei City a metropolis of green transport services that honors the spirit of sharing, smart solutions, safety, and orderliness.

局長

張哲揚

Chang Jer-Yang





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## PART 01

# 綠色交通 暢遊臺北

Sustainable Transport Services, Easy Travel across Taipei



◆仁愛路自行車道／ The bike lane on Renai Road





◆復興南北路自行車道／Bike lane running along Fuxing North and South Road

## 一、優化自行車使用環境

為響應環保、落實節能減碳，並使自行車成為生活交通工具，臺北市府交通局乃結合生活圈概念，且以生活化自行車為構想，配合公共自行車佈點，以串聯生活圈內河濱自行車道出入口、學校、重要據點、大眾運輸場站及公共自行車租賃站等方式規劃自行車道，包括三橫三縱市區自行車道、20 公尺以上道路自行車道之建置及市區 / 跨雙北市橋梁自行車道，以實現「最後一哩」無縫綠色運輸、「安全騎乘」體驗城市風華的未來生活想像。

### 1. Optimizing Cyclists' User Experience

In the spirit of protecting our environment and honoring energy conservation to attain effective carbon neutrality, and popularizing bicycles a primary means of transport, the Department of Transportation of the Taipei City Government developed a bicycle-centric lifestyle and transport program that takes into consideration the exits and entrances of riverfront

bike trails, and the locations of school campuses, vital landmarks, mass transit stations, plus public bike rental stations to install an all-reaching bike lane network, characterized by a grid of three bike trails running east-west and another three trails running north-south, along with the establishment of bike lanes on roadways over 20 meters wide, as well as trails on bridges connecting Taipei City and New Taipei City for attaining the vision of a seamless, "last mile" transition to green transport services, and "safe cycling" to better experience the sights and sounds of Taipei.

#### （一）自行車路網及指引標誌建置

臺北市自行車道設置係以人車分道為優先考量，在自行車使用率逐年增加之趨勢下，持續檢討主次要幹道，在交通條件許可下，採人車分道方式，規範自行車行駛空間，區隔自行車及行人通行空間，以逐步完善安全及舒適的自行車路網。目前已訂定民國 104 年至 108 年自行車路網初步執行計畫，104 年優先建置市區三橫三縱路網，並檢討臺北市寬度 20 公尺以上道路，逐年建置市區自行車道。



◆環島 1 號線——成型標線導引、環島自行車標誌導引／  
Round-the-Island Bike Route No. 1 - directional signs and informational signs already installed

## (1) The Installation of Bike Lane Networks and Directional Signs

Independently-designated paths for pedestrians and bicycles (cyclist-exclusive) is listed as a priority concern for the installation of bike lane networks. In light of an increase in bike use popularity over the years, the Taipei City Government continues with its review on the layout of primary and secondary roadways across the city: should the roadway layout be favorable, the City Government would designate spaces for bike travels independent (cyclist-exclusive) from pedestrian passage, to complete a robust bike lane network that is safe, easy and convenient. A preliminary construction project has been formulated for progressive implementation between 2015 and 2019. The three-lane grid of east-west and north-south bike trail network was built in 2015; meanwhile, roadways over 20 meters in width were singled out for the establishment of more urban bike lanes.

民國 104 年三橫三縱自行車道建置計畫，於現有人行道較寬的仁愛路（市府路－中山南路）以標線劃設自行車道，並以拓寬人行道方式於復興南北路（民權東路－和平東路）設置自行車道。

In 2015, a bike trail was installed on Renai Road (the stretch between Shifu Road and Zhongshan South Road), where the sidewalk was spacious enough for bike trail demarcation signs; the sidewalk on Fuxing North and South Roads was expanded (the stretch between Minquan East Road and Hoping East Road) as part of the City Government's three-lane bike trail grid system.

考量自行車騎乘於道路上，與機動車輛速差大且危險性較高，為提供自行車騎士另一條安全的騎乘路徑選擇，自民國 102 年起針對臺北市適當道路條件之人行道檢討規劃人車共道。





◆華江橋自行車道／Bike lane along Huajiang Bridge

Lanes amenable to shared travel spaces for both cyclists and pedestrians were developed in 2013 on specific roadways in Taipei City, considering that cyclists are exposed to more risks than motorcyclists and drivers as they travel around town.

臺北市府交通局配合交通部辦理 104 年環島串連自行車道建置計畫，於 104 年底啟動「單車環島 1 號線」行經臺北市路段為「南港－松山車站」及「松山車站－華江橋」。臺北市配合設置專屬環島自行車路線指示標誌標線，透過不同樣式的標誌標線，讓環島自行車騎士可依循該標誌標線，完成環島旅程。

Also, in keeping with the establishment of a round-the-island bike route, the Department of Transportation kick-started "Round-the-Island Bike Route No. 1" at yearend 2015, naming the two stretches that pass by Taipei as "Nangang-Songshan Train Station" and "Songshan Train Station - Huajiang Bridge." In addition, the Taipei City Government set up a designated round-the-island bike route signs and markings : cyclists can complete their journey by

following the instructions of a variety of information and directional signs.

迄至 104 年底，臺北市現有人車分道全長計 58.93 公里，人車共道路網全長計 327.45 公里，市區自行車道全長共計 386.38 公里。預計至 108 年底全市人車分道長度由目前 54.85 公里增加至 208.92 公里；另針對 10 座市區橋梁、12 座跨市聯外橋梁，分期規劃設置自行車通行空間，提升橋梁上自行車騎乘安全性。

By yearend 2015, the total length of Taipei City's independently-designated paths for pedestrians and cyclists (cyclist-exclusive) were measured at 58.93 kilometers; shared-pedestrian-cyclist bike lanes, 327.45 kilometers. The length of downtown bike lanes totaled to 386.38 kilometers. The length of cyclist-exclusive bike lanes is projected to grow to 208.92 kilometers from the current 54.85 kilometers by yearend 2019. Moreover, spaces for bike travel on the city's 10 bridges and 12 intercity bridges connecting Taipei to other towns would be designated in stages to improve bike travel safety.





◆自行車架／Bike parking stands

### （二）自行車停車空間管理

為推廣綠色運輸，並鼓勵民眾騎乘自行車，臺北市停車管理工程處於大眾運輸場站、市區自行車道（含人車共道）、洽公機關、公園廣場、學校、社區、辦公大樓及商圈等自行車停放需求高之地點，於其鄰近路邊、人行道或公有路外停車場，規劃適量且便利之自行車停放空間。

#### (2) The Management of Bicycle Parking Space

In promoting green transportation services and inspiring bike riding, the Taipei City Parking Management and Development Office installs appropriate numbers of - and convenient - bike parking spaces along roadsides, sidewalks, or publicly-owned off-street parking towers surrounding mass transit stations, urban bike lanes (including shared-pedestrian-cyclist bike trails), public offices, parks and plazas, school campuses, residential communities, office buildings and business centers.

民國 104 年臺北市共增設 3,505 席自行車停放架（照片 1-1.5、1-1.6），累計全市自行車停車空間達 3 萬 2,972 席（含捷運公司維管）。以 2020 年（109 年）自行車市占率 12% 為目標年，推估目標年自行車停車需求約 46,059 席，參考近年增設席次，故 105 年預計增設 3,500 席為目標，以於 109 年底前完成目標年需求。

In 2015, a total of 3,505 bicycle parking stands were added across the city. There are now a total of 32,972 bicycle parking spaces (managed by Taipei Metro). The City Government has set a target of raising the market share of bikes by 2020 to 12%; with that estimation, 46,059 additional spaces of bike parking are still needed. The City Government reviewed the growth numbers of bike parking, and planned to install 3,500 bike parking spaces in 2016 to meet its target by yearend 2020.

### 二、提升公車路網服務

臺北都會區捷運路網陸續建置完成，配合捷運松山線通車（民國 103 年 11 月 15 日），104 年已完成新闢 2 線接駁公車、調整 8 線及縮短 2 線；另為提供市民合理公平付費、公車路線高辨識度及更簡化的公車運輸服務，臺北市公共運輸處委託專業團隊研究規劃並召開專家學者座談會、公民咖啡館、民意工作坊、公車業者座談會及民意訪問調查蒐集多元意見，以民國 106 年起分階段調整快速及幹線公車路網、公車費率結構以 106 年下半年試辦上下車刷卡及 107 年實施里程計費為目標，評估路網及費率方案。

## 2. Improving Bus Network Services

The Taipei Metro urban network is close to completion. 2 shuttle bus routes were installed, 8 were modified, and 2 were shortened in 2015 to support the opening of the Taipei Metro Songshan Line (on November 15, 2014). In addition, to ensure a fair and reasonable fare system, higher levels of bus route identifiability, and a streamlined bus transport service, the Taipei City Public Transportation Office commissioned several teams of professionals for extensive research, and convened many seminars, meetings with citizen leaders, grassroots workshops, clinics with bus service providers, and public opinion pollsters. It was decided that starting in 2017, high-speed and arterial bus route service network would be modified in stages; also, during the latter half of 2017, the scanning of cards when passengers board and alight from the bus will go on a trial-run. In 2018, the metering-by-mileage system will be implemented for the assessment of a route network and bus fare systems.

### （一）公車路網調整

因應捷運二期路網完成，為精進公車運輸接駁轉乘功能及提供更便捷的公車服務，遂檢討規劃公車路網結構，期望透過民眾、公車業者與政府三方意見協商，研擬調整原則並分析公車路網調整後對各方產生之衝擊與效益，以強化捷運路廊及於重要幹道規劃幹線公車，另輔以支線公車深入社區，提供接駁交通，輔助捷運系統不足之功能，並強化公車間之轉乘功能，提高可及性，以增加民眾乘車意願，結合成為一全面而高效率的大眾運輸服務系統，使公車路線營運績效提昇。

### (1) Modifying Bus Route Network

In keeping with the completion of Taipei Metro's Phase II development, and in hopes of improving bus shuttling and transit services, the Department of Transportation conducted a review to better formulate the city's bus route network structure. The DOT hopes to strengthen bus shuttling convenience in stretches between the Metro stations and key arterials through a three-way negotiation between the public, bus

service providers and the city government to arrive on a feasible modification plan, while carefully exploring the impacts and benefits of the modification measure for every party involved. Also, plans were made to inaugurate feeder buses for residential communities for shuttling purposes to make up for the inadequacy of the Metro's transport services, while boosting transit conveniences between buses and raising accessibility to inspire greater willingness for bus travels. The ultimate goal is to formulate a robust and high-performance public conveyance system and bolster bus service performance.

### （二）公車費率調整

現行公車係以分段緩衝區收費方式，同一路廊不同路線之公車緩衝區站數不一，常造成使用者混淆並易產生收費爭議，故臺北市府交通局於 104 年啟動「里程計費」之評估，期使乘客依所搭乘距離長短付費，落實公平付費方式，另考慮通勤族、敬老愛心使用者之使用需求，仍編列相關社福經費，提供社會福利及照顧弱勢族群，善用社會每一份資源，落實使用者付費公平性。

### (2) Bus Fare Price Adjustments

The current fare system is characterized by different paying sections with buffer zones. The stops in buffer zones of different buses servicing the same section vary, and it often causes confusion and faring disputes. The Department of Transportation therefore began assessing the possibility of instituting a metering system in 2015 that allows commuters to pay according to the distance travelled to ensure payment justice. Besides, in considering the needs of commuters, senior citizens, and users of special demands, social welfare subsidies were budgeted accordingly to better care for disadvantaged groups, and for smarter use of every form of social resource so as to honor the fairness of "user pays."





◆基隆河特色／A snapshot of Keelung River

### 三、藍色水路

為增進民眾認識臺北市河川及碼頭周邊歷史文化、自然及生態環境，期望透過藍色公路搭船遊方式結合專業導覽講師解說，帶領民眾探訪臺北市河域（淡水河、基隆河）及各碼頭周邊環境（古蹟、生態公園、濕地及紅樹林沿岸等），達到「在遊程中學習」之寓教於樂效果。

### 3. River Cruise

To familiarize citizens with the many rivers in Taipei City, plus the history, culture, natural and ecological landscapes surrounding the wharfs, the River Cruise packages were launched accordingly, combining boating trips and guided tours that take on boaters to explore the city's most iconic river valleys (Tamsui

River and Keelung River), plus the surroundings of the wharfs (historic sites, ecological parks, wetlands and the coast lining Hongshulin) to fulfill the goal of "learning while playing" that combines educational enrichment with entertainment.

臺北市公共運輸處為推廣藍色公路，使其成為市民假日休閒遊憩及觀光客旅遊臺北的新選擇，推出「藍色公路微旅行」計畫，串連碼頭周邊水陸特色景點，設計主題式套裝遊程，並於遊程中加入專業導覽服務，盡享水、陸景點結合的各式半日遊行程，如大稻埕文史漫遊、關渡生態行腳及大稻埕光雕夜航等套裝遊程，同時達到寓教於樂之效，提升原航線之豐富度及可看性。

In the spirit of promoting the river cruise tour packages, making them the new holiday leisure activity for citizens and tourists to explore Taipei, the





◆淡水河特色／A snapshot of Tamsui River

Public Transportation Office launched "River Cruise Mini Trips" that combine notable destinations along the wharf to create theme tour packages. Added to the itinerary are professional guided tours that allow travelers to enjoy these half daytrips, which include

cultural and historic outings in Dadaocheng, eco-tours in Guandu, and a projection mapping night cruise in Dadaocheng. These junkets are both educational and entertaining, and helpful for enriching the original river cruise program and its enjoyability.



◆藍色公路微旅行航班——大稻埕到淡水／  
River cruise mini trip - Dadaocheng to Tamsui



◆藍色公路微旅行航班——關渡生態導覽／  
River cruise mini trip - a guided eco-tour in Guandu





◆藍色公路微旅行航班——光雕夜航遊程／ River cruise mini trip - projection mapping night cruise

另隨著來臺外籍遊客日益漸增，「藍色公路微旅行」航班不定期安排英、日語導覽人員隨行導覽，藉由精緻化、客製化的外語導覽服務及套裝遊程，讓外籍遊客看見臺北不一樣的景色與風貌；「藍色公路微旅行」航班，民國 104 年已超過 1 萬 8,000 人次參加。

With the growing number of foreign tourists, occasional guided tours in English and Japanese are integrated into the river cruise mini trips. These tasteful, customized guided

tours and tour packages in foreign languages have successfully opened the eyes of foreign tourists to the different side of Taipei City. In 2015, over 18,000 tourists have participated in the river cruise mini trips.



◆大稻埕主題夜航／ Theme night cruise in Dadaocheng



◆藍色公路校外教學／ River cruise for school outings

而民國 104 年臺北市公共運輸處與臺北市政府教育局持續合作推動「藍色公路校外教學」計畫，針對臺北市各國小、國中、高中、高職及社區大學的師生們，提供搭船遊河體驗、熟悉水域的機會。寓教於樂的遊程模式，獲得每位參與師生的好評迴響，在強調在地教學的時代，以「藍色公路校外教學」來加深學生們在地學習及生活的成長印象，別具教育意義；「藍色公路校外教學」計畫，104 年超過 50 所臺北市學校近 8,000 位師生參加。

In 2015, the Taipei City Public Transportation Office and the Taipei City Department of Education partnered to launch "river cruise for school outings" that target the students and staffs of elementary schools, middle schools, high schools, vocational schools and continued education programs, giving them a chance to board the boat and learn more about the city's rivers. This educational yet entertaining program received critical acclaim from every participating instructor and student. In this time and age of localized education programs, "river cruise for school outings" fills the bill to deepen students' sense of their

surroundings and community awareness, and this is particularly significant. The program was participated by nearly 8,000 students and staff members from 50 schools across Taipei City in 2015.

未來亦積極加強藍色公路創新行銷作為，使其成為臺北市觀光旅遊另一個新興亮點，並同步增加附加服務及提升遊程品質，推動臺北城市遊河觀光。

The Department of Transportation is committed to promoting and enriching the river cruise program, making it a new highlight in Taipei City's tourism program; meanwhile, the Department would provide value-adding services to improve tour quality and support river cruise tourism in the city.



## PART 02

# 精進服務 友善城市

Thoughtful Services for a Friendly City



◆「仁愛光復路口」（往東）整合式公車路線圖完成／  
Integrated bus route map at the bus station at Ren'ai-Guangfu Intersection (eastward)



## 一、公共自行車站位擴充及使用者付費

為廣納民眾意見並有效統整建議設站資訊，故參考紐約市公共自行車系統建立「YouBike 開放建議設站平臺及設站評估作業系統」；另自民國 101 年底由臺北市政府補貼 YouBike 使用者前 30 分鐘免費，惟隨著站點持續擴增，補助費用亦將持續增加、借還車之調度亦隨之困難，為使系統朝向財務永續之正向發展並更有效運用有限資源，自 104 年 4 月 1 日起臺北市公共自行車實施使用者前 30 分鐘收費 5 元方案。

### 1. Expanding Public Bicycle Services and "User Pays" Mechanism

To encourage participation in public policies and effectively implement the insights and advice of the users on the establishment of stations, the Department of Transportation referenced Citi Bike - a public bicycle sharing program of New York City - to set up a "YouBike Service Expansion Suggestion

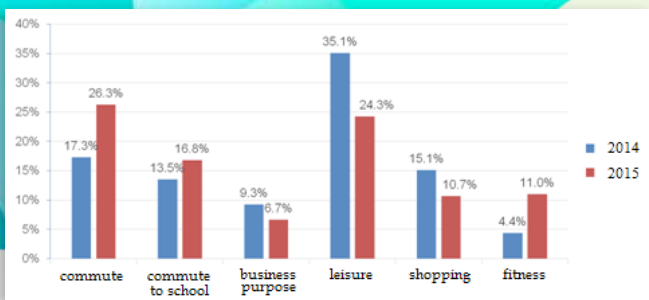
Platform and Station Setup Evaluation." Moreover, in 2012, the Taipei City Government conducted a review on its subsidy program, which allowed riders to use the bike for the first 30 minutes for free. However, as the number of docking stations grew, the strains on the City Government's coffers also increased, and the mobilization of bike pickups and returns also became more cumbersome. To ensure YouBike service sustainability and better use of resources, starting on April 1, 2015, rental would be NT\$5 for the first 30 minutes of use.

#### (一) 「建議增設平臺」－開放民眾參與公共自行車設站

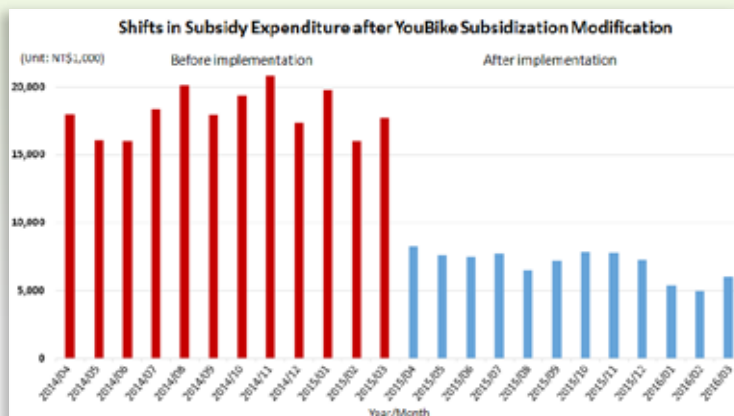
民眾可利用電腦、平板電腦及手機等行動裝置，於平臺上選擇建議設站位址，並輸入姓名、聯絡方式、建議理由等資料，該平臺即可顯示現有站點資訊並儲存民眾建議站點之相關資料；於平臺開放期間（104.4.23～104.5.31），民眾建議位址共約 2,200 處，臺北市政府交通局參考民眾建議較密集區域，並考慮周邊交通使用需求、土地使用、工程施作及民意共識等整體考量，進行設站規劃事宜，至民國 104 年底止，臺北市公共自行車站點已達 212 處。

臺北市YouBike建議增設平台

◆民眾建議 YouBike 增設平臺網站／  
"Service Expansion Suggestion Platform" - Public Participation in YouBike Station Expansion



- ◆ YouBike 補貼政策調整前後之使用目的變化／ Shifts in Usage Purpose Before and After YouBike Subsidization Modification
- 通勤：commute  
 通學：commute to school  
 洽公：business purpose  
 休閒娛樂：leisure  
 購物：shopping  
 運動健身：fitness



- ◆ YouBike 補貼政策調整前後之政府補貼支出變化／ Shifts in Subsidy Expenditure after YouBike Subsidization Modification

### (1) "Service Expansion Suggestion Platform" - Public Participation in YouBike Station Expansion

This platform allows user to pick a desirable setup location for YouBike via one's computer, tablet, and cell phone, and register with one's name,

contact information, and reason for the suggestion. The platform would then display information on current station location, and save user's suggested information. During the period of the platform's public access service (April 23, 2015 to May 31, 2015), a total of 2,200 docking station suggestions were pooled. The Department of Transportation reviewed



- ◆ 「仁愛延吉街口」(往東)整合式公車路線圖完成照／ Integrated bus route map at the bus station at Renai-Yanji Street (eastward)





◆ 「仁愛新生路口」(往西)整合式公車路線圖完成照／  
Integrated bus route map at the bus station at Renai-Xinsheng Intersection (westward)

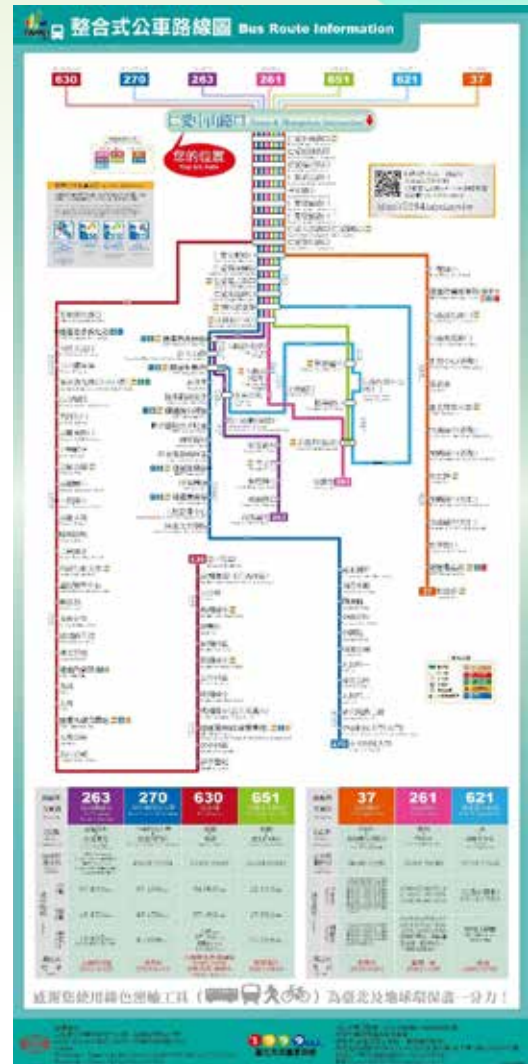
the most popular suggestions, took into consideration the needs of transport services, land use status, construction process and public opinions of those suggested spots to begin planning. By yearend 2015, the number of YouBike's docking stations in Taipei City has grown to 212.

## (二) 調整微笑單車 YouBike 會員前 30 分鐘付費 5 元

臺北市公共自行車 YouBike 自民國 101 年辦理全市建置計畫以來，初期為鼓勵使用，使用者租借前 30 分鐘之費用由市政府補貼，惟為使 YouBike 能永續發展及更有效運用有限資源，臺北市 YouBike 自 104 年 4 月 1 日起回歸使用者付費原則，前 30 分鐘 5 元之部分負擔由使用者自行支付，並由臺北市府持續提供部分補貼（5 元），以鼓勵市民使用。

## (2) YouBike Rental Fees Adjusted - NT\$5 for Members' First 30 Minutes of Use

A citywide YouBike installation program kicked off in 2012. To encourage greater adoption, the city government subsidized the program by making the first 30 minutes of use for free. However, to ensure YouBike service sustainability and better use of resources, starting on April 1, 2015, rental would be NT\$5 for the first 30 minutes of use; the city government would continued subsidizing the program in part (NT\$5) to motivate greater use.



◆ 「仁愛中山路口」(往東)整合式路線圖／  
Integrated bus route map for Renai-Zhongshan Intersection (eastward)

政策實施後，每月平均使用次數之下降幅度符合原預期幅度。從旅次延時分析，主要減少客群為步行距離範圍內之使用旅次，即政策實施前得以免費使用之旅次；旅次目的部分，通勤通學旅次之比例增加，以公共自行車建置之目的而言，確實有達到以通勤接駁用途為主之功效。從服務品質的角度觀察發現，實施後每月無車可借情形改善，讓想使用車輛的民眾借得到車，另藉由民國 104 年度滿意度調查顯示，民眾對於 YouBike 整體服務滿意度為 95.7%。而在市政府財務方面，補貼機制調整節省支出，所節省的經費則可用於改善自行車路網與騎乘環境，以及租借站點或車輛的擴增。





◆ 新式候車亭／Next-generation bus stop shelter



◆ 制式候車亭／Standard-design bus stop shelter

The drop in monthly average use upon the implementation of this new policy was within the Department of Transportation's expectation. Judging from the trip duration of bike commutes, the drop came from riders who originally traveled by foot to get to their destinations, or free-of-charge bike commutes prior to policy implementation. In terms of travel destinations, there was a noticeable increase in the number of job and school commutes. In other words, these statistics indeed reflected the true spirit of YouBike's establishment. From the perspective of service quality, problems with monthly bike shortage also lessened significantly, and user needing the bike could rent the bike with greater ease. Additionally, according to a survey on user satisfaction conducted in 2015, user's satisfaction with YouBike was figured at 95.7%. For the city government's financial coffers, the subsidy adjustment also alleviated the city's expenditure, and the funding saved could be used for improving YouBike's operation network and service quality, and the expansion of rental stations and bikes.

