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臺北市政府交通局

Department of Transportation, Taipei City Government

◆ 西區門戶之交通改善規劃／ Western Gateway traffic improvement planning

西區門戶

臺北車站為臺北市交通樞紐且具首都國門意象，臺北市政府自民國 104 年啟動西區門戶計畫，透過以人為本之思維，進行站前交通改善；105 年 2 月完成忠孝橋引道拆除，再現北門古蹟風華並改善人車動線；10 月完成國道客運路線調整及市區公車站區改善，提升大眾運輸服務品質與效率；11 月啟動北門周邊路型改善，透過簡化道路線形，提升行車安全。

Western Gateway

Taipei Main Station is one of Taipei's main transport hubs and the symbol of the gateway to the capital. In 2015, Taipei City Government launched the Western Gateway Plan, involving the use of people-first thinking to improve traffic in front of the station. In February 2016, the Zhongxiao Bridge Ramp was demolished, restoring the splendor of this historic site and improving traffic and pedestrian flow. In October, the highway bus route adjustment and city bus stop improvements were completed, improving public transport service quality and efficiency. In November, work to improve the shape of roads around the North Gate (Beimen) began, with the simplification of road alignment leading to improved driving safety.

一、忠孝橋引道（西寧至重慶）拆除及忠孝西路路型調整

忠孝橋引道設置目的係解決鐵路地下化前穿越忠孝西路所造成之交通瓶頸，隨鐵路地下化後，其主要設置功能已不復在，故經綜合評估而決議拆除。

◆ 忠孝橋引道拆除作業／ Zhongxiao Bridge Ramp being demolished

◆ 忠孝橋引道拆除後／ The scene after the Zhongxiao Bridge Ramp was demolished

考量忠孝橋為聯絡雙北市之交通要道，為降低施工期間交通衝擊，乃規劃於農曆春節期間辦理引道拆除事宜，並成立跨局處順暢小組即時監控交通維持措施；拆除工程民國 105 年 2 月 7 日動工、13 日上午開放通車、9 月 3 日完成西寧路口匝道拓寬及 11 月啟動「北門周邊路型調整工程」，以串連整體空間及廊帶。

1.Zhongxiao Bridge Ramp (Xining-Chongqing) demolition and adjustment of road alignment on Zhongxiao West Road

Zhongxiao Bridge Ramp was originally built to overcome the traffic bottleneck that was caused by the passing of the railway across Zhongxiao West Road before the railway line was moved underground. It lost its usefulness after the railway was relocated underground, and after comprehensive evaluation, the decision was made to demolish the ramp.

Taking into account the fact that Zhongxiao Bridge is an important link between Taipei City and New Taipei City, to reduce the traffic impact of the demolition, it was decided to carry out the work during Chinese New Year. A cross-agency and cross-department Traffic Flow Team was set up to monitor traffic maintenance measures in real time.Demolition work began on February 7 2016 and the bridge was reopened on February 13. On September 3, widening of the Xining Road ramp was completed, and the North Gate Road Adjustment Project launched in November to connect the overall space and corridor.

◆ 原臺北西站路線調整／ Taipei West Station’s original routes after adjustment

二、國道客運路線調整及站區改善

為改善忠孝西路車流交織情形並落實大眾運輸優先政策，民國 105 年 10 月 30 日完成臺北車站周邊國道客運路線調整，短程及通勤路線調整至臺北車站東側及北側，中長程路線進駐臺北轉運站，臺北轉運站內同步實施上下客延時管制，以增加月臺周轉率。原臺北西站 11 月拆除，回歸都市計畫之臺北行旅廣場及市區公車站區使用，透過廣場空間及人行動線設計串聯高鐵、臺鐵、機場捷運、臺北捷運及市區客運等大眾運輸服務。

另為提升車站周邊候車品質，民國 105 年 10 月完成臺北車站東側及北側候車亭新建，12 月啟用南側交 7 站區候車亭。

2.National Highway bus route adjustment and bus stop area improvement

To improve the intertwining of traffic flow on Zhongxiao West Road and to implement the policy of giving priority to public transport, on October 30 2016, the adjustment of highway bus routes around Taipei Main Station was completed. Short distance and commuter routes were relocated to the east and north sides of the station, while middle distance routes were relocated to Taipei City Hall Bus Station. At the same time, Taipei City Hall Bus Station also implemented new measures to reduce the time passengers spent getting on and off buses, thereby increasing platform turnover rate. The original Taipei West Station was demolished in November, and the space occupied by Taipei Travel Plaza and the city bus stop area in accordance with the urban plan. Through Plaza spatial and pedestrian flow line design, transport services including Taiwan High Speed Rail, TRA, Airport MRT, Taipei MRT and city buses were connected.

◆ 臺北行旅廣場及市區公車站區／ Taipei Travel Plaza and city bus stop area

In addition, to improve the quality of the environment around the station where passengers wait for buses, in October 2016, new bus shelters were completed on the east and north sides of Taipei Main Station. In December bus shelters were opened for use in the bus stop area (Transportation Land No.7)on the south side of the station.

臺北車站為城市發展的核心區域，西區門戶計畫綜合考量都市計畫、文化景觀及交通運輸等觀點，就市中心進行改造升級，重現北門古蹟風華、優化運輸場站、提升公共運輸候車環境、改善人車秩序與安全，以作為實現首都再造的首部曲。

Taipei Main Station is a significant urban development project. The Western Gateway Plan comprehensively considered the broader urban plan, cultural attractions, transportation and other key priorities. Other motivations for such a project were upgrading the city center and restoring the historic splendor of the North Gate, optimizing transportation stations, improving the public transport waiting environment and improving vehicle-pedestrian order and safety, to serve as the prelude for capital regeneration.

◆ 臺北車站東側設置長廊式候車亭／
Gallery-type bus shelter on the east side of Taipei Main Station

局長的話 Words from the Commissioner

臺北市為亞洲地區首次舉辦「2016 年全球自行車城市大會」的城市，參與人數也創該會歷屆之新高，各國除交流經驗並相互學習外，亦見證臺北市多年來推動自行車及公共運輸的豐碩成果。

Taipei City was the first Asian city to hold Velo-City Global, when the event was held in the city in 2016. The number of participants also set a record for any Velo-City Global event. As well as exchanging experiences and learnings from each other, the participating countries witnessed the substantial achievements that Taiwan has made over many years in the area of promotion of cycling and public transport.

共享經濟及鼓勵大眾運輸為世界趨勢，臺北市實施捷運公車雙向轉乘優惠，並於捷運二期路網完成前著手調整公車路網結構，以提升大眾運輸系統服務，同時優化第一哩暨最後一哩完善的自行車環境；另為宣導市民朋友使用綠色運輸或單車通勤，除擴增公共自行車租賃站及自行車停車空間外，民國 105 年 12 月發起每周五「單車通勤日」及「週五綠色運輸日」活動。

The sharing economy, and encouraging people to make more use of public transport are global trends. Taipei City offers incentives for MRT-bus transfer and, prior to the completion of phase 2 of the MRT network, set about adjusting bus route structures to upgrade the service of the public transport systems at the same time as optimizing the first mile and last mile cycling environment. In addition, we have advocated the use of green transport or bicycles for commuting, as well as increased the number of public bike rental stations and parking spaces. From December 2016 onwards Bicycle Commute and Friday Green Transport Day activities have been held every Friday.

為因應民國 105 年春節期間交通服務，以及忠孝橋引橋拆除工程大規模交通管制，臺北市市長柯文哲 2 月 1 日指示成立交通順暢小組，跨機關及縣市協調交通疏導，成效良好且持續至今；另針對交通 e 化服務於 8 月選定 3 處停車場實施在席偵測及智慧尋車服務，同年 12 月起提供臺北市 8 個行政區路邊停車資訊，縮短車輛繞行尋停時間並減少碳排放。

To cope with the increased traffic load during the 2016 Chinese New Year period and the large-scale traffic controls imposed to allow the demolition of Zhongxiao Bridge Ramp, on February 1 2016, Mayor Ko established a Traffic Flow Team to coordinate cross-agency and cross-city/county traffic dispersal. The results were good and the team has been in place to this day. With regards to transport e-services, in-seat sensing and smart vehicle search services were introduced at three selected parking lots; and, from December, information about roadside parking in eight administrative districts of Taipei City has been made available. This helps to reduce the time drivers require to search for a parking space, and thus it helps to lower carbon emissions.

秉持人本友善交通政策，持續執行機車退出騎樓及整頓人行道，推動鄰里交通環境改善，致力研發縮小型號誌控制器並於民國 105 年獲得交通部舉辦「第八屆道安創新貢獻獎」交通工程組第 2 名，打造舒適友善的人行空間，不論是造訪的旅客或本地居民都能從容不迫、悠閒自在地漫步於大街小巷，親身體驗臺北市的友善氛圍。

Guided by a people-friendly transport policy, measures to remove motorcycles from arcades and to rectify sidewalks continued to be implemented, neighborhood traffic improvement was promoted, and a miniature traffic signal control system which placed 2nd in the 8th Innovative Road Safety Contribution Award in the Transport Engineering Category in 2016 was developed.The comfortable pedestrian-friendly spaces that have been created allow Taipei's visitors and local residents to walk on streets and lanes without hindrance.

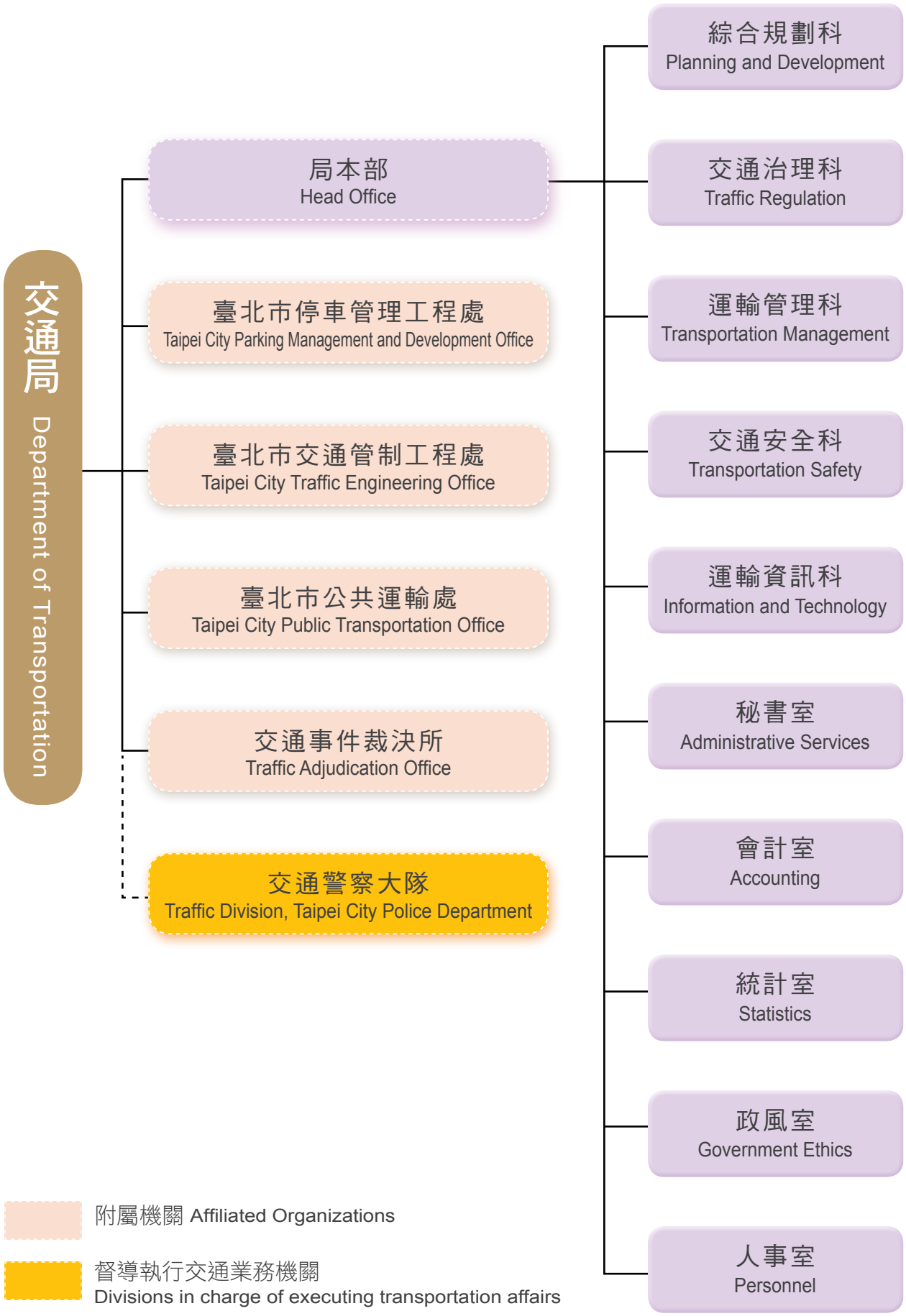
回顧這一年來，臺北市政府交通局在「共享」、「綠能」及「e 化」為 3 大交通策略下，逐步為臺北市打造成為一個「安全、宜居」城市的努力。

Looking back over the past year, following three strategies of “sharing”, “green solutions” and “e-transformation”, the Department of Transportation, Taipei City Government (DOT below) has moved further towards the goal of making Taipei a safe and livable city.

局長 陳學台

Chen, Shyue-tair

臺北市政府交通局組織架構圖
Organization Structure of the Department of Transportation, TCG



CONTENTS／目 錄

封面故事／西區門戶 2
On the Front Cover / Western Gateway

局長的話 6
Words from the Commissioner

組織與人事 7
Organization Structure of the Department of Transportation, TCG

Part 1 永續交通綠遊臺北 10
Sustainable Public Transport on Land and on Water in Taipei City

一、全球自行車大會
Velo-City Global
二、YouBike 服務精進
YouBike Services Improved
三、優化自行車使用環境
Optimizing the Bicycle Use Environment
四、藍色水路
Blue Highway River Cruise

Part 2 綠色運輸便捷城市 18
Green Transport Services: Convenient City

一、公車服務精進
Bus Services Upgraded
二、東區門戶
East District Gateway
三、計程車服務精進
Taxicab Service Improved

Part 3 友善環境公民參與 24
Friendly Environment and Public Participation

一、內湖交通改善
Traffic Improvement for Neihu
二、鄰里交通改善
Neighborhood Traffic Improvement Project
三、人行環境改善
Pedestrian Environment Improvement
四、多事故地點改善及交通安全宣導
Improving Accident Hotspots and Unveiling Traffic Safety Campaigns
五、交通順暢小組
Traffic Flow Team

Part 4 有愛無礙臺北好行 34
Outreach Without Borders - Fun Travel in Taipei

一、公車無障礙服務
Accessible Services on Buses
二、無障礙計程車
Wheelchair-accessible Taxi Service

Part 5 智慧運輸一手掌握 38
Intelligent Transport Systems at Your Fingertips

一、運輸決策支援系統
Transportation Decision Support System
二、停車服務智慧化
Intelligent Parking Services
三、智慧站牌
Intelligent Bus Stop
四、繳納罰鍰便民措施
Fine Payment and Other User-First Measures

A 臺北市政府交通局大事紀要 44
Chronicle of Important Events for Department of Transportation, Taipei City Government

B 臺北市相關交通統計資料 54
Related traffic statistical information for Taipei City

C 105 年臺北市政府交通局獲獎一覽表 71
2016 prizewinning table of the Department of Transportation, Taipei City Government

封底故事／推動週五綠色運輸日 72
On the Back Cover / Promotion of Green Friday

Part 1

永續交通綠遊臺

Sustainable Public Transport on Land and on Water in Taipei City

◆ 全球自行車城市大會交接儀式／ Velo-City Global 2016 Evolution of Cycling handover ceremony

一、全球自行車大會

「2016 全球自行車城市大會」在臺北市圓滿落幕，藉此向國際社會展現臺北市推動自行車及公共運輸的豐碩成果，朝向國際、綠色、健康的城市邁進。

1.Velo-City Global

Velo-City Global 2016 came to a successful conclusion in Taipei City. The event served as an excellent opportunity for Taipei City Government to demonstrate to the world the fruit of its labors in promoting the wider use of bicycles and public transportation services. Velo-City Global 2016 and Taipei City Government's cycling and public transportation services have helped transform the city into a more internationally-recognized, greener, and healthier megalopolis.