## 二、公車服務精進

### 2. Bus Services Upgraded

#### （一）公車路線導覽圖

臺北市公共運輸處為體貼候車民眾能快速瀏覽當站公車路線及沿線捷運站、YouBike 租借站資訊，自民國 100 年底起著手規劃改善現行公車單張路線圖僅顯示單一路線資訊，並邀集臺北市公車聯營管理委員會及公車業者共同合作，將公車路線及地圖資訊整合於單一圖面上，並簡化版面配置、站位字體加大及同路線採相同顏色增加資訊辨識度，使候車民眾輕鬆閱讀、查閱及轉乘接駁，提供民眾未使用智慧型手機及網路時取得公車路線資訊另一種選擇。



◆ 街道家具候車亭／Furniture-type bus stop shelter



◆ 公車專用道長廊式候車亭／  
Gallery-type bus stop shelter along designated bus lane

## (1) Bus Route Map

To facilitate map reading for travelers waiting at the bus station to get a quick view at the bus routes of the specific stop, Taipei Metro stations along the route, and YouBike rental information, the Taipei City Public Transportation Office in 2011 started making improvements on the existing bus route map, which merely indicated information of a single route. The Office worked with the Taipei Joint Bus Service Management Center and public bus service providers to integrate all the information on bus routes and map data on a single legend, simplify the layout design, enlarge the font of station names, and adopt the same color schemes for the same route to enhance identifiability. The new system expedites map reading, inquiry, and quick-view of connecting transit services for travelers without access to smart phones and internet to acquire bus route information.

自民國 101 年 8 月 17 日起陸續在信義商圈、捷運東門站、捷運劍南路、捷運動物園站、捷運北投站、捷運圓山站、捷運公館站、士林商圈、臺北車站及松山車站等地區推出在地之公車路線導覽圖，張貼於長廊式候車亭、公車集中式站牌、一般候車亭及轉運站內供民眾參考使用。103 年 12 月 18 日在「仁愛新生路口」

（往西）公車站位推出首張公車專用道之整合式路線圖，並於 104 年 2 月 16 日完成仁愛路往西方向公車專用道 13 座公車站位整合式路線圖；104 年 9 月 15 日於仁愛路公車專用道沿線往東方向 15 個站位全面張貼整合式路線。

Starting on August 17, 2012, localized bus route service maps were put up in Xinyi Business Center, MRT Dongmen Station, MRT Jiannan Station, MRT Taipei Zoo Station, MRT Beitou Station, MRT Yuanshan Station, MRT Gongguan Station, Shilin Business Center, Taipei Main Station, and Songshan Station in gallery-type bus stations, on cluster-type bus stop signage displays, regular bus stations, and bus termini. On December 18, 2014, the first integrated bus route map for designated bus lanes was posted on the bus station at Renai-Xinsheng Intersection (westward). On February 16, 2015, integrated bus route maps for the 13 bus stations lining the designated bus lane along Renai Road heading westward were put up; On September 15 of the same year, integrated bus route maps were put up at all 15 bus stations lining the designated bus lane along Renai Road heading eastward.





◆ 新式獨立式智慧型站牌（民生社區活動中心站）／  
Next-generation stand-alone intelligent bus stop  
(Minsheng Community Activity Center)

## （二）公車候車亭建置

為持續提供民眾舒適候車環境，臺北市持續依據民眾候車需求及實際站點人行道空間，於合適之地點辦理公車候車亭新建工程，並且全面性清查既有候車亭，針對使用逾 20 年以上且現況功能不佳之公車候車亭，優先辦理汰舊換新工程；另配合捷運復舊路段及 2016 年世界設計之都示範區域，於公車專用道設置長廊式候車亭，及於路側設置新式候車亭；至民國 104 年 12 月底，臺北市計有 848 座制式候車亭 407 座街道家具式候車亭、52 座長廊式候車亭及 116 座新式候車亭。

### (2) Bus Stop Setup

To ensure comfort for commuters waiting at bus stops, the Taipei City Government continues with its

bus stop development project at suitable locations by surveying the demands of travelers and the space requirement on sidewalks, while inventorying all the existing bus shelters. Bus stops in use for over 20 years and in poor condition are prioritized for renovation. Additionally, gallery-type bus stop shelters are installed on road sections where restoration and renovation on Taipei Metro services are conducted, and in demonstrative areas for the 2016 World Design Capital. New bus stops are also set up on roadsides. By the end of December, 2015, 848 standard-design bus stations, 407 furniture-type bus shelters, 52 gallery-type bus shelters, and 116 new-generation bus shelters were installed.

## （三）智慧型站牌

臺北市公車智慧型站牌自民國 94 年起建置，早期發展之智慧型站牌型式需附掛於候車亭內，但因部分公車站受環境影響無法建置候車亭，連帶影響公車動態資訊的提供，然依 104 年臺北市交通民意調查報告，民眾最常透過智慧型站牌取得公車到站資訊，為提升智慧型站牌普及率，遂發展新式獨立式智慧型站牌，以利持續於公車站位擴建智慧型站牌。

### (3) Intelligent Bus Stop

The installation of intelligent bus stop signage systems started in 2005. The early version of smart signage displays needed to be hung inside the bus stop. However, some of the bus stops were not amenable to modernized bus shelters due to their specific locale, and they in turn compromised bus travel information availability. According to an opinion poll on transport services in Taipei City, conducted in 2015, commuters relied on smart bus stop signage systems the most for information on bus arrivals. To that end, the next-generation, stand-alone intelligent bus stop signage systems were developed for greater penetration rate to facilitate their installation across the city's bus stops.

配合 2016 世界設計之都推出新式獨立式智慧型站牌，結合雙面、多色 LED 面板，公車路線資訊可輪播，並增設服務燈及搭配趣味公車動態動畫之設計，大幅提升民眾搭乘公車之便利性。未來臺北市公共運輸處亦將持續於公車站位評估建置智慧型站牌，以提升候車環境便利性，進而提昇民眾乘車意願。





◆ 計程車駕駛禮貌運動講習／Courtesy Courses for Taxi Drivers session

In keeping with the World Design Capital Taipei 2016, the next-generation stand-alone intelligent bus stop signage systems were launched: these systems feature dual displays, multicolored LEDs, with rotational bus route information presentation designs. Service indicators and fun-filled, animated bus status designs were added to these systems to significantly improve bus transport convenience. The Taipei City Public Transportation Office would continue to evaluate the feasibility of installing intelligent bus stop signage systems to enhance convenience and inspire greater ridership.

### 三、計程車營運及服務品質提升

臺北市公共運輸處於民國 104 年舉辦計程車駕駛禮貌運動講習及計程車隊評鑑，除邀請禮儀訓練講師授課外，並透過車隊評鑑方式改善計程車駕駛服務禮儀，提升服務品質，並持續提供各項計程車駕駛照顧措施。

### 3. Improving Taxicab Operation and Service Quality

The Public Transportation Office conducted courtesy courses on service etiquette for taxi drivers and evaluation on taxi fleets. Apart from having instructors of etiquette training, the Office also worked to upgrade taxi driver etiquette through professional evaluation of taxi fleets to ensure service quality, while providing thoughtful outreach programs for taxi drivers.

#### (一) 辦理計程車駕駛禮貌運動講習

臺北市公共運輸處於民國 104 年舉辦「計程車駕駛禮貌運動講習」，邀請禮儀訓練講師授課，第 1 梯次於 7 月 20 日舉辦，講習主題為「感動服務的顧客經營與抱怨處理技巧」，第 2 梯次於 12 月 18 日舉辦，講習主題為「提升計程車服務品質講座」，參加人數合計 83 人，藉由禮貌服務觀念之講授，提升整體計程車駕駛服務品質。

#### (1) Courtesy Courses for Taxi Drivers

The Public Transportation Office hosted "Courtesy Courses for Taxi Drivers" in 2015, featuring instructors of etiquette training. The first session was organized on July 20, titled "thoughtful customer services and smart handling of complaints." The second session was hosted on December 18, titled "improving taxi service quality." The seminars, attended by 83, sought to upgrade taxi driver service quality through professional etiquette courses.

#### (二) 辦理計程車隊服務品質評鑑

民國 104 年車隊評鑑作業區分為實地乘車調查及公司營運組織訪查等 2 大項，共有 22 家衛星車隊業者參與，評鑑結果列為優等之計程車業者有皇冠大車隊、臺北衛星、志英、台灣大車隊、藍天使及大都會等 6 家。

對於評鑑成績優良計程車業者，除提報「金輪獎」頒獎表揚外，並發布新聞宣導周知，讓民眾認識優等計程車車隊業者，並可作為搭乘計程車之參考，以鼓勵車隊提升服務，爭取佳績。



◆ 設置單一作業窗口服務／One-stop service for users

## (2) Taxi Fleet Service Quality Review

The 2015 review consisted of two categories: actual ride experience and company operation status. 22 satellite service taxi fleets joined the review. Review indicated that six service providers: Crown Taxi, Taipei Star, Chih Ying Taxi, Taiwan Taxi, Blue Angels and Metropolitan Taxi received "service excellence" recognition.

In addition to being registered for the Golden Wheel Award citation ceremony, news bulletins would be made to raise consumer recognition, giving consumers a variety of taxi ride options. The award also encourages fleets to upgrade their service and vie for better public recognition.

## (三) 提供各項計程車駕駛照顧措施

臺北市公共運輸處持續提供各項計程車駕駛照顧措施，除了免費健檢、法律諮詢及強化計程車服務站設施等外，另提供了計程車定點候客空間，以減少路邊空駛攬客，並自民國 104 年 2 月 12 日起，臺北市 93 處公有路外立體及地下停車場提供計程車 1 小時免費停車，以便司機進場定點候客及臨停休息，紓解並改善駕駛營運疲勞，亦提升行車安全。

## (3) Outreach Programs for Taxi Drivers

The Public Transportation Office makes a variety of outreach programs available to taxi drivers: in addition to free physical checkups, legal consultation and taxi service station facility improvements, the Office also installs designated passenger pickup spots to minimize random cab-hailing. Starting on February 12, 2015, 93 public roadside parking facilities and



◆ 設置單一作業窗口服務／ One-stop service for users

underground parking services across Taipei City began to offer one hour of free parking to taxicabs, so that drivers could pick up passengers at designated stops, or take necessary rest to alleviate fatigue and thus improve driving safety.

## 四、繳納罰鍰便民措施

臺北市交通事件裁決所秉持著「親切便民、效率便捷、創新作為」之理念，提供民眾最適切、最妥善的裁罰服務，透過單一窗口、多元繳納罰鍰管道、罰鍰分期繳納及提供吊扣期滿駕照代寄回服務，使民眾處理違規案件既省時又便利。

### 4. Fine Payments and User-First Measures

In the spirit of "user-first, efficient, and innovative measures," the Taipei City Traffic Adjudication Office

provides a variety of convenient and robust fine payment services to the public. They include: "one-stop" services, alternative fine payment systems, installment payment plans, and mail delivery services for returning suspended licenses back to license holders. These measures help users save time when handling traffic violation cases.

#### (一) 單一窗口

臺北市交通事件裁決所目前有 16 個（含交通部公路總局臺北市區監理所 4 個及士林監理站 2 個）全櫃式單一窗口，服務項目為交通違規罰鍰繳款、駕（牌）照吊扣（銷）、駕（牌）照吊扣還件、開立裁決書、協助交通部公路總局臺北市區監理所開立交通違規講習通知單、駕駛執照禁考、分期繳納、未滿 18 歲無照駕駛登錄法定代理人或監護人資料及違反道路交通管理處罰條例第 68 條第 2 項記點等作業，單一窗口辦理各類案件資料（詳表 1）。



### (1) One-Stop Counters

At present, the Taipei City Traffic Adjudication Office has instituted 16 one-stop services (including 4 at the Taipei City Motor Vehicles Office under Directorate General of Highways, MOTC, and 2 at Shilin Motor Vehicle Office). Services offered include: fines for general and accident traffic violations, the suspension and revocation of driver's license and license plates; the return of suspended or revoked driver's license and license plates, the issuance of arbitration documents, assisting the Taipei City Motor Vehicles Office under Directorate General of Highways, MOTC with sending out notifications for traffic violation seminar attendance, rejections of driver's license test-taking, fine installment payment plans, the registration of legal representative or guardian status for drivers under 18 without a license, and the demerit (traffic violation points) system registration for the violation of Article 68, Paragraph 2 of the Road Traffic Management and Penalty Act (Diagram 1)



◆ 設置單一作業窗口服務／ One-stop service for users

表 1 104 年臺北市交通事件裁決所單一窗口辦理各類案件統計表

Diagram 1, Statistical Summary of Cases Processed by One-Stop Services by the Taipei City Traffic Adjudication Office (unit: case)

服務項目 Service	服務件數 No.
交通違規罰鍰繳款 Fine payments for traffic violation	430,240
駕照吊（扣）銷 Suspension and revocation of driver's license	8,396
牌照吊（扣、註）銷 Suspension, registration and revocation of license plate	1,626
駕（牌）照吊扣還件 The return of suspended/revoked driver's license/license plate	4,778
開立裁決書 Arbitration document issuance	14,115
開立交通違規講習通知單 Notification for traffic violation seminar attendance	4,174
駕駛執照禁考 Rejection for driver's license test-taking	571
分期繳納 Fine installment payment plan	2,183
未滿 18 歲無照駕駛登錄法定代理人或監護人資料 Registration of legal representative or guardian status for drivers under 18 without a license	940
違反道路交通管理處罰條例第 68 條第 2 項記點 Demerit (traffic violation points) system registration for the violation of Article 68, Paragraph 2 of the Road Traffic Management and Penalty Act	402
合計 Sum	467,425

## （二）多元繳款管道

臺北市交通事件裁決所持續且積極推廣多元繳款管道，民眾可就近利用各項管道繳納，選擇最便利方式繳納，無須親赴裁決所繳款，可節省時間及金錢，民國 104 年民眾利用自動繳納管道情形（詳表 2）。

### (2) Multiple Fine Payment Options

The Taipei City Traffic Adjudication Office continues with - and promotes - alternative fine payment options. Payers can take advantage of a variety of options that are the most convenient to them, without having to go to the adjudication office in person. These options save time and money. See below for alternative fine payment options (Diagram 2).

表 2 104 年自動繳納件數金額表  
2015 Automatic Fine Payment Sum Total

繳款方式 Option	件數 No.	金額 (元) NT\$
超商 Convenience stores	802,164	888,773,300
郵局 (含匯票) Post offices (including remittance)	186,470	223,695,078
台北富邦及民營銀行 Taipei Fubon and privately-owned banks	12,160	15,002,300
代檢廠 Inspection services	60,084	58,915,600
拖吊場 Impoundment lot	107,729	87,244,800
網路語音及 ATM Online/phone-in payment options and ATM services	74,215	86,195,400
合計 Sum total	1,242,822	1,359,826,478

## （三）分期付款

為解決民眾如因經濟狀況無法一次完納罰鍰，或因 並提供民眾辦理分期繳納罰鍰及相關法規諮詢之專責窗口，民國 104 年共 2,183 人利用。

### (3) Fine Installment Payment Systems

In helping users who are unable to make fine payments in full due to heavy monetary losses caused by personal financial issues, natural disasters, accidents, or other causes caused by force majeure, the Taipei City Traffic Adjudication Office offers an option for users to state their cases and apply for installment payment options (for cases under the jurisdiction of the adjudication office). The Office has set up a designated system for these users in need of making payments in installment and legal advice. A total of 2,183 users took advantage of this service in 2015.

## （四）提供吊扣期滿駕照代寄回服務

為有效解決民眾因未居住於臺北市或上班無法抽空至現場領回吊扣期滿駕照之困擾，減少民眾往返臺北市交通事件裁決所之交通費及時間，提供民眾以書面申請駕照吊扣期滿代寄回服務，於民眾駕照吊扣期滿時主動將駕照以掛號寄還民眾，民國 104 年民眾申請代寄回件數共 269 件，已寄回件數共 215 件。

### (4) Mail Delivery for Suspended and Revoked Licenses

To help users who do not live in Taipei City, or those unable to pick up their suspended or revoked licenses due to work reasons, while minimizing expense and time spent on commuting to the Taipei City Traffic Adjudication Office for the pickup, a paper application for mail delivery of suspended licenses is set up. The Office would send back licenses via certified mail at the end of the term of suspension. In 2015, 269 people applied for the mail delivery service, and 215 deliveries were made.



## PART 03

# 友善環境 安全無慮

Friendly Travel Space for Safety and Comfort



◆ 於年長者照護中心宣導乘車安全／  
Travel safety campaign targeting senior citizens at a nursing home



◆ 東湖路 33 巷兩側（1-26 號）實施前／  
Both sides of Donghu Road, Lane 33 (No. 1-26) before  
project implementation



◆ 東湖路 33 巷兩側（1-26 號）實施後／  
Both sides of Donghu Road, Lane 33 (No. 1-26) after  
project implementation

## 一、機車退出騎樓

臺北市自民國 88 年底起推動「機車退出騎樓、人行道」計畫，打造連貫之無障礙行人通行廊道，並塑造都市優質的生活環境。104 年度「機車退出騎樓、人行道」措施，共實施 109 處路段、24.74 公里，另外截至 104 年底已執行機車退出人行道路段長度占全市公有人行道比例為 47.02%，未來亦持續逐步推動，落實「以人為本」之交通理念，並且透過整頓社區周邊停車秩序，使騎樓乾淨整潔，達成美化市容、避免危及公共安全及保障行人通行安全目的。

## 1. Clearing Arcades of Motorcycles

The Taipei City Government launched a "Clearing Arcades and Sidewalks of Motorcycles" campaign at the end of 1999 to create a smoothly connective and barrier-free space for pedestrians and ensure quality urban living. In 2015, the project was implemented on 109 stretches, totaling 24.74 kilometers. By yearend 2015, the percentage of sidewalks cleared of motorcycles across Taipei City was 47.02%. The campaign would continue still to honor the spirit of a "people-oriented" transport service. Additionally, parking services around residential areas were straightened up to ensure orderliness, so that the arcades are clutter-free and spacious. This also helps beautifying the cityscape, eliminating public safety hazards, and ensuring pedestrian safety.





◆ 信義路 5 段市府路口縮小型控制器 - 施工前／  
A miniature-type signal controller by Xinyi Road, Section 5  
and Shifu Road - before installation



◆ 信義路 5 段市府路口縮小型控制器 - 施工後／  
A miniature-type signal controller by Xinyi Road, Section 5  
and Shifu Road - after installation

## 二、汰換縮小型號誌控制器

臺北市共有 2,000 多組號誌化路口，為了便利操作道路號誌燈號，以往控制器大多都設置在道路邊緣或人行道上，惟控制器連同基礎體積十分龐大，常造成行車視線死角，危害用路人行車安全，且臺北市部分人行道寬度不足，常造成行人通行之障礙，隨著近年來人本交通的觀念逐漸受到重視，為改善民眾的交通環境，開始著手於號誌控制器縮小化的計畫，經調查後，臺北市約有 430 處待改善路口，著手藉由裝設縮小控制器，以達改善行人動線、消除行車視覺死角、美化市容景觀等目標。

## 2. Replacing and Reducing Traffic Signal Controllers

There are over 2,000 sets of traffic signal controllers across Taipei City. To facilitate signal controller operation, the controllers used to be installed along the edge of the road or on sidewalks. Unfortunately, the controller sets were cumbersome in size, taking up much space and causing blind spots for vehicular traffic, thus endangering pedestrians. Moreover, some of the sidewalks in Taipei City were too narrow, and hindering pedestrian travel. In recent years, "people-oriented" services and concepts have gained traction; and to improve public travel space, plans to reduce the size of traffic signpost controllers were underway. A citywide survey suggested that controllers at 430 intersections required improvement. To that end, the city began to install miniature-type controllers to improve pedestrian travel space, minimize blind spots for vehicular traffic, and beautify the cityscape.



◆ 市府路、仁愛路口縮小型控制器 - 施工前／  
A miniature-type signal controller by Shifu Road and Renai Road - before installation



◆ 市府路、仁愛路口縮小型控制器 - 施工後／  
A miniature-type signal controller by Shifu Road and Renai Road - after installation

臺北市交通管制工程處於民國 100 年開始開發縮小型控制器，制定縮小型控制器規範及桿件附掛工法，於全國首創縮小型控制器，總體積減少 68%，103 年完成 30 處路口安裝，於 104 年進一步修改縮小型控制器，使其體積變得更小，並完成 114 處，累計完成路口數為 144 處。預計 105 年完成數達到 313 處，106 年將全市妨礙行人動線路口全數更換完成，期能塑造「安心行，行無礙」的交通環境。

Taipei City Traffic Engineering Office started to develop miniature-type controllers in 2011, determined the specs of the controllers and created a pole-attachment engineering method to pioneer in the invention of the country's first reduced-size controller. Its size is 68% smaller than its predecessor. In 2014, the new controllers were installed at 30 intersections. These controllers underwent another



◆ 三重路經賢二路 88 巷口縮小型控制器 - 施工前／  
A miniature-type signal controller by Sanchong Road and Jingmao 2nd Road, Lane 88 - before installation



◆ 三重路經賢二路 88 巷口縮小型控制器 - 施工後／  
A miniature-type signal controller by Sanchong Road and Jingmao 2nd Road, Lane 88 - after installation





◆ 民權東路 6 段 180 巷 41 弄口縮小型控制器 - 施工前／  
A miniature-type signal controller by Minquan East Road,  
Section 6, Lane 180, Alley 41 - before installation



◆ 民權東路 6 段 180 巷 41 弄口縮小型控制器 - 施工後／  
A miniature-type signal controller by Minquan East  
Road, Section 6, Lane 180, Alley 41 - after installation

reduction, and the size became even more miniature. These new-generation controllers were set up at 114 intersections, pushing the number of sites installed with the new device to 144. An estimated 313 intersections would be installed with the new controllers in 2016; by 2017, all the intersections where pedestrian traffic are hindered by the outdated controllers would receive new replacements, in hopes of ensuring a "safe travel, barrier-free access" transport environment.

縮小型控制器體積比一般控制器小，並可附掛於號誌桿上，不需設置基座，可完全釋放人行道空間供行人行走，不僅改善行人動線，提升無障礙通行環境，對交通安全及市容景觀美化甚具成效。

The new miniature-type controllers are smaller than the regular-size version, and they can be attached to traffic signal poles without a substrate foundation. In other words, sidewalk space can be vacated completely for pedestrian traffic. Apart from improving pedestrian travel and ensuring a barrier-free space, these controllers are beneficial for enhancing traffic safety and cityscape outlook.

### 三、停車空間改善

為因應臺北市發展願景「公義社會」及「關懷分享」，期利用停車整頓重塑行人環境。其中願景「公義社會」核心價值包括使用者付費、買車自備停車位、公平滿足市民需求；而願景「關懷分享」核心價值則包括回歸道路基本人車通行功能及科技化提升使用效率。

經分析統計，臺北市現況提供公共車位數已超過車輛持有數之 20%，符合供公共臨時停車使用之停車位標準。惟老舊建築物無附設停車空間，因此住戶將車輛停放公、民營停車場及路邊，致使公共車位不足提供臨時停車需求使用。

### 3. Improving Parking Services

To fulfill Taipei City's development vision of "community justness" and "outreach and sharing," the City Government instituted plans to recreate pedestrian space through consolidating its parking services. The core values of "community justness" are: user pays, self-supplied parking before car purchase, and meeting citizen demands through fairness. The spirit of "outreach and sharing" lies in rediscovering the value of roadways for smooth pedestrian and vehicular travel, and enhancing usage efficiency through technological application.

Analyses indicate that the number of public parking spaces provided by the City Government have exceeded car ownerships by 20%, and meeting the city's parking service criteria for supplying temporary public parking spaces. Nevertheless, outmoded buildings do not have parking garages available, forcing users to park their cars in public and private parking spaces, or along the roadside. This leads to a shortage of public spaces for temporary parking.

為解決上述停車供需不均問題，特依願景及核心價值研訂臺北市 10 年停車計畫及研訂 4 年執行計畫，共擬訂 4 大項施政策略，包括充分利用停車資源、合理分配停車資源、適度增加停車資源以及移轉降低停車需求，表 3 為相關重要措施民國 104 年執行情形。

To address the aforesaid issues stemming from an imbalance between supply and demand, a ten-year parking service program was formulated in keeping with the City Government's vision and core values; a four-year execution campaign was also developed accordingly to hash out 4 major administrative strategies, ranging from taking full advantage of the city's parking service, reasonable distribution of parking resources, appropriate addition of parking availability, and transferring/minimizing parking demand. See Chart 3 for 2015's milestone policies.

表 3 104 年停車施政執行情形／2015 Parking Policy Implementation

策略 Policy	施政措施 Implementation	子計畫 Subprogram	104 年辦理情形 2015 Execution Status
充分利用既有 停車資源 Taking full advantage of the city's existing parking services	汽車停車全面收費、提升 周轉率 Fee collection for all car parking services to improve turnover	辦理全市路邊汽車停車格收費及檢討 費率、調整格位配置 Fee collection for all on-street parking spaces, rates review, and modifying layout distribution of parking spaces	截至 104 年底，臺北市於公有土地 41,930 格汽車格全數納入收費 By yearend 2015, all 41,930 parking spaces on publicly-owned properties were included in the payment scheme
	公有停車場智慧化與資訊 分享化 Digitization of public parking garage services and information sharing	停車場設備管理自動化與智慧化 Automation and digitization of parking garage facilities and management	104 年累計完成 22 場 22 programs completed in 2015
	公有停車場智慧化與資訊 分享化 Digitization and information-sharing of public parking services	停車場資訊分享化 Parking service information-sharing	(1) 累計介接停車場資訊場數為 293 場，介 接比例達 26% (1) 293 parking service information promptings were made, at 26%
			(2) 平均每日查詢次數約 18,666 次 (2) Daily inquiries reached 18,666 (3) 知曉度約 24% (3) Public recognizability: 24%



策略 Policy	施政措施 Implementation	子計畫 Subprogram	104 年辦理情形 2015 Execution Status
充分利用既有停車資源 Taking full advantage of the city's existing parking services	政府機關學校建物開放停車 Parking services at government agencies and school buildings made available	要求市府機關學校建物開放停車 Demanding city government-affiliated agencies and schools to make their parking services available	至 104 年底市屬機關學校計 167 間開放停車，佔總數（320 間）52.2% By yearend 2015, 167 city government-affiliated agencies and schools made their parking spaces available to the public, accounting for 52.2% of the city-affiliated establishments (320)
		宣傳並輔導中央機關學校建物開放停車 Conducting campaigns and assisting central government agencies and school buildings with making their parking services available	
適度增加停車資源 Moderate addition of parking availability	閒置公有地闢建臨時平面停車場 Temporary parking lots installed in idle public estates	增加具條件之閒置公有地並洽土地主管機關研商可行性 Adding the number of idle public estates suitable for parking, and contacting governing authorities of the estates to follow-up on the arrangement	至 104 年底共協調 5 處閒置公有地闢建臨時平面停車場 By yearend 2015, five idle public spaces were renovated into temporary parking lots
	增設或參建公共停車場 Expanding public parking services through new additions, or through the "private participation in public projects" model	由停管基金新建公共停車場 Appropriating funds from parking and management to create public parking services	104 年同意新建 3 場公共停車場 3 new public parking spaces were built in 2015
重新合理分配停車空間 Reasonable redistribution of parking spaces	設置汽機車充電設施及電池交換站 Installing recharging facilities and battery replacement stops for electronic vehicles	設置電動機車充電設施 Installing recharging facilities for electronic vehicles	104 年設置 370 站，為 107 目標值 400 站之 92.5% 370 recharging stations were installed in 2015, accounting for 92.5% of the goal of 400 stations by 2018
		設置汽機車充電設施及電池交換站 Installing recharging facilities and battery replacement stops for electronic vehicles	已辦理公告上網並決標 Public notices have been published online; bids have been closed
	整理巷道停車管制 Straightening up parking in alleyways for better management	鄰里交通環境改善執行計畫 The Neighborhood Traffic Improvement Project	104 年度完成 30 里 30 km of parking service restructuring completed in 2015
移轉降低停車需求 Transferring or minimizing demand for parking	提升大眾運輸服務與綠運輸優先 Bolstering public conveyance and sustainable transport services	(1) 公車路網結構調整 (1) Bus route network restructured	104 年平均每日公車搭乘人數達 131 萬 6,937 人次。 Daily bus ridership reached 1,316,937 in 2015
		(2) 第二階段臺北市公共自行車租賃系統建置及營運管理 (2) Phase 2 of Taipei City YouBike rental system inauguration and operation management	至 104 年底共完成 30 站，990 輛車，並經機關查驗通過。 30 stops and 990 bikes were added in 2015, followed by authority inspection approval



◆ 忠孝東路與基隆路口（槽化改善）／  
Zhongxiao East Road and Jilong Road Intersection (channelizing line improved)



◆ 南深路（實體中央分隔）／  
Nanshen Road (median island)

## 四、肇事熱點改善及交通安全宣導

為改善臺北市交通安全，自民國 85 年起成立肇事防制工作小組，積極協調市府各單位，整合各項行政資源，透過「執法」、「教育宣導」及「工程」等 3E 手段，強化肇事防制工作成效，並定期召開工作小組會議，檢討各單位肇事防制工作進度及績效，並透過分析肇事特性訂定交通安全宣導計畫，持續利用不同行銷宣導通路加強宣導，構建一個更安全之交通環境。

### 4. Improving Accident-Prone Areas and Traffic Safety Campaigns

To upgrade Taipei City's travel safety, an accident prevention task force was inaugurated in 1996 to coordinate among agencies within the Taipei City Government to ensure effective resource integration, by virtue of "enforcement," "education" and "engineering" ("3E") to bolster accident prevention program efficiency. Task force meetings are convened regularly to keep tabs on accident prevention project progress and performance of each agency in charge. In addition, a traffic safety campaign was developed

through a careful analysis of the nature and causes of wrecks. The Taipei City Government vows to create a safer travel space through heightened awareness campaigns through different marketing channels.

#### （一）肇事熱點改善

臺北市政府交通局除了辦理 A1 類事故改善以外，藉由滾動式檢討每季易肇事地點，經由分析各地點肇事原因、肇事型態、車種、碰撞圖等資料進行問題診斷，並納入公民參與意見後，進行現場會勘擬定改善方案，在短期內積極減少危險地點。以收迅速確認高風險路口與即時檢討改善之效。

#### (1) Safety Improvement Targeting Accident Hotspots

Apart from ensuring better prevention of A1-type accidents, the Department of Transportation also identifies accident-prone spots every season through a rolling review; an analysis was conducted to explore the causes, types, car models, and collision graphs at different accident spots for further troubleshooting. Advice and suggestions pooled from concerned citizens were included for follow-up on site inspection, so that improvement measures could be developed accordingly. Risk management measures were



taken to reduce the number of accident-prone spots within the shortest possible work period. These measures were in place as a result to verify high-risk intersections, so as to conduct improvement effectiveness reviews in a timely manner.

民國 104 年第 3 季與第 4 季臺北市易肇事地點改善分別於 12 月中旬及 105 年 5 月上旬完成現場會勘，各提出 11 項與 9 項改善措施。

In Q3 and Q4 of 2015, onsite inspections on accident-prone areas and follow-up safety improvement programs were completed in early December, 2015, and early May, 2016. 11 and 9 improvement measures were proposed, respectively.

民國 104 年臺北市共發生 84 件 A1 事故，造成 84 人死亡，各案依據交通警察大隊提供事故資料，進一步分析肇事原因後，均於事故發生 7 日內完成現場會勘，後續各單位改善工項亦納入肇事防制工作小組列管及追蹤辦理進度。經統計 104 年 84 處 A1 事故地點，共提出 140 項工程、執法及宣導措施改善。

84 A1-type wrecks were reported in Taipei City in 2015, causing 84 deaths. The cause of each wreck was carefully explored as authorities went over data supplied by the Traffic Division of the Taipei Police Department; onsite inspections were completed within 7 days of the accidents. Safety improvement projects by each agency were included by the task force into the prevention program for follow-up tracking. 140 engineering safety improvements, law enforcement and awareness campaigns were put forth after the task force analyzed the nature of every A1-type accident (totaling 84) reported in 2015.



## （二）交通安全宣導

民國 104 年製作機車行車安全、酒駕防制宣導短片，透過幽默有趣的劇情演出，吸引觀眾目光，利用影片調性之反差，突顯宣導主題，有效降低危險駕駛行為。另在酒駕防制方面，透過「事前」、「事中」與「事後」等三道防線加以防制，並且透過讓民眾體驗「酒醉眼鏡」模擬酒後所產生的頭暈目眩感覺，以警惕切勿酒後駕駛。

### (2) Traffic Safety Campaigns

In 2015, the Department of Transportation created short clips on motorcycling safety and drunk-driving prevention. The clips were humorously and creatively made to attract attention. The contrastive plotlines of the clips helped highlight the theme of the campaign, to effectively reduce high-risk driving. For drunk-driving prevention campaigns, the clip discussed the three "lines of defense": "before," "during," and "after" drinking, thus giving the audience a chance to experience the tipsiness of drunkenness by wearing a special-set of glasses, and discouraging drivers from getting behind the wheels after alcohol consumption.

在宣導管道方面，除了運用既有的報紙、雜誌及宣導摺頁等平面媒體及各式戶外媒體（例如公車車體、候車亭、捷運燈箱廣告…等），配合民眾閱讀、使用習慣的轉變，更新增網路廣告（關鍵字、YouTube 串流廣告）、行動載具 APP 等高曝光度之宣傳管道推廣交通安全觀念。

Apart from newspapers, magazines, leaflets and other types of outdoor media platforms (such as billboard on the side of the bus, bus shelters, and backlit advertisement displays found in Taipei Metro carriages), the Department of Transportation also added new campaign channels (key word search, YouTube ad streaming), and downloadable apps for mobile devices to accommodate the shifts in user habits, and widen the exposure and reach of the Department's safety campaign.

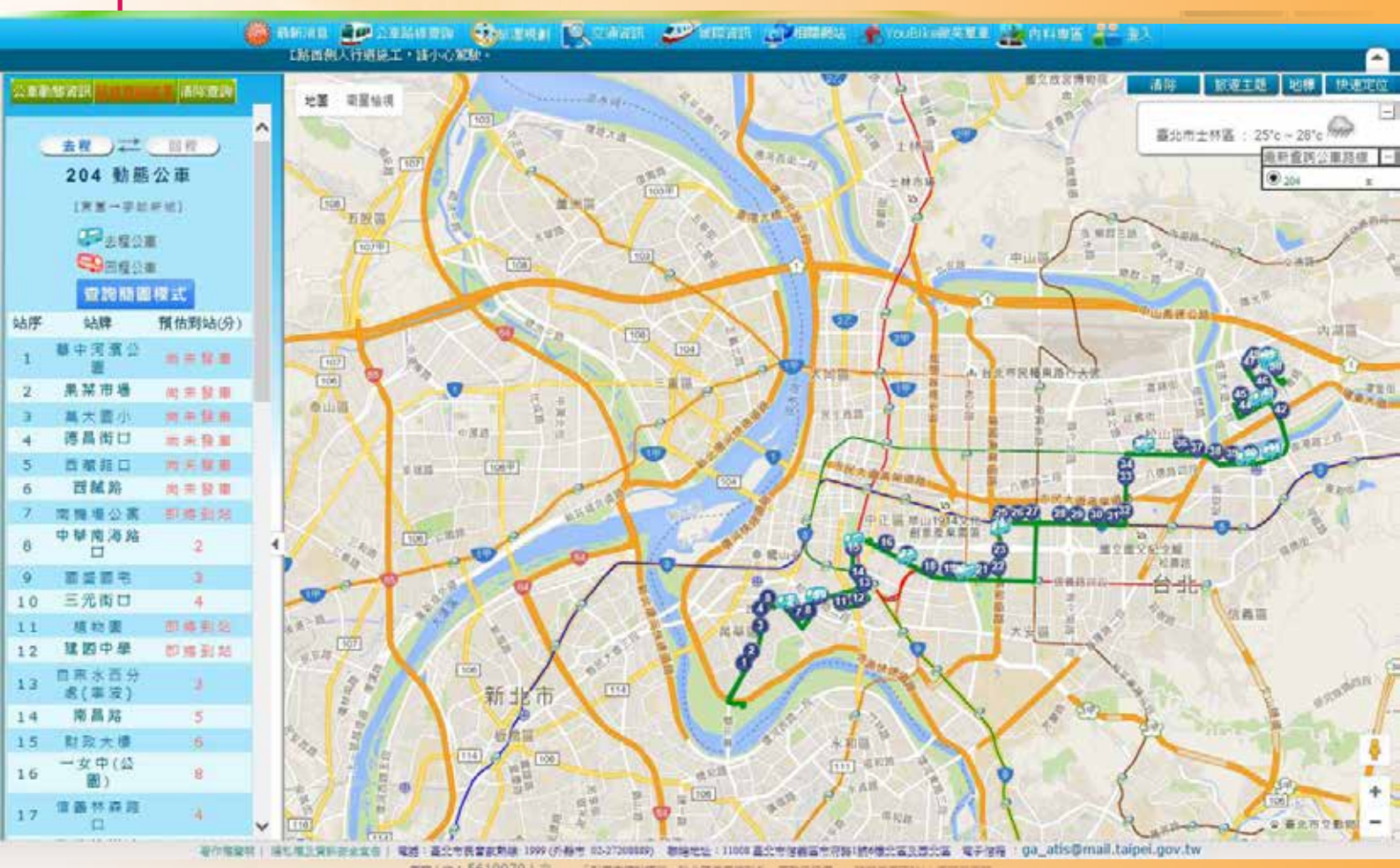
另有鑑於交通事故頻傳，特成立交通安全守護團，由臺北市府交通局退休志工、警察局轄下分局暨交通大隊所組成之專業講師團，深入學校區里、健康中心、民間企業、老年樂齡中心及社福機關等講授交通安全知識，藉以維護用路人安全。透過應用實際交通案例解說行人（高齡者）搭乘交通工具應注意事項與汽機車防禦駕駛觀念，以互動問答方式加深民眾交通安全觀念，並以有獎問答方式發送印有交通安全標語之宣導品，期參與課程者能獲得實質學習效益，經統計民國 104 年辦理「交通安全守護團」巡迴講座計 200 場宣導場次，參與人數約 3 萬 3,217 人次。

In light of the high frequency of car wrecks, a traffic safety guardian angel group was established that consisted of retiree volunteers from the Department of Transportation, and professional lecturers from the Traffic Division of the Taipei City Police Department reach out to schools, villages and boroughs, health centers, private enterprises, elderly activity centers and social welfare organizations to discuss traffic safety in hopes of ensuring greater pedestrian awareness. Actual traffic incidents were used as case studies to deep-drill safety guidelines into pedestrian (senior citizens in particular) awareness as they board transport services, and help motorcyclists and drivers keep in mind the importance of defensive driving. The interactive lecturing deepened public safety awareness; also, a Q-and-A session was held to give away prize campaign materials printed with safety slogans, in hopes of helping attendees ensure knowledge takeaway. 200 awareness campaigns, participated by 33,217, were hosted by these traffic safety guardian angels in 2015.

## PART 04

# 智慧效率 掌握資訊

Intelligent Traffic Services to Stay on Top





## 一、即時交通資訊

為利民眾隨時取得所需之交通資訊，交通局先後建立了網站「臺北市即時交通資訊網」、智慧型手機軟體「臺北好行」及提供「資訊介接服務」。「臺北市即時交通資訊網」及「臺北好行」皆為整合性入口管道，分別透過電腦網頁及智慧型手機，民眾可查到公車動態、停車場剩餘停車格位、微笑單車可借可停數量等各項即時交通資訊。另外「資訊介接服務」將即時交通資訊開放給民眾免費使用，擴大臺北市即時交通資訊應用範圍，使民眾透過民間業者等多元管道取得即時交通資訊，增進民眾取得交通資訊便利，提升民眾使用大眾運輸工具意願，促進臺北好行目標。

### 1. Real-Time Travel Information

To facilitate greater user access to necessary travel information, the Department of Transportation launched "Taipei City ATIS Web" and "Fun Travel in Taipei" as a smartphone app, plus "information interface services." Taipei City ATIS Web and Fun Travel in Taipei are integrated portals that allow users to track bus operation status, the remaining parking lots available at different garages, the availability of YouBikes and their parking spaces, plus other real-time transport information either online or via one's smartphone. Also, "information interface services" open real-time travel information to users to expand the application of Taipei City ATIS Web, allowing users to acquire real-time travel facts and updates through private service providers. These measures enhance travel information inquiry conveniences, inspire greater ridership on public means of transport, and attain "Fun Travel in Taipei."

「臺北市即時交通資訊網」自民國 95 年上線服務，彙集臺北市停車管理工程處、臺北市交通管制工程處、臺北市公共運輸處、臺北市政府資訊局、臺北市政府消防局及交通部臺灣區國道高速公路局、交通部運輸研究所、交通部觀光局、交通部氣象局及其他縣市等單位即時交通資訊，是臺北市即時交通資訊統一對外窗口。

Since the launch of Taipei City ATIS Web in 2006, resources from the Taipei City Parking Management and Development Office, Taipei City Traffic Engineering Office, Taipei City Public Transportation Office, the Department of Information Technology, Taipei City Fire Department, Taiwan Area National Freeway Bureau of the Ministry of Transportation and Communications, Institute of Transportation, the Tourism Bureau, the Central Weather Bureau and ATIS Webs of other counties and cities were integrated accordingly. The Taipei City ATIS Web is the sole communication channel that liaises with other administrations.

經過歷年擴充，目前提供了公車路線查詢、導航、交通資訊等功能服務，資料來源涵括微笑單車、動態公車資訊、CCTV、CMS、臺北市停車場剩餘格位、易肇事資料庫、道路挖掘與氣象資訊等。

102 年更加入交通管制圖層、Google Maps 及旅次鏈規劃功能，提供民眾更完整交通資訊及優質查詢介面。該網站自啟用以來，吸引超過 1,003 萬人次使用。

With service expansions over the years, the Taipei City ATIS Web has now made bus route inquiries, navigation, and traffic updates available. Information on YouBike, real-time bus operation status, CCTV, CMS, remaining parking lots available in the city, a databank on accident-prone areas, construction sites and weather updates can also be accessed.

In 2013, a traffic control infographics, Google Maps and trip-chaining planning were incorporated into ATIS Web, offering users a more robust travel information service and quality inquiry interface. Over 10.03 million users have taken advantage of the service since its launch.



◆ 大臺北網站首頁／The portal of Taipei e-Bus

## 二、雙北公車動態資訊系統

臺北市、新北市民眾往來密切，現況跨雙市公車路線就有 200 餘條，但公車動態資訊系統係由雙市各自建置對外提供服務，常造成民眾反映須先分辨公車路線管轄單位，查詢上較不方便。考量民眾在乘車時，常有同時查詢雙市公車資訊的需求，雙市自民國 101 年起已合作透過介接對方公車資訊方式，目前在雙市智慧型站牌、臺北市手機版網頁（網址：[pda.5284.com.tw](http://pda.5284.com.tw)）以及雙市合作建置的雙北語音查詢專線，民眾均可同時查詢雙市公車的到站時間資訊。

### 2. Taipei e-Bus for Taipei City and New Taipei City

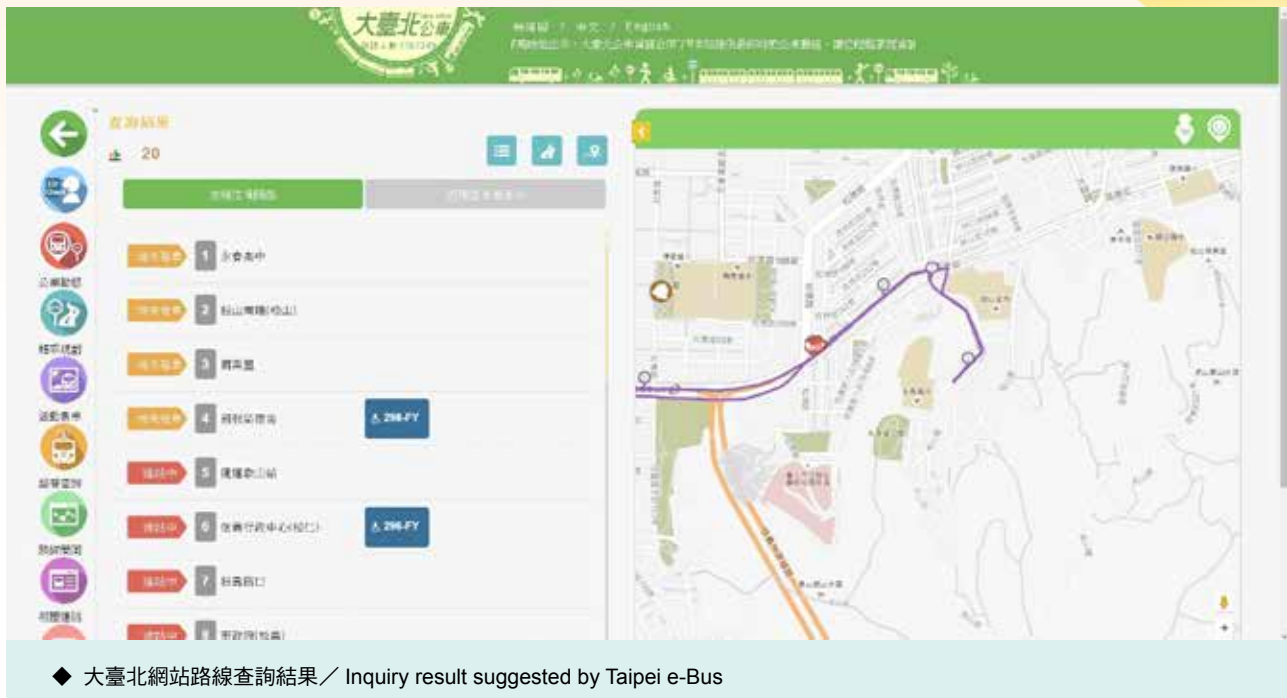
The lives of residents living in Taipei and New Taipei Cities are interconnected. There are more than 200 intercity bus routes in active operation. However, both Taipei City and New Taipei City has its own Taipei e-Bus systems that provides information services, forcing users to identify the governing authority of specific bus routes first, thus causing great inconvenience. In considering that users need to look up bus information of both cities, both New Taipei and Taipei Cities started working together in 2012 to build a connective interface on bus route information.

At present, users can look up arrival information of buses operating in both cities on intelligent bus stop signposts, Taipei City's mobile page ([pda.5284.com.tw](http://pda.5284.com.tw)), and a voice inquiry system built by both cities.

但由於雙市公車動態資訊系統係各自發展建置，現況對外提供的部分資訊內容有不一致情形，例如末班車資訊，臺北市路線在末班車過站後會顯示「末班已過」，但新北市路線顯示「未發車」；當交通管制公車改道取消靠站時，臺北市路線會顯示「交管不停」，新北市路線仍會顯示到站時間等，造成民眾雖然可以在同一介面獲得雙北公車資訊，但容易因雙市提供資訊內容有差異而感到混淆；另外，透過資訊介接方式，在查詢跨市公車到站資訊時，也會有些許時間落差。

The Taipei e-Bus systems were independently and individually built by both cities; as a result, inconsistencies are inevitable. Take information on the last bus for instance. Taipei City's e-Bus system suggests that "the last bus has departed." However, it says on New Taipei City's e-Bus system that "bus has not yet departed." When roadside pickups are canceled due to traffic controls, Taipei City's e-Bus indicates that "no stops are made due to traffic controls." Nevertheless, bus arrivals are still displayed on New Taipei City's e-Bus interface. Even though users can access intercity bus travel

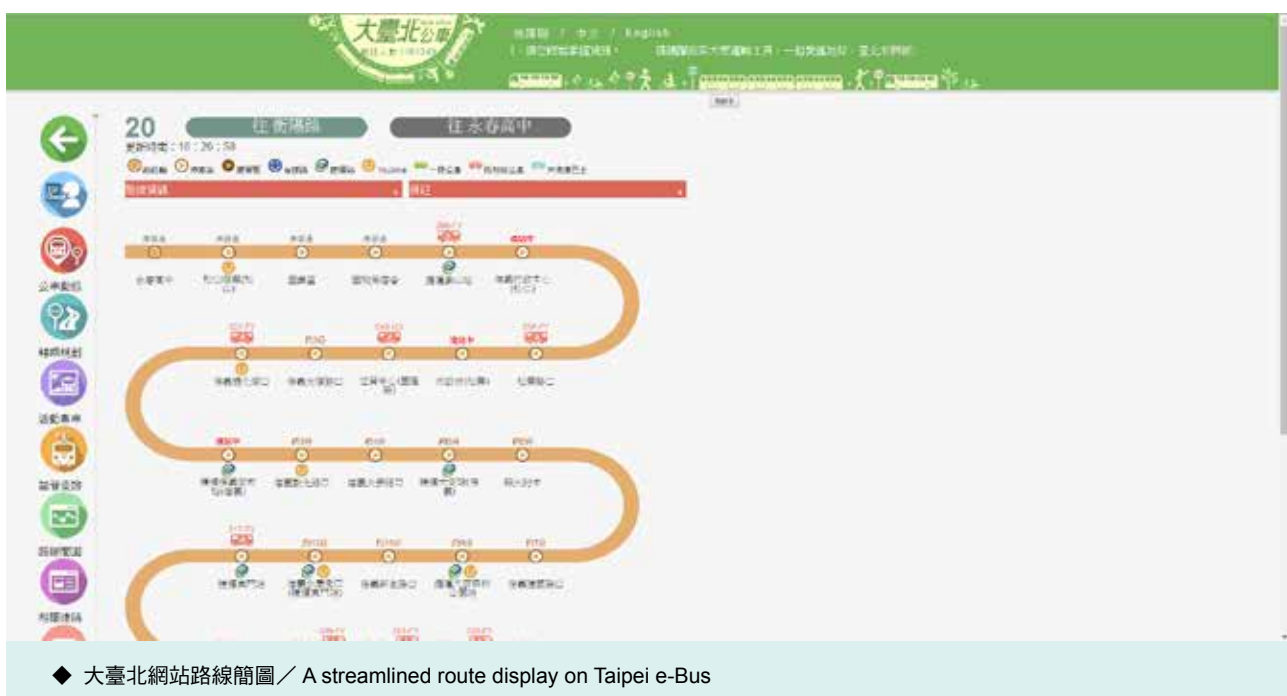




updates on the same interface, they are easily misled due to information inconsistency. Furthermore, slight differences in bus arrival times are also par for the course through information interfacing.