（一）2016 全球自行車城市大會

首次於亞洲且由臺北市舉辦，以「自行車的演進」為主題與國際共同交流推動自行車使用議題，達到永續城市之目標;來自 52 個國家超過 1,000 名的產、官、學、研及自行車愛好者參加，參與人數創歷年來新高。

(1) Velo-City Global 2016

It was an honor for Taipei to host the first Asian edition of this event. The theme for the 2016 event was "Evolution of Cycling", and international community leaders came together to promote greater bike use in urban settings as a way of making cities worldwide more sustainable. Over 1,000 representatives from industry, government, academia, and research communities, as well as devoted cyclists, were all a part of the extravaganza. The number of those taking part in the event was higher than any other event in Velo-City Global history.

◆ 全球自行車城市大會開幕專題演講／ Velo-City Global 2016 Evolution of Cycling opening ceremony speech

◆ 臺北市市長柯文哲參觀自行車設計展／ Taipei City Mayor Ko Wen-je visited the bicycle design exhibition

（二）自行車設計展

大會結合臺北國際自行車展創新設計獎 TAIPEI CYCLE d&I awards 及全球自行車設計競賽 IBDC，首創舉辦「自行車設計展」，以「從現在騎向未來」為主題展出得獎作品，使參加者體驗產業新趨勢。

(2) Cycle Design Exhibition

Velo-City 2016 combined two other highlight events, namely TAIPEI CYCLE d&i Awards and the International Bicycle Design Competition (IBDC). This was the first time the Bicycle Designs Exhibition had been hosted, and "Riding into the Future from the Present" was the theme selected for this showcase of winning bike designs. Those who attended the event were also given the opportunity to keep tabs on key trends in bike manufacturing.

（三）自行車嘉年華

自行車嘉年華含花車大遊行、自行車逍遙遊、兒童 PushBike 以及臺灣夜市小吃，活動現場營造節慶氛圍，舞臺節目呈現國際嘉年華，讓參與者感受臺灣特色文化，計超過 6,500 名參與者。

(3) Bicycle Carnival

The Carnival featured a parade of floats, joy rides, push bikes for kids, and the sampling of signature treats from Taiwan's night markets. The Carnival, as the name implies, was festive and riotous. The program hosted on stage was an international carnival drawing participants together, who were all invited to get into the mood and enjoy Taiwan's cultural highlights. The Carnival was attended by over 6,500 people.

（四）自行車城市體驗遊程

安排 8 條路線的自行車體驗遊程，共計 101 名來自 19 國的與會者參與，利用半天時間體驗臺北巷弄文化、水岸美景。

(4) City Bike Tour

Eight bicycle routes for the bike tour were set up, allowing 101 participants from 19 countries to spend half a day exploring delightful cultural finds hidden within Taipei's winding streets, as well as the scenic vista skirting Taipei's waterfront.

◆ 自行車嘉年華花車大遊行／ Bicycle Carnival

二、YouBike 服務精進

2. YouBike Services Improved

（一）擴站計畫

為朝城市適居性與永續的理念發展，臺北市運輸系統係以大眾運輸為主，並以自行車及步行等綠色運具接駁為輔；在捷運和公車路網皆已逐漸成型後，推出公共自行車 YouBike，提供市民第一哩暨最後一哩完善的大眾運輸接駁服務。

(1) Station expansion plan

In a move to improve Taipei City's urban habitability and make it more sustainable, Taipei City Government has put a lot of energy into bolstering its mass transit systems, which are the lifeline of the city's transportation infrastructure. At the same time, it has been supplementing the systems with an acclaimed public bike-sharing scheme and pedestrian travel services. With a fully-fledged Taipei Metro and bus travel network in place, Taipei City Government now focuses on providing citizens with a high quality first-mile and last-mile shuttle service. It has also worked to optimize pedestrian travel space so that a user-first transportation environment is created.

公共自行車自民國 98 年試辦啟用至 105 年 12 月 31 日止，總計借出 5,482 萬 8,107 車次，累積會員卡數 354 萬 3,853 卡次；截至 105 年底，全市已提供 288 站及 9,442 輛車供市民使用，未來臺北市政府也將持續建置公共自行車租賃站，預計 106 年底達成全市營運 400 站、1 萬 3,000 輛車之目標。

Public bicycle services have been implemented since 2009. As of December 31st 2016, 54,828,107 bicycles have been rented. Membership cards issued have totaled 3,543,853 cards. By the end of 2016, the whole city had 288 stations and 9,442 bicycles in place for citizens to make use of. In the future, Taipei City Government will continue to establish public bicycle rental stations. By the end of 2017, the city government will have 400 stations and 13,000 bicycles in place.

（二）創新服務

臺北市民眾撥打 YouBike 客服電話查詢事項，以使用紀錄及借還車或扣款與否等占大宗，爰於 YouBikeAPP 中新增「推播通知」功能，包括借還車、騎乘費用扣款、營運、緊急通報及活動等訊息推播。

(2) Innovative services

According to statistics, the number one reason for Taipei citizens to call YouBike customer service was to inquire about use history, and to check whether the renting and returning of a bike and fare value deduction had been successful. With that in mind, an updated version of YouBike App has added a new "push notification" function. This allows users to access instant information about the status and condition of individual YouBike rentals, such as bike return and fare value deducted from a debit card, operation status, emergency updates and the latest events.

◆ YouBike 公共自行車／ YouBike public bicycles

◆ YouBike APP 中新增「推播通知」功能／ YouBike APP increased "push-play" functionality

三、優化自行車使用環境
3. Optimizing the Bicycle Use Environment

(一) 自行車路網

為結合生活圈的概念，串聯河濱自行車道出入口、學校、大眾運輸場站及公共自行車租賃站等重要據點，建構完善的自行車道系統。民國 104 年起優先建置市中心區主幹路網，針對 20 公尺以上道路，在交通條件得以承受的前提下進行規劃，以拓寬人行道，或在既有人行道劃設標線等 2 種方式建置「人車分道」自行車道。

市區幹道自行車路網初步完成，包括三橫三縱市區自行車道；至民國 105 年 12 月底止，全市自行車道長度共計 501.67 公里，平均每 10 萬人享有自行車道 18.61 公里。

◆ 羅斯福路 4 段 113 巷設置自行車架／
Section 4 and Lane 113 of Roosevelt Road with bicycle stands

◆ 羅斯福路自行車道／ Roosevelt Road bike lane

◆ 新生南路自行車道／ Xinsheng South Road bike lane

(1) Bike Lane Network

In order to connect riverside bike lane exits, entrances, schools, public transportation stations and public bicycle rental stations, and to establish complete bike lane system, from 2015 onwards Taipei City Government has begun to establish the city center main bike lane network, focusing on roads with width over 20 meters. When allowed by traffic conditions "separated bike and pedestrian" bike lanes have been established in two ways, by widening the sidewalk or by putting markings on the existing sidewalk.

The first stage of the main bike lane network has been completed in the city center, and this includes Three East-West and Three North-South city bike lanes. By the end of 2016, the total length of the city bike lanes was 501.67 kilometers. On average, each 100,000 people enjoy 18.61 kilometers of bike lanes.

(二) 自行車停車空間設置

擇定市區自行車道（含人車共道）、大眾運輸場站、公園廣場、機關學校、辦公大樓、商圈及社區等自行車停放需求高之地點，於路側、人行道或公有路外停車場，規劃設置自行車停放空間；民國 105 年增設 3,510 席，累計全市自行車停車空間達 3 萬 5,778 席（含捷運公司維管）。

(2) Bicycle Parking Management

It was vital to establish where a large number of bicycles could be parked, and areas earmarked included city bike lanes (including pedestrian-bike lanes), public transportation stations, parks, squares, agencies, schools, office buildings, commercial circles, and communities. In 2016, the city government added 3,510 bicycle parking spaces within Taipei City. There are now 35,778 parking spaces in total, including those managed by Taipei Metro.

◆ 藍色公路微旅行航班 - 大稻埕到淡水／ Blue Highway River Cruise trip from Dadaocheng to Tamsui

◆ 藍色公路微旅行航班 - 關渡生態導覽／
Blue Highway River Cruise trip - Guandu ecological tour guide

四、藍色水路

推出「藍色公路微旅行」，串連碼頭周邊特色景點，設計出結合水、陸景點的半日遊行程，並於遊程中加入專業導覽服務，提升原航線之豐富度及可看性，如大稻埕文史漫遊、關渡生態行腳及大稻埕光雕夜航等主題式套裝遊程；民國 105 年總運量為 9 萬 9,328 人次，較前一年成長 39%。和臺北市政府教育局合作推動「藍色公路校外教學」計畫，提供學生們搭船遊河體驗、熟悉水域的機會，並獲得參與師生的好評迴響，民國105年超過50所臺北市學校、近8,000位師生參加。

◆ 藍色公路校外教學／ Blue Highway River Cruise field trip

4. Blue Highway River Cruise

Taipei City Public Transportation Office (PTO below) has promoted our Blue Highway River Cruise trips, and these trips have connected unique scenic spots along the waterfront. The PTO designed half-day trips to see scenic spots both on water and on land, and by partnering with professional tour guide services, the Office has been able to upgrade the richness and popularity of the base packages. An example of some of the trips the Office has hosted are the Dadaocheng cultural history trip, Guandu ecological trip and Dadaocheng light sculpture night trip. In 2016, 99,328 people took trips, and this was an increase of 39% from the previous year. The PTO worked together with the Department of Education to promote and deliver the Blue Highway River Cruise field trip plan. The Office provided all those students taking part with the opportunity to experience boat trips and familiarize themselves with the water. The trips have received great feedback from students and in 2016, over 50 Taipei City schools and approximately 8,000 teachers and students participated.

Part 2

綠色運輸便捷城市

Green Transport Services: Convenient City

◆ 捷運棕線接駁公車 (棕 18 路) ／ Taipei Metro Brown Line shuttle bus (Brown Route 18)

一、公車服務精進

1. Bus Services Upgraded

(一) 捷運公車雙向轉乘優惠

民眾持悠遊卡或一卡通搭捷運轉公車，或搭公車直接轉捷運，均可享有 1 小時內雙向轉乘優惠；民國 105 年平均每月雙向轉乘人次達 47.4 萬（其中捷運轉公車約 23.1 萬人次、公車轉捷運約 24.3 萬人次）。

(1) Transfer Discounts for Rides Between Taipei Metro Services and City Buses

Holders of EasyCard or iPass who transfer from the Taipei Metro to the city bus, or the other way around, are eligible for a two-way transfer discount if the transfer is made within a one-hour timeframe. In 2016, an average of 474,000 passengers made the two-way transfer each month. Within these figures, 231,000 individuals were Taipei Metro commuters transferring onwards by bus; and 243,000 were bus riders transferring onwards on the Taipei Metro.

(二) 捷運接駁公車

因應捷運二期路網完成，著手辦理公車路網結構調整，強化公車轉乘功能，同時於捷運路廊規劃接駁公車，延伸捷運系統服務範圍，提高可及性，增加民眾搭乘意願。

(2) Shuttle Buses for the Taipei Metro

In response to the completion of the second stage of the Taipei Metro network, we have made according adjustments to bus networks and provided improved bus transfer infrastructure. At the same time, we have also expanded the provision of shuttle buses, extended the scope of metro system services, upgraded accessibility, and increased people' s willingness to take public transport.

截至民國 105 年 12 月底止，接駁公車計有紅線 21 條、藍線 12 條、棕線 16 條、綠線 4 條，合計 53 條。

By the end of December 2016, there were 21 shuttle buses for the red line, 12 shuttle buses for the blue line, 16 shuttle buses for the brown line, and 4 shuttle buses for the green line, giving a total of 53 shuttle bus services in operation.

◆ 車機／ Fleet equipment

(三) 整合公車車上設備

臺北市公車目前車上設備包括驗票機、車機、車內站名播報器、車外 LED 顯示器等，為減少公車駕駛員操作手續及降低設備路線設定錯誤率，使駕駛員專注於行車安全乃予整合既有車上設備；另汰換車機設備為 4G 通訊，提升公車動態資訊系統穩定性。

(3) Integration of On-Bus Facilities

At present, all city buses are fitted with a ticket scanner, fleet equipment, an automated station announcer, and a LED ticker system mounted outside the bus. Taipei City Public Transportation Office has consolidated all the on-bus facilities in order to streamline required operation procedures for the driver and minimize the margin of errors on bus route setup. This will allow drivers to focus on traveling safety as all the facilities on the bus are now integrated. In addition, fleet equipment on the bus has been upgraded to 4G telecommunications, and this will help to boost system reliability and ensure accurate bus travel status updates.

◆ 南港轉運站西站／ Nangang Bus Station (West)

◆ 南港轉運站規劃圖／
Nangang Bus Station planning chart

◆ 南港轉運站西站啟用／
Nangang Bus Station (West) opened for business

二、東區門戶
2.East District Gateway

(一) 南港車站周邊

因應東區門戶計畫推展及未來南港區各項大型建設陸續完工後衍生之交通需求，乃辦理「南港車站中心周邊交通發展策略與計畫」委託研究，舉辦交通民意工作坊，以及公開閱覽及專家學者座談會等方式，深入探討南港地區未來交通發展方向，作為南港地區未來臺北市東區門戶之規劃及推動方向。

(1) Nangang Station surrounding

In response to the gateway development project in Taipei City's eastern district and expected transport service demand upon completion of several landmark projects in Nangang District, the DOT has commissioned professional consultancies to conduct "Transport Development Strategies and Planning for Areas Surrounding Nangang Station." It has also taken the initiative to host public consultation

◆ 南港轉運站 BOT 規劃示意圖／ Nangang Bus Station BOT planning chart

workshops, and entered into discussion with experts and scholars to explore the direction of transport policy development for Nangang District. This will help to ensure that Nangang District is ready to become the gateway of Taipei City's east district.

(二) 南港轉運站

南港轉運站為「臺北東區門戶計畫」推動重點之一，用地位於臺北市南港區忠孝東路七段，規劃於臺鐵南港站東西兩側設置三場站—西站、東站及商三。

(2) Nangang Bus Station

Nangang Bus Station is one of the focal points of Project Gateway. It is located in Section 7 of Zhongxiao East Road, Nangang District, Taipei City. Three station areas were established across the east and west sides of TRA Nangang Station:Western Station, Eastern Station and Business III.

1. 南港轉運站西站：民國 106 年 4 月 18 日進駐啟用。

Nangang Bus Station (West) has already been completed and began operations on April 18th 2017.

2. 南港轉運站東站 : 規劃以 BOT 方式辦理，民國 105 年完成可行性評估、先期規劃作業及招商文件 (草案) 擬定。

Nangang Bus Station (East) has been developed on a build-operate-transfer model. Feasibility evaluation was conducted in 2016 and initial plans and public investment invitation documents (drafts) were proposed.

◆ 計程車駕駛禮貌運動講習／ Taxi driver etiquette workshop

3. 南港轉運站東側商三用地 / 商業區：由臺北市政府以公辦都更方式與交通部臺灣鐵路管理局合作開發。

Taipei City Government is aligning with a government-led urban renewal model as it works to develop the Business III land/Commercial District on the east side of Nangang Bus Station, and it is partnering with the Taiwan Railway Administration.

三、計程車服務精進

民國 105 年舉辦計程車駕駛禮貌運動講習及計程車隊服務品質評鑑，透過內、外部禮貌教育宣導，提升民眾乘車滿意度，亦持續提供各項照顧措施。

3. Taxicab Service Improved

In 2016, we conducted taxi driver etiquette workshops, as well as taxi team service quality evaluations. Through internal and external etiquette education and advocacy, we have been successful in improving customer satisfaction for those taking taxis and have continued to put measures in place which ensure customers feel cared for.

(一) 計程車駕駛禮貌運動講習

邀請專業講師教授禮儀課程，民國 105 年共舉辦 2 梯次講習，主題分別是「從 A 到 A+ 贏得客戶的心」及「以人為本的計程車感動服務」，計 71 人參訓，經由禮貌服務觀念之講授，提升整體服務品質。

(1) Taxi driver courtesy lecture

We invited professional lecturers to teach etiquette courses. In 2016, we conducted two lecture sessions. The themes were “Moving from A to A+ to Win Client Hearts” and “Humane and Touching Taxi Services.” A total of 71 people participated. Overall service quality was improved by emphasizing customer service concepts related to good etiquette.

(二) 計程車隊服務品質評鑑

民國 105 年車隊評鑑作業分為實地乘車調查及公司營運組織訪查二大項，共 19 家衛星車隊參與，評鑑結果列為優等之 6 家業者為臺北衛星、皇冠大車隊、志英、大都會、藍天使、台灣大車隊。

(2) Taxi team service quality evaluation

In 2016, taxi team evaluations were divided into actual passenger surveys and corporate organization surveys. A total of 19 taxi teams participated. On the basis of evaluation results, six companies were deemed as "excellent": Taipei Satellite, Crown Taxi Company, Chihying, Metropolitan, Blue Angel, and Taiwan Taxi Team.

(三)各項計程車駕駛照顧措施

臺北市公共運輸處致力於推升計程車整體服務水準之餘，亦不忘關懷計程車駕駛，各項照顧措施，包括免費健檢、法律諮詢及強化計程車服務站設施等，紓解駕駛工作疲勞，維護行車安全。

(3) Various taxi driver care measures

The PTO is constantly working to upgrade the overall service quality of taxi services. It has also put processes in place to care for taxi drivers with care measures including free health checkups, legal consultation, and taxi service station facilities. It is our hope that each of these will help to relieve work stress and maintain driver safety.

(四)智慧計程車

配合交通部推動計程車新式計費表，臺北市計程車全面完成裝設，增進人車管理效能，其新增功能包括列印乘車證明、計算與顯示國道通行費、依內建時鐘自動採用夜間費率、選擇不同縣市費率、更新費率不動計量封印時不需輪行檢定、營運資料儲存及下載、語音提醒播報（車資金額、繫安全帶等）、預留系統介接介面以備日後擴充等項目；另輔導車隊裝設悠遊卡設備、擴大敬老愛心車隊規模，俾便辦理市民（老人及身障者）乘車補助。

(4) Smart taxis

In order to align with the Ministry of Transportation's plan to roll out new taximeters, all Taipei City taxis have now had new meters installed. We also added new passenger service functions. Some of the newly added functions include passenger certificates, and calculation and display of national highway fees. The internal clock also automatically shows night fee rates. Each meter is adjusted so that it reflects differing county and city fee rates, and any fixed fee rate amendments do not require inspection to ensure compliance. Operational functionality includes to the ability to save and download, as well as broadcast reminders (fees, seatbelts fastening, etc.) We have also provided guidance to taxi teams wanting to add EasyCard facilities. Another way in which we have expanded the ability of taxi teams to serve elderly customers is through providing citizens (senior citizens and disable passengers) with subsidies.

(五)計程車駕駛英日語會話班

為提升運將朋友外語溝通能力，持續辦理臺北市計程車從業人員外語會話班，提供免費進修機會，民國 105 年開辦英、日語會話班各 2 期，每班期 7 堂課；完成所有課程學員除頒發結業證書，並透過臺北市政府觀光傳播局，將完訓名單及聯絡資訊提供給外國旅客，提供更優質的服務。

(5) Taxi driver English and Japanese conversation class

In order to drive improvement in the foreign language communication abilities of taxi drivers, we continue to hold free foreign language classes for Taipei City taxi drivers. In 2016, we offered two series of English and Japanese conversation classes. Each series consists of seven classes. Students who have completed the courses receive certificates, and through Department of Information and Tourism, the complete training lists and contact information of drivers will be provided to foreign tourists so that they might be able to make use of these drivers and so receive a better quality of service.

◆ 計程車駕駛英日語會話班／
Taxi driver English and Japanese conversation classes

Part 3

友善環境公民參與

Friendly Environment and Public Participation

◆ 內湖交通改善民意工作坊／ Neihu traffic improvement workshop

◆ 內湖交通改善 Open House ／ Neihu traffic improvement Open House

一、內湖交通改善

1. Traffic Improvement for Neihu

(一) 公民參與

民國 104 年進行內湖交通改善專案計畫，透過專家學者座談會、Open House 及 2 階段民意工作坊等公民參與過程，凝聚內湖交通具體改善方案之共識。

(1) Citizen participation

In 2015, the Neihu traffic improvement project was conducted. Expert-scholar seminars, Open House and two sessions of public opinion workshops were held. Through citizen participation, agreement for an overall Neihu traffic improvement plan was reached.

以優先推動大眾運輸系統、提升道路系統效率及降低車輛需求為 3 大改善策略，民國 105 年 4 月 15 日、6 月 2 日召開 2 場企業座談會，宣導及鼓勵企業推行員工使用綠運輸及開放停車空間等措施，以共同改善內湖交通。

The three major strategic components of the plan were promoting public transportation systems, upgrading road system efficiency, and lowering vehicle ownership dependency. On April 15th and June 2nd 2016, two corporate seminars were conducted. In these seminars, corporations were encouraged to promote green employee transportation and open parking spaces as a way of improving the Neihu traffic situation.

◆ 內湖交通改善企業座談會／ Neihu traffic improvement corporate seminar

(二)綠色運輸試辦計畫

民國 105 年 8 至 10 月與臺北捷運公司攜手推出「綠色運輸試辦計畫」，期透過試辦計畫，以鼓勵私人運具使用者轉移使用大眾運輸。

(2) Green transportation trial plan

From August to October 2016, the DOT worked together with Taipei Metro to promote the "green transportation trial plan." The trial plan aims to encourage people who drive private vehicles to use public transportation.

1. 捷運早鳥優惠

於試辦期間平常日（週一至週五）及政府公告之補行上班日優惠時段（7 至 8 時），搭乘捷運由文湖線西湖站或港墘站持電子票證「出站」的旅客，享有單程票價 4 折優惠。

Metro early bird discount

During the trial, on weekdays (Mondays to Fridays), as well as substitute workdays announced by the government, there will be discounts during the time period from 7am to 8am. This means that people with electronic tickets who exit out of Wenhu Line Xihu Station or Gangqiang Station will enjoy a 60% one way ticket discount.

2. 內科免費接駁巡迴公車

新闢內科西湖線及內科港墘線 2 線巡迴公車，於試辦期間平日 7 至 20 時行駛（尖峰班距 5-10 分、離峰班距 30 分，假日停駛）。

Neihu Science Park free shuttle bus

There are newly added shuttle buses between Neihu Science Park on the Xihu Line and Gangqiang Line. During the trial period, the shuttles run from 7am to 8pm on weekdays. At peak periods shuttles run every 5-10 minutes, and run every 30 minutes during off peak periods. The shuttle bus service does not run at weekends.

3. 公車加密服務：「綠 16」與「藍 50」等 2 條路線配合加密班次服務。

Additional bus line services which have been added are "Green 16" and "Blue 50."

◆ 內科免費接駁巡迴公車／ Neihu Science Park free shuttle buses

◆ 標線型人行道施作前後對照圖 (大安區正聲里) ／
Before and after photos relating to the establishment of marked sidewalks (Daan District Zhengsheng Li)

二、鄰里交通改善

緣起於「民眾舉報違停件數 10 大熱點改善事宜」，市長於民國 104 年 8 月 31 日視察新營里，宣布啟動此一計畫；以里為單位進行巷道交通環境整體規劃，透過標線型人行道劃設、紅黃標線調整、汽機車格位規劃及機車退出騎樓等方式，達到建立安全行人通行環境、維持有效消防空間、檢討合理停車空間，減少違規停車及提供無障礙通行空間等目標。

2. Neighborhood Traffic Improvement Project

Taking the "Top 10 Improvement Focus Areas" as a starting point, the mayor inspected Xinying li (Neighborhood), and announced the launch of the traffic improvement project on August 31st 2015. With working units formed within each li (Neighborhood), comprehensive improvement plans have been developed to establish marked sidewalks on lanes and alleys. The application of red and yellow lines has also been re-considered, increased parking spaces for passenger vehicles and motorcycles have been provided, and footpaths and arcades have been cleared of motorcycles to ensure pedestrian safety. The necessary spaces for fire truck have been maintained, the relative merits of currently available parking spaces have been considered, actions have been taken to eliminate illegal parking, and accessible travel and access routes have been provided.

(一) 實施成效

(1) Implementation results

1. 實施前後事故分析

民國 104 年完成 30 個里之事故相關指標分析，事故件數方面，30 個里中共有 24 個里下降，平均下降 33%；嚴重性指標方面共有 23 個里下降，平均下降 22%。

Accident analysis before and after implementation

In 2015, accident-related index analysis was completed in 30 li (neighborhoods). The number of accidents occurring has decreased in 24 out of 30 li, and the average decrease was 33%. As for the severity of incidents, this has decreased in 23 li, with the average decrease of severity standing at 22%.

2. 滿意度調查

依民國 104 年完整度較高之前 10 個里 (中正區新營里、大安區大學里、華聲里、建安里、敦安里、車層里、南港區新光里、新富里、信義區新仁里、興雅里) 里民進行面對面家戶訪問 (日期：105 年 10 月 14 日至 11 月 1 日)，調查結果

Satisfaction survey

In accordance with the top 10 li (neighborhoods) in term of completness of the project in 2015 (Zhongzheng District Xinying Li, Daan District Daxue

Li, Huasheng Li, Jianan Li, Dunan Li, Checheng Li, Nangang District Xinguang Li, Xinfu Li, Xinyi District Xinren Li, and Xinya Li) household interviews were conducted face to face between October 14th and November 1st 2016.

The results of the surveys in response to certain questions are as follows:

(1) 知道或看過鄰里交通改善相關措施：98%。
Know of or have seen traffic improvement measures carried out within the neighborhood: 98%.

(2) 認為有改善交通環境：80.1%。
Think traffic situation has improved: 80.1%.

(3) 整體計畫滿意度：72.5%。
Overall plan satisfaction: 72.5%.

(4) 贊成全面推廣：80.2%。
Think it should be promoted comprehensively: 80.2%

三、人行環境改善
3. Pedestrian environment improvement

(一) 機車退出騎樓及人行道

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，塑造優質生活環境；105 年共實施 90 處路段、累計 25.21 公里，105 年底止機退路段占全市公有人行道比例為 49.02%，未來仍將持續推動。

(1) Clearing Motorcycles from Arcades and Sidewalks

"Clearing Motorcycles from Arcades and Sidewalks" was a project launched in 1999, and it created obstacle free paths for pedestrians to walk on. In 2016, 90 road sections totaling 25.21 kilometers had received the makeover. In addition, at the end of 2016, sidewalks accounting for 49.02% of the total sidewalk length in Taipei City had been cleared of motorcycles. This work will continue moving forward.

◆ 東湖路 43 巷兩側實施前／
Before photo of the two sides of Lane 43, Donghu Road

◆ 東湖路 43 巷兩側實施後／
After photo of the two sides of Lane 43, Donghu Road

◆ 三重路經貿二路 106 巷口縮小型控制器／
Lane 106, Jingmao Second Road-Sanchong Road miniature-type controllers

(二) 汰換縮小型號誌控制器

民國 100 年開始研發縮小型控制器，制定縮小型控制器規範及桿件附掛工法，為全國首創；104 年進一步縮小體積，至 105 年累計完成 293 處路口安裝，共計將完成全市 337 處路口。

民國 105 年獲得交通部舉辦「第八屆道安創新貢獻獎」交通工程組第 2 名殊榮，更帶動其他地方政府（如新北、高雄及台中等）效法跟進。

(2) Replacing and Reducing Traffic Signal Controllers

In 2011, Taipei City Traffic Engineering Office (TEO below) began to develop plans to reduce the size of traffic signal controllers. Traffic signal boxes are boxes which sit at waist height on poles near to traffic signals and control traffic signal sequencing. The TEO developed regulations regarding the use of miniature traffic signal controllers and created legislation around the kinds of objects that could be suspended from poles. This was a first for Taiwan and in 2015 the TEO made progress in further reducing the

◆「第八屆道安創新貢獻獎」交通工程組第 2 名／
Miniature-type controllers won second place in the 8th Road Safety Innovation Contribution Awards

◆ 仁愛路 4 段與光復南路口共桿前／
Before photo of the traffic signals and street lights on same pole at section 4 of Ren'ai Road and Guangfu South Road intersection

◆ 仁愛路 4 段與光復南路口共桿後／
After photo of the traffic signals and street lights on same pole at section 4 of Ren'ai Road and Guangfu South Road intersection

numbers of larger boxes, replacing them for the new miniature-type boxes. In 2016, the TEO installed the controllers at 293 locations, giving a total of 337 locations across the city where the boxes are in place. In 2016, these miniature-type controllers developed by the Office won second place in the traffic engineering category at the 8th Road Safety Innovation Contribution Awards, which was held by the Ministry of Transportation and Communications. The benefits and the results have also encouraged other local governments such as New Taipei City, Kaohsiung, and Taichung to follow suit.

(三) 號誌路燈共桿

民國 98 年啟動實施路燈及號誌桿件合併共用，除對市容美化有顯著的效果，並可減少用路人視線阻礙及改善交通環境；至 105 年累計完成 339 處路口、拆除桿件數 1,369 支。

(3) Consolidated Traffic Signals and Street Lights

From 2009 onwards the TEO has worked to systematically place traffic signals on the same poles where possible. As well as immediately improving the cityscape, these consolidated poles also work to reduce obstructions to the view of road users and also improve the traffic environment.

By 2016, the TEO had carried out some form of consolidation on 339 intersections, and 1,369 poles had been removed

四、多事故地點改善及交通安全宣導

4. Improving Accident Hotspots and Unveiling Traffic Safety Campaigns

民國 85 年成立肇事防制工作小組，協調市府各單位及整合行政資源，透過執法、教育宣導及工程等 3E 手段強化效果。

In 1996, the DOT established the accident prevention and control task force and coordinated with all units within the city government and integrated administrative resources where possible. Through the 3E method of execution, education, and engineering, we set out to reduce the number of accidents within the city and achieve results.

◆ 承德劍潭路口試辦分流式指向線／
Chengde - Jiantan road intersection divergent direction line trial

(一) 多事故地點改善

除辦理 A1 事故改善外，採滾動式檢討每季多事故地點，分析肇事原因、型態與碰撞圖，進行問題診斷；現場會勘擬定改善方案，積極減少危險地點；民國 105 年共辦理 16 處多事故地點改善並提出 39 項措施，以及針對 88 處 A1 事故地點共提出 143 項 3E 改善措施。

(1) Identifying Accident Hotspots for Safety Improvement

As well as ensuring increased prevention of A1-type accidents, the DOT also looks to identify accident hotspots on a periodic basis through rolling reviews. This helps us to analyze the causes of accidents, the types of accidents, and create charts which map collisions. DOT has worked to diagnose the root cause of problems, and always follows-up with on-site inspection to ensure that improvement measures can be realistically deployed at hazardous hot spots. In 2016, DOT made improvements at 16 accident hotspots, and devised 39 new measures. With regards to the 88 locations where A1 accidents occurred, the city government came up with 143 3E improvement measures.