為了避免因雙市資訊內容差異或資訊介接時間落差，造成民眾查詢上不便或困擾，雙市於民國 102 年進一步合作規劃整合公車動態資訊服務，以提供民眾更便

利、即時、一致、穩定以及完整的公車動態資訊為目標，將整合雙市公車動態資訊發布平臺以及民眾端服務，建置單一查詢介面，統一對外資訊發布格式與顯示方式，並規劃採雲端服務架構，以因應公車動態資訊高使用量與成長快速特性；另外，在整合同時也將提升相關服務，包含建置雙北大眾運輸乘車規劃服務、提供中、英語網頁查詢介面，以及由雙市共同推動公車站位編碼等，並於 104 年 11 月底正式上線。





To minimize time inconsistencies caused by intercity information interfacing, and crippling inquiry effectiveness, New Taipei City and Taipei City expanded their partnership in 2013 with integrated e-Bus platforms to offer users a more convenient, instantaneous, consistent, robust and comprehensive service. Integrated e-Bus information is released to a unified platform and user-first interface for the development of a single inquiry channel. The templates and displays of travel information were unified. Also, a cloud-based service structure was created to accommodate high-capacity e-Bus inquiries and quick growth. Additionally, both cities would partner to upgrade services during integration to include mass transport planning assistance, a bilingual inquiry interface, and code-building for bus stations. The system was launched at the end of November, 2015.

完成整合雙市公車動態資訊服務後，除了讓民眾享有更便利的公車資訊服務，雙市也可降低未來系統建置、維運以及管理成本，達到資源共享的目標。

The integrated intercity e-Bus services allow users to enjoy greater convenience; furthermore, both cities could lower expenditure on system establishment, maintenance and management to benefit from efficient information-sharing.

### 三、停車費智慧行動繳費

由於網路普及化及雲端運算技術漸趨成熟，使民眾生活不受時間與空間的限制，連帶也改變了傳統人工付費習性，考量手機隨身且 24 小時服務不間斷之特性，以手機做為行動支付及電子支付之發展技術亦已臻成熟。臺北市停車管理工程處規劃新增「路邊停車費智慧行動繳費試辦計畫」提供民眾更便捷、自動化的多元繳費管道，降低民眾路邊停車單據遺失或忘記繳費遭罰，抑或減輕民眾臨櫃繳費的困擾。

### 3. Smart Payment Systems for Parking Fees

The saturation of the Internet and the maturing cloud computing technologies have enabled users to break all spatiotemporal boundaries; they have consequently revolutionized conventional fee payment systems. Considering the portability of smartphones and their 24-hour Internet connectivity, cell phones are an excellent device for the development of mobile or electronic payment systems. The Taipei City Parking Management and Development Office has launched a "trial run for on-street parking fee payment system via cell phones," giving users a more convenient and automated payment alternative. The new program





◆ 北市好停車連結手機支付畫面／  
iTaipei Parking payment interface displayed  
on cell phone



◆ 多元停車繳費畫面／  
Multiple parking fee payment options

also minimizes risks of misplaced parking payment notices, or fines that result from forgetfulness. It also significantly reduces the inconvenience of having to make over-the-counter payment.

臺北市停車管理工程處辦理「臺北市路邊停車費委託辦理智慧行動繳費試辦計畫」，引進新式行動支付技術，供民眾繳納臺北市路邊停車費，只要民眾下載行動支付業者所建置之 App，即可透過手機查詢待繳的臺北市路邊停車費，並透過留存於行動支付業者系統之帳上餘額或金融支付工具，依操作流程，即可完成線上即時繳納停車費，24 小時皆可繳費，不受時間及空間限制。目前已引進拍付國際資訊股份有限公司 (Pi 行動錢包) 及歐付寶電子支付股份有限公司 2 家行動支付業者可繳納臺北市路邊停車費。另北市好停車 App 亦新增連結歐付寶及 Pi 行動錢包功能。

The Taipei City Parking Management and Development Office launched "a trial run for Taipei City on-street parking fee payment system via cell phones" and unveiled a new-generation mobile payment technology, allowing users to make parking fee payments. Users can look up parking fees to be

paid as long as users download the designated app. They can then make payments via the e-account registered with the mobile payment service provider, or other payment programs. Online, real-time parking fee payments can be made quickly, round-the-clock, without spatiotemporal limitations. At present, two service providers - "Pi Technology Inc" and "allPay" - allow on-street parking fee payment via mobile devices. Also, "iTaipei Parking" app is also connected to allPay and Pi Technology Inc for mobile payment.

為配合不同使用年齡與使用特性的民眾，未來仍會致力提供便捷又省時之繳費管道，以節省民眾繳費等待時間，發揮便民之具體成效及提高民眾對政府施政滿意度。

To accommodate users of different age groups and habits, the Department of Transportation would continue to develop convenient and time-saving payment systems to help users save time, fulfill its vision of user-friendliness, and improve residents' satisfaction rating with Taipei City's administrative efficiency.



## 四、交通資料開放

### 4. Open Traffic Data Set

本於擴大交通資訊傳遞效率及推廣智慧型運輸系統之立意，臺北市自民國 98 年 2 月起開放交通資訊資料庫供各機（關）構申請介接使用，透過民間業者加值利用即時交通資訊，提供民眾取得即時交通資訊多元管道。102 年考量透過個人申請介接即時交通資訊，能創造出更多種便民 App，擴展臺北市交通資訊的多元應用，增加開放自然人申請介接臺北市即時交通資訊。

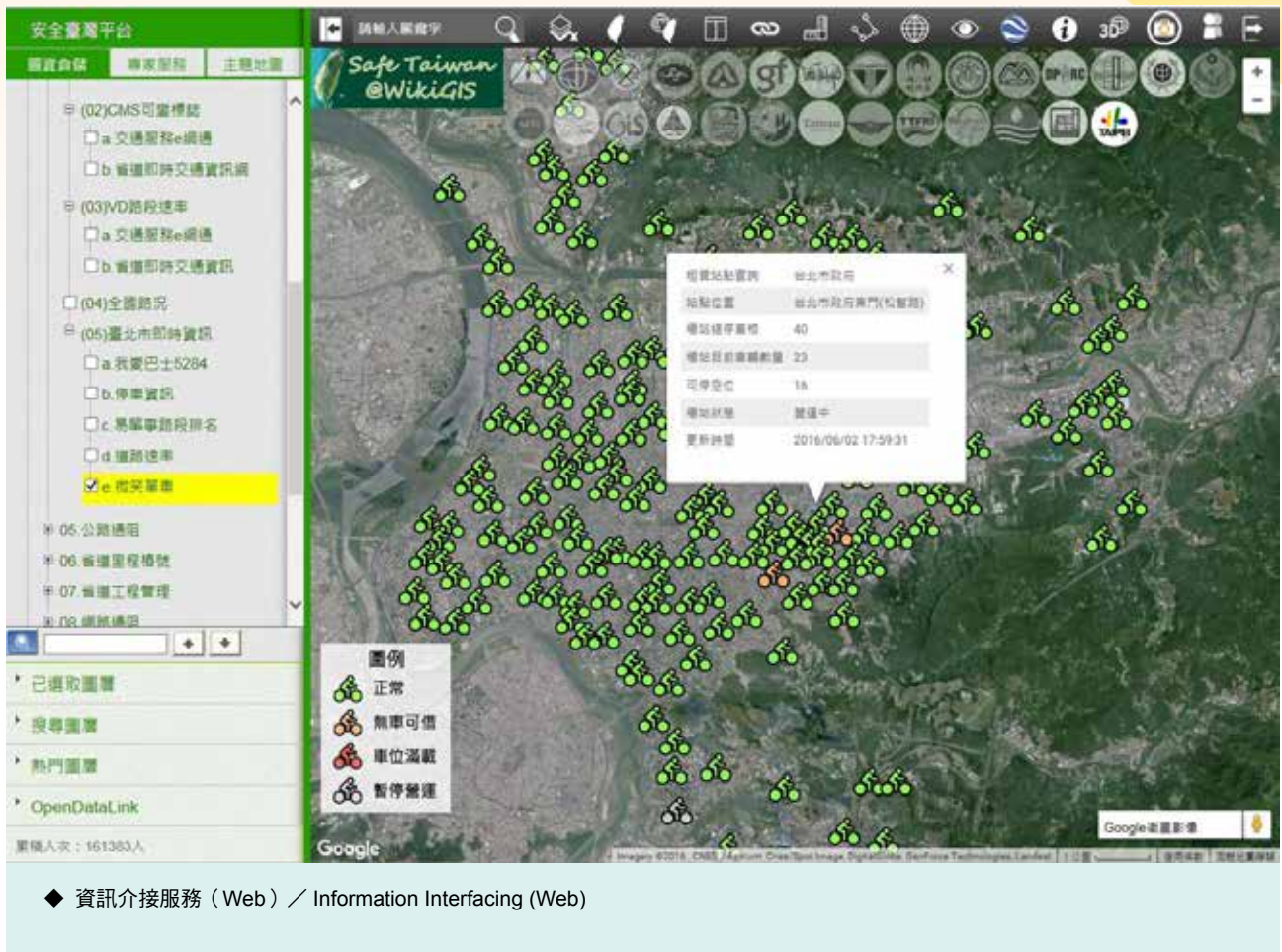
In the interest of expanding traffic data availability and promoting intelligent means of transport, the Taipei City Government opened its traffic databank to various government agencies for interfacing starting in February, 2009. Private service providers can access real-time traffic data via value-adding interfaces, and allow users many other alternatives for acquiring instantaneous traffic updates. In 2013, in considering that individual interfacing real-time traffic updates could create many more convenient apps for users, and diversifying the application of Taipei City's traffic data, the Department of Transportation began to allow individual interfacing applications.

開放介接項目包括：「臺北市停車資訊導引系統資料庫」、「臺北市交通控制中心資料庫」、「我愛巴士 5284 資料庫」及「臺北市肇事資料庫」。民國 102 年增加開放「YouBike 微笑單車資料庫」，總計提供 5 大類 19 項即時交通資訊。

The following are opened to individual interfacing: "Parking System Databank Navigator," "Taipei City Traffic Control Center," "Taipei Bus Information and Transit System," and "Databank of Accidents in Taipei City." In 2013, "YouBike Databank" was added to individual interfacing applications, totaling 19 real-time traffic data across 5 categories.

截至民國 104 年 12 月止，資訊介接機關（構）共計 94 家，單月查詢交通資訊次數最高突破 1 億 2,218 萬次。未來也將透過更多不同的管道提供交通即時資訊，開放資料加值應用，讓民眾迅速得知即時交通訊息，增加運輸效率，提升整體公共利益之目的，並提高交通資訊流通，創造資訊最大價值。





By December, 2015, a total of 94 agencies provided information interfacing. Traffic information inquiries peaked to as high as 122,180,000 in a single month. In the future, more channels would be opened up to provide other real-time traffic updates to encourage value-adding applications, allowing users to stay on top all the traffic updates, increasing transport efficiency, and enhancing public interest while boosting traffic information circuiting to maximize information value.

臺北市府交通局各項即時交通資料自民國 104 年 11 月 16 日起，除閉路電視攝影機 (CCTV) 之外，全數開放於臺北市府資料開放平臺 (<http://data.taipei/>)，供民眾免費、免申請自由加值運用，開創交通資訊應用無限價值。

Starting on November 16, 2015, the Department of Transportation made all the traffic data available on an open platform (<http://data.taipei/>), with the exception of CCTV. The system provides value-adding applications to the public at free-of-charge to support versatile traffic information utilization.



## PART 05

# 有愛臺北 無礙通行

Smooth Travels across Taipei City,  
Service with Care



◆ 駕駛協助身心障礙民眾搭乘無障礙計程車／  
Driver assists passenger with disability to board wheelchair-accessible taxi



◆ 無障礙計程車／Wheelchair-accessible taxi

## 一、無障礙運輸服務

### 1. Transport Services for Disabilities

#### (一) 無障礙計程車

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」，受理各地方政府提報申請無障礙計程車補助。臺北市公共運輸處為鼓勵業者引進提供該服務，自民國 101 年起至 104 年止，陸續向交通部提報申請補助營運計畫並獲核定 170 輛無障礙計程車購車補助，經公開評選程序由臺北衛星車隊及皇冠大車隊經營。

#### (1) Wheelchair-accessible Taxi

To provide senior citizens and users with physical disabilities with more barrier-free travel alternatives, and make up for the inadequacies of rehab bus, the Ministry of Transportation and Communications rectified regulations on the management of transport service providers, to allow vans or SUV's to be converted into taxicabs. The MOTC also enacted "Guidelines on Subsidies for Wheelchair-Accessible Taxis to Improve Public Transport Services," and accepted applications from local administrations for Wheelchair-Accessible Taxi subsidies. The Taipei City Public Transportation Office continued to apply for subsidies from MOTC from 2012 to 2015 to finance the program in hopes of encouraging more service providers to launch the service. That said, subsidies were granted for the purchase of 170 wheelchair-accessible taxis. Upon a public screening, Taipei Star and Crown Taxi were chartered to operate the program.





◆ 小型復康巴士／  
Small Rehabilitation Bus



◆ 小型復康巴士捐贈儀式／  
Ceremony commemorating the donation of small rehabilitation buses

由於無障礙計程車常有民眾反映供不應求，也因車輛有限而影響車隊派車作業，不易就近提供派遣服務，將繼續向交通部申請補助以擴充車輛規模，並改善營運環境，增進民眾訂車之便利性，滿足其乘車需求；另結合復康巴士客服中心納入提供轉介服務，協助身障朋友搭乘無障礙計程車。

The demand for these wheelchair-accessible taxis is greater than its supply; however, the limited size of the fleet hindered mobilization efficiency, making close-by dispatch difficult. To that end, the Department of Transportation would continue to apply subsidies for fleet expansion and operation improvement to increase dispatch convenience and meet user demands. Additionally, the rehab bus customer service center was included in the interfacing program to enable more users with disabilities to acquire wheelchair-accessible taxis.

至民國 104 年 12 月計有 140 輛提供服務，累計服務 9 萬 7,602 趟次，其中無障礙運輸服務趟次為 5 萬 8,271 次，比例約 59.70%（不含攔招趟次），服務深獲許多行動不便者好評。

140 taxis provided 97,602 rides by December, 2015. Among all the rides, 58,271 were provided by wheelchair-accessible taxis, accounting for 59.70% (excluding roadside cab-hailing) of all services. The mechanism is critically acclaimed among many users with disabilities.

## （二）小型復康巴士

為提供身心障礙朋友便利之交通服務，協助身心障礙民眾外出交通，彌補大眾運輸工具難以及門服務之特性，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，並採計程車三分之一費率收費，減輕身障朋友搭車負擔。隨著民眾使用需求日益增加，臺北市亦持續接受民間捐贈復康巴士及擴增營運數量，至 104 年底車輛總數已達 325 輛，平均每月提供 5 萬 5,000 趟次、載送約 10 萬人次之服務。

## (2) Small Rehabilitation Bus

In the interest of ensuring transport convenience for users with disabilities, helping them travel about places with ease, and making up for the inability of mass transit systems to provide home pickup services, the Taipei City launched rehab bus systems in 1989 to offer travelers with disabilities Point-to-Point transport assistances. The fare is priced at one-third of the taxi fare to ease the financial strains on disabled passengers. As the demand grew, the Taipei City also began to accept donated rehab buses and expand services. By the end of 2015, 325 rehab buses were in active service, averaging 55,000 rides and transporting 100,000 passengers every month.



◆ 低地板公車外型 /  
Exterior of low-floor bus



◆ 低地板公車輪椅區 1 /  
Wheelchair area on low-floor bus

另為提升身心障礙者預約復康巴士之便利性，臺北市公共運輸處於民國 103 年建置統一訂車專線及系統，改善乘客過去需依服務業者逐家查詢訂車之不便；104 年持續優化統一訂車系統並提供多元訂車管道，於 11 月 2 日新增復康巴士語音訂車服務。另為便利身心障礙者前往臺北醫學大學附設醫院就醫，104 年 7 月 13 日增闢行經「捷運科技大樓站」及「信義安和站」之復康巴士醫院接駁車。未來交通局亦將持續提供身心障礙者安全、舒適、便利之復康巴士服務，汰換老舊車輛及提升訂車服務效率，健全無障礙運輸服務。

Furthermore, to make rehab bus reservations more convenient, the Taipei City Public Transportation Office established a uniform reservation hotline and system, so that users did not have to call individual rehab bus company one after another to make reservations. Service optimization continued in 2015, and alternative reservation channels were offered. On November 2, a voice reservation service was added. Additionally, to facilitate transport for disabled passengers to Taipei Medical University Hospital to seek medical attention, on July 13, 2015, "Technology Building Station" and "Xinyi Anho Station" were added to the route of pickup. The Department of Transportation would continue to offer safe, comfortable, and convenient rehab bus services, replace older models, and improve service reservation efficiency to ensure a robust, barrier-free transport.

### （三）低地板公車

為因應高齡化社會，並使身心障礙者、孕婦、高齡者及行動不便者能方便及安全使用大眾運輸工具，臺北市府自民國 90 年即引進 30 輛匈牙利伊卡洛斯（IKARUS）低地板公車。低地板公車與傳統公車最大的不同在其設計皆圍繞著以人為主體的人本通用化精神，即車輛設計係以「全體大眾」為出發點，考量到所有的人，讓設計的環境、空間與設備產品能適合所有人使用。其車廂內設置 1-2 個輪椅區，並採用無階梯設計，使民眾減少搭公車時上下車的負擔且車身可側傾 7 公分，降低車輛高度，並設有斜坡輔助板，使孕婦、高齡者、推嬰兒車或菜籃車甚至提大行李者，都能輕鬆上、下車。

#### (3) Low-Floor Bus

In addressing the demand of an aging society, and in the spirit of allowing disabled passengers, expectant mothers, the elderly people, and those with reduced mobility to conveniently and safely take advantage of mass transit services, the Taipei City Government introduced 30 IKARUS low-floor buses from Hungary. The biggest difference between the low-floor buses and conventional buses is that the designs of the low-floor models are people-oriented, and universally amenable: in other words, the designs cater to the masses, the needs of everyone, making sure that





◆ 低地板公車輪椅區 2 /  
Wheelchair area in lower-floor bus



◆ 低地板公車內裝 /  
Interior of low-floor bus

the features, spatial layout and facilities of the buses are agreeable to all passengers. One to two spaces for wheelchair are installed in the car, with stair-free access, so that passengers would have greater ease when getting on and alighting from the bus. The bus can lean sideways by 7 centimeters to lower the height. An removable ramp is also in place so that expectant mothers, senior citizens, passengers pushing strollers, grocery baskets with rollers, even large-size suitcases, can easily get on and off the bus.

另配合臺北國際花卉博覽會，臺北市引進 107 輛油電混合動力（Hybrid）低地板公車，提供花博展區內、外免費接駁服務。花博結束後，則配置於既有聯營公車路線營運。油電混合低地板公車，除了具有低地板公車車體結構的特性外，在車輛啟動及低速行駛時以馬達及電池趨動，高速行駛時以傳統柴油引擎為主、電池為輔，且電池會自動維持電量不需外部充電，減少相關充電設施，煞車時回收能量較傳統柴油公車省油約 20~30%，減少污染排放更具綠色環保特性，讓民眾享有更優質的運輸環境。

Additionally, in keeping with the Taipei International Flora Exposition, the Taipei City Government imported 107 hybrid low-floor buses to provide free shuttling within the grounds of the Expo venue and

connecting rides to-and-from other stations. After the Expo concluded, the hybrid low-floor buses were added to the service fleet of the Taipei Joint Bus System. Apart from the features of regular lower-floor buses, the hybrid models rely on the powering of both the combustion engine and battery when they start and when they drive at low-speed. The hybrid low-floor buses are powered primarily by the traditional diesel engine, with supplemental power from the battery when they travel at high-speed. The electricity in the battery system is automatically controlled without having to be recharged, so that no additional rechargers are necessary. When they brake, they save approximately 20% to 30% of the fuel than traditional combustion-engine models. These hybrid versions have low-emissions, and they are ecologically-sound, so that travelers can enjoy a quality transport space.

為提供更優質之公車搭乘環境，低地板公車於提供駕駛服務方式、車體形式與設備均不斷推陳出新，使其更符合民眾需求，截至民國 104 年止臺北市共推動汰換 2,587 輛低地板公車，占臺北市聯營公車數之 73.5%，服務路線達 136 條。未來仍持續逐年編列預算補貼汰換低地板公車，使低地板公車路網更加健全，提供良好、舒適的旅運服務。



◆ 百齡高中地下停車場之無障礙廁所空間／  
Accessible lavatory at Bailing Car Park



◆ 洛陽立體停車場之無障礙廁所空間／  
Accessible lavatory at Luoyang Car Park

To ensure a more quality ride experience, the Department of Transportation is continuously reinventing driver services, the design of the vehicle and amenities so that they are more accommodating to a greater variety of demands. By yearend 2015, 2,587 low-floor buses were replaced, accounting for 73.5% of the buses operating under the Taipei Joint Bus System. The low-floor buses cover 136 routes. Budgets would be earmarked annually in the future to subsidize the replacement of low-floor buses, fortifying their service network, and offering quality, comfortable transport assistances.

## 二、停車場無障礙服務

臺北市民國 104 年度除提供身心障礙者停車場便利服務外，亦同步持續推動停車場無障礙硬體設施及環境等配套措施的改善，建立全民無障礙的可及性、便利性及安全性之優質停車場人行環境。

## 2. Parking Services for Disabilities

Other than convenient parking services for the disabled, in 2015, the Taipei City Government continued with the upgrades of barrier-free infrastructure and spatial designs in car parks to enhance accessibility, convenience and safety for pedestrians.

由於臺灣已邁入高齡化社會，我國身障者的人口亦逐年增加，隨著人權、人本意識逐漸的抬頭，身障者及高齡者對於無障礙空間需求日益受到重視，透過公共建築的改善、設備的改變，給予行動不便者一個友善的生活環境。

Aging is now a universal issue in Taiwan; the population with disabilities in the country also grows annually. As human rights issues and people-oriented awareness gain increasing attention over the years, the rights and interests of people with disabilities and the elderly also receive heightened interest. The improvements in infrastructure and upgrades in amenities would ensure a friendly living space for those with disabilities.

為營造無障礙環境，應考量身心障礙者及高齡者，於生活中及行動上可能遭遇的障礙與不便，於公共停車場使用廁所項目，共同為身障者及高齡者營造一個友善、健康及安全的空間，104 年度已推行洛陽立體停車場及百齡高中地下停車場等 2 處。

The development of a barrier-free environment should focus on the possible obstacles and inconveniences confronting users with disabilities and senior citizens in their daily living. The lavatories in public car parks should be installed with accessibility, safety and comfort features for the disabled and senior citizens. These friendly restrooms were established at Luoyang Car Park and Bailing Car Park in 2015.





◆ 仁愛路4段91巷(施工前)／  
Renai Road, Section 4, Lane 91 (before)



◆ 仁愛路4段91巷(施工後)／  
Renai Road, Section 4, Lane 91 (after)

### 三、標線型人行道及公車候車服務燈

#### (一) 標線型人行道

鑑於臺北市部分巷道因路幅狹窄、路面高低差、排水等因素，無法全面佈設實體人行道，導致需與汽機車爭道而行。為改善此一情形及配合鄰里交通環境改善計畫，藉由標線型人行道區分人車通行空間以確保行人安全步行環境。

臺北市交通管制工程處配合鄰里交通環境改善計畫，擇定臺北市人車進出頻繁、狹窄巷道或路邊停車影響等路段作為改善標的優先劃設標線型人行道之綠色鋪面與「人行道」圖示。

### 3. Marked Sidewalks and Service Buttons at Bus Stops

#### (1) Marked Sidewalk

Some of the alleyways in Taipei City are too narrow, uneven, with poor drainage to accommodate the establishment of sidewalks, forcing pedestrians to vie for travel space with both vehicular and motorcycling traffic. To make improvements, and in keeping with the Neighborhood Traffic Improvement Project, the Department of Transportation installs marked sidewalks to demarcate spaces for vehicular and pedestrian traffic, to ensure safety.



◆ 青田街5巷(施工前)／  
Qingtian Street, Lane 5 (before)



◆ 青田街5巷(施工後)／  
Qingtian Street, Lane 5 (after)



◆ 制式候車亭服務燈／  
Standard bus shelter with "help" display



◆ 附掛式公車服務燈／  
Attachment-type "help" display for buses

As part of the community travel space upgrade program, the Taipei City Traffic Engineering Office chose narrow alleyways with busy vehicular and pedestrian traffic, plus road sections affected by on-street parking for priority establishment of marked sidewalks, featuring a green pavement and "sidewalk" designation.

標線型人行道以路面邊線為區隔，劃設寬度至少 1 公尺，為避免駕駛人於劃設標線型人行道路段違規停車，並得視需求於路面邊線外側劃設禁止臨時停車紅線，以維行人步行空間，對行人與駕駛人產生醒目效果。有效提昇巷道內行人通行安全。截至 104 年底止，累計於臺北市 501 處行人或學童進出頻繁路段、巷道及捷運站周邊完成標線型人行道，累計總長度約 48 公里。

The marked sidewalks are disambiguated by surface borderlines; the width of these sidewalks has to be at least 1 meter to discourage illegal parking. Depending on the needs of pedestrians, the red "no parking" lines would be painted to border the surface edge to safeguard pedestrian travel. The design is noticeable to both pedestrians and drivers, and proven to effectively improve pedestrian safety in alleyways. By yearend 2015, marked sidewalks were set up in sections thronged with traveling pedestrians and schoolchildren, plus narrow alleys, and areas surrounding Taipei Metro stations. 501 locations - totaling 48 kilometers.

未來廣續針對 8 公尺以下巷道、學校、捷運站等周邊通行空間及鄰里交通環境改善計畫優先檢討劃設標線型人行道可行性，105 年度預計完成 100 條標線型人行道，並以落實「以人為本」之通行環境，提昇巷弄行人通行安全。

In the future, alleyways, school campuses and areas surrounding Taipei Metro stations at under 8 meters in width would be prioritized and targeted for the Taipei City Neighborhood Traffic Improvement Project, and given consideration for the setup of marked sidewalks. 100 marked sidewalks are slated for 2016 to fulfill the vision of creating a "user-first" space, and improving pedestrian safety in alleyways.

## （二）公車候車服務燈

### (2) Service Buttons at Bus Stops

為增加民眾搭乘大眾運輸工具之比例，臺北市府交通局透過提高其易行性、舒適性、準點性及轉乘優惠；然而因持續的低生育率、少子化，加上國人平均壽命的延長，臺灣早已進入「高齡化社會」[註 1]，提供乘客「無障礙、友善之乘車環境」更是顯得迫切重要；又因臺北市近年來以「2016 臺北世界設計之都」[註 2]為目標，其中「公共服務設施智能化」[註 3]是核心計畫的重點之一，因此設計出智能候車輔助設施給年長者、孕婦、行動不便、抱小孩的乘客及其他有需求的乘客使用，藉以避免車輛過站不停，導致乘客久候等情事發生。





◆ 獨立式智慧型站牌／  
Stand-alone intelligent bus stop signage



◆ 獨立式智慧型站牌公車服務燈按鈕／  
Stand-alone intelligent bus stop with "service" button

To inspire greater public ridership on mass transit, the Department of Transportation continues to improve the accessibility, comfort, punctuality and intermodal discounts of public conveyance systems. Nevertheless, the low fertility rate, the dwindling number of children, and prolonged life expectancy of the citizens have contributed to Taiwan's official transition into an "aging society." This makes the provision of a "barrier-free, friendly transport environment" more urgent. Furthermore, the Taipei City Government has made "World Design Capital Taipei 2016" its administration priority; among which, "intelligent public services and facilities" are made one of the core programs; consequently, intelligent, auxiliary bus-waiting facilities were developed to accommodate senior citizens, expectant mothers, those with mobility concerns, passengers holding young children, and passengers with special needs. The facilities can prevent buses from missing stops, and causing extended waiting by passengers.

臺北市公共運輸處前於 102 年試辦於候車亭內設置「服務燈」，共計 35 站、50 座；站區內乘客如有乘車需求時，即可按下該服務燈按鈕，使服務燈號亮啟，以提醒駕駛員行經該站位時，留意有需要協助服務的候

車乘客且應到站停靠服務，亦增加候車民眾便利性，提升公車服務品質；另臺北市政府文化局於 103 年設計之「新式獨立式」智慧型站牌及「倒懸式」候車亭皆有建置該設施，截至 104 年底合計 89 站、109 座，實施效果顯著，除使站區乘客候車更為方便外，亦提醒司機更注意候車民眾動態，避免司機過站不停並發生乘客追車的危險事件。

The Taipei City Public Transportation Office conducted a trial installation of the "service" button in bus shelters in 2013. The button was installed in 50 bus shelters, spanning 35 stops. Passengers waiting in the bus stop shelter can press the button to activate the aid signal light, should they require special transport services. The signal light reminds the driver to look out for the passenger needing assistance when he arrives at the stop, and to park at the curb to help the passenger. This aid signal enhances convenience and bus service quality. Also, the "new-generation, stand-alone" intelligent bus stop signposts and the "back-to-front" bus shelters launched by the Department of Cultural Affairs in 2014 have been outfitted with the signal buttons. By yearend 2015, 109 bus shelters, spanning 89 stops, were outfitted with the aid buttons. The installation has proven extremely effective: other

than bolstering convenience for passengers waiting in the shelter, the aid buttons also encourage drivers to pay more heed to the state of passengers, so that they would not drive pass the station without stopping, and forcing passengers to run after the bus.

雖臺北市已供電之候車亭皆已設有智慧型站牌，惟為使行動不便乘客搭乘公車更加便利，臺北市公共運輸處亦將於 105 年至 106 年度間，對於已供電之 600 座候車亭逐漸增設服務燈，藉以提供乘客無障礙、友善之乘車環境，期以提高民眾搭乘大眾運輸的比例，亦令臺北市朝世界設計之都的目標向前邁進一大步。

All the electrically-powered bus shelters in Taipei City are outfitted with smart signposts; to accord passengers with disabilities more bus transport convenience, the Taipei City Public Transportation Office started to add service buttons to 600 electrically-powered bus shelters, in hopes of offering passengers a barrier-free, friendly ride experience, and inspiring a greater ridership on public transit systems. This design would also help Taipei City make a frog leap toward becoming a World Design Capital.

[ 註 1 ]：以聯合國定義，65 歲以上作為老年人口比率為衡量標準：若占比率 7% 為「高齡化社會」，若提高到 14% 是「高齡社會」，從 14% 再提高到 20% 以上，則被稱「超高齡社會」。

According to the United Nations, the median age of is set at 65 for determining the status of the population. If the population aged 65 accounts for 7% of the people, it is considered an "aging society;" 14%, "aged society;" over 20%, "hyper-aged society."

[ 註 2 ]：為了彰顯世界設計之都的發展目標，臺北市政府整合既有的城市發展計畫，同時投入新的思維與資源，規劃 16 項核心計畫，致力於以創新的城市治理方法，針對臺北現今所面臨的四大發展課題，亦即生命健康、生態永續、都市再生、以及智能生活，邀集熱血設計工作者參與公共政策事務。從 2013 年開始，臺北市政府陸續推動 16 項核心計畫，進行城市集體改造運動，引領臺北市邁向宜居城市。

To highlight the development goals of a World Design Capital, the Taipei City Government has integrated existing urban development programs, and infused them new thinking and resources to formulate 16 core projects. The City Government is committed to



◆ 倒懸式候車亭／  
"Back-to-front" bus shelter

adopting innovative municipal governance strategies by engaging visionary designers in public affairs to address the four development issues: lifestyle and health, ecological sustainability, urban renewal, and smart living. Since 2013, the City Government has set the 16 core projects in motion to embark on a collective urban makeover movement that directs Taipei City on a path toward greater livability.

[ 註 3 ]：結合周圍豐富的人文綠意與智慧科技，聘僱工業設計師從通用設計與服務設計的概念出發，塑將造一條融合生態與智能的前瞻性街道。讓市民可以安全舒適又具便利性的在城市中移動。發展以市民為需求的智能街道創新服務。

The Department of Transportation has integrated the cultural, green coverage of the city, smart technological offerings of the neighboring areas, and hired industrial designers to create a visionary street block characterized by wildlife wellness and smart applications that is based on universal and service designs. The street block allows citizens to move about a city of safety, comfort, and convenience. This is a smart street block that focuses on the needs of the citizens for innovative services.



## 1 月 / January

01 日 1	臺北市交通事件裁決所擴增催收作業功能 (裁決業務資訊系統擴增計畫)，整併影像檔案功能，並介接第 3 代公路監理系統資料，簡化業務流程，以提升作業效率。 The Taipei City Traffic Adjudication Office expanded its collections functions (adjudication service information system expansion), consolidated its visual archiving performances, and interfaced with the Third-Generation Motor. Vehicle and Driver Information System data to streamline operation process and bolster efficiency.
11 日 11	臺北市府交通局結束試辦臺北市公館慢行徒步區。 The Department of Transportation concluded its trial run of Gongguan leisure walk pedestrian area.
26 日 26	交通局暨所屬機關檔案資料庫 (K 槽) 建置完成。 The Department of Transportation completed the installation of a file databank (K Drive) for its affiliated agencies.

## 2 月 / February

04 日 4	臺北市交通管制工程處辦理 2015 年臺北年貨大街活動期間 (2 月 4 日至 2 月 17 日) 相關交通管制設施之規劃、設置及復舊。 Taipei City Traffic Engineering Office conducted planning, installation, restoration and renovation for necessary traffic control facilities to get ready for the 2015 Lunar New Year Shopping Spree in New Year commodity district (February 4 to 17).  發生 0204 復興空難事件，交通局辦理災害防救相關事宜。 The Department of Transportation conducted emergency rescue for the air crash of TransAsia Airways Flight 235.
07 日 7	臺北市公共運輸處配合 2015 陽明山花季暨竹子湖海芋季闢駛花季專車。 The Taipei City Public Transportation Office launched Flower Festival Express for the 2015 Yangmingshan Flower Festival and Zhuzihu Calla Lily Festival. 官定英文名稱： Flower Festival Express  臺北市交通管制工程處辦理 2015 年陽明山花季暨海芋季 (2 月 7 日至 4 月 26 日) 活動期間交通管制措施及改善事宜。 The Taipei City Traffic Engineering Office launched traffic control and improvement measures for the 2015 Yangmingshan Flower Festival and Zhuzihu Calla Lily Festival (February 7 to April 26).
12 日 12	臺北市府交通局實施臺北市公有立體及地下停車場計程車免費停車服務 1 小時措施。 The Department of Transportation launched a one-hour free parking service for taxi drivers in all the city's parking garages and underground parking venues. 官定英文名稱： One Hour Free Parking Service for Taxi Drivers
16 日 16	臺北市公共運輸處完成仁愛路往西方向公車專用道公車站位「整合式路線圖」。 The Taipei City Public Transportation Office completed an integrated bus route information featuring all the bus stops lining the designated bus lane on Renai Road, westward.
27 日 27	臺北市交通管制工程處辦理 2015 年臺北燈節 (2 月 27 日至 3 月 8 日) 活動期間交通管制措施及改善事宜。 The Taipei City Traffic Engineering Office launched traffic control and improvement measures for the 2015 Taipei Lantern Festival (February 27 to March 8).

### 3 月 / March

02 日 2	臺北市公共運輸處舉辦民國 104 年計程車駕駛人免費職業病健康檢查。 The Taipei City Public Transportation Office organized a free checkup for taxi drivers to screen occupational diseases.
19 日 19	臺北市政府交通局舉辦亞洲自行車城市論壇，分享及交流各城市自行車推動經驗，建立亞洲自行車城市網絡，參加的城市有吉隆坡、曼谷、首爾等以及歐洲專家學者共襄盛舉，活動至 3 月 20 日止。 The Department of Transportation hosted the Asian Cycling Forum 2015. During which, participating countries shared their experience with promoting cycling, and created the Asian Cycling City Network. The Forum was participated by Kuala Lumpur, Bangkok, Seoul, and experts from Europe. The event ended on March 20. 官定英文名稱： Asian Cycling Forum
21 日 21	臺北市公共運輸處配合民國 104 年掃墓，闢駛免費掃墓公車。 The Taipei City Public Transportation Office launched “tomb-sweeping bus” services for the year's tomb-sweeping season. 官定英文名稱： Tomb-sweeping Bus
23 日 23	臺北市政府交通局之「臺北好好行—臺北交通資訊創新服務」入圍行政院第 7 屆「政府服務品質獎」服務規劃機關精進服務獎。 “Smart & Easy Travelling in Taipei - Innovative Transport Information Services” by the Department of Transportation was nominated for the service planning agencies in the 7th “Government Service Quality Award” by the Executive Yuan.

### 4 月 / April

01 日 1	臺北市政府交通局實施臺北市公共自行車 YouBike 前 30 分鐘使用者付費 5 元。 The Department of Transportation started to charge YouBike renters NT\$5 for the first 30 minutes of use.
07 日 7	臺北市公共運輸處兒童新樂園免費接駁車停駛，並新增兒樂 1、2 號線 (1 段票收費)。 The Taipei City Public Transportation Office closed Children's Amusement Park Shuttle Bus services, and added Route 1 and Route 2 bus travels (riders are charged for one paying section). 官定英文名稱： Children's Amusement Park Shuttle Bus
23 日 23	臺北市政府交通局推出臺北市公共自行車「YouBike 建議增設平台」，供民眾上網建議設站地點，至 5 月底截止統計民眾建議設站地點共約 2,200 處。 The Department of Transportation launched “YouBike Service Expansion Suggestion Platform.” By the end of May, a total of 2,200 docking station suggestions were pooled.
30 日 30	臺北市交通管制工程處完成內湖行善路、行愛路、民權東路 6 段、舊宗路 2 段等路段，共計完成 1.68 公里之自行車道串連。累計臺北市市區自行車道 383.88 公里。 The Taipei City Traffic Engineering Office completed the linking of bike lanes along Xingshan Road, Xingai Road, Minquan East Road, Section 6, and Jiuzong Road, Section 2 in Neihu, totaling 1.68 kilometers in length. Urban bike lanes in Taipei City are now 383.88 kilometers long.
31 日 31	臺北市交通管制工程處完成杭州南路 2 段 (羅斯福路—愛國東路) 改雙向道。 Taipei City Traffic Engineering Office completed the two-way construction project on Hangzhou South Road, Section 2 (Roosevelt Road to Aiguo East Road).



## 5 月 / May

- 01 日  
1 臺北市小型復康巴士達 325 輛。  
The number of small rehab buses in Taipei City reached 325.

## 6 月 / June

- 01 日  
1 臺北市政府交通局啟用臺北市計程車服務站自動化收費系統。  
The Department of Transportation inaugurated the Automated Payment System of Taxi Service Stations.  
官定英文名稱：  
Automated Payment System of Taxi Service Station
- 05 日  
5 臺北市副市長周麗芳代表臺北市出席法國南特 2015 自行車城市大會進行交接儀式及發表演說，邀請世界各地人士參加首次於亞洲舉辦的 2016 全球自行車城市大會。  
官定英文名稱：  
Taipei Deputy Mayor Chou Li-fang attended Velo-city 2015 in Nantes, France, for the handover ceremony and speech. She invited leaders from around the world to attend Velo-city 2016 in Taipei - the first Velo-city event ever held in Asia.  
1.Velo-city Global  
2.Velo-city
- 29 日  
29 臺北市交通事件裁決所建置「長租車歸責作業系統」正式上線。該系統以光碟方式取代書面申請，能簡化交通違規案件歸責駕駛人作業及提升行政效率。  
“Operating Systems for Traffic Violation Liability by Extended Car Renters” by the Taipei City Traffic Adjudication Office was launched. Instead of written applications, the systems now accepted CD-Rom applications to streamline traffic violation case processing for liable car renters; it helped improve administrative efficiency.

## 7 月 / July

- 05 日  
5 臺北捷運系統捷運土城線延伸段頂埔站通車營運。  
MRT Dingpu Station of Taipei Metro's Tucheng Line extension began operation.  
官定英文名稱：  
MRT Dingpu Station.

## 8 月 / August

- 11 日  
11 臺北市停車管理工程處之停車費重複繳費金融機構主動退款機制啟用上線。  
The Taipei City Parking Management and Development Office launched the automated refund mechanisms for duplicated parking payment collections through designated financial institutions.
- 24 日  
24 臺北大眾捷運系統經營維護與安全監督定期檢查。  
The Taipei Rapid Transit System conducted routine maintenance and security inspections.
- 27 日  
27 臺北市政府交通局建置雙北公車單一查詢網站。  
The Department of Transportation launched the Taipei e-Bus website for intercity bus travel information.  
官定英文名稱：  
Taipei eBus website

## 8 月 / August

28 日 28	<p>臺北市公共運輸處完成貓空纜車系統經營維護與安全監督定期檢查。</p> <p>The Taipei City Public Transportation Office completed the routine Maokong Gondola Operation and Safety Inspection.</p> <p>官定英文名稱： Maokong Gondola Operation and Safety Inspection</p>
	<p>臺北市交通管制工程處完成「104 年度臺北市交通監控及資料蒐集系統工程設計委託服務」之工程軟、硬體工程設計。</p> <p>The Taipei City Traffic Engineering Office completed both the amenity and infrastructure designs of the “2015 Taipei City Traffic Monitoring and Data-Collection Systems Engineering and Design Services.”</p>
31 日 31	<p>臺北市市長柯文哲於記者會宣布啟動「臺北市鄰里交通環境改善計畫」。</p> <p>Taipei Mayor Ko Wen-je announced the launch of the “Taipei City Neighborhood Traffic Improvement Project” in a press conference.</p> <p>官定英文名稱： Taipei City Neighborhood Traffic Improvement Project</p>
	<p>臺北市交通管制工程處完成中正區新營里鄰里交通環境改善計畫。</p> <p>The Taipei City Traffic Engineering Office completed Neighborhood Traffic Improvement Project on Xinying Village in Zhongzheng District.</p>

## 9 月 / September

01 日 1	<p>臺北捷運正式開放使用一卡通。</p> <p>iPASS by Taipei Metro was officially inaugurated.</p> <p>官定英文名稱： iPASS</p>
03 日 3	<p>臺北市交通事件裁決所編印「道路交通管理基本法令彙編」書籍，分送臺北市交通執法及裁罰機關使用。</p> <p>The Taipei City Traffic Adjudication Office published “A Compilation of Fundamental Traffic Management Regulations” and distributed it to traffic law enforcement and adjudication agencies in Taipei City.</p>
08 日 8	<p>臺北市交通管制工程處為兼顧市區巷道停車與安全，於民國 104 年 9 月 8 日起於臺北市南港區忠孝東路 6 段 278 巷 5 弄試辦單雙月輪流禁停管制。</p> <p>To heed parking and pedestrian safety in urban alleyways, the Taipei City Traffic Engineering Office began a trial run of no-parking restrictions that rotate between odd-and-even months starting on September 8, 2015, on Zhongxiao East Road, Section 6, Lane 278, Alley 5 in Nangang District.</p>
14 日 14	<p>臺北市政府交通局因應臺北市政府資料開放政策，政府資訊以提供民眾自由加值運用原則，並擴大資訊應用價值與全民參政，介接交通局各項即時交通資訊得免每月回報應用成果及配合宣導重要訊息。</p> <p>In response to the City Government’s open data policy that allows residents to freely access government information for value-adding applications, while encouraging expansive data application and public policy participation, the Department of Transportation launched real-time traffic information interfacing; users needed not to report application results monthly, nor worked with the government to release vital policy updates.</p>
15 日 15	<p>臺北市交通事件裁決所完成車輛行車事故鑑定業務系統重新建置開發，上線啟用。</p> <p>The Taipei City Traffic Adjudication Office completed and officially launched the reinstallation and development of car wreck appraisal and inspection systems.</p>



## 9 月 / September

15 日 15	<p>臺北市公共運輸處發表仁愛路往東方向整合式路線圖。</p> <p>The Taipei City Public Transportation Office released the integrated bus route information for Renai Road, eastward.</p> <p>官定英文名稱： Bus route information</p>
17 日 17	<p>藍色水路防（救）災演練。</p> <p>Safety and Rescue Drill of River Cruise kick-started.</p> <p>官定英文名稱： Safety and Rescue Drill of River Cruise.</p>
26 日 26	<p>臺北市政府交通局辦理 2015 臺北大稻埕音樂情人節活動期間交通管制措施及改善事宜。</p> <p>The Department of Transportation launched traffic control and improvement measures for the 2015 Dadaocheng Fireworks Festival.</p>
	<p>臺北市公共運輸處配合 2015 臺北大稻埕音樂情人節闢駛煙火專車</p> <p>The Department of Transportation launched a Festival Bus for the 2015 Dadaocheng Fireworks Festival.</p> <p>官定英文名稱： 2015 Dadaocheng Fireworks Festival Bus</p>
	<p>臺北市交通管制工程處辦理 2015 臺北大稻埕音樂情人節活動期間交通管制措施及改善事宜。</p> <p>Taipei City Traffic Engineering Office launched traffic control and improvement measures for the 2015 Dadaocheng Fireworks Festival.</p>
28 日 28	<p>臺北市停車管理工程處實施「臺北市路邊停車收費計畫」路、街公有停車格全面收費（不含巷道）。</p> <p>The Taipei City Parking Management and Development Office launched a “fee collection scheme for on-street parking” that enforces fee collections for all the publicly-owned parking lots along roadways and streets (excluding parking spaces in alleyways).</p>
	<p>臺北市交通管制工程處於舊宗路 1 段（南京東路 6 段至行善路間）平日下午尖峰時段試辦調撥車道。</p> <p>The Taipei City Traffic Engineering Office implemented a trial run of reversible lanes during the afternoon rush hours on workdays on Jiuzong Road, Section 1 (Nanjing East Road, Section 6 to Xingshan Road).</p>
30 日 30	<p>臺北市交通管制工程處完成長安東西路、研究院路、建國高架道路、水源快速道路、新生北路（高架橋）、大度路、市民高架道路、西藏路、莊敬路等 9 條道路標誌整頓作業，104 年度共計更新 244 面標誌、減少 101 面標誌及減少 56 支桿件。</p> <p>The Taipei City Traffic Engineering Office completed the downsizing of traffic signs on Changan East and West Roads, Yanjiuyuan Road, Jianguo Overpass, Shuiyuan Expressway, Xinsheng North Road (overpass), Dadu Road, Civic Overpass, Xizang Road, and Zhuangjing Road. In 2015, 244 traffic signs were renewed; 101 traffic signs and 56 poles were put away for downsizing.</p>
	<p>臺北市交通管制工程處於臺北市公車專用道共 40 處路口設置公車專用標誌及車道禁止進入標誌，其餘於臺北市交通較複雜或夜間照明較不足之路口設置相關標誌，民國 104 年度共計完成內照式標誌 133 面。</p> <p>The Taipei City Traffic Engineering Office installed traffic signs for designated bus lanes and “no entering” signposts for specific lanes at 40 intersections across the city. Other types of traffic signs were erected in areas where street layouts were complicated, and areas with inadequate lighting. 133 backlit traffic signs were installed in 2015.</p>

## 9 月 / September

30 日 30	<p>臺北市交通管制工程處累計完成臺北市自行車道人車分道 58.93 公里，人車共道 327.45 公里，合計 386.38 公里。</p> <p>The Taipei City Traffic Engineering Office completed 58.93 kilometers of independently-designated paths for pedestrians and bicycles, and 327.45 kilometers of shared-pedestrian-cyclist bike lanes. The length of downtown bike lanes totals to 386.38 kilometers.</p>
	<p>臺北市交通管制工程處針對臺北市 8 公尺以下巷道優先檢討繪設標線型人行道可行性，並在行人較多之捷運站、公園、醫院、學校等周邊檢討設置標線型人行道，民國 104 年度共計完成 191 條，累計完成 501 條。</p> <p>The Taipei City Traffic Engineering Office prioritized its review on the feasibility of installing marked sidewalk on lanes/alleys/alleyways less than 8 meters wide. It also established marked sidewalks on areas surrounding Metro stations, parks, hospitals, and school campuses with heavy pedestrian traffic. 191 marked sidewalks were established in 2015, totaling 501.</p>