(二) 交通安全宣導

民國 105 年針對不同車種族群設計宣導主題，新增電視廣告和電影院播放宣導短片，使民眾在潛移默化中瞭解交通規則；另針對現代閱聽大眾習性引進網路廣告、行動載具 APP 等高曝光宣導方式。

◆ 辦理交通安全守護團講座／ Traffic safety guardian angel seminars were conducted

(2) Traffic Safety Campaigns

In 2016, the DOT focused on different vehicle types when designing key advocacy themes and added short TV Ads and short advocacy documentaries to be used at movie theaters. These ensured that members of public watching would be able to better understand subtle traffic rules. In addition, the DOT has also introduced ads according to modern viewing habits and this includes exposing people to our ads through mobile video.

民國 105 年辦理「交通安全守護團」巡迴講座計 264 場次，參與人數約 4 萬 8,246 人次。

In 2016, the DOT conducted 264 "traffic safety guardian angels" workshops, and a total of 48,246 people participated in these.

五、交通順暢小組
5. Traffic Flow Team

民國 105 年 2 月 1 日成立交通順暢小組，透過跨局處合作即時處理交通壅塞問題，並快速掌握臺北市各種交通狀況，期許維持道路交通順暢及安全。

Taipei City Government established the Traffic Flow Team on February 1st 2016. Due to cooperation between different bureaus and departments, the city government immediately identified and dealt with traffic congestion problems, were able to quickly develop an awareness of problem traffic areas within Taipei City, and were able to sustain and improve traffic safety.

(一) 小組工作會議
(1) Taskforce work meetings

成員包括臺北市政府交通局、警察局、工務局、交控中心、交通警察大隊、道管中心共 6 個單位，至民國 106 年 1 月底止已定期召會 50 次、計 437 件議案，包含近期交通狀況檢討、問題反映與改善，以及交通狀況預警等，如好市多內湖店改善與北投店開幕、連續假期採取因應措施，並持續監控臺北西站拆遷及忠孝西路永久路型施工等重大事件；自民國 105 年 11 月起，每 2 週發布一次重大活動及施工案件新聞，提供資料讓民眾可以提早因應改道。

Members of the taskforce come from six units, which is made up of DOT, Police Department, Public Works Department, Traffic Control Center and Taipei City

Police Department's Traffic Division, and Taipei City Road and Pipeline Information Center (RPIC). By the end of January 2017, the team members had held 50 meetings on a regular basis, and had come up with a total of 437 proposals. This includes reviews into recent traffic problems, feedback on problems, improvement suggestions, and traffic condition warnings. As an example, steps were taken to reduce congestion around the Neihu branch of Costco, for the opening of the new Beitou branch of Costco and for continuous holidays. Major construction projects such as Taipei West Station's demolition and Zhongxiao West Road's permanent remodelling have been continually monitored. Since November 2016, the Traffic Flow Team has announced major events and construction on the news on a biweekly basis. All information provided can be used as a timely reminder for people to take detours where relevant.

(二)即時路況群組

Real time road condition task force

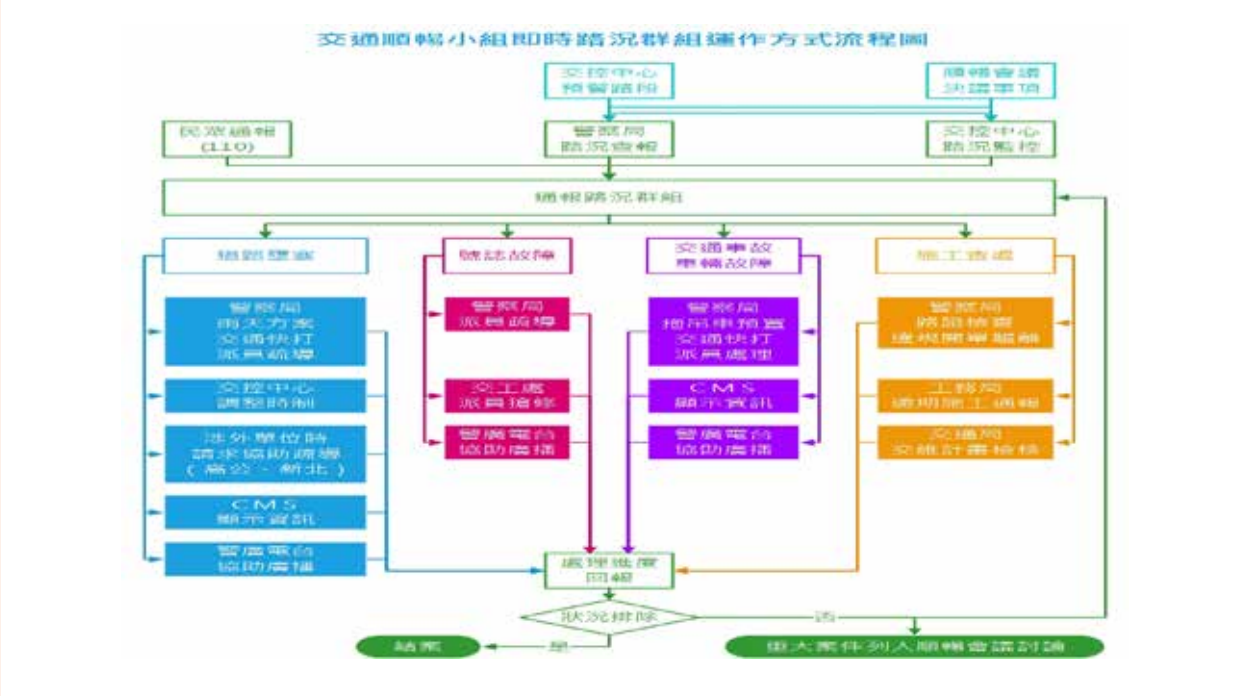
成立 24 小時即時路況通訊平臺(「10 路況群組」,目前共計 238 名成員)強化橫向聯繫,並納入新北市警察局、新北市交通局、交通部高速公路局及警廣等單位,跨縣市協調交通疏導或資訊發布事宜。

The Traffic Flow Team has established a 24-hour road condition taskforce. Currently, there are 238 members of this reactive taskforce, and a telecommunication platform has been established to facilitate communication. This has reinforced horizontal contacts and clearly mapped out its organizational structure, and ensures that relevant parties are included in all communications relating to county and citywide traffic coordination or information announcements. This includes Taipei City Police Department, New Taipei City Transportation Department, National Highway Bureau, Ministry of Transportation and Communications, and Police Broadcast Service.

表 1、「10 路況群組」發布訊息數量統計表(至 106 年 1 月底止)

Table 1、 Road Condition Taskforce Statistical Summary (As of January 2017)

訊息種類 Message type	發布件數 Number of announcements
總訊息 All Messages	62,197
照片 Photos	17,289
路況查報 Road Condition Reports	6,352



◆ 即時路況群組各式事件運作方式流程圖／ Real time road condition taskforce procedural process flow

Part 4

有愛無礙臺北好行

Outreach Without Borders - Fun Travel in Taipei

◆ 低地板公車車內輪椅區／ Low floor bus wheelchair parking area

◆ 新式候車亭附設服務燈／
New bus shelter with stop light button

◆ 制式候車亭附設服務燈／
Standard bus shelter with stop light button

一、公車無障礙服務

1. Accessible Services on Buses

(一) 低地板公車

自民國 90 年即引進 30 輛匈牙利伊卡洛斯（IKARUS）低地板公車，陸續汰換之低地板公車至少配置 1 個輪椅停放空間、全面設置車前及車後路線資訊顯示看板，及車外自動語音播報系統，方便視、聽障者及外國觀光客辨識公車行駛與到離站資訊。

(1) Low-floor buses

Since 2001, Taipei City Government has imported 30 low floor IKARUS buses from Hungary. These new low floor buses are each fitted with at least one wheelchair parking space. Taipei City Public Transportation Office has also installed LED route information displays, along with automatic voice broadcast systems so that visually challenged, aurally challanged, and foreign tourists might be able to receive bus arrival and departure information.

截至民國 105 年底止汰換 2,711 輛低地板公車，占臺北市聯營公車數之 77.6%，服務路線達 150 條。

By the end of 2016, 2,711 buses had been replaced with low-floor buses. This accounts for 77.6% of the buses operating under the Taipei Joint Bus System, and covers 150 routes.

(二) 公車服務燈

臺北市公車站區服務燈，設置於新式候車亭、制式候車亭及獨立式智慧型站牌，其功用皆為突顯民眾乘車需求，提醒駕駛員行經該站位時特別留意服務候車乘客。

(2) "Help" Buttons at Bus Shelters

At bus stations within Taipei City, "stop light" buttons have been installed in new bus shelters and standard bus shelters. The functionality of these buttons is tailored towards consumers, and the lights provide a message to incoming bus drivers so that they know when to stop for waiting passengers.

◆ 小型復康巴士／ Small Rehabilitation Bus

(三) 小型復康巴士

臺北市自民國 78 年開始推動復康巴士，採計程車 1/3 費率收費，提供身心障礙民眾點對點之運輸服務；103 年建置統一訂車專線及系統，105 年 1 月擴充客服中心網路及語音訂車系統服務功能，增加臨時訂車服務項目，協助將無法臨時訂車之民眾轉介至無障礙計程車隊。

臺北市陸續接受民間捐贈復康巴士及擴增營運數量，民國 105 年底車隊規模達 328 輛，平均每月提供 5 萬 5,000 趟次、載送約 10 萬人次之服務。

(3) Small Rehabilitation Buses

Taipei City Government launched rehabilitation bus services in 1989. The fee rate is 1/3 that of taxi fares. This service provides point to point transportation services for physically and mentally challenged people. In 2014, the DOT established the unified shuttle bus hotline and system. In January 2016, Taipei City Public Transportation Office expanded the customer service network and voice calling system service functions. The PTO has also expanded the service provision of on-call buses, and where on-call buses cannot be provided, the Office facilitate provision of wheelchair-accessible taxis.

Taipei City has been receiving donated rehabilitation buses on an ongoing basis, and it has been able to add more bus lines. By December 2016, the number of rehabilitation buses had reached 328, offering 55,000 rides to about 100,000 users.

◆ 小型復康巴士捐贈儀式／ Small Rehabilitation Bus donation ceremony

◆ 駕駛協助身心障礙民眾搭乘無障礙計程車／
Driver helping physically and mentally challenged passengers take wheelchair-accessible taxi

◆ 無障礙計程車／ Wheelchair-accessible taxi

二、無障礙計程車

2. Wheelchair-accessible Taxi Service

交通部為提供高齡者及行動不便者更多元、無障礙之運輸服務，並彌補復康巴士服務之不足，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」；臺北市為配合政策推動，並鼓勵業者引進此項服務，自民國 101 年起至 105 年止，獲核定 250 輛購車補助，經公開評選程序由臺北衛星車隊及皇冠大車隊經營。

In order to provide senior citizens and physically challenged people with more diverse and wheelchair-accessible services, and in order to make up for a shortage of rehabilitation buses, the Ministry of Transportation and Communications (MOTC) has developed a public transport upgrade plan which offers subsidies to taxi drivers who are able to provide wheelchair-accessible services. In Taipei City taxi drivers are encouraged to become a part of the plan in order to receive subsidies. From 2012 to 2016, the Ministry of Transportation and Communications approved the subsidization of 250 taxis, with two taxi companies, Taipei Star and Crown Taxi Company, winning the subsidy through an open selection procedure.

至民國 105 年 12 月計有 181 輛提供服務，累計服務 10 萬 321 趟次，其中無障礙運輸服務趟次為 6 萬 826 次，比例約 60.64%（不含攔招趟次），深獲行動不便者好評；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。

Since December 2016, a total of 181 rehabilitation buses have provided services, with the total number of runs made numbering 100,321. 60,826 runs were carried out in wheelchair-accessible transportation services. Therefore the percentage of runs taken in wheelchair-accessible vehicles is 60.64% (this figure does not include taxi hailing). This has received great feedback from disabled members of the community. The PTO has also worked together with the rehabilitation bus customer service center to provide referral services to assist physically disabled passengers to take wheelchair-accessible taxis.

Part 5

智慧運輸一手掌握

Intelligent Transport Systems at Your Fingertips

◆ 運輸決策支援系統 1 ／ Transportation Decision Support System 1

◆ 運輸決策支援系統 2 ／ Transportation Decision Support System 2

一、運輸決策支援系統

1. Transportation Decision Support System

為提升臺北市交通運輸管理效率，自民國 105 年起建置運輸決策支援系統，同年 12 月完成第 1 階段系統功能開發。

In order to improve traffic and transport management efficiency in Taipei City, in 2016 the DOT began establishing the Transportation Decision Support System. The first stage of this was completed in December 2016.

(一) 交通維持計畫管控功能

建立線上送件機制及審查作業電子化，活動及施工單位全天均可透過網路提送交維計畫並線上查詢審查進度；另介接相關系統，提供審查輔助資訊，如同路段同時期內所有活動及施工案件資料、影響公車路線、YouBike 站等。

(1) Traffic Maintenance Program Management

Online e-document delivery schemes and digitized review processes have been established. Event teams and construction units are able to submit traffic maintenance plans online all day, and are also able to check review progress. The DOT has worked to link data sources where possible, and an example of this is that it is possible to track how bus routes and YouBike station accessibility might be affected by events or construction.

(二) 交通應變中心決策支援功能

(2) Decision-Making Support Features for Traffic Response Center

1. 提供大型活動和施工路段車流、公共運輸等資訊，輔助緊急應變決策。

Offers updates on traffic movements related to large-scale events and construction. This helps to generate emergency response policymaking with regards to roads and public transportation systems.

2. 利用互動式圖層查詢，提供公車改道建議。

Utilizes an interactive layer inquiry system to offer alternative route options.

3. 視覺化統計資料，作為交通疏導決策參考。

Offers statistical data which can be used as a frame of reference for traffic dispersion decisions.

4. 應變資訊回報及狀況控管，建立案例知識庫。

Generates response and status management information, which can then be used to develop a databank for traffic-related activities.

二、停車服務智慧化

2. Intelligent parking services

(一) 即時車位資訊

民國 100 年 6 月建置「臺北市停車資訊導引系統」，蒐集公民營停車場即時剩餘車位資訊，至 105 年 12 月底止，共有 323 處停車場納入系統。民國 105 年 12 月起運用 PDA 開單即時傳輸技術，蒐集全市 2,000 餘路段共計 5 萬餘停車格位使用狀況，以上臺北市路外停車場及路邊停車格位即時車位資訊除發布於北市好

◆ 路邊動態路段停車率畫面／
Road status and parking rate image

◆ 停車場車道剩餘空位顯示／
Parking lot display showing spaces remaining in a certain area

◆ 停車場空車格位顯示燈號／
Parking lot display showing spaces remaining in a certain area

停車 APP 供查詢外，民眾亦可由臺北市停車管理工程處機關網站查詢相關資訊。

另配合資訊公開政策，發布於臺北市政府資料開放平台供業者及民眾加值應用，創造政府、民眾及業者三贏局面。

(1) Real time parking space information

The Taipei Parking Guide System was established in June, 2011 to gather real time information on remaining parking spaces in public and private parking lots across Taipei City. There were total 323 parking lots included in the system by the end of December 2016. In December 2016, the Taipei City Parking Management and Development Office (PMDO below) started using technology to provide real time relay of information, and the PMDO now compiles data across 2,000 road intersections and over 50,000 parking spaces. All information related to available parking spaces within Taipei City is provided on the Taipei City Easy Parking APP. Within this APP, people are also able to search for parking related information on the website of the PMDO.