## 10 月 / October

1 日 1	<p>北北基地區實施計程車新運價。</p> <p>New Taxi Fare for Taipei-Keelung Metropolitan Area was enforced.</p> <p>官定英文名稱：</p> <p>New Taxi Fare for Taipei-Keelung Metropolitan Area</p>
15 日 15	<p>臺北市府交通局舉辦金輪獎頒獎表揚大會，表揚優良職業汽車駕駛人等，約 400 人次參加。</p> <p>The Department of Transportation hosted the Golden Wheel Award Ceremony for high-performing taxi drivers. The ceremony was attended by 400.</p> <p>官定英文名稱：</p> <p>The Golden Wheel Award Ceremony</p>
26 日 26	<p>臺北市交通管制工程處完成錦州橋限高警示周邊措施強化（含 CMS 資訊可變看板、監測感應器及相關警示設施）。</p> <p>The Taipei City Traffic Engineering Office completed the reinforcement of height alert warning signs (including CMS displays, monitor sensors and other warning displays) erected along Jinzhou Bridge.</p> <p>臺北市停車管理工程處之路邊停車費智慧行動繳費功能啟用上線。</p> <p>The Taipei City Parking Management and Development Office inaugurated a smart mobile payment system for roadside parking fees.</p>
29 日 29	<p>臺北市府交通局舉辦「解決內湖交通之擠」民意工作坊系列活動：首波 Open House 活動邀請大家一起來聊內湖交通。</p> <p>The Department of Transportation hosted a workshop on “easing traffic gridlocks in Neihu” for the public. The first Open House was organized, where concerned citizens were invited to voice their opinions on traffic in their community.</p>
30 日 30	<p>臺北市府交通局之「巨量資料技術之電子票證旅運解析系統」榮獲社團法人中華智慧運輸協會之「智慧運輸應用獎」。</p> <p>The “Trip Behavioral Analysis Systems of Electronic Payment via Big Data Technology” by the Department of Transportation was recognized with the “Intelligent Transportation Application Award” from the Intelligent Transportation Society of Taiwan.</p> <p>臺北市交通管制工程處將控制器縮小至傳統控制器體積之 49%，並附掛在號誌桿上端，已完成 143 處路口安裝。</p> <p>The Taipei City Traffic Engineering Office reduced the size of conventional traffic signal controller by 49%; the new reduced versions were attached to traffic signal poles. The installation was completed on 143 intersections.</p>

## 10 月 / October

31 日 31	<p>臺北市府交通局辦理 2016 全球自行車城市大會國際記者會，邀請駐臺使節共同宣布及邀請世界各地人士來臺參與本大會。</p> <p>The Department of Transportation hosted the Velo-city Global 2016 international press conference. Foreign dignitaries and representatives from the international communities around the world were invited to the conference.</p> <p>官定英文名稱： Velo-city Global</p>
	<p>臺北市府交通局舉辦「VELO TAIPEI 環臺北自行車悠遊行」，由市長領騎，與 2,000 名市民朋友環繞臺北一圈，藉此推廣綠運輸使用，體驗自行車友善環境。</p> <p>The Department of Transportation hosted “Velo Taipei - Bike Adventure around the Capital.” The mayor took the lead as he joined 2,000 citizen cyclists to circuit around Taipei. The campaign aimed at promoting sustainable transport, and experiencing the city’s cyclist-friendly environment.</p>
	<p>臺北市府交通局實施北北基市區公車學生悠遊卡實施全面記名。</p> <p>The Department of Transportation launched “New Student EasyCards” for student cardholders in Taipei City, New Taipei City and Keelung. The card now bears the name of the holder.</p> <p>官定英文名稱： New Student EasyCard</p>

## 11 月 / November

02 日 2	<p>臺北市公共運輸處之小型復康巴士語音訂車系統啟用。</p> <p>The Taipei City Public Transportation Office launched “Voice Reservation Service of Small Rehabilitation Buses.”</p> <p>官定英文名稱： Voice Reservation Service of Small Rehabilitation Buses</p>
	<p>臺北市停車管理工程處辦理「臺北市路邊停車費委託辦理智慧行動繳費試辦計畫」，引進新式行動支付技術進行停車費繳納。</p> <p>The Taipei City Parking Management and Development Office launched a trial run of “Smart Payment Systems for Roadside Parking Fees,” featuring an innovative mobile expense technology for parking fee payment.</p>
08 日 8	<p>臺北市府交通局舉辦「解決內湖交通之擠」民意工作坊系列活動：第 1 階段民意工作坊。</p> <p>The Department of Transportation hosted a workshop on “easing traffic gridlocks in Neihu” for the public. The first public workshop was held.</p>
11 日 11	<p>臺北市府交通局舉辦臺北車站周邊路型及客運動線調整公聽會。</p> <p>The Department of Transportation hosted a public hearing on the modification of roadway types and passenger bus service routes surrounding Taipei Main Station.</p>
16 日 16	<p>臺北市府交通局各項即時交通資料，除 CCTV 之外，全數開放於臺北市府資料開放平臺，供民眾免費、免申請自由加值運用。</p> <p>The Department of Transportation made all the traffic data available on an open platform, with the exception of CCTV. The system provides value-adding applications to the public at free-of-charge to support versatile traffic information utilization.</p>
30 日 30	<p>臺北市交通事件裁決所邀集全國裁罰機關召開「第 3 代公路監理資訊系統-交通違規裁罰系統第 8 次會議」。</p> <p>The Taipei City Traffic Adjudication Office invited adjudication offices around the country to attend the “Third-Generation Motor Vehicle and Driver Information System - 8th Meeting on Traffic Violation Penalization Systems.”</p>



## 12 月 / December

1 日 1	臺北市停車管理工程處辦理公有道路之路邊汽車停車格，全面實施收費。 The Taipei City Parking Management and Development Office launched fee collection for all the publicly-owned roadside parking spaces.
6 日 6	臺北市政府交通局舉辦「解決內湖交通之擠」民意工作坊系列活動：第 2 階段民意工作坊。 The Department of Transportation hosted a workshop on “easing traffic gridlocks in Neihu” for the public. The second workshop was held.
10 日 10	臺北市交通事件裁決所編印第 23 版便民服務手冊，共計 8,000 冊。 The Taipei City Traffic Adjudication Office compiled and published the 23 edition of citizen service handbook. 8,000 handbooks were published.
15 日 15	臺北市交通管制工程處配合完成交通部「自行車環島 1 號線」相關標誌標線設施。 The Taipei City Traffic Engineering Office completed signpost installation of “Round-the-Island Bike Route 1” by the Ministry of Transportation and Communications.
	臺北市政府交通局舉辦「臺北市公共自行車租賃系統建置及營運管理」備援實地演練。 The Department of Transportation hosted a drill exercise on “Taipei City YouBike sharing system inauguration and operation management.”
17 日 17	臺北市政府交通局辦理「智慧運輸發展策略—以整合型交控管理發展大眾運輸為例」委託技術服務。 The Department of Transportation hosted a technology commission project for “Smart Transportation Development Strategies - Integrative Traffic Control Management Development for Mass Transit as an Example”
18 日 18	臺北市政府交通局舉辦臺北市交通安全促進會年會暨會員大會。 The Department of Transportation hosted “Taipei City Traffic Safety Promotion Annual Convention and Plenary.”
19 日 19	臺北市交通管制工程處完成大安區大學里鄰里交通環境改善計畫。 The Taipei City Traffic Engineering Office completed Neighborhood Traffic Improvement Project on Daxue Village of Daan District.
21 日 21	臺北市政府交通局因應臺北市將舉辦 2016 全球自行車大會及 2017 年世界大學運動會，重新規劃設計「臺北好行」App 英文版上架服務。 The Department of Transportation reinvented and re-launched the English edition of “Fun Travel in Taipei” app for Velo-City Global 2016 Evolution of Cycling and Taipei 2017 Summer Universiade.
30 日 30	臺北市政府交通局暨所屬機關於臺北市各機關資訊業務評核獲評「優等」獎項。 Information system evaluation for each individual unit of the Department of Transportation conducted by the Taipei City Government and affiliated agencies were recognized with “Service Excellence.”

分類 Category	項目 Item	說明 Detail
地理特性 Geological Features	位置 Location	亞洲東南部、臺灣北部 Southeast Asia and northern Taiwan
	地形 Topography	盆地地形、河流切割 A low-lying basin with rivers traveling through
	地質 Geology	沉積土質軟弱，位居地震帶，地下水位高 Soft sedimentary soil; the city is situated along a tectonic fault line, with high levels of underground water
	氣候 Climate	無嚴寒酷暑，屬亞熱帶季風氣候 No harsh winter nor sweltering heat in the summer; the city is influenced by a subtropical monsoon climate
	面積 Area	272 平方公里 272 square kilometers
人口 Population	人口 Population	270.5 萬人 2,705,000
	戶數 No. of households	104.4 萬戶 1.044 million
	密度 Density	9,951 人 / 平方公里 9,951 people per square km
交通環境 Transport Environment	道路面積 Road area	22,601,834 平方公尺，占土地總面積 8.31% 22,601,834 square km, accounting for 8.31% of total land area
	汽車數 No. of cars	799,248 輛 (295 輛 / 千人，註：本汽車數含各類客貨車及特種車等) 799,248 cars (295 cars per 1,000 people). Note: The total number of vehicles include passenger buses, trucks and other special-type automobiles.
	機車數 No. of motorcycles	962,809 輛 (356 輛 / 千人) 962,809 (363 vehicles per 1,000 people)
	停車位 No. of parking spaces	臺北市停車管理工程處直營或委外停車位 其中路邊 237,999 位 (含不收費停車位)、路外 49,349 位、委外經營 17,564 位 1. Spaces directly managed or outsourced to other service providers by the Taipei City Parking Management and Development Office 237,999 on-street parking spaces (including those that are free), 49,349 spaces provided by independent parking facilities, and 17,564 managed by outsourced contractors. 建物附設 108,168 位 2. 108,168 spaces annexed to buildings 非建物附設 28,988 位 28,988 spaces independent from buildings 現有停車位數總計：1,383,340 位 (汽車：669,523；機車：713,817) Total no. of parking spaces currently available: 1,383,340 (669,523 for automobiles; for motorcycles)
	特殊停車位 No. of special-needs parking space	路邊裝卸貨專用停車位 1,405 格 (含收費格位 1,244 格)；禁停黃線路段設置 280 處、2,532 公尺 限時停車位 194 格 身心障礙者專用汽車停車位 5,168 格 (含非市有停車場) 身心障礙者專用機車停車位 2,273 格 (含非市有停車場) 汽、機車彈性共用格位，機車位 4,614 格可轉換汽車位 769 格供汽車停放 1. 1,405 designated on-street loading docks for trucks (including 1,244 metered spaces); 280 spaces at 2,532 meters long that are demarcated by the no-parking yellow lines. 2. 194 timed parking spaces 3. 5,168 designated handicap parking spaces for vehicles (including those not owned by the city) 4. 2,273 designated handicap parking spaces for motorcycles (including those not owned by the city) 5. Shared parking spaces for motorcycles and vehicles: 4,614 motorcycle parking spaces can be converted into 769 spaces for automobiles

分類 Category	項目 Item	說明 Detail
交通環境 Transport Environment	道路路網 型態 Networks of roadway	<p>市中心區成棋盤狀路網 Downtown Taipei is patterned after the grid plan</p> <p>公車專用道共 14 條，總計長度 59.69 公里，各路線如下： 14 designated bus lanes, totaling 59.69km. The routes are as follows:</p> <p>松江路（民權東路至八德路）-3.7 公里，85/1/27 通車 Songjiang Road (Minquan East Road to Bade Road), 3.7km, opened for commercial service on January 27, 1996</p> <p>新生南路（忠孝東路至和平東路）-3.56 公里，85/6/1 通車 Xinsheng South Road (Zhongxiao East Road to Heping East Road), 3.56km, opened for revenue service on June 1, 1996</p> <p>信義路（中山南路至基隆路）-9 公里，85/7/6 通車 Xinyi Road (Zhongshan South Road to Keelung Road), 9km, opened for commercial service on July 6, 1996</p> <p>仁愛路（中山南路至敦化南路）-6.2 公里，85/7/27 通車 Renai Road (Zhongshan South Road to Dunhua South Road), 6.2km, opened for commercial service on July 27, 1996</p> <p>南京東路（中山北路至三民路）-8.4 公里，85/7/27 通車 Nanjing East Road (Zhongshan North Road to Sanming Road), 8.4km, opened for revenue service on July 27, 1996</p> <p>民權東路（敦化北路至承德路）-7.2 公里，85/8/2 通車 Minquan East Road (Dunhua North Road to Chengde Road), 7.2km, opened for revenue service on August 2, 1996</p> <p>敦化南北路（民權東路至信義路）-3.15 公里，85/8/2 通車 Dunhua South and North Road (Minquan East Road to Xinyi Road), 3.15km, opened for service on August 2, 1996</p> <p>仁愛路延伸段（敦化南路至逸仙路）-2.4 公里，87/10/18 通車 Extension of Renai Road (Dunhua South Road to Yishen Road), 2.4km, opened for revenue service on October 18, 1998</p> <p>民權西路（承德路至延平北路）-1.28 公里，87/11/22 通車 Minquan West Road (Chengde Road to Yenping North Road), 1.28km, began operation on November 22, 1998</p> <p>重慶北路（酒泉街至南京西路）-4 公里，90/1/18 通車 Chongqing North Road (Jiuquan Street to Nanjing West Road), 4km, opened for revenue service on January 18, 2001</p> <p>中華路（忠孝西路至愛國西路）-2.2 公里，90/4/30 通車 Zhonghua Road (Zhongxiao West Road to Aiguo West Road), 2.2km, opened for commercial service on April 30, 2001</p> <p>羅斯福路（和平西路至興隆路）-6.2 公里，95/3/6 通車 Roosevelt Road (Heping West Road to Xinglong Road), 6.2km, opened for service on March 6, 2006</p> <p>新光路（新光路動物園前圓環至污水處理廠迴轉道）-2.2 公里，99/3/23 通車 Xinguang Road (Xinguang Road Roundabout in front of the zoo to the water treatment plant), 2.2km, opened for service on March 23, 2010</p> <p>玉門街（民族西路至酒泉街）-0.4 公里，100/4 通車 Yumen Street (Minzu West Road to Jiuquan Street), 0.4km, opened for service in April 2011.</p>



分類 Category	項目 Item	說明 Detail
交通事業 Transport Services	公車 Bus	<p>聯營公車業者 13 家，共 285 條路線。104 年每日平均載客 131.69 萬人次，較 103 年平均每日載客 142.19 萬人次，減少 7.38%。104 年平均每日營運收入 2,290.6 萬元，較 103 年平均每日營運收入 2,473.3 萬元，減少 7.39%。</p> <p>捷運接駁公車路線 54 條，其中紅線 21 條，藍線 12 條，棕線 17 條，綠線 4 條。</p> <p>13 joint bus companies serve a total of 285 routes. In 2015, the daily ridership averaged at 1,316,900 passengers; the figure indicated a reduction of 7.38%, compared with the daily ridership of 1,421,900 passengers from a year before. In 2015, the daily average revenue was NT\$22,906,000; the figure indicated a reduction of 7.39%, compared with the daily average revenue of NT\$24,730,000 from a year before.</p> <p>54 Taipei Metro shuttle bus routes are in active service: 21 on the red line, 12 on the blue line, 17 on the brown line, and 4 on the green line.</p>
交通事業 Transport Services	捷運 Taipei Metro	<p>捷運系統由臺北捷運公司營運，每日營運時間 18 個小時 (6:00 至 24:00)，營運路線 5 條，營運車站 117 個，營運里程 131.1 公里；104 年平均每日載客已達 196.6 萬人次；捷運與公車雙向轉乘優惠平均每日為 47.6 萬人次。各路線概要如下：</p> <p>The Taipei Rapid Transit System is managed by the Taipei Rapid Transit Corporation. It runs 18 hours a day (6AM to 0:00AM) It consists of 5 main routes and 117 stations, operating on 131.1 kilometers of revenue track. Taipei Metro carries an average of around 1.966 million passengers per day. A daily average of 476,000 passengers take discounts on connecting bus routes from and toward the Metro stations. See below for details on each route:</p> <p>1 號文湖線：</p> <p>文山線 (動物園站至中山國中站)10.6 公里，85/3/28 營運；內湖線 (松山機場站至南港展覽館站) 14.8 公里，98/7/4 營運。</p> <p>1. Wenshu Line</p> <p>Wenshan Line (Taipei Zoo Station to Zhongshan Junior High School Station), 10.5km, began operation on March 28, 1996. Neihu Line (Songshan Airport Station to Nangang Exhibition Hall Station), 14.8km, opened for revenue service on July 4, 2009.</p> <p>2 號淡水信義線：</p> <p>淡水線 (淡水站至中正紀念堂站)23.8 公里，淡水站至中山站 86/3/28 營運，中山站至臺北車站 86/12/25 營運，87/12/24 在通車至中正紀念堂站；信義線 (中正紀念堂站至象山站)6.4 公里，102/11/24 營運。</p> <p>2. Tamsui-Xinyi Line</p> <p>Tamsui Line (Tamsui Station to Zhongshan Station), 21.9km, Tamsui Station to Zhongshan Station began operation on April 11, 1997, Zhongshan Station to Taipei Main Station on December 25, 1997. Xinyi Line (CKS Memorial Hall Station to Xiangshan Station), 5.7km, was opened for commercial service on November 24, 2013.</p> <p>3 號松山新店線：</p> <p>松山線 (西門站至松山站)8.5 公里，103/11/15 通車營運；</p> <p>新店線 (中正紀念堂站至新店站) 含小碧潭支線共 11.2 公里，北段 (中正紀念堂站至古亭站) 87/12/24 營運，南段 (古亭站至新店站)88/11/11 營運，小碧潭支線 (七張站至小碧潭站)93/9/29 營運；</p> <p>小南門線 (西門站至中正紀念堂站)1.6 公里，89/8/31 通車營運。</p> <p>3. Songshan-Xindian Line</p> <p>Songshan Line (Ximen Station to Songshan Station), 8.5 km, began operation on November 15, 2014;</p> <p>Xindian Line (CKS Memorial Hall Station to Xindian Station), containing Xiaobitan Branch Line, 11.2 km. Its northern section (CKS Memorial Hall Station to Guting Station) began service on December 24, 1998; southern section (Guting Station to Xindian Station), began service on November 11, 1999; Xiaobitan Branch Line (Qizhang Station to Xiaobitan Station), began service on September 29, 2004; Xiaonanmen Station (Ximen Station to CKS Memorial Hall Station), 1.6km, service began on August 31, 2000.</p>

分類 Category	項目 Item	說明 Detail
交通事業 Transport Services	捷運 Taipei Metro	<p>4 號中和新蘆線：</p> <p>中和線 (古亭站至南勢角站) 5.4 公里，87/12/24 通車營運；</p> <p>蘆洲線 (三重國小站至蘆洲站) 6.4 公里，99/11/3 通車營運；</p> <p>新莊線 (古亭站至迴龍站) 19.7 公里，忠孝新生站至大橋頭站 99/11/3 營運，東門站 101/9/30 通車，大橋頭站至輔大站 101/1/5 通車，輔大站至迴龍站 102/6/29 通車。</p> <p>4. Zhonghe-Hsinlu Line</p> <p>Zhonghe Line (Guting Station to Nanshijiao Station), 5.4 km, opened for revenue service on December 24, 1998;</p> <p>Luzhou Line (Sanchong Elementary School Station to Luzhou Station), 6.4 km, began operation on November 3, 2010;</p> <p>Xinzhuang Line (Guting Station to Huilong Station), 19.7 km; Zhongxiao Xinsheng Station to Daqiaotou Station, opened for commercial service on November 3, 2010. Dongmen Station began operation on September 30, 2012; Daqiaotou Station to Fu Jen University, opened for revenue service on January 5, 2012; Fu Jen University to Huilong Station, opened for commercial service on June 29, 2013.</p> <p>5 號板南線：</p> <p>南港線 (西門站至南港站) 11 公里，西門站至市政府站 88/12/24 營運，市政府站至昆陽站 89/12/30 營運；</p> <p>5. Bannan Line</p> <p>Nangang Line (Ximen Station to Nangang Station), 11 km; the segment from Ximen Station to Taipei City Hall Station opened for commercial service on December 24, 1999; the segment from Taipei City Hall Station to Kunyang Station began operation on December 30, 2000.</p> <p>板橋線 (龍山寺站至府中站) 7.1 公里，西門站至龍山寺站 88/12/24 營運，龍山寺站至新埔站 89/8/31 營運，新埔站至永寧站 95/5/31 營運；</p> <p>Banqiao Line (Longshan Temple Station to Fuzhong Station), 7.1 km; the segment from Ximen Station to Longshan Temple Station opened for commercial service on December 24, 1999; the segment from Longshan Temple Station to Xinpu Station began operation on August 31, 2000; the segment from Xinpu Station to Yongning Station began service on May 31, 2006.</p> <p>土城線 (府中站至永寧站) 5.6 公里，95/5/31 營運；</p> <p>南港線東延段 (昆陽站至南港展覽館站) 2.5 公里，昆陽站至南港站 97/12/25 營運，南港站至南港展覽館站 100/2/27 營運；</p> <p>土城線延伸頂埔段路線 (永寧站至頂埔站) 2 公里，104/7/6 營運。</p> <p>Tucheng Line (Fuzhong Station to Yongning Station), 5.6 km, opened for commercial service on May 31, 1996.</p> <p>Nangang Eastern Extension (Kunyang Station to Nangang Exhibition Center Station), 2.5 km; the segment from Kunyang Station to Nangang Station opened for service on December 25, 2008; the segment from Nangang Station to Nangang Exhibition Center Station began operation on February 27, 2011; the segment between Tucheng Line Extension to Dingpu Line (Yongning Station to Dingpu Station), 2 km, opened for revenue service on July 6, 2015.</p>

資料統計時間：104 年 12 月 31 日 (2015.12.31)

Statistics compiled as of December 31, 2015

## 汽車緩步成長

民國 104 年底臺北市登記汽車數有 799,248 輛，較 103 年底增加 11,572 輛，成長率 1.47%；登記機車數有 960,809 輛，較 103 年底減少 17,768 輛，負成長率 1.81%，機車成長率呈現下降趨勢。

## Slow Growth in the Number of Vehicles

By the end of 2015, 799,248 cars were registered in Taipei City, figuring an increase of 11,572 cars over the previous year, and accounting for a growth rate of 1.47%. There were 960,809 motorcycles registered in the city, indicating a decrease of 17,768, or 1.81% from a year before. These figures suggest that motorcycle ownership is trending lower.

## 臺北市道路成長

### Road Area Growth in Taipei City

年底別 Year	道路面積 Road Area		
	合計 Total	年成長率 Growth rate	每汽車享有 Avg. Area per Veh.
單位 Unit	平方公尺 m <sup>2</sup>	%	平方公尺 / 輛 m <sup>2</sup> /veh.
80 年底 (1991) At yearend 1991	18,521,432	0.62	35.89
90 年底 (2001) At yearend 2001	20,653,635	1.23	30.96
91 年底 (2002) At yearend 2002	20,710,215	0.27	30.56
92 年底 (2003) At yearend 2003	20,767,342	0.28	29.91
93 年底 (2004) At yearend 2004	20,786,331	0.09	29.35
94 年底 (2005) At yearend 2005	20,824,722	0.18	28.70
95 年底 (2006) At yearend 2006	20,868,521	0.21	28.52
96 年底 (2007) At yearend 2007	20,881,608	0.06	28.67
97 年底 (2008) At yearend 2008	20,884,690	0.01	29.10
98 年底 (2009) At yearend 2009	20,900,954	0.08	28.98
99 年底 (2010) At yearend 2010	20,909,292	0.04	28.84
100 年底 (2011) At yearend 2011	22,509,223	7.65	30.25
101 年底 (2012) At yearend 2012	22,521,347	0.05	29.77
102 年底 (2013) At yearend 2013	22,537,277	0.07	29.34
103 年底 (2014) At yearend 2014	22,544,099	0.03	28.62
104 年底 (2015) At yearend 2015	22,601,834	0.26	28.28

資料來源：臺北市政府工務局、交通部。

Sources: Taipei City Public Works Department, Ministry of Transportation and Communications



## 臺灣地區主要都市交通特性比較 (104 年)

## Comparison of Traffic Statistics by Major Urban in Taiwan (2015)

地區別 Area	土地面積 Land Area	人口數 Population	汽車數 Automobiles	汽車持有率 Car ownership	機車數 Motorcycles	機車持有率 Motorcycle ownership
單位 Unit	平方公里 km <sup>2</sup>	人 Persons	輛 Vehicles	輛 / 千人 Veh/103persons	輛 Vehicles	輛 / 千人 Veh/103persons
臺北市 Taipei City	272	2,704,810	799,248	295	962,809	356
新北市 New Taipei City	2,053	3,970,644	1,005,501	253	2,178,050	549
桃園市 Taoyuan City	1,221	2,105,780	732,442	348	1,108,748	527
臺中市 Taichung City	2,215	2,744,445	1,042,587	380	1,650,878	602
臺南市 Tainan City	2,192	1,885,541	655,332	348	1,284,700	681
高雄市 Kaohsiung City	2,948	2,778,918	878,923	316	1,996,809	719

資料來源：內政部、交通部。

Sources: Ministry of the Interior, Ministry of Transportation and Communications

## 整體大眾運輸運量微幅成長

民國 104 年大眾運輸 (捷運 + 公車) 平均每日載客 328.3 萬人次，較 103 年 328.4 萬人次，減少約 0.02%。就個別運具而言，104 年全年捷運平均每日載客約 196.6 萬人次，較 103 年 186.2 萬人次增加 5.59%；104 年公車平均每日載客 131.7 萬人次，較 103 年 142.2 萬人次減少 7.38%。

## Slight Increase in Mass Transit Ridership

In 2015, the average daily ridership on Taipei's mass transit systems (Taipei Metro + bus network) was 3.283 million, a 0.02% drop from 3.284 million of 2014. In terms of ridership of on Taipei Metro and Taipei bus systems, respectively, the daily average ridership on the former was 1.966 million in 2015, registering a growth of 5.59% over 1.862 million of 2014; the daily average ridership on the latter was 1.317 million in 2015, figuring a drop of 7.38% from 1.422 million of 2014.