In order to comply with information disclosure policy, the PMDO also share the information on the Taipei City Government open platform for owners and people to make use of themselves, and as such the government, parking space owners and the wider population are all able to benefit from this initiative.

(二) 智慧停車

於民國 105 年 8 月在民權公園、林森公園、景華公園等 3 處停車場實施在席偵測及智慧尋車服務，透過車道入口處上方空車格位數量顯示器，及每車格位前空車格位顯示燈，導引尋找車位；另可透過智慧尋車查詢機得知愛車停放之正確位置，實施後在席偵測服務平均節省停車時間 2.34 分鐘；透過智慧尋車系統服務平均可節省尋車時間 2.45 分鐘。

(2) Intelligent parking

In August 2016, the PMDO implemented on-site monitoring and intelligent car search services in Mingquan Park, Linsen Park, and Jinghua Park parking lots. The number of parking spaces available

◆ 智慧尋車服務介面／ Intelligent car search service interface

◆ 第三方支付繳費海報／ Third party payment poster

◆ 線上即時繳費／ Online fee payment

shows on screens when entering the parking lot, and display lights are able to direct people to empty spaces. In addition, through intelligent car search mechanisms, users are able to return to find the exact positions of their cars. Upon successful implementation, the PMDO has shown that on-site monitoring services can save 2.34 minutes of parking time on average. Through this intelligent car searching system, people are able to save 2.45 minutes searching for their cars on average.

(三) 路邊停車繳費

因應逐年路邊停車開單量增加（民國 105 年創下歷年新高達 3,888 萬張，每月平均約 324 萬張），為提供多元繳費管道，並因應智慧型手機普及和行動支付技術發展，104 年 10 月起，亦可透過拍付及歐付寶第 3 方支付 APP 及全國繳費網使用金融代扣繳方式繳納路邊停車費。

(3) Roadside parking fee

In response to the increase in the number of parking payment tickets issued year on year, (in 2016 the figure reached a record of 38,880,000 tickets issued, with this being 3.24 million tickets per month on average), the PMDO sought to provide diverse payment channels. In response to the popularity of smartphones and the technological development of mobile payment, in October 2015 we unveiled the ability to make use of Pi mobile wallet and O' Pay APP in order to pay for roadside parking fees nationwide.

三、智慧站牌

3. Intelligent Bus Stop

(一) 智慧型站牌普及化

為了提升搭乘公車的便利性，達成時間無縫、資訊無縫的目標，自民國 93 年起陸續建置公車動態資訊系統，提供公車的預估到站時間資訊，做為民眾旅行規劃以及運具選擇的參考，並逐年增設智慧型站牌，以減輕民眾候車焦慮並提升服務品質。

(1) Intelligent Bus Stops Popularized

In order to make taking the bus more convenient; and to help us reach the goal of providing up-to-date timings and information, in 2004 the PTO established bus status information systems. These systems help us to provide estimated bus arrival time information as reference for people planning trips. Year after year we have added more intelligent bus stops. These help to reduce people's anxiety in waiting for the bus, and in providing these stops we have upgraded service quality.

(二) 創新 4G 站牌

配合經濟部工業局推動之「4G 智慧寬頻應用城市計畫」，臺北市公共運輸處與民間合作執行「智慧交通好行計畫」，已於南京東路及信義路公車專用道之候車亭設置 4G 智慧型站牌，除免費 4G 上網服務外，同時提供公車重點站位資訊、氣象及市政宣導等。

(2) Intelligent Bus Stop for 4th Generation Communication

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

◆ 4G 智慧型站牌／ 4G intelligent bus stops

In order to align with the "4G Broadband City Application Plan," the PTO has worked to execute plans around intelligent traffic and easy travel. The PTO has established intelligent 4G bus stops at bus shelters on Nanjing East Road and Xinyi Road exclusive bus lanes. These stops offer free 4G access, and also provide important bus station information and weather, as well as promote key government initiatives.

四、繳納罰鍰便民措施

4. Fine Payment and Other User-First Measures

(一) 單一窗口

臺北市交通事件裁決所有 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，服務項目及單一窗口辦理各類案件資料如表 2。

(1) One-Stop Services

Taipei City Traffic Adjudication Office (TAO below) has 16 "service window" service counters (this includes four at the Taipei City Motor Vehicles Office and two at Shilin Motor Vehicle Office). Services and information on cases handled is shown in Table 2

(二) 多元繳款管道

臺北市交通事件裁決所提供多元繳款管道，民眾可自行選擇最便利的方式，無須親赴裁決所，節省時間及金錢，民國 105 年民眾利用自動繳納管道情形（詳表 3）。

(2) Diverse payment channels

The TAO has provided diverse payment channels for people to pay fines. This allows people to select the most convenient ways to pay fines without having to go to the TAO, thus saving time and money. The payment amounts by method of payment are shown in the Table 3 below for 2016.

(三) 分期付款

民眾得敘明理由向臺北市交通事件裁決所申請分期繳納（僅限該所管轄案件），該所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 105 年共申請 2,408 人。

(3) Payment by installment

Applicants must provide valid reasons for applying for payment installment at the TAO (cases can only be handled at this office). The office provides people with information related to fine payment installments, as well as related legal consultation windows. In 2016, a total of 2,408 people applied for payment by installment.

(四) 提供吊扣期滿駕照代寄回服務

臺北市交通事件裁決所提供以書面申請駕照吊扣期滿代寄回服務，於吊扣期滿時主動將駕照以掛號寄還民眾，民國 105 年民眾申請代寄回件數共 266 件，已寄回件數共 241 件。

(4) Providing mailing service for licenses after the revocation period expires

The TAO allows people to apply to have their licenses mailed to them after their revocation period expires. In 2016, 266 people applied for the mailing service, and 241 licenses have been sent back.

表 2、105 年單一窗口服務之各類案件統計／ Table 2、Statistics on Cases Handled in 2016

項目 Items	件數 (件) Number of Cases
交通違規罰鍰繳款 Traffic violations and fines	472,342
駕照吊（扣）銷 Licenses revoked	9,642
牌照吊（扣、註）銷 Registrations revoked	1,500
駕（牌）照吊扣還件 Licenses and registrations revoked and returned	5,291
開立裁決書 Verdict provided	17,840
開立交通違規講習通知單 Traffic violation seminar notice provided	4,495
駕駛執照禁考 Banned from driving license tests	686
分期繳納 Payment installment	2,408
未滿 18 歲無照駕駛登錄法定代理人或監護人資料 People under age 18 without licenses who registered the information of legal representatives or guardians	875
違反道路交通管理處罰條例第 68 條第 2 項記點 Violating Article 68 and Item 2 of Road Traffic Management and Penalty Act	402
合計 Total	515,481

表 3、105 年自動繳納件數金額／ Table 3、2016 Payment Amounts by Method

繳款方式 Payment methods	件數 Cases	金額 Amount
超商 Convenience stores	887,840	954,792,200
郵局 (含匯票) Post offices (including bank drafts)	175,136	203,140,930
台北富邦及民營銀行 Taipei Fubon or private banks	12,603	15,500,800
代檢廠 Vehicle inspection offices	58,036	55,765,000
拖吊場 Tow pounds	132,387	106,630,500
網路語音及 ATM　Network voice system and ATM	79,126	88,090,700
合計 Total	1,345,128	1,423,920,130

1 月 · January

07 日 7th	辦理 2016 年陽明山花季活動期間交通管制措施及改善事宜，至 3 月 20 日止。 Implemented traffic control measures and took improvement steps during the 2016 Yangmingshan Flower Festival running to March 20th.
17 日 17th	辦理「機車路權與安全策略工作坊」。 Conducted "Workshop on the Road Rights of Motorcycles and Safety Strategies"
18 日 18th	臺北市近 2,000 個貨車裝卸專用區，得延長 1 次停放。貨車裝卸專用區之停車收費，由原本每次 30 元限停 20 分鐘，變更為超過 20 分鐘可付費延長 1 次。 Taipei has close to 2,000 truck unloading areas which can be used as one-time stop locations. The parking fees for use of these areas was previously NT$30 for 20 minutes, but it has now changed so that the fee can be topped up once beyond the initial 20 minutes.
23 日 23rd	舉辦 104 年公車禮貌心運動頒獎典禮。 Held the 2015 Bus Courtesy Event Award Ceremony.
25 日 25th	小型復康巴士訂車系統新增臨時訂車服務。 Temporary bus services were added to the small rehabilitation bus system network.
30 日 30th	配合 2016 陽明山花季暨竹子湖海芋季關駛花季專車。 To accompany the 2016 Yangmingshan Flower Festival, Taipei City Public Transportation Office offered flower festival shuttle bus services.

2 月 · February

01 日 1st	臺北市貓空纜車票價調漲。 Taipei City Maokong Gondola ticket prices were increased.
	啟用「大宗違規申請分期繳納罰鍰專人服務登記」，方便民眾可透過該所網頁直接申請。 Activated a service which permits payment in installations for routine fines, and for which people can directly apply online.
04 日 4th	辦理 2016 年臺北年貨大街活動期間交通管制及改善事宜，至 2 月 14 日止。 Implemented traffic control measures and took improvement steps during the Chinese New Year running to February 14th.
07 日 7th	配合忠孝橋引道拆除工程，主政成立跨局處交通順暢小組以即時處理施工期間交通課題，確保交通順暢。 In coordination with the Zhongxiao Bridge Ramp Demolition Plan, established a Traffic Flow Team in partnership with other departments and bureaus; the city government was able to keep control of the traffic situation during construction and kept traffic smooth.
08 日 8th	關駛「105 年關渡宮接駁公車」。 Unveiled "2016 Guandu Temple Shuttle Buses."

2 月 · February

13 日 13th	配合忠孝橋引道 (北門高架橋) 拆除後調整動線。 Route adjusted after the demolition of Zhongxiao Bridge Ramp (Beimen Elevated Bridge).
20 日 20th	辦理 2016 年臺北燈節活動期間交通管制措施及改善事宜，至 2 月 29 日止。 Implemented traffic control measures and took improvement steps during the Taipei City Lantern Festival running to February 29th.
21 日 21st	辦理「南港車站中心周邊交通發展策略與計畫」委託研究第 1 場交通民意工作坊。 Conducted the "Transport Development Strategies and Planning for Areas Surrounding Nangang Station", and held the first traffic workshop in consultation with the public.
23 日 23rd	辦理「計程車新式計費表更換補助作業說明會」。 Held a seminar on how to swap an old taxi fare meter for a new one, and the process of applying for subsidies.
25 日 25th	與亞太電信合作執行「智慧交通好行計畫」建置 4G 智慧公車。 Worked together with Asia Pacific Telecom to establish 4G intelligent bus services as a way of delivering the "Smart Transport for Easy Travel" plan.
27 日 27th	舉辦 2016 全球自行車城市大會，共計超過 1,000 名來自 52 個國家產、官、學、研及自行車愛好者；大會除會議外還包括自行車設計展、遊程及嘉年華，超過 6,500 人上街騎乘自行車，活動至 3 月 1 日止。 Conducted the Velo-City Global 2016 Evolution of Cycling. Over 1,000 cycling-fans from government, education, and research circles across 52 nations came together not only for the conference itself, but also for a bicycle design exhibition, tours, and carnivals. Over 6,500 people participated in the event which ran until March 1st.
28 日 28th	配合陽明山花季及海芋季活動闢駛花季專車，營運期間 (至 4 月 17 日止) 總搭乘人次計 272 萬 903 人。 In response to the Yangmingshan Flower Festival and Calla Lily Festival, Taipei City Public Transportation Office provided flower festival shuttle bus services running through until April 17th. There were a total of 2,720,903 visits to the Flower Festival.

3 月 · March

01 日 1st	辦理 105 年計程車駕駛人免費職業病健康檢查。 Conducted the 2016 free health check-up session for occupational diseases prevalent amongst taxi drivers.
04 日 4th	臺北市稅捐處透過臺北市公路監理網，連線使用第 3 代公路監理系統。 Taipei City Revenue Service begins to leverage Taipei City Motor Vehicle Driver Information Service as part of the 3rd generation highway monitoring system.
12 日 12th	辦理內湖交通瓶頸改善專案，至 4 月 5 日止。 Conducted the Neihu traffic bottleneck improvement project, running through until April 5th.

3 月 · March

18 日 18th	進行臺北轉運站實車壓力測試。 Conducted a capacity test using real buses at Taipei Bus Station.
19 日 19th	配合清明節重點墓區交通管制，闢駛免費掃墓公車，營運期間 (3 月 19 至 20 日、26 至 27 日及 4 月 2 日至 5 日) 總搭乘人次計 91 萬 7,189 人。 In support of the traffic control measures put in place in major cemeteries during the Tomb Sweeping Weekend, free tomb sweeping shuttle bus services were also provided on March 19th, 20th, 26th, 27th, and April 2nd to 5th. This service was used a total of 917,189 times.
	配合 105 年掃墓，闢駛免費掃墓公車。 In 2016, tomb sweeping bus services were provided for those participating in tomb sweeping.

4 月 · April

01 日 1st	臺北市聯營公車運價調整為 18.0993 元。 The ticket fee for the Taipei Joint Bus System increased to 18.0993 NTD.
02 日 2nd	藍色水路行銷推廣「小小海盜體驗營」及「密室脫逃海賊遊戲」。 The Blue River Highway marketing team promoted the “Little Pirate Experience Camp” and “Chamber Escape Pirate Game.”
08 日 8th	交通部暨中央有關部會局署蒞臨視導 104 年院頒「道路交通秩序與交通安全改進方案」執行情形。 The Ministry of Transportation and Communications and other related departments from the central government inspected the status of the “2015 Road Traffic Order and Safety Improvement Plan”.
17 日 17th	辦理「機車停車管理方向及安全科技應用工作坊」。 Held a workshop which provided direction on motorcycle parking management and safety technology application.
21 日 21st	復興南北路自行車道完工。 Fuxing South and North Road bicycle paths were completed.

5 月 · May

01 日 1st	「臺北市公車站命名作業要點」正式實施。 Key Principles for Taipei City Bus Station Naming officially implemented.
29 日 29th	辦理「北區轉運站民意工作坊」。 Held a public consultation on the Northern Region Bus Transfer Station.

6 月 · June

08 日 8th	修訂臺北市政府交通局暨所屬單位資安事件通報與應變作業流程。 Stipulated information safety and operational response procedures for all units under the DOT.
09 日 9th	配合水岸臺北 2016 端午嘉年華活動闢駛龍舟公車。 For the 2016 Taipei Dragon Boat Carnival events, Taipei City Public Transportation Office offered dragon boat bus services.
16 日 16th	「臺北市載客小船營運及碼頭管理自治條例」公布施行。 “ Ordinances for Taipei City Passenger Boat Operations and Pier Management” were implemented.
19 日 19th	辦理「南港車站中心周邊交通發展策略與計畫」委託研究第 2 場交通民意工作坊。 Conducted the “Transport Development Strategies and Planning for Areas Surrounding Nangang Station”, and held the second traffic workshop in consultation with the public.
22 日 22nd	貓空纜車系統經營維護與安全監督定期檢查。 Regular safety checkups and operational maintenance on Maokong Gondola began.
23 日 23rd	辦理八德立體停車場新建工程動工。 Construction of the new Bade Parking Tower began.
25 日 25th	辦理臺北市鄰里交通環境改善計畫，臺北市市長柯文哲巡視大安區華聲里、建安里並頒贈匾額予里長。 Implemented parts of the Taipei City Neighborhood Traffic Environment Improvement Project, with Taipei City Mayor Ko Wen–je inspecting Huasheng Li and Jianan Li in Da-an District, and awarding a plaque to the neighborhood chief.
29 日 29th	辦理「北區轉運站地區公聽會」。 Held public hearing for Northern Region Bus Transfer Station.