## 臺北市大眾運輸系統載客人數

### Taipei Metro & Bus Ridership in Taipei

年別 Year	總計 Total		捷運 MRT		公車 Bus		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	Passengers	Vehs.
	Daily Avg.	Growth rate	Daily Avg.	Growth rate	Daily Avg.	Growth rate	/ Trip(Bus)	/ Day(Bus)
	人次	%	人次	%	人次	%	人	輛
	Passengers		Passengers		Passengers		Passengers	Vehicles
80 年 (1991)	2,142,036	-0.99	-	-	2,142,036	-0.99	34.33	2,891
90 年 (2001)	2,658,989	2.66	793,542	8.13	1,865,447	0.5	27.62	3,359
91 年 (2002)	2,662,506	0.13	888,859	12.01	1,773,647	-4.92	25.03	3,369
92 年 (2003)	2,543,838	-4.46	866,272	-2.54	1,677,566	-5.42	23.35	3,471
93 年 (2004)	2,664,038	4.73	956,672	10.44	1,707,366	1.78	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	-0.02	1,965,786	5.59	1,316,937	-7.38	24.89	3,203

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。

Sources: Taipei City Public Transportation Office, Taipei Metro

Note: Minibuses are included in the abovementioned bus system

# 臺北市 15 歲以上居民所有旅次運具使用

## Use of Every Mode of Transport for Taipei Citizens 15-Year and Above

運具別 Type of transport	綠運輸市占率 Market share of sustainable transport															私人機動運具市占率 Market share of private motorized means of transport			
	公共運輸市占率 Market share of public transit											非機動運具市占率 Market share of non-motorized means of transport							
	大眾運輸市占率 Market share of mass transit																		
	捷運 Taipei Metro	市區公車 Citywide bus	公路客運 Public bus	國道客運 Highway bus	臺鐵 Taiwan Railways	計程車 Taxi	交通車 Company shuttle	其他 Others		步行 On foot	自行車 Cycling		機車 Motorcycling	自用小客車 Small passenger vehicle	其他 Others				
調查年月 Survey date																			
98 年 2009	53.7	34.1	30.7	12.9	14.4	2.4	0.3	0.7	2.2	0.8	0.4	19.6	15.4	4.2	46.3	29.9	16.2	0.2	
99 年 2010	57.2	37.6	34.8	15.2	18.0	0.5	0.4	0.7	1.5	0.7	0.5	19.5	15.2	4.4	42.8	27.1	14.0	1.7	
100 年 2011	57.5	37.7	33.8	16.2	16.5	0.2	0.4	0.5	2.7	0.7	0.5	19.9	15.7	4.2	42.5	27.0	15.2	0.3	
101 年 2012	58.0	38.0	35.0	14.4	18.9	0.6	0.5	0.6	2.2	0.4	0.3	20.0	14.5	5.5	42.0	25.5	15.7	0.7	
102 年 2013	57.2	37.5	34.3	14.4	17.8	0.3	0.8	0.9	1.9	0.5	0.8	19.7	14.5	5.2	42.8	27.5	15.0	0.2	
103 年 2014	57.7	37.0	33.6	16.8	14.8	0.6	0.5	0.9	2.2	0.3	0.9	20.7	16.8	3.9	42.3	24.3	17.6	0.4	
104 年 2015	58	37.4	33.8	16.0	16.3	0.5	0.6	0.4	2.3	0.3	0.9	20.6	15.6	5.1	42.0	25.9	16.0	0.2	

資料來源：民國 98 至 104 年交通部「民眾日常使用運具狀況調查」。

備註：公共運具之「其他」包括免費公車、復康巴士、高鐵、飛機及渡輪；私人運具之「其他」包括自用小貨車、自用大客車及自用大貨車。

Sources: “Survey on the Use of Transport, 2009 - 2015” by the Ministry of Transportation and Communications

Note: “Others” specified in public transit include: free buses, rehab buses, Taiwan High Speed Rail, airplanes and ferries; “others” specified in types of private motorized transport include: private trucks, private large passenger buses, and private large freight trucks.



## 民國 104 年臺灣地區發生死亡交通事故

Death Toll from Traffic Accidents in Taiwan Area, 2015

地 區 別 Area	肇事件數 Cases of Accident	肇 事 率 Accident Cases/ 104 Vehs.	死亡人數 No. of Deaths	每萬車輛死亡人數 No. of Deaths / 104 Vehicles
合計 Total	1,538	0.72	1,583	0.74
臺 北 市 Taipei City	84	0.48	84	0.48
新北市 New Taipei City	112	0.35	117	0.37
桃園市 Taoyuan City	118	0.65	118	0.65
臺中市 Taichung City	118	0.44	120	0.45
臺南市 Tainan City	162	0.84	163	0.84
高雄市 Kaohsiung City	173	0.60	175	0.61
臺 灣 省 Taiwan Province	771	1.10	806	1.15
國 道 National Highway	77	...	89	...

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。

Note: The table includes only deaths occurred within 24 hours of accidents

Sources: National Police Agency, Ministry of the Interior

# 交通設施

## Traffic Facilities

年 底 別 Year	交通標誌 Traffic Signs	交通號誌 Traffic Signals	道路號誌 連鎖線 Linked Signal with Control Center	偵 測 器 Detectors	資訊可變標誌 Changeable Message Signs
單 位 Unit	面 Plate	組 Set	條 Line	組 Set	組 Set
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

資料來源：臺北市交通管制工程處

Source: Taipei City Traffic Engineering Office

## 民國 104 年臺北市「機車退出騎樓」專案已實施路段、時間總表

“Project 2015: Clearing Arcades of Motorcycles” in Taipei City  
Road sections cleared, and timeline

項次 No.	實施路段 Section	實施路段長度 (公里) Length (km)	實施日期 Date
1	中山區農安街單號側 (林森北路 - 中山北路) Odd-number side along Nongan Street (Linsen North Road to Zhongshan North Road), Zhongshan District	0.33	104.01.29 January 29, 2015
2	內湖區行愛路單號側 (民權東路 6 段 - 行善路) Odd-number side along Renai Road (Minquan East Road, Section 6 to Xingshan Road), Neihu District	0.78	104.01.29 January 29, 2015
3	內湖區文德路雙號側 (文德路 22 巷 - 文德路 66 巷) Even-number side along Wende Road, (Wende Road, Lane 22 to Wende Road, Lane 66), Neihu District	0.17	104.01.29 January 29, 2015
4	內湖區康寧路 3 段 189 巷 83 弄 30 號 (康寧華廈) 周邊 (包含康寧路 3 段 165 巷 23 弄側、康寧路 3 段 189 巷 73 弄側) Areas surrounding Kangning Road, Section 3, Lane 189, Alley 83, No. 30 (Kangning Mansion) in Neihu District, including the side along Kangning Road, Section 3, Lane 165, Lane 23; and the side along Kangning Road, Section 3, Lane 189, Alley 73.	0.08	104.01.29 January 29, 2015
5	內湖區內湖路 1 段 411 巷 74 弄 (內湖路 1 段 387 巷 - 內湖路 1 段 411 巷) Neihu Road, Section 1, Lane 411, Alley 74, Neihu District	0.3	104.01.29 January 29, 2015
6	松山區新東街 31 巷 (民生東路 5 段 177 巷 - 新東街) Xindong Street, Lane 31 (Minsheng East Road, Section 5, Lane 177 to Xindong Street), Songshan District	0.20	104.01.29 January 29, 2015
7	松山區市民大道 4 段單號側 (微風廣場 - 八德路 2 段 410 巷) Odd-number side along Civic Boulevard, Section 4 (Breeze Center to Bade Road, Section 2, Lane 410), Songshan District	0.17	104.01.29 January 29, 2015
8	大安區市民大道 4 段雙號側 (復興南路 - 大安路) Even-number side, Civic Boulevard, Section 4 (Fuxing South Road to Daan Road), Daan District	0.20	104.01.29 January 29, 2015
9	大安區華陰街單號側 (47 號 - 承德路 1 段間) Odd-number side along Huayin Street (No. 47 to Chengde Road, Section 1), Daan District	0.22	104.01.29 January 29, 2015
10	中山區興安街單號側 (建國北路 - 遼寧街) Odd-number side along Xingan Street (Jianguo North Road to Liaoning Street), Zhongshan District	0.50	104.03.05 March 5, 2015
11	中山區龍江路 (長春路 - 興安街) Longjiang Road (Changchun Road to Xingan Street), Zhongshan District	0.3	104.03.05 March 5, 2015
12	內湖區環山路 1 段 24 巷南側人行道 (文湖街 60 巷 - 環山路 1 段) Huanshan Road, Section 1, Lane 24, sidewalk on the south side (Wenhu Street, Lane 60 to Huanshan Road, Section 1), Neihu District	0.19	104.03.05 March 5, 2015



項次 No.	實施路段 Section	實施路段長度 (公里) Length (km)	實施日期 Date
13	內湖區環山路 1 段 28 巷北側人行道 (文湖街 60 巷 - 環山路 1 段) Huanshan Road, Section 1, Lane 28, sidewalk on the north side (Wenhu Street, Lane 60 to Huanshan Road, Section 1), Neihu District	0.16	104.03.05 March 5, 2015
14	內湖區內湖路 1 段 91 巷 15 號 (太陽科技廣場) 周邊 [ 包含內湖路 1 段 91 巷北側人行道 (內湖路 1 段 - 文湖街)、文湖街南側人行道 (文湖街 21 巷 - 內湖路 1 段 91 巷 35 弄 ) ] Areas surrounding Neihu Road, Section 1, Lane 91, No. 15 (Sun Technology Plaza), including sidewalk on the north side of Neihu Road, Section 1, Lane 91 (Neihu Road, Section 1, Wenhu Street), sidewalk on the south side of Wenhu Street (Wenhu Street, Lane 21 to Neihu Road, Section 1, Lane 91, Lane 35), Neihu District	0.36	104.03.05 March 5, 2015
15	信義區福德街雙號側 (268 巷 - 282 號) Even-number side on Fude Street (Lane 268 to No. 282), Xinyi District	0.05	104.03.05 March 5, 2015
16	松山區健康路單號側 (延壽街 330 巷 - 健康路 225 巷) Odd-number side on Jiankang Road (Yanshou Street, Lane 330 to Jiankang Road, Lane 225), Songshan District	0.19	104.03.05 March 5, 2015
17	松山區民生東路 5 段 137 巷 6 弄 (民生東路 5 段 137 巷 - 三民路) Minshang East Road, Section 5, Lane 137, Lane 6 (Minshang East Road, Section 5, Lane 137 to Sanmin Road), Songshan District	0.34	104.03.05 March 5, 2015
18	松山區三民路 155 巷 (富錦街 429 巷 - 三民路) Sanmin Road, Lane 155 (Fujin Street, Lane 429 to Samin Road), Songshan District	0.34	104.03.05 March 5, 2015
19	大安區潮州街單號側 (61 至 61-3 號) Odd-number side on Chaozhou Street (No. 61 to No. 61-3), Daan District	0.05	104.03.05 March 5, 2015
20	文山區辛亥路 6 段 (懷恩隧道 - 木柵路) Xinhai Road, Section 6 (Huaien Tunnel to Muzha Road), Wenshan District	0.9	104.03.05 March 5, 2015
21	中山區長春路 137 巷雙號側 (松江路 164 巷 - 松江路 170 巷) Even-number side along Changchun Road, Lane 137 (Songjiang Road, Lane 164 to Songjiang Road, Lane 170), Zhongshan District	0.04	104.03.05 March 5, 2015
22	文山區羅斯福路 6 段 (車前路 29 巷 - 443 號) Roosevelt Boulevard, Section 6 (Chechian Road, Lane 29 to No. 443), Wenshan District	0.04	104.03.05 March 5, 2015
23	中山區新生北路 3 段 56 巷 (林森北路 - 新生北路 3 段) Xinshang North Road, Section 3, Lane 56 (Linsen North Road, Xinsheng North Road, Section 3), Zhongshan District	0.30	104.03.30 March 30, 2015
24	北投區明德路雙號側 (榮華二路 - 榮華一路 19 巷 8 弄) Even-number side along Minde Road (Ronghua Second Road to Ronghua First Road, Lane 19, Alley 8), Beitou District	0.06	104.03.30 March 30, 2015

項次 No.	實施路段 Section	實施路段長度 (公里) Length (km)	實施日期 Date
25	信義區松勇路 57 號旁步道 (松勇路 - 信義路 5 段 91 巷) Footpath along Songyong Road, No. 57 (Songyong Road to Xinyi Road, Section 5, Lane 91), Xinyi District	0.40	104.03.30 March 30, 2015
26	信義區和平東路 3 段單號側 (575 巷 - 627 巷) Odd-number side along Hoping East Road, Section 3 (Lane 575 to Lane 627), Xinyi District	0.25	104.03.30 March 30, 2015
27	松山區健康路 15 巷雙號側 (2 號 - 10 號) Even-number side (No. 2 to No. 10) along Jiankang Road, Lane 15, Songshan District	0.05	104.03.30 March 30, 2015
28	內湖區舊宗路 1 段 150 巷 (民善街至堤頂大道 1 段) 兩側人行道機退 Motorcycles cleared from both sidewalks along Jiuzong Road, Section 1, Lane 150 (Minshan Street to Tiding Avenue, Section 1), Neihu District	0.42	104.03.30 March 30, 2015
29	松山區市民大道 4 段單號側 (八德路 2 段 410 巷 - 敦化南路) Odd-number side along Civic Boulevard, Section 4 (Bade Road, Section 2, Lane 410 to Dunhua South Road), Songshan District	0.05	104.03.30 March 30, 2015
30	萬華區萬大路單號側 (331 號 - 369 號) (萬年青社區) Odd-number side along Wanda Road (No. 331 to No. 369, Wannian Youth Community), Wanhua District	0.15	104.03.30 March 30, 2015
31	中山區長春路單號側 (長春路 303 號 - 遼寧街) Odd-number side along Changchun Road (Changchun Road, No. 303 to Liaoning Street), Zhongshan District	0.05	104.03.30 March 30, 2015
32	中山區大直街單號側 (大直街 57 巷 - 北安路 621 巷) Odd-number side along Dazhi Street (Dazhi Street, Lane 57 to Beian Road, Lane 621), Zhongshan District	0.05	104.04.30 April 30, 2015
33	內湖區環山路 1 段 26 號 (上林苑社區) 人行道 (包含環山路 1 段 26 號、環山路 1 段 24 巷側、環山路 1 段 28 巷側) The sidewalk along Huanshan Road, Section 1, No. 26 (Shanglinyuan Community) that includes Huanshan Road, Section 1, No. 26, the side along Huanshan Road Section 1, Lane 24, and the side along Huanshan Road, Section 1, Lane 28, Neihu District	0.4	104.04.30 April 30, 2015
34	內湖區文德路單號側 (文德路 101 巷 - 內湖路 2 段 122 巷) Odd-number side along Wende Road (Wende Road, Lane 101 to Neihu Road, Section 2, Lane 122), Neihu District	0.13	104.04.30 April 30, 2015
35	松山區新中街 10 巷 (新中街 - 民生東路 5 段 137 巷) Xinzhong Street, Lane 10 (Xinzhong Street to Minsheng East Road, Section 5, Lane 137), Songshan District	0.10	104.04.30 April 30, 2015
36	松山區新中街 12 巷雙號側 (新中街 - 民生東路 5 段 137 巷) Odd-number side along Xinzhong Street (Xinzhong Street to Minsheng East Road, Section 5, Lane 137), Songshan District	0.20	104.04.30 April 30, 2015

項次 No.	實施路段 Section	實施路段長度 (公里) Length (km)	實施日期 Date
37	文山區景華街 22 巷雙號側 (2 號至景中街) Odd-number side along Jinghua Street, Lane 22 (No. 2 to Jingzhong Street), Wenshan District	0.04	104.04.30 April 30, 2015
38	文山區景華街單號側 (景華街 24 號至 22 巷 3 號) Odd-number side along Jinghua Street (Jinghua Street, No. 24 to Lane 22, No.3), Wenshan District	0.21	104.04.30 April 30, 2015
39	興隆路 1 段 (羅斯福路 5 段 -16 巷) Xinglong Road, Section 1 (Roosevelt Road, Section 5 to Lane 16)	0.21	104.04.30 April 30, 2015
40	萬華區環河南路 2 段雙號側 (和平西路 - 環河南路 2 段 330 號) Even-number side along Huanho South Road, Section 2 (Hoping West Road to Huanho South Road, Section 2, No. 330), Wanhua District	0.65	104.04.30 April 30, 2015
41	大安區新生南路 3 段東側 (和平東路 2 段 - 新生南路 3 段 25 巷) East side of Xinsheng South Road, Section 3 (Hoping East Road, Section 2 to Xinsheng South Road, Section 3, Lane 25), Daan District	0.15	104.04.30 April 30, 2015
42	內湖區 [文德路 22 巷 27 弄雙號側、文德路 66 巷 14 弄雙號側、江南街 71 巷 16 弄雙號側、江南街 71 巷 65 弄雙號側] (瑞光路 - 文德路 66 巷) Even-number side along Wende Road, Lane 22, Alley 27; even-number side along Wende Road, Lane 66, Alley 14; even-number side along Jiangnan Street, Lane 71, Alley 16; even-number side along Jiangnan Street, Lane 71, Alley 65 (Ruiguang Road to Wende Road, Lane 66), Neihu District	0.55	104.04.30 April 30, 2015
43	中山區林森北路單號側 (南京東路 - 長安東路) Odd-number side along Linsen North Road (Nanjing East Road to Changan East Road), Zhongshan District	0.3	104.04.30 April 30, 2015
44	中正區寧波東街單號側 (愛國東路 - 羅斯福路) Odd-number side along Ningpo East Street (Aiguo East Road to Roosevelt Road), Zhongzheng District	0.17	104.05.28 May 28, 2015
45	中正區寧波東街雙號側 (金華街 - 羅斯福路) Even-number side along Ningpo East Street (Jinhua Street to Roosevelt Road), Zhongzheng District	0.06	104.05.28 May 28, 2015
46	大安區大安路 1 段雙號側 (仁愛路 4 段 - 復興南路 1 段 253 巷) Even-number side along Daan Road, Section 1 (Renai Road, Section 4 to Fuxing South Road, Section 1, Lane 253), Daan District	0.1	104.05.28 May 28, 2015
47	松山區市民大道 4 段單號側 (敦化南路 - 八德路 3 段 74 巷) Odd-number side along Civic Boulevard, Section 4 (Dunhua South Road to Bade Road, Section 3, Lane 74), Songshan District	0.32	104.05.28 May 28, 2015
48	中山區大直街 62 巷 (2 號至 8 號) Dazhi Street, Lane 62 (No. 2 to No. 8), Zhongshan District	0.05	104.05.28 May 28, 2015



項次 No.	實施路段 Section	實施路段長度 (公里) Length (km)	實施日期 Date
49	松山區市民大道 4 段單號側 (八德路 3 段 74 巷 - 延吉街) Odd-number side along Civic Boulevard, Section 4 (Bade Road, Section 3, Lane 74 to Yanji Street), Songshan District	0.12	104.05.28 May 28, 2015
50	大同區涼州街雙號側騎樓 (迪化街 1 段 - 西安街間) Arcade along the odd-number side on Liangzhou Street (Dihua Street, Section 1 to Xi'an Street), Datong District	0.05	104.05.28 May 28, 2015
51	文山區秀明路 2 段單號側 (新光路 - 萬壽路) Odd-number side along Xiuming Road, Section 2 (Xinguang Road to Wanshou Road), Wenshan District	0.61	104.6.30 June 30, 2015
52	文山區秀明路 2 段雙號側 (24 巷 - 112 巷) Odd-number side along Xiuming Road, Section 2 (Lane 24 to Lane 112), Wenshan District	0.3	104.6.30 June 30, 2015
53	文山區辛亥路 7 段 (辛亥路 7 段 20 巷 - 忠順街) Xinhai Road, Section 7 (Xinhai Road, Section 7, Lane 20 to Zhongshun Street), Wenshan District	0.4	104.6.30 June 30, 2015
54	松山區八德路 2 段 400 及 402 號 (添盛實業大樓) 周邊 Areas around Bade Road, Section 2, No. 400 and No. 402 (Tiansheng Corporation Mansion), Songshan District	0.03	104.6.30 June 30, 2015
55	松山區八德路 2 段雙號側 (八德路 2 段 366 巷 - 八德路 2 段 410 巷) Even-number side along Bade Road, Section 2 (Bade Road, Section 2, Lane 366 to Bade Road, Section 2, Lane 410), Songshan District	0.08	104.6.30 June 30, 2015
56	內湖區康寧路 3 段 189 巷 93 弄及 141 弄 (康寧新城社區) 周邊 (康寧路 3 段 189 巷 93 弄、康寧路 3 段 189 巷 141 弄) Areas around Kangning Road, Section 3, Lane 189, Alley 93 and Alley 141 (Kangning New Village Community), Neihu District	0.31	104.6.30 June 30, 2015
57	內湖區成功路 4 段 30 巷 28 弄 1 號 (宏泰新象社區) 周邊 (成功路 4 段 30 巷側 - 成功路 4 段 30 巷 28 弄側) Areas around Chenggong Road, Section 4, Lane 30, Alley 28, No. 1 (Hongtai New Vision Community), spanning the side lining Chenggong Road, Section 4, Lane 30 to the side lining Chenggong Road, Section 4, Lane 30, Alley 28, Neihu District	0.12	104.6.30 June 30, 2015
58	大同區昌吉街 42-44 號 (吉美和風大樓) 周邊、昌吉街 46 號 — 48 號 Areas around Changji Street, No 42 to 44 (Jimei Breeze Mansion), and Changji Street, No. 46 to No. 48, Datong District	0.08	104.6.30 June 30, 2015
59	中正區林森南路 3 巷行人徒步區 (林森南路 - 忠孝東路 1 段 84 巷) The pedestrian area along Linsen South Road, Lane 8 (Linsen South Road to Zhongxiao East Road, Section 1), Zhongzheng District	0.16	104.6.30 June 30, 2015
60	松山區光復北路單號側 (11 巷 - 八德路) Odd-number side along Guangfu North Road (Lane 11 to Bade Road), Songshan District	0.09	104.7.30 July 30, 2015