7 月 · July

01 日 1st	內湖區港富立體停車場委託民間經營。 Neihu District Gangfu Parking Tower commissioned under private management.
	955 路 (「汐止捷運劍南路站 (植福)」) 快速公車通車。 Route 955 (Xizhi MRT Jiannan Road Station (Zhifu) Express bus is opened to the public for use.
02 日 2nd	臺北市聯營公車運價調整為 18.0737 元。 Ticket fees for Taipei Joint Bus System increase to NT$18.0737.
04 日 4th	公告本市載客碼頭範圍及船席使用方式相關事項。 Notice related to the scope and available berths for the city passenger ferry wharf is published.

7 月 · July

06 日 6th	公告本市轄河域航道範圍及相關事項。 Notice related to city waterway is published.
15 日 15th	舉辦「南港車站中心周邊交通發展策略與計畫」委託研究專家學者座談會。 "Transport Development Strategies and Planning for Areas Surrounding Nangang Station" seminar held for commissioned experts and scholars.
	與亞太電信合作執行「智慧交通好行計畫」建置 4G 智慧型站牌。 Worked together with Asia Pacific Telecom to establish 4G intelligent bus stops as a way of delivering the "Smart Transport for Easy Travel" plan.
20 日 20th	召開臺北市載客小船營運審議小組第 1 次會議。 Held the first evaluation committee meeting for passenger boat services in Taipei City.
22 日 22nd	於北投區、內湖區、松山區、大安區等 7 處地點試辦 16 格路邊大型重型機車停車格措施。 Conducted 16 large roadside motorcycle parking space trial measures in seven locations including Beitou District, Neihu District, Songshan District, and Daan District.
29 日 29th	市政府 - 內科計程車共乘營運上路。 Taipei City Hall – Neihu Science Park taxi carpool started operations.

8 月 · August

	除介接閉路電視攝影機（CCTV）影像需向臺北市交通管制工程處申請簽約外，全面於臺北市政府資料開放平台開放即時交通資訊項目。 Permission to make use of CCTV images is confirmed and signed off by Taipei City Traffic Engineering Office, with real time traffic information items being made available on an open platform.
01 日 1st	動物園 - 貓空站計程車共乘營運上路。 Zoo – Maokong Station taxi carpool begins operations.
	實施內科綠色運輸試辦計畫，包含捷運文湖線 (西湖站、港墘站) 早鳥優惠、新闢 2 線內科園區免費接駁巡迴公車及綠 16 與藍 50 路配合加密班次，至 10 月 31 日止。Unveiled the Neihu green transportation trial. This includes MRT Wenhu Station (Xihu Station, Gangqian Station) early bird discount, two free shuttle bus services to Neihu Science Park, and an increase in the number of Green 16 and Blue 50 buses available for frequent runs. This initiative lasted until October 31st.
04 日 4th	北投區七星公園地下停車場委託民間經營。 Qixing Park Undergrounded Parking Lot in Beitou District is commissioned under private management.

8 月 · August

06 日 6th	辦理 2016 年大稻埕音樂情人節活動期間交通管制措施及改善事宜。 Implemented traffic control measures and took improvement steps during the 2016 Dadaocheng Valentine's Day Music event.
	配合 2016 臺北大稻埕音樂情人節闢駛煙火專車。 In response to the 2016 For the Taipei Dadaocheng Valentine’s Day Music Festival, shuttle bus services were deployed.
20 日 20th	臺北市交通事件裁決所召開「105 年度第 1 次本市車輛行車事故鑑定、覆議委員聯席座談會」。 Taipei City Traffic Adjudication Office held the inaugural “2016 City Vehicle Accident Inspection and Review Committee Forum.”
23 日 23rd	協辦臺北市政府舉辦之「2016 臺北上海城市論壇」交通分論壇活動，邀請臺北及上海交通專業領域產官學專家約 53 人與會。 Assisted Taipei City Government in holding the “2016 Taipei-Shanghai City Forum” traffic forum event. 53 traffic experts from the industry, government, and academia in Taipei and Shanghai were invited.
	臺北大眾捷運系統經營維護與安全監督定期檢查。 Taipei Metro System operational maintenance and safety monitoring and regulation checkup carried out.
29 日 29th	新版 YouBike APP 中新增「推播通知」功能。 New version of YouBike APP adds “Push-play notice” functionality.

9 月 · September

01 日 1st	信義區雅祥公園地下停車場委託民間經營。 Hsianya Park Underground Parking Lot in Xinyi District is commissioned under private management.
22 日 22nd	號誌控制器縮小化計畫獲得交通部「第八屆道安創新貢獻獎」交通工程組第 2 名。 Miniature-type controllers developed by Taipei City Traffic Engineering Office win second place in the traffic engineering category at the 8th Road Safety Innovation Contribution Awards, which was held by the Ministry of Transportation and Communications.
28 日 28th	調整臺北西站 B 棟國道客運路線進駐臺北轉運站。 All bus routes heading to Taipei West Station B Building are re-routed to Taipei Bus Station.

10 月 · October

01 日 1st	文山區臺北花木批發市場地下停車場委託民間經營。 Taipei Pot Plant Market Underground parking lot in Wenshan District is commissioned under private management.
	公車運價隨油價浮動機制調整為 18.0877 元。 Bus ticket fees are increased to NT$18.0877 due to changes in the floating fuel pricing mechanism.

10 月 · October

05 日 5th	松江路自行車道完工。 Songjiang Road bicycle path is completed.
06 日 6th	臺北市無障礙計程車達 170 輛。 The number of wheelchair accessible taxis in Taipei City reaches 170 vehicles.
14 日 14th	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。 Conducted the Golden Wheel Award Ceremony, with awards handed out to excellent professional taxi drivers , bus drivers etc. Approximately 400 people participated in the event.
	完成停車繳費單鎖條碼機制，避免已申辦金融或電信代扣繳停車費之民眾重複繳費。 Completed the parking fee barcode system which helps to prevent people who have applied for financing or telecom services from avoiding parking fee payment.
	舉行臺北市藍色水路事故防 (救) 災演練。 Conducted the Taipei City Blue Highway accident and rescue drill.
19 日 19th	針對行人、行車動線或視線可能造成影響之路口更換為縮小型控制器，共完成 293 處路口安裝。 In order to assist pedestrians, improve traffic flow, and reduce limited visibility at intersections we have substituted old controllers with new miniature-type controllers, and by this date have installed them in 293 locations.
28 日 28th	臺北市鄰里交通環境改善計畫，105 年度已有 7 里率先達標，臺北市市長柯文哲頒發匾額予以獎勵。 7 li (neighborhoods)have reached the goals of the 2016 Taipei City neighborhood environment improvement project, and Taipei City Mayor Ko Wen-je awards these li with plaques.
	舉辦 105 年第 1 期本市聯營公車營運服務指標評鑑優等業者公開表揚。 Conducted the first City Joint Bus operational service index and outstanding bus company award ceremony.
30 日 30th	調整臺北西站 A 棟國道客運路線至臺北車站週邊。 All bus routes heading to Taipei West Station A Building are re-routed to the periphery of Taipei Station.
31 日 31st	配合環南市場與雙園堤外聯絡道完工通車作業完成路口相關號誌建設。 Traffic signs related to the opening of the Huannan Market and Shuangyuan dike access road are completed.

11 月 · November

01 日 1st	北投區振興公園地下停車場委託民間經營。 Zhengxing Park Underground Parking Lot in Beitou District is commissioned under private management.
	956 路 (「板橋 – 捷運劍南路站」) 快速公車通車。 Route 956 (Banqiao-MRT Jiannan Road Station) Express Bus opens to the public.
14 日 14th	臺北市政府與國立臺灣科學教育館簽訂「臺北科學藝術園區整體發展計畫」合作備忘錄。 Taipei City Government and National Taiwan Science Education Center sign a memorandum of understanding for overall development of the Taipei Science Art Park.

11 月 · November

14 日 14th	南港 62 號公園臨時平面停車場完工營運啟用。 Nangang No. 62 temporary parking space is completed and is opened to the public.
16 日 16th	啟動臺北西站拆除作業。 Demolition of Taipei West Station gets underway.
22 日 22nd	參加 105 年度行政院頒「道路交通秩序與交通安全改進方案」之「交通違規積案催繳計畫」，定期視導初評。 Participated in the periodic supervision and initial evaluation of the traffic violation fines reminder sub-plan, part of the Executive Yuan’s 2016 “Road Traffic Order and Safety Improvement Plan”.
28 日 28th	957 路 (「淡海新市鎮 – 捷運劍南路站」) 快速公車通車。 Route 957 (Danhai New Town-MRT Jiannan Station) Express Bus is opened to the public.

12 月 · December

02 日 2nd	與台灣城市單車聯盟合作於每週五上午舉辦「單車通勤日請你喝咖啡」活動。 The DOT began cooperating with Taiwan Urban Bicycle Alliance (TUB) on the weekly Friday morning Bike to Work (free coffee) event.
08 日 8th	透過開單 PDA3G/4G 無線傳輸即時技術上傳路邊停車資料，以紅黃綠顯示路邊停車動態資訊。 PDA3G/4G wireless transfer technology is used to immediately upload roadside parking information, using red, yellow, and green colors to display roadside parking status information.
09 日 9th	民族東路自行車分道設置完成。 Minzhu East Road’s separation of pedestrian and bicycle paths completed.
14 日 14th	完成「南港車站中心周邊交通發展策略與計畫」委託研究案。 Completed study commissioned to look into the “Transport Development Strategies and Planning for Areas Surrounding Nangang Station”.
16 日 16th	臺北市交通事件裁決所召開「105 年度第 2 次本市車輛行車事故鑑定、覆議委員聯席座談會」。 Taipei City Traffic Adjudication Office held the second “2016 City Vehicle Accident Inspection and Review Committee Forum.”
20 日 20th	「臺北市載客碼頭申請許可與使用費及保證金收費辦法」公布施行。 “Regulations for Taipei City Passenger Pier Permit Application, Usage Fees and Margin Payment” announced and implemented.
22 日 22nd	「運輸決策支援系統」第 1 階段系統功能開發完成。 The first stage of Transportation Decision Support System completed.
23 日 23rd	中山北路自行車分道設置完成。 Zhongshan North Road’s separation of pedestrian and bicycle paths completed.
29 日 29th	召開臺北市載客小船營運審議小組第 2 次會議。 Held the second evaluation committee meeting for passenger boat services in Taipei City.
30 日 30th	「週五綠色運輸日集點活動」啟動。 Green Friday point collecting activity begins.

12 月 · December

完成瑞光路、金湖路、至善路、忠誠路、仰德大道等 5 條道路標誌整頓作業，105 年度共計更新 68 面標誌、減少 48 面標誌及減少 22 支桿件。
The process to adjust the traffic signs on Ruiguang Road, Jinghu Road, Zhishang Road, Zhongcheng Road, and Yangde Boulevard is completed. In 2016, a total of 68 traffic signs were replaced, and 48 signs and 22 poles were removed.

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，105 年度共計完成 221 條，累計完成 722 條。
Focusing on lanes under 8 meters in width, the first evaluation of the feasibility of marked sidewalks was carried out. Marked sidewalks were applied where there are many pedestrians, in areas such as metro stations, parks, hospitals, and areas around schools. In 2016, a total of 221 marked sidewalks were completed, with a total of 722 now in place.

配合 2017 世大運優化市容計畫於市中心及重要道路將既有標誌更新為內照式標誌，105 年度共計完成內照式標誌 334 面。
In response to the 2017 Summer Universiade city landscaping plan, Taipei City Traffic Engineering Office have changed all traffic signs in downtowns and on important roads to backlit traffic signs. In 2016, a total of 334 backlit traffic signs were fitted.

31 日
31th

累計完成臺北市自行車道人車分道 85.762 公里，人車共道 303.908 公里，河濱自行車道 112 公里，合計 501.67 公里。
Taipei City Traffic Engineering Office has completed roll-out of 85.762 km of separated pedestrian and bicycle paths in Taipei City, 303.908 km of shared pedestrian and bicycle paths, and 112 km of riverside bicycle trail, giving a total of 501.67 km.

截至 105 年底臺北市實施行人專用時相之路口計有 198 處。
By the end of 2016 Taipei City Traffic Engineering Office had implemented exclusive pedestrian interval for 198 intersections across Taipei City.

闢駛跨年散場接駁公車 3 線。
Taipei City Public Transportation Office provided shuttle bus services along 3 routes for crowd dispersal after New Year's Eve celebrations.

辦理交通違規罰鍰移送強制執行案件，105 年度完成專案催繳移送強制執行計 1 萬 5,192 案（21 萬 9,863 件），罰鍰 2 億 1,584 萬 188 元。
Imposed fines for traffic violations and carried out compulsory enforcement where necessary. In 2016, Taipei City Traffic Adjudication Office carried out compulsory enforcement in 15,192 cases (out of 219,863 cases), with a total fine receipt amount of NT$215,840,188.

12 月 · December

臺北市 105 年度至 12 月底止交通違規舉發總入案件數計 212 萬 2,193 件，總結案件數計 198 萬 1,225 件。
As of December 2016, there had been 2,122,193 incidents of traffic violation reported for the year, with 1,981,225 of these cases closed in Taipei City.

31 日
31th

臺北市交通事件裁決所辦理歸責駕駛人案件，105 年度至 12 月底止總計受理 11 萬 610 件。
Taipei City Traffic Adjudication Office handled the cases of drivers responsible for traffic violations, and as of December 2016 there had been 110,610 cases processed for the year.

分類 Categories	項目 Items	說明 Explanations
地理特性 Geographical characteristics	位置 Location	亞洲東南部、臺灣北部 Southeast Asia, Northern Taiwan
	地形 Topography	盆地地形、河流切割 River-cut basin
	地質 Geology	沉積土質軟弱，位居地震帶，地下水位高 Soft sedimentary soil, located in seismic belt, with high groundwater level
	氣候 Climate	無嚴寒酷暑，屬亞熱帶季風氣候 No harsh winter and summer, and Subtropical monsoon climate
	面積 Area	272 平方公里 272 square kilometers
人口 Population	人口 Population	269.5 萬人 2.70 million people
	戶數 Households	104.7 萬戶 1.05 million households
	密度 Density	9,918 人 / 平方公里 9,918 people/square kilometer
交通環境 Traffic environment	道路面積 Road area coverage	22,603,279 平方公尺，占土地總面積 8.31% 22,603,279 square meters, taking up 8.31% of total land
	汽車數 Number of cars	804,697 輛 (299 輛 / 千人，註：本汽車數含各類客貨車及特種車等) 804,697 cars (299 cars/one thousand people. N.B.: The figure for cars includes various kinds of vans, trucks, and special vehicles)
	機車數 Number of motorcycles	952,180 輛 (353 輛 / 千人) 952,180 motorcycles (353 vehicles/one thousand people)
	停車位 Parking spaces	1. 臺北市停車管理工程處直營或委外停車位 Direct management by Taipei City Parking Management and Development Office or management by outsourced parking space companies 其中路邊 256,763 位（含不收費停車位）、路外 64,679 位、委外經營 22,475 位 256,763 roadside parking spaces (not including chargeable parking spaces), 64,679 off-road parking spaces and others, 22,475 spaces outsourced 2. 建物附設 116,758 位 116,758 parking spaces associated with buildings 3. 非建物附設 30,366 位 30,366 parking spaces not associated with buildings 現有停車位數總計：1,101,138 位（汽車：597,011；機車：504,127） Current parking spaces total: 1,101,138 spaces (cars: 597,011, motorcycles: 504,127)

分類 Categories	項目 Items	說明 Explanations
交通環境 Traffic environment	特殊停車位 Special parking zones	1. 路邊裝卸貨專用停車位 1,485 格（含收費格位 1,418 格）；禁停黃線路段設置 285 處、2,578 公尺 1,485 roadside loading and unloading spaces (1,418 of these spaces are charged), 285 sections of no parking allowed yellow lines, with a total length of 2,578 meters 2. 限時停車位 183 格 183 time-restricted parking spaces 3. 身心障礙者專用汽車停車位 5,458 格（含非市有停車場） 5,458 car parking spaces for the physically and mentally challenged (including parking lots not owned by the city) 4. 身心障礙者專用機車停車位 2,485 格（含非市有停車場） 2,485 motorcycle parking spaces for the physically and mentally challenged (including parking lots not owned by the city) 5. 汽、機車彈性共用格位，機車位 5,220 格可轉換汽車位 870 格供汽車停放 Alternative car and motorcycle parking lots contain 5,220 spaces for motorcycles, which can be switched to 870 spaces for cars
	道路路網型態 Road network types	中心區成棋盤狀路網 Downtown area becomes a chessboard shaped road network 公車專用道共 14 條，總計長度 59.69 公里，各路線如下： A total of 14 exclusive bus lanes with a total length of 59.69 kilometers The routes are as follow: 松江路（民權東路至八德路）-3.7 公里，85/1/27 通車 Songjiang Road (Mingquan East Road to Bade Road) -3.7 kilometers in length and began operations on January 27th 1996. 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) -3.56 kilometers in length and began operations on June 1st 1996. 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) -9 kilometers in length and began operations on July 6th 1996 仁愛路（中山南路至敦化南路）-6.2 公里，85/7/27 通車 Ren’ ai Road (Zhongshan South Road to Dunhua South Road) -6.2 kilometers in length and began operations on July 27th 1996

分類 Categories	項目 Items	說明 Explanations
交通環境 Traffic environment	道路路網型態 Road network types	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) -8.4 kilometers in length and began operations on July 27th 1996 民權東路（敦化北路至承德路）-7.2 公里，85/8/2 通車 Mingquan East Road (Dunhua North Road to Chengde Road) – 7.2 kilometers in length and began operations on August 2nd 1996 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 Roads (Mingquan East Road to Xinyi Road) -3.15 kilometers in length and began operations on August 2nd 1996 仁愛路延伸段（敦化南路至逸仙路）-2.4 公里，87/10/18 通車 Ren’ ai Road extended section (Dunhua South Road to Yixian Road) -2.4 kilometers in length and began operations on October 18th 1998 民權西路（承德路至延平北路）-1.28 公里，87/11/22 通車 Mingquan West Road (Chengde Road to Yanping North Road) -1.28 kilometers in length and began operations on November 22nd 1998 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) -4 kilometers in length and began operations on January 18th 2001 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) -2.2 kilometers in length and began operations on April 30th 2001 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 Xinlong Road) -6.2 kilometers in length and began operations on March 6th 2006 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 (Roundabout in front of Taipei Zoo on Xinguang Road to U-turn outside sewage disposal plant) -2.2 kilometers in length and began operations on March 23rd 2010 玉門街（民族西路至酒泉街）-0.4 公里，100/4 通車 Yumen Street (Mingzhu West Road to Jiuquan Street) -0.4 kilometers, began operations in April 2011

分類 Categories	項目 Items	說明 Explanations
交通事業 Transport services	公車 Buses	聯營公車業者 14 家，共 288 條路線。105 年每日平均載客 130.16 萬人次，較 104 年平均每日載客 131.69 萬人次，減少 1.16%。105 年平均每日營運收入 2,331.8 萬元，較 104 年平均每日營運收入 2,290.6 萬元，增加 1.8%。 捷運接駁公車路線 53 條，其中紅線 21 條，藍線 12 條，棕線 16 條，綠線 4 條。 There are 14 Taipei Joint Bus companies running a total of 288 routes between them. In 2016, there was a daily average of 1,301,600 passengers, compared to the daily average of 1,316,900 in 2015, giving a 1.16% decrease in passenger numbers. In 2016, the daily average revenue was NT$ 23,318,000 compared to the daily average revenue of NT$22,906,000, giving an increase of 1.8%. There are 53 metro shuttle bus routes. The red line has 21 routes, blue line has 12 routes, brown line has 16 routes, and green line has 4 routes.
	捷運 Metro	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；105 年平均每日載客已達 202.2 萬人次；捷運與公車雙向轉乘優惠平均每日為 47.5 萬人次。各路線概要如下： The metro system is operated by Taipei Metro. It operates for 18 hours daily (6:00 to 24:00). It has 5 lines, 117 stations, and operates across 131.1 kilometers of track. In 2016, there was a daily average of 2.022 million passengers taking the service, and the daily average number of people taking advantage of the two-way transfer discount was 475,000. The details of the routes are as follow: 1 號文湖線： No.1 Wenhu Line: 文山線 (動物園站至中山國中站)10.5 公里，85/3/28 營運；內湖線 (松山機場站至南港展覽館站) 14.8 公里，98/7/4 營運。 Wenshan Line (Taipei Zoo station to Zhongshan Junior High School Station) runs 10.5 kilometers in length and began operations on March 28th 1996. Neihu line (Songshan Airport Station to Nangang Exhibition Hall Station) 14.8 kilometers in length. Began operations on July 4th 2009. 2 號淡水信義線： No. 2 Tamsui Xinyi Line 淡水線 (淡水站至中正紀念堂站)23.8 公里，淡水站至中山站 86/3/28 營運，中山站至臺北車站 86/12/25 營運，87/12/24 再通車至中正紀念堂站；信義線 (中正紀念堂站至象山站)6.4 公里，102/11/24 營運。 Tamsui Line (Tamsui Station to CKS Memorial Hall Station) runs 23.8 kilometers in length. The Tamsui Station to Zhongshan Station section began operations on March 28th 1997. The Zhongshan Station to Taipei Main Station section began operations on December 25th1997. Chian Kai-Shek Memorial Hall Station began operations on December 24th, 1996. Xinyi Line (CKS Memorial Hall Station to Xiangshan Station) runs 6.4 kilometers in length and began operations on November 24th 2013.

分類 Categories	項目 Items	說明 Explanations
交通事業 Transport services	捷運 Metro	3 號松山新店線： No. 3 Songshan Xindian Line: 松山線 (西門站至松山站)8.5 公里，103/11/15 通車營運； Songshan Line (Ximen Station to Songshan Station) runs 8.5 kilometers in length and began operations on November 15th 2014. 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； Xindian Line (CKS Memorial Hall Station to Xindian Station), including Xiaobitan Branch, runs a total of 11.2 kilometers. The North section (CKS Memorial Hall Station to Guting Station) began operations on December 24th 1998. South section (Guting Station to Xindian Station) began operations on November 11th 1999. Xiaobitan branch (Qizhang Station to Xiaobitan Station) began operations on September 29th 2004. 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。 Xiaonanmen Line (Ximen Station to CKS Memorial Hall Station) runs 1.6 kilometers in length and began operations on August 31st 2000. 4 號中和新蘆線： No. 4 Zhonghe Xinlu Line: 中和線 (古亭站至南勢角站)5.4 公里，87/12/24 通車營運； Zhonghe Line (Guting Station to Nanshijiao Station) runs 5.4 kilometers in length and began operations on December 24th 1998. 蘆洲線 (三重國小站至蘆洲站)6.4 公里，99/11/3 通車營運； Luzhou Line (Sanchong Elementary Station to Luzhou Station) 6.4 kilometers in length. Began operations on November 3rd 2010. 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。 Xinzhuang Line (Guting Station to Huilong Station) 19.7 kilometers in length. The Zhongxiao Xinshen Station to Daqiaotou Station section began operations on November 3rd 2010. Dongmen Station began operations on September 30th 2012. The Daqiaotou Station to Fujen Catholic University Station section began operations on January 5th 2012, and the Fujen Catholic University Station to Huilong Station section began operations on June 29th 2013.

分類 Categories	項目 Items	說明 Explanations
交通事業 Transport services	捷運 Metro	5 號板南線： No. 5 Bannan Line: 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； Nangang Line (Ximen Station to Nangang Station) runs 11 kilometers in length. The Ximen Station to Taipei City Hall Station section began operations on December 24th 1999. The City Hall Station to Kunyang Station section began operations on December 30th 2000. 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； Banqiao Line (Longshan Temple Station to Fuzhong Station) runs 7.1 kilometers in length. The Ximen Station to Longshan Temple Station section began operations on December 24th 1999. The Longshan Temple Station to Xinpu Station section began operations on August 31th 2000. The Xinpu Station to Yongning Station section began operations on May 31st 2006. 土城線 (府中站至永寧站)5.6 公里，95/5/31 營運； Tucheng Line (Fuzhong Station to Yongning Station) runs 5.6 kilometers in length and began operations on May 31st 2006. 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； Nangang Line East extension section (Kunyang Station to Nangang Exhibition Hall Station) runs 2.5 kilometers in length. The Kunyang Station to Nangang Station section began operations on December 25th 2008, and the Nangang Station to Nangang Exhibition Hall Station section began operations on February 27th 2011. 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。 Tucheng Line Extension to Dingpu Road Section (Yongning Station to Dinpu Station) runs 2 kilometers in length and began operations on July 6th 2015.
	貓空纜車 Maokong Gondola	貓空纜車自 96 年 7 月 4 日起由臺北捷運公司營運，營運日營運 12 小時 (9:00~21:00，假日及特殊情況除外)，營運場站 4 個，營運里程 4.03 公里；105 年總運量為 220.15 萬人，因票價調漲較 104 年總運量 271.33 萬人減少 18.86%。 Since July 4th 2007, Maokong Gondola has been run and operated by Taipei Metro. It operates for 12 hours daily (9:00~21:00, except for weekends and special holidays). There are 4 operational stations, with the total operational mileage being 4.03 kilometers. In 2016, 2,201,500 people rode the Gondola compared to 2,713,300 people in 2015. This is a reduction of 18.86% due to ticket price increase.

資料統計時間：105 年 12 月 31 日（2016.12.31）／ Data accumulation date: December 31st 2016

汽車緩步成長
Steady growth in number of cars

民國 105 年底臺北市登記汽車數有 804,697 輛，較 104 年底增加 5,449 輛，成長率 0.68%；登記機車數有 952,180 輛，較 104 年底減少 10,629 輛，負成長率 1.10%，機車成長率呈現下降趨勢。

By the end of 2016 there were 804,697 registered cars within Taipei City. This is an increase of 5,449 from 2015, signifying a growth rate of 0.68%. There were 952,180 registered motorcycles by the end of 2016. This is a decrease of 10,629 motorcycles from 2015, which signifies a decline of 1.10%. The growth rate of motorcycles showed a downward trend.

臺北市道路成長／ Road Area Growth in Taipei City

年底別 Years	道路面積 Road Surface Area		
	合計 Total	年成長率 Growth rate	每汽車享有 Avg. Area per Veh.
單位 Unit of Measures	平方公尺 m^2	%	平方公尺 / 輛 m^2/veh.
80 年底 (By year end of 1991)	18,521,432	0.62	35.89
90 年底 (By year end of 2001)	20,653,635	1.23	30.96
91 年底 (By year end of 2002)	20,710,215	0.27	30.56
92 年底 (By year end of 2003)	20,767,342	0.28	29.91
93 年底 (By year end of 2004)	20,786,331	0.09	29.35
94 年底 (By year end of 2005)	20,824,722	0.18	28.70
95 年底 (By year end of 2006)	20,868,521	0.21	28.52
96 年底 (By year end of 2007)	20,881,608	0.06	28.67
97 年底 (By year end of 2008)	20,884,690	0.01	29.10
98 年底 (By year end of 2009)	20,900,954	0.08	28.98
99 年底 (By year end of 2010)	20,909,292	0.04	28.84
100 年底 (By year end of 2011)	22,509,223	7.65	30.25
101 年底 (By year end of 2012)	22,521,347	0.05	29.77
102 年底 (By year end of 2013)	22,537,277	0.07	29.34
103 年底 (By year end of 2014)	22,544,099	0.03	28.62
104 年底 (By year end of 2015)	22,601,834	0.26	28.28
105 年底 (By year end of 2016)	22,603,279	0.00	28.09

資料來源：臺北市政府工務局、交通部。
Data source: Taipei City Government Public Works Department, Department of Transportation and Communications

臺灣地區主要都市交通特性比較 (105 年)
A Comparison of Traffic Statistics Across Urban Areas in Taiwan (2016)

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 of measure	平方公里 km^2	人 People	輛 Vehicles	輛 / 千人 Veh/10^3 people	輛 Vehicles	輛 / 千人 Veh/10^3 people
臺北市 Taipei City	272	2,695,704	804,697	299	952,180	353
新北市 New Taipei City	2,053	3,979,208	1,013,041	255	2,180,322	548
桃園市 Taoyuan City	1,221	2,147,763	750,866	350	1,126,573	525
臺中市 Taichung City	2,215	2,767,239	1,060,518	383	1,665,116	602
臺南市 Tainan City	2,192	1,886,033	665,224	353	1,281,853	680
高雄市 Kaohsiung City	2,948	2,779,371	888,373	320	1,990,803	716

資料來源：內政部、交通部。
Data source: Ministry of the Interior and Ministry of Transportation and Communications

整體大眾運輸運量微幅成長

Overall slight growth in public transportation

民國 105 年大眾運輸 (捷運 + 公車) 平均每日載客 332.3 萬人次，較 104 年 328.3 萬人次，增加約 1.24%。就個別運具而言，105 年全年捷運平均每日載客約 202.2 萬人次，較 104 年 196.6 萬人次增加 2.85%；105 年公車平均每日載客 130.2 萬人次，較 104 年 131.7 萬人次減少 1.16%。

In 2016, the daily number of passengers on public transport (MRT + Bus) was 3,323,000 people. Compared to the 3,283,000 users of public transport in 2015, this is a 1.24% increase. As for the aforementioned public transportation methods, the average daily passenger rate for the entire year of 2016 was 2,022,000 people. Compared to 1,966,000 people in 2015, this was a 2.85% increase. In 2016, the average daily passenger rate for buses was 1,302,000 people. Compared to the 1,317,000 people in 2015, this is a decrease of 1.16%.