項次 No.	實施路段 Section	實施路段長度 (公里) Length (km)	實施日期 Date
61	信義區松信路單號側（永吉路 200 巷 56 弄 - 虎林街 120 巷） Odd-number side along Songxin Road (Yongji Road, Lane 200, Alley 56 to Hulin Street, Lane 120), Xinyi District	0.12	104.7.30 July 30, 2015
62	信義區松山路單號側（永吉路 - 忠孝東路） Odd-number side along Songshan Road (Yongji Road to Zhongxiao East Road), Xinyi District	0.46	104.7.30 July 30, 2015
63	大安區金華街（金山南路 - 麗水街） Jinhua Street (Jinshan South Road to Lishui Street), Daan District	0.35	104.7.30 July 30, 2015
64	大安區金華街（麗水街 - 新生南路） Jinhua Street (Lishui Street to Xinsheng South Road), Daan District	0.8	104.7.30 July 30, 2015
65	大安區師大路單號側（117 巷 - 羅斯福路） Odd-number side along Shida Road (Lane 117 to Roosevelt Road), Daan District	0.1	104.7.30 July 30, 2015
66	大安區和平東路 3 段 228 巷（和平東路 - 樂業街） Hoping East Road, Section 3, Lane 228 (Hoping East Road to Leye Street), Daan District	0.53	104.7.30 July 30, 2015
67	中正區杭州南路 2 段雙號側（愛國東路 - 羅斯福路） Odd-number side along Hangzhou South Road, Section 2 (Aiguo East Road to Roosevelt Road), Zhongzheng District	0.43	104.7.30 July 30, 2015
68	文山區景文街 1 號（克麗斯町公寓大廈） Jingwen Street No. 1 (Christine Apartment High-Rise), Wenshan District	0.07	104.7.30 July 30, 2015
69	信義區松隆路雙號側（虎林街 - 松山路）、（含松隆路 290 號虎林街側） Even-number side along Songlong Road (Hulin Street to Songshan Road), and areas around Songlong Road No. 290, along the side of Hulin Street), Xinyi District	0.18	104.7.30 July 30, 2015
70	萬華區西寧南路雙號側（成都路 - 內江街） Even-number side along Xining South Road (Chengdu Road to Neijiang Street), Wanhua District	0.12	104.7.30 July 30, 2015
71	中山區天津街（南京東路 1 段 - 長安東路 1 段） Tianjin Street (Nanjing East Road, Section 1 to Changan East Road, Section 1), Zhongshan District	0.53	104.7.30 July 30, 2015
72	中山區長安東路 1 段（中山北路 - 林森北路） Changan East Road, Section 1 (Zhongshan North Road to Linsen North Road), Zhongshan District	0.54	104.7.30 July 30, 2015
73	中山區中山北路 1 段 105 巷（中山北路 - 林森北路） Zhongshan North Road, Section 1, Lane 105 (Zhongshan North Road to Linsen North Road), Zhongshan District	0.5	104.7.30 July 30, 2015
74	中山區新生北路 2 段 62 巷 32 至 36 之 1 號（欣欣金大廈社區） Xinsheng North Road, Section 2, Lane 62, No. 32 to 36-1 (Xinxinjin Mansion Community), Zhongshan District	0.03	104.7.30 July 30, 2015

項次 No.	實施路段 Section	實施路段長度 (公里) Length (km)	實施日期 Date
75	文山區木柵路 2 段單號側 (109 巷 -161 巷) Odd-number side along Muzha Road, Section 2 (Lane 109 to Lane 161), Wenshan District	0.12	104.8.31 August 31, 2015
76	中正區秀山街雙號側 (中華路 - 延平南路) Even-number side along Xiushan Street (Zhonghua Road to Yanping South Road), Zhongzheng District	0.1	104.8.31 August 31, 2015
77	中正區博愛路單號側 (愛國西路 - 博愛路 191 巷) Odd-number side along (Aiguo West Road to Boai Road, Lane 191), Zhongzheng District	0.08	104.8.31 August 31, 2015
78	北投區中央北路 4 段雙號側 (316 巷 -354 巷) Even-number side along Zhongyang North Road, Section 4 (Lane 316 to Lane 354), Beitou District	0.11	104.8.31 August 31, 2015
79	內湖區內湖路 3 段 59 巷 (1 號 -5 號) Neihu Road, Section 3, Lane 59 (No. 1 to No. 5), Neihu District	0.03	104.8.31 August 31, 2015
80	內湖區民權東路 6 段 123 巷 20 弄 2 號及民權東路 6 段 123 巷 14 號 -18 號 Minqun East Road, Section 6, Lane 123, Alley 20, No. 2 and Minquan East Road, Section 6, Lane 123, No. 14 to No. 18, Neihu District	0.06	104.8.31 August 31, 2015
81	中山區建國北路 3 段西側 (農安街 - 松江路) West side along Jianguo North Road, Section 3 (Nongan Street to Songjiang Road), Zhongshan District	0.406	104.8.31 August 31, 2015
82	大同區重慶北路 3 段西側 (哈密街 - 敦煌路間) West side along Chongqing North Road, Section 3 (between Hami Street and Dunhuang Road), Datong District	0.39	104.9.30 September 30, 2015
83	大同區重慶北路 3 段東側 (民族西路 - 酒泉街間) East side along Chongqing North Road, Section 3 (between Minzu West Road and Jiuquan Street), Datong District	0.38	104.9.30 September 30, 2015
84	大同區重慶北路 3 段 312 巷北側 (重慶北路 3 段 - 重慶北路 3 段 312 巷 30 號對面間) North side along Chongqing North Road, Section 3, Lane 312 (between Chongqing North Road, Section 3 and the opposite side facing Chongqing North Road, Section 3, Lane 312, No. 30), Datong District	0.1	104.9.30 September 30, 2015
85	大同區西寧北路 62-5 號 (永樂大廈) Xining North Road, No. 62 - 5 (Yongle Mansion), Datong District	0.026	104.9.30 September 30, 2015
86	中山區南京東路 2 段 2 號臨新生北路側 (南京東路 2 段 2 號 - 吉林路 26 巷) Nanjing East Road, Section 2, No. 2, to the side of Xinsheng North Road (Nanjing East Road, Section 2, No. 2 to Jilin Road, Lane 26), Zhongshan District	0.045	104.9.30 September 30, 2015



項次 No.	實施路段 Section	實施路段長度 (公里) Length (km)	實施日期 Date
87	中山區吉林路西側 (南京東路 2 段 - 吉林路 108 巷) Jilin Road, west side (Nanjing East Road, Section 2 to Jilin Road, Lane 108), Zhongshan District	0.127	104.9.30 September 30, 2015
88	信義區松信路雙號側 (永吉路 180 巷 67 弄 - 虎林街 120 巷) Even-number side, Songxin Road (Yongji Road, Lane 180, Alley 67 to Hulin Street, Lane 120), Xinyi District	0.125	104.9.30 September 30, 2015
89	信義區莊敬路雙號側 (吳興街 225 巷 - 336 號) Even-number side, Zhuangjing Road (Wuxing Street, Lane 225 to No. 336), Xinyi District	0.037	104.9.30 September 30, 2015
90	信義區和平東路 3 段單號側 (207 巷 - 嘉興街) Odd-number side along Hoping East Road, Section 3 (Lane 207 to Jiaying Street), Xinyi District	0.047	104.9.30 September 30, 2015
91	信義區松勇路 53 巷 33-37 號 (國際名邸社區) Songyong Road, Lane 53, No. 33 to No. 37 (International Celebrity Community), Xinyi District	0.095	104.9.30 September 30, 2015
92	松山區塔悠路單號側 (南京東路 5 段 - 塔悠路 95 號) Odd-number side along Tayiu Road (Nanjing East Road, Section 5 to Tayiu Road, No. 95), Songshan District	0.114	104.9.30 September 30, 2015
93	內湖區東湖路 33 巷兩側 (1-26 號) Both sides of Donghu Road, Lane 33 (No. 1 to No. 26), Neihu District	0.3	104.9.30 September 30, 2015
94	內湖區石潭路 61-67 號 (恆美社區) Shitan Road, No. 61 to 67 (Hengmei Community), Neihu District	0.04	104.9.30 September 30, 2015
95	大安區臥龍街 151 巷單號側 (樂業街 - 安居街 84 巷) Odd-number side along Wolong Street, Lane 151 (Leye Street to Anju Street, Lane 84), Daan District	0.04	104.9.30 September 30, 2015
96	南港區中坡南路北側 (中坡南路 15 號 - 中坡南路 49 巷) North side of Zhongpo South Road (Zhongpo South Road, No. 15 to Zhongpo South Road, Lane 49), Nangang District	0.1	104.10.29 October 29, 2015
97	中山區建國北路 3 段西側 (民權東路 2 段 - 農安街) West side of Jianguo North Road, Section 3 (Minquan East Road, Section 2 to Nongan Street), Zhongshan District	0.25	104.10.29 October 29, 2015
98	南港區重陽路 (園區街 - 三重路) Chongyang Road (Yuanqu Street to Sanchong Road), Nangang District	0.51	104.10.29 October 29, 2015
99	松山區三民路單號側 (三民路 167 巷 - 民生東路 5 段 137 巷 4 弄) Odd-number side along Sanmin Road (Samin Road, Lane 167 to Minsheng East Road, Section 5, Lane 137, Alley 4), Songshan District	0.20	104.10.29 October 29, 2015

項次 No.	實施路段 Section	實施路段長度 (公里) Length (km)	實施日期 Date
100	中山區內湖路 1 段雙號南側 (敬業四路 - 堤頂大道 2 段) South side of the even-number side along Neihsu Road, Section 1 (Jingye 4th Road to Tiding Avenue, Section 2), Zhongshan District	0.20	104.11.30 November 30, 2015
101	中山區堤頂大道 2 段雙號西側 (內湖路 1 段 - 樂群一路) West side of the even-number side along Tiding Avenue, Section 2 (Neihu Road, Section 1 to Lequn First Road), Zhongshan District	1.03	104.11.30 November 30, 2015
102	松山區民權東路 3 段 140 巷雙號側 (民權東路 3 段 - 民權東路 3 段 106 巷 3 弄) Even-number side along Minquan East Road, Lane 140 (Minquan East Road, Section 3 to Minquan East Road, Section 3, Lane 106, Alley 3), Songshan District	0.05	104.11.30 November 30, 2015
103	內湖區成功路 4 段 62 至 64 號 (宏泰新象金大樓) Chenggong Road, No. 62 to 64 (Hongtai New Vision Financial Holdings Building), Neihsu District	0.05	104.11.30 November 30, 2015
104	松山區富錦街 359 巷 2 弄雙號側 (富錦街 359 巷 - 新中街) Even-number side along Fujin Street, Lane 359, Alley 2 (Fujin Street, Lane 359 to Xinzhong Street), Songshan District	0.21	104.11.30 November 30, 2015
105	松山區富錦街 359 巷 3 弄單號側 (富錦街 359 巷 - 富錦街) Odd-number side along Fujin Street, Lane 359, Lane 3 (Fujin Street, Lane 359 to Fujin Street), Songshan District	0.14	104.11.30 November 30, 2015
106	松山區寧安街 (南京東路 - 八德路) Ningan Street (Nanjing East Road to Bade Road), Songshan District	0.66	104.11.30 November 30, 2015
107	中山區華陰街單號側 (長安西路 40 巷 - 華陰街 31 號) Odd-number side along Huayin Street (Changan West Road, Lane 40 to Huayin Street, No. 31), Zhongshan District	0.05	104.12.30 December 30, 2015
108	信義區基隆路 1 段 13 號至 23 號 (信義國際社區) Jilong Road, Section 1, No. 13 to No. 23 (Xinyi International Community), Xinyi District	0.05	104.12.30 December 30, 2015
109	文山區興德路 62 巷 2 號對面 (臺灣電力股份有限公司輸變電工程處北區施工處) The opposite side facing Xingde Road, Lane 62, No. 2 (Power Transmission and Transformer Station, Engineering Office, Construction Division of Northern Taiwan, Taipower Co. Ltd), Wenshan District	0.03	104.12.30 December 30, 2015
	88 年到 104 年 12 月底共計實施 1,066 處路段，長度 606.33 公里 The project was administered on a total of 1,066 road sections, between 1999 and the end of December, 2015, at 606.33 km in length.		
合計	104 年度累計共 109 處路段，長度 24.74 公里 The project was administered on a total of 109 road sections in 2015, at 24.74 km in length.		

## 民國 104 年臺北市政府交通局獲獎一覽表

Awards Received by the Department of Transportation, Taipei City Government in 2015

單位獲獎

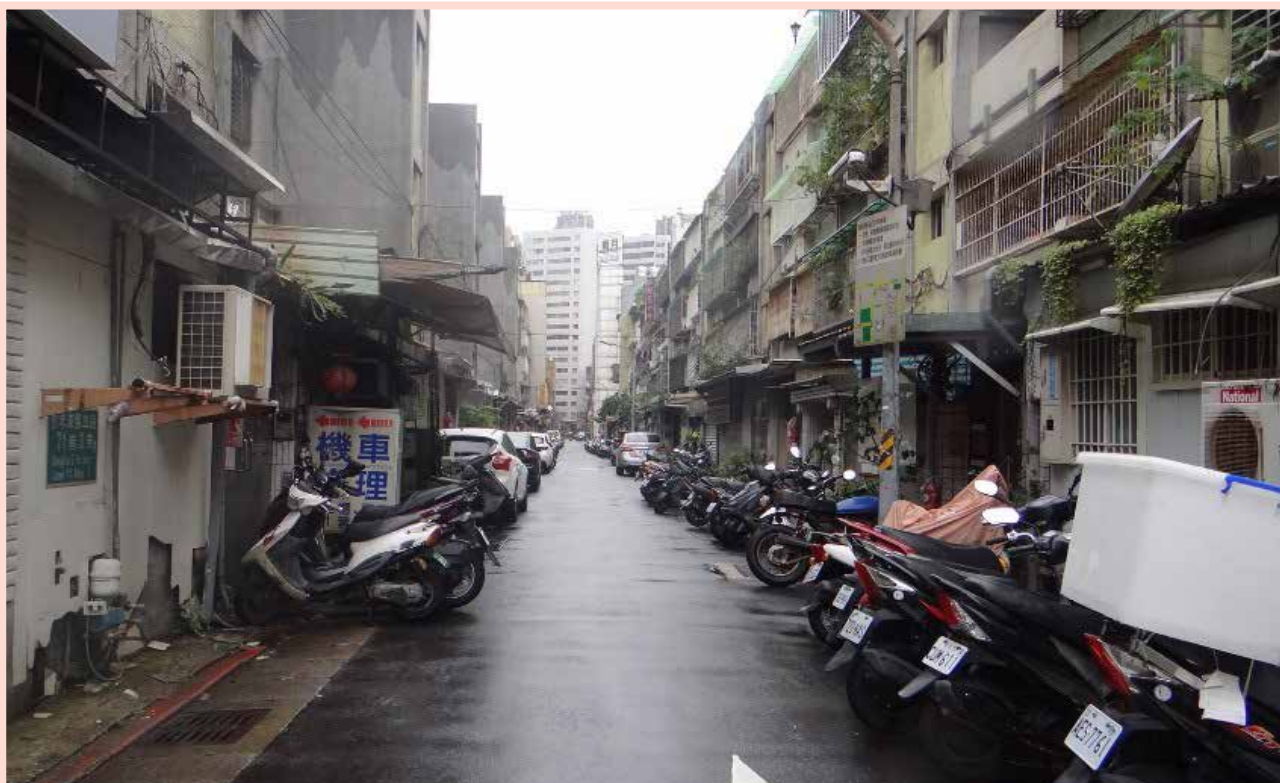
項次 No.	提報名稱 Title	獲獎單位 Award recipients	名次 Place
1	巨量資料技術之電子票證旅運解析系統 Trip Behavioral Analysis Systems of Electronic Payment via Big Data technology	臺北市政府 創代科技股份有限公司 勤崙國際科技股份有限公司 Taipei City Government, Datarget Innovation Inc, Kingwaytek Technology Co	中華智慧運輸協會「智慧運輸應用獎」 “Intelligent Transportation Application Award” by Intelligent Transportation Society of Taiwan
2	2015 智慧城市創新應用獎 - 智慧交通獎 2015 Smart City Innovative Application Award - Intelligent Transport Award	臺北市政府 Taipei City Government	第 1 名 First place
3	「臺北好好行—臺北交通資訊創新服務」 “Smart & Easy Travelling in Taipei - Innovative Transport Information Services”	臺北市政府交通局 The Department of Transportation of the Taipei City Government	第七屆政府服務品質獎 7th Government Service Quality Award

## 個人獲獎

Individual Awards

項次 No.	獎項 Prize	獲獎人 Winner	現任 Incumbent
1	中華民國運輸學會 2015 年運輸獎狀 2015 Transportation Certificate by Chinese Institute of Transportation	交通局副局长張哲揚 Chang, Jer-Yang, DOT Deputy Commissioner	交通局局长 DOT Commissioner
2	104 年臺北市模範公務人員 Model Civil Servant of the Taipei City Government, 2015	停車管理工程處處長張哲揚 Chang, Jer-Yang, Director, Taipei City Parking Management and Development Office	
3	104 年臺北市模範公務人員 Model Civil Servant of the Taipei City Government, 2015	交通管制工程處科長施學榮 Shih, Hsueh-Jung, Section Chief, Taipei City Traffic Engineering Office	交通管制工程處 副總工程司 Taipei City Traffic Engineering Office, Deputy Chief Engineer
4	智慧運輸績優服務獎 - 銀質獎 Intelligent Transportation System Service Award - Silver	交通管制工程處處長陳學台 Chen, Shyue-tair, Director, Taipei City Traffic Engineering Office	交通局副局长 Deputy Commissioner, DOT





◆ 臺北市多數舊社區巷弄停車情形（6公尺巷道）／  
Haphazard parking in alleyways across many of Taipei City's older residential communities (an alleyway at 6 meters in width)

## 鄰里交通環境改善計畫

### The Neighborhood Traffic Improvement Project

找一天與三五好友一同走入臺北市鄰里巷弄中，您會發現臺北市的鄰里巷弄不一樣了！原本在巷弄中常遇見雙邊停車，且長期占用，以致行人必須與車爭道，甚至是妨礙消防車輛救災等這些問題，影響到居民行走、財產及生命的安全，臺北市政府交通局已著手幫您解決。

Invite a few friends of yours one of these days, and roam about the lanes, alleys and alleyways that crisscross Taipei's cityscape, and you will notice quite a difference. In the past, double parking, and extended squatting have forced pedestrians to vie for space with vehicular traffic; these issues also hampered rescue missions of the fire trucks, affecting residents' rights to a safe traveling space, and threatening their property and life. The Department of Transportation has successfully tackled the problems.

為解決前述問題，臺北市政府交通局推動鄰里交通環境改善計畫，以里為單位，深入民眾生活的巷弄進行整體改善，巷弄優先考量行人安全，透過劃設標線型人行道改善行人通行環境；並利用紅黃標線調整減少違規停車，使巷弄可供車輛通行，救災無阻礙。其次規劃汽機車格位，配合路邊全面收費方式，整頓巷弄停車秩序。建置無障礙人行環境，提供市民交通有序、居住安全的生活環境。



◆ 新營里範圍內人行空間規劃圖／  
Legend of the planned pedestrian travel space within Xinying Village



◆ 新營里金華街實施前後對照圖／  
"Before-and-after" project implementation on Jinhua Street, Xinying Village



◆ 大學里範圍內人行空間規劃圖／  
Legend of the planned pedestrian travel space within Daxue Village



◆ 大學里溫州街實施前後對照圖／  
"Before-and-after" project implementation on Wenzhou Street, Daxue Village





◆ 建安里範圍內人行空間規劃圖／  
Legend of the planned pedestrian travel space within Jianan Village



◆ 建安里實施前後對照圖／  
"Before-and-after" project implementation on Jianan Village

To address the aforesaid issues, the Department of Transportation launched "the Neighborhood Traffic Improvement Project" that focused on each "village" as a working unit to ensure comprehensive improvement on lanes and alleyways - an integral part of every community resident. Pedestrian safety was made a priority as "marked sidewalks" were implemented to amend walkers' travel space. Meanwhile, the application of red and yellow lines on roadways was modified to deter illegal parking, so that the lanes and alleys can accommodate vehicular traffic, and allow fire trucks to come through. Next, parking spaces for both passenger cars and motorcycles were marked and tied-in with the on-street parking fee payment scheme in a move to ensure orderly parking in alleyways. An accessible pedestrian environment was thus established to safeguard an orderly, safe and comfortable living space.

## 鄰里交通環境改善計畫主要目標及預期效益如下：

- 一、建立安全行人通行空間：以里為單位進行整體交通規劃，於路寬未達 12 公尺道路，且未設置人行道、騎樓或被占用之道路上，劃設標線型人行道，建立人本交通環境，使行人步行環境更安全，以實踐人本與文明交通的都市願景。

## Primary objectives of the project and estimated benefits are as follows：

1. Building a safe travel space for pedestrians: a comprehensive travel space planning is conducted with "village" as a measurement unit. For roadways not yet 12 meters in width where sidewalks and arcades are absent, and





◆ 標線型人行道／A marked sidewalk

for roads where squatting is found, the marked sidewalks are established in the spirit of creating a people-oriented travel environment, ensuring a safer pedestrian space to fulfill the vision of a livable city, where world-class transport service is assured.

二、維持有效消防空間：依據消防局規劃之消防通道與搶救不易狹小巷道檢討情形，本計畫透過標線型人行道劃設、紅黃標線調整、整頓合理停車空間等方式，維持有效消防空間，確保住戶人身及財產安全。

2. Ensuring fire control space: a review was conducted on a proposal by the Taipei Fire Department on maintaining travel passage for fire control practice, and how narrow alleyways hamper effective fire rescues. By establishing marked sidewalks, modified application of red and yellow lines, and installing proper parking spaces to ensure sufficient passage for fire control practice, and safeguard livelihood and estate integrity of residents.

三、整頓合理停車空間：本計畫利用紅黃標線調整（禁停紅線改為禁停黃線，可供夜間停車及合法臨停卸貨）、汽機車格位規劃（配合全面收費避免長期占用）、巷口禁停紅線 10M 縮短為 5M（餘繪機車位）等方式，使停車更有秩序。

3. Installing Proper Parking Spaces: modified application of red and yellow lines (the original no-parking red lines were now modified as no-parking yellow lines, to accommodate nighttime parking, and lawful temporary parking for offloading), the formulation of parking spaces for passenger vehicles and motorcycles (parking fees are collected accordingly to prevent squatting), the 10-meter-long no-parking red lines at the entrance of alleyways being shortened to 5 meters, and the remaining 5 meters are vacated for motorcycle parking. The practices ensure orderly parking arrangement.



◆ 維持消防空間／ Passage for fire control practice

四、設置社區無障礙環境：機車因停車空間不足或為貪圖方便，而停放在騎樓內之情形，處處可見，造成人行空間不足情況發生。因此本計畫將執行機慢車退出騎樓或人行道、騎樓整平、檢討車阻設置等方式，以設置社區無障礙環境為目標，以期能改善人行空間，保障人行安全。

4. Setting up barrier-free community spaces: due to insufficient parking or for the sake of their own convenience, motorcyclists chose to park their bikes in the arcades, causing insufficient pedestrian space. The project, therefore, includes "clearing arcades and sidewalks of motorcycles, the leveling of arcades, and the setup of bollards to ensure a barrier-free community for all, improve pedestrian travel space and pedestrian safety.

104 年臺北市中正區新營里里民間卷調查結果，鄰里交通改善整體滿意度達 83%。104 年度共計完成 30 個里，汽車格總計增加 485 格停車位，機車格總計增加 905 格停車位，標線型人行道增加 93 條，長度約 9,000 公尺。

According to an opinion poll conducted in Xinying Village in 2015, satisfaction rating with the project reached 83%. The project was implemented across 30 villages in 2015, registering an increase of 485 spaces for passenger cars, and 905 spaces for motorcycles. 93 marked sidewalks were established, totaling 9,000 meters.

未來，臺北市政府交通局將陸續完成全市鄰里交通改善，105 年度預計完成 60 個里之巷道交通環境改善，目前已有 45 個里參與本計畫，後續將鼓勵更多里加入本案計畫執行，預計 1 年執行 60 里以上，於 109 年前完成全市 456 里鄰里交通改善。

The Department of Transportation would continue to conduct transport service improvement on all the villages and neighborhoods in Taipei City. 60 villages are slated for project implementation in 2016, and 45 villages have signed up to date. Plans are underway to encourage more villages to join the cause. The Department plans to conduct the project on more than 60 villages a year; all 456 villages in Taipei City would receive the makeover by 2020.





◆ 汽機車格位規劃／ The installation of parking spaces for passenger cars and motorcycles

## Opinion Poll in Xinying Ward

Survey period: August 1 - 4, 2015

1,500 questionnaires were distributed, and 541 (404 for residents in the ward, 137 for non-residents)

Measures	%
【 Cross-like marked sidewalks 】 set up	88%
【 Marked sidewalks 】 demarcated	86.5%
【 Clearing arcades of motorcycles 】	83.5%
【 Parking spaces for passenger cars and motorcycles 】 established in alleyways	80.5%
【 No-parking red lines 】 modified into 【 no-parking yellow lines 】	80%
10m no-parking red lines shortened to 5m; the remaining 5m vacated for 【 motorcycle parking 】	76.5%

**Traffic Improvement Project at Xinying Ward met with 83% in satisfaction approval**

◆ 新營里里民問卷調查結果／  
Results of the opinion poll conducted in Xinying Village



◆ 改善人行空間／  
Pedestrian space improved





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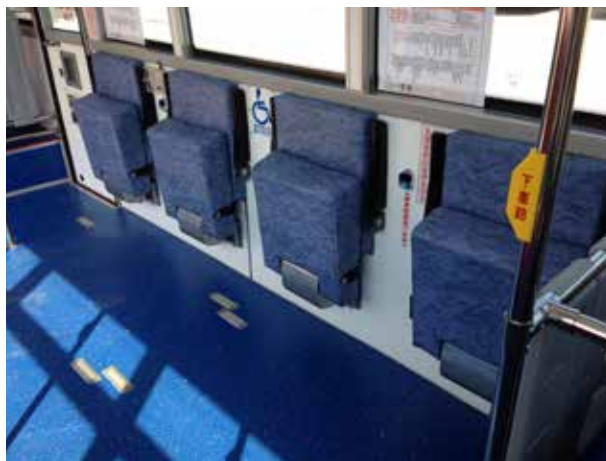
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