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

年別 Year	總計 Total		捷運 MRT		公車 Bus		公車平均每段次載客數 Passengers /Trip(Bus)	公車平均每日營運車輛數 Vehicles. /Day(Bus)
	平均每日 Daily Avg.	成長率 Growth rate	平均每日 Daily Avg.	成長率 Growth rate	平均每日 Daily Avg.	成長率 Growth rate		
	人次 Passengers	%	人次 Passengers	%	人次 Passengers	%	人 Passengers	輛 Vehicles
80 年 (1991)	2,142,036	-0.99	-	-	2,142,036	-0.99	34.33	2,891
90 年 (2001)	2,658,989	2.66	793,542	8.13	1,865,447	0.5	27.62	3,359
91 年 (2002)	2,662,506	0.13	888,859	12.01	1,773,647	-4.92	25.03	3,369
92 年 (2003)	2,543,838	-4.46	866,272	-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	1,861,661	7.02	1,429,057	-11.51	25.41	3,313
104 年 (2015)	3,282,723	-0.24	1,965,786	5.59	1,316,937	-7.38	24.89	3,203
105 年 (2016)	3,323,426	1.24	2,021,831	2.85	1,301,595	-1.16	24.96	3,160

資料來源：臺北市公共運輸處、臺北捷運公司。
Data source: Taipei City Public Transportation Office, Taipei Rapid Transit Corporation (TRTC)
附註：公車包含小型公車。
Note: Buses include small buses and mini buses

臺北市 15 歲以上居民所有旅次運具使用

Use of public transportation in Taipei City by individuals over the age of 15

單位：% Units of Measure: %

運具別 Type of transport / 調查年月 Survey date	綠運輸 Green transportation														私人機動運具 Private mobile transportation			
		公共運具 Public transportation										非機動運具 Non-mobile means of transportation						
			大眾運輸 Mass Transit						計程車 Taxi	交通車 Shuttle buses	其他公共運具 Other means of public transportation		步行 Walking	自行車 Bicycles		機車 Motorcycles	自用小客車 Personal small vehicles	其他私人機動運具 Other personal mobile transportation
			捷運 Metro	市區及免費公車 City and free buses	公路及國道客運 Highway and national highway buses	臺鐵 TRA	高鐵 HSR											
98 年 2009	56.7	39.5	30.3	12.4	14.6	2.6	0.6	0.1	8.4	0.9	0.0	17.2	13.7	3.5	43.3	27.7	15.4	0.2
99 年 2010	61.0	43.4	33.9	14.0	17.4	0.9	1.5	0.2	8.5	1.0	0.0	17.6	13.6	4.0	39.0	23.6	13.8	1.6
100 年 2011	60.9	43.5	34.7	16.5	16.5	0.5	0.5	0.6	8.1	0.7	0.0	17.4	13.8	3.6	39.1	24.4	14.5	0.3
101 年 2012	61.0	42.5	34.5	14.3	18.3	1.2	0.6	0.2	7.3	0.4	0.3	18.5	13.1	5.4	39.0	23.0	15.3	0.7
102 年 2013	60.8	42.6	35.5	14.5	18.3	1.3	1.1	0.4	6.4	0.4	0.2	18.2	13.7	4.6	39.2	24.9	14.1	0.2
103 年 2014	60.8	41.3	34.0	16.8	14.2	1.2	1.1	0.7	6.8	0.4	0.1	19.5	16.0	3.5	39.2	22.3	16.6	0.3
104 年 2015	60.5	41.5	33.9	15.7	15.9	1.2	0.4	0.8	7.2	0.5	0.0	19.0	14.3	4.7	39.5	24.2	15.1	0.2
105 年 2016	60.4	42.8	35.8	17.9	15.8	1.3	0.5	0.3	6.6	0.4	0.1	17.5	13.1	4.4	39.6	25.1	14.0	0.6

資料來源：98 至 105 年「民眾日常運具狀況調查」，交通部統計處。

Data source: Daily transportation status survey from 2009 to 2016, Statistics Department, Ministry of Transportation and Communications

說明／ Explanations：

1. 大眾運輸包含捷運、市區公車、公路客運、國道客運、臺鐵等運具。
   Mass transportation includes metro, city buses, highway buses, national highway buses, and TRA.
2. 公共運輸包含大眾運輸、計程車、交通車與其他（免費公車、復康巴士、高鐵、渡輪、飛機）。
   Public transportation includes mass transportation, taxis, shuttle buses, and others (e.g.free buses, rehabilitation buses, TRA, ferries, airplanes).
3. 非機動運輸包含步行與自行車（含電動車）。
   Non-motor transportation includes walking and bicycles (including electric cars).
4. 私人機動運具包含機車與自用小客車。
   Personal mobile transportation includes motorcycles and small sedans.
5. 本表資料系採電腦四捨五入，故總計與細項合計略有差異。
   The information in the table adopts the rounding method, therefore there is a slight deviation between the figures at total and item levels.

民國 105 年臺灣發生死亡交通事故／ Traffic Accident Deaths in Taiwan Area in 2016

地區別 Area	肇事件數 Accident Cases	肇事率 Accident Cases/ 10,000 Vehs.	死亡人數 No. of Deaths	每萬車輛死亡人數 No. of Deaths / 10,000 Vehicles
臺北市 Taipei City	88	0.50	89	0.51
新北市 New Taipei City	114	0.36	118	0.37
桃園市 Taoyuan City	112	0.60	114	0.61
臺中市 Taichung City	98	0.36	102	0.38
臺南市 Tainan City	174	0.90	177	0.91
高雄市 Kaohsiung City	160	0.56	164	0.57
國道 National Highway	67	…	70	…

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。
Remark: This table only contains people who have died within 24 hours of having been involved in a traffic accident.
Source by: National Police Agency, Ministry of the Interior

交通設施／ Traffic Installations

年底別 Year	交通標誌 Traffic Signs	交通號誌 Traffic Signals	道路號誌連鎖線 Linked Signals to Control Center	偵測器 Detectors	資訊可變標誌 Changeable Message Signs
單位 Unit of measure	面 Plate Signs	組 Sets	條 Line	組 Sets	組 Sets
80 年底 (By year end of 1991)	27,214	1,011	45	…	…
90 年底 (By year end of 2001)	35,912	1,741	1,238	109	20
91 年底 (By year end of 2002)	38,156	1,773	1,353	42	32
92 年底 (By year end of 2003)	38,969	1,796	1,428	69	32
93 年底 (By year end of 2004)	41,968	1,796	1,582	163	56
94 年底 (By year end of 2005)	43,156	2,125	1,652	189	62
95 年底 (By year end of 2006)	44,588	2,175	1,676	189	57
96 年底 (By year end of 2007)	46,781	2,240	1,714	737	83
97 年底 (By year end of 2008)	52,236	2,260	1,748	737	98
98 年底 (By year end of 2009)	54,438	2,273	1,759	673	108
99 年底 (By year end of 2010)	56,028	2,332	1,770	728	121
100 年底 (By year end of 2011)	57,719	2,392	1,987	728	121
101 年底 (By year end of 2012)	59,302	2,429	2333	698	149
102 年底 (By year end of 2013)	63,364	2,459	2348	697	149
103 年底 (By year end of 2014)	64,366	2,499	2,360	717	156
104 年底 (By year end of 2015)	65,977	2,529	2,434	717	156
105 年底 (By year end of 2016)	67,309	2,551	2,464	717	156

資料來源：臺北市交通管制工程處／ Data source: Taipei City Traffic Engineering Office

民國 105 年臺北市「機車退出騎樓」專案已實施路段、時間總表

Table showing road section areas cleared as part of the project to remove motorcycles from arcades within Taipei City in 2016

項次 Item Number	實施路段 Road section where clearing was carried out	實施路段長度（公里） Length of road section cleared (kilometers)	實施日期 Date of clearing
1	中山區雙城街 18 巷（雙城街 - 農安街 1 巷） Lane 18, Shuangcheng Street, Zhongshan District (Shuangcheng Street- Lane 1, Nonan Street)	0.26	105.01.28 01/28/2016
2	中山區民生東路 1 段單號側（中山北路 - 民生東路 1 段 1 巷） Odd number side, Section 1, Mingshen East Road, Zhongshan District (Zhongshan North Road – Lane 1, Section 1, Mingsheng East Road)	0.04	105.01.28 01/28/2016
3	萬華區艋舺大道 (386 巷 -388 巷） Bangka Boulevard, Wanhua District (Lane 386-Lane 388)	0.029	105.01.28 01/28/2016
4	北投區育仁路 102 號至 106 號 No. 102 to No. 106 Yuren Road, Beitou District	0.197	105.01.28 01/28/2016
5	北投區石牌路 1 段 39 巷 100 號（北投運動中心） No. 100, Lane 39, Section 1, Shipai Road, Beitou District (Beitou Sports Center)	0.17	105.01.28 01/28/2016
6	松山區八德路 4 段（東興路 - 基隆路） Section 4, Bade Road, Songshan District (Donghsin Road - Keelung Road)	0.68	105.01.28 01/28/2016
7	松山區光復北路單號側（光復北路 103 巷 - 南京東路） Odd number side, Guangfu North Road, Songshan District (Lane 103, Guangfu North Road- Nanjing East Road)	0.04	105.01.28 01/28/2016
8	松山區光復北路單號側 (11 巷 -103 巷） Odd number side, Guangfu North Road, Songshan District (Lane 11-Lane 103)	0.18	105.01.28 01/28/2016
9	文山區木柵路 2 段 109 巷 100 弄（木柵路 2 段 109 巷－木柵路 2 段 109 巷 100 弄 10 號） Alley 100, Lane 109, Section 2, Muzha Road, Wenshan District (Lane 109, Section 2, Muzha Road to No.10, Alley 100, Lane 109, Section 2, Muzha Road)	0.14	105.03.01 03/01/2016
10	中山區民生東路 3 段南側（復興北路－遼寧街） South side, Section 3, Mingshen East Road, Zhongshan District (Fuxing North Road-Liaoning Street)	0.17	105.03.01 03/01/2016
11	中山區一江街西側（南京東路 2 段－松江路 124 巷） West side, Yijiang Street, Zhongshan District (Section 2, Nanjing East Road to Lane 124, Songjiang Road)	0.04	105.03.01 03/01/2016
12	信義區松山路西側（永吉路至松山路 292 巷、虎林街 89 巷） West side, Songshan Road, Xinyi District (Lane 292, Yongji Road to Songshan Road, Lane 89, Hulin Street)	0.23	105.03.31 03/31/2016
13	中山區中山北路 2 段 65 巷北側（中山北路 2 段至民生東路 1 段 30 巷間） North side, Lane 65, Section 2, Zhongshan North Road, Zhongshan District (Section 2, Zhongshan North Road to Lane 30, Section 1, Mingshen East Road)	0.10	105.03.31 03/31/2016
14	中山區樂群三路 51 號至 61 號（富貴天廈大樓） No. 51 to No. 61, Lequn Third Road, Zhongshan District (Fuguei residential building)	0.04	105.03.31 03/31/2016

項次 Item Number	實施路段 Road section where clearing was carried out	實施路段長度（公里） Length of road section cleared (kilometers)	實施日期 Date of clearing
15	內湖區民權東路 6 段雙號側（民權隧道至民權東路 6 段 280 巷） Even number side, Section 6, Mingquan East Road, Neihu District (Mingquan Tunnel to Lane 280, Section 6, Mingquan East Road)	0.28	105.03.31 03/31/2016
16	內湖區東湖路 43 巷兩側（東湖路至康寧路三段 189 巷） Both sides of Lane 43, Donghu Road, Neihu District (Lane 189, Section 3, Donghu Road to Kangning Road)	0.44	105.03.31 03/31/2016
17	內湖區金湖路兩側（成功路四段至民權東路 6 段） Both sides of Jinghu Road, Neihu District (Section 4, Chenggong Road to Section 6, Mingquan Road)	3.20	105.03.31 03/31/2016
18	中山區復興南路 1 段西側（八德路 2 段 312 巷至復興南路 1 段 44 號） West side, Section 1, Fuxing South Road, Zhongshan District (Lane 312, Section 2, Bade Road to No. 44, Section 1, Fuxing South Road)	0.04	105.04.28 04/28/2016
19	中山區長春路雙號側（遼寧街至復興北路） Even number side, Changchun Road, Zhongshan District (Liaoning Street to Fuxing North Road)	0.19	105.04.28 04/28/2016
20	士林區中山北路 7 段雙號側 （中山北路 7 段 124 巷至中山北路 7 段 140 巷） Even number side, Section 7, Zhongshan North Road, Shilin District (Lane 124, Section 7, Zhongshan North Road to Lane 140, Section 7, Zhongshan North Road)	0.07	105.04.28 04/28/2016
21	萬華區柳州街及貴陽街轉角處（柳州街 2 號至貴陽街 2 段 30 號） Corner of Liuzhou Street and Gueiyang Street, Wanhua District (No. 2, Liuzhou Street to No. 30, Section 2, Gueiyang Street)	0.03	105.04.28 04/28/2016
22	松山區市民大道 4 段單號側（延吉街至八德路 3 段 106 巷） Odd number side, Section 4, Civil Boulevard, Songshan District (Yanji Street to Lane 106, Section 3, Bade Road)	0.05	105.04.28 04/28/2016
23	士林區中正路單號側（福港街至承德路 4 段 277 巷） Odd number side, Zhongzheng Road, Shilin District (Fugang Street to Lane 277, Section 4, Chengde Road)	0.08	105.04.28 04/28/2016
24	士林區天母東路南側（中山北路 6 段至天母東路 8 巷） South side, Tianmu East Road, Shilin District (Section 6, Zhongshan North Road to Lane 8, Tianmu East Road	0.14	105.04.28 04/28/2016
25	內湖區內湖路 2 段 179 巷兩側 （內湖路 2 段 179 巷口至內湖路 2 段 179 巷尾） Two sides of Lane 179, Section 2, Neihu Road, Neihu District (Beginning of Lane 179, Section 2, Neihu Road to the end)	0.80	105.04.28 04/28/2016
26	內湖區民權東路 6 段 180 巷 41 弄兩側（民權東路 6 段 180 巷 41 弄口至民權東路 6 段 180 巷 41 弄尾） Both sides of Alley 41, Lane 180, Section 6, Mingquan East Road, Neihu District (Beginning of Alley 41, Lane 180, Section 6, Mingquan East Road to the end)	0.32	105.04.28 04/28/2016
27	內湖區永保街兩側（永保街口至永保街尾） Two Sides of Yongbao Street, Neihu District (Beginning of Yongbao Street to the end)	3.00	105.04.28 04/28/2016
28	信義區永吉路北側（基隆路 1 段至基隆路 1 段 37 巷） North side of Yongji Road, Xinyi Street (Section 1, Keelung Road to Lane 37, Section 1, Keelung Road)	0.13	105.04.28 04/28/2016

項次 Item Number	實施路段 Road section where clearing was carried out	實施路段長度（公里） Length of road section cleared (kilometers)	實施日期 Date of clearing
29	中山區一江街（松江路 124 巷至 132 巷） Yijiang Street, Zhongshan District (Lane 124 of Songjiang Road to Lane 132)	0.04	105.05.31 05/31/2016
30	萬華區和平西路 3 段（和平西路 3 段 59 巷及 88 巷至昆明街口） Section 3, Hoping West Road, Wanhua District (Lanes 59 and 88, Section 3, Hoping West Road to the beginning of Kunming Street)	0.21	105.05.31 05/31/2016
31	萬華區忠孝西路 2 段（西寧南路至中華路 1 段） Section 2, Zhongxiao West Road, Wanhua District (Xining South Road to Section 1, Zhonghua Road)	0.20	105.05.31 05/31/2016
32	內湖區新湖一路兩側（舊宗路 1 段至堤頂大道 1 段） Two sides of Xinhu First Road, Neihu District (Section 1, Jiuzong Road to Section 1, Tiding Boulevard)	1.20	105.05.31 05/31/2016
33	內湖區新湖二路兩側（舊宗路 1 段至堤頂大道 1 段） Two sides of Xinhu Second Road, Neihu District (Section 1, Jiuzong Road to Section 1, Tiding Boulevard)	0.98	105.05.31 05/31/2016
34	內湖區舊宗路 1 段 150 巷兩側（舊宗路 1 段至民善街） Two sides of Lane 150, Section 1, Jiuzong Road, Neihu District (Section 1, Jiuzong Road to Mingshan Street)	0.44	105.05.31 05/31/2016
35	中山區民生東路 2 段北側（民生東路 2 段 127 巷至 115 巷） North Side, Section 2, Mingshen East Road, Zhongshan District (Lane 127 to Lane 115, Section 2, Mingshen East Road)	0.05	105.05.31 05/31/2016
36	內湖區行善路 289 號（宏泰 HOME 大廈） No. 289, Xingshan Road, Neihu District (Hongtai Home Building)	0.03	105.05.31 05/31/2016
37	松山區三民路單號側（延壽街至三民路 113 巷） Odd number side, Sanming Road, Songshan District (Yanshou Street to Lane 113, Sanming Road)	0.11	105.05.31 05/31/2016
38	大安區四維路 181-198 號（170 巷至 182 巷） No. 181-198 Siwei Road, Daan District (Lane 170 to Lane 182)	0.07	105.05.31 05/31/2016
39	士林區美崙街（基河路至美崙街 152 巷） Meilun Street, Shilin District (Jihe Road to Lane 152, Meilun Street)	0.22	105.06.30 06/30/2016
40	士林區延平北路 5 段 138 號至 190 號 No. 138 to No. 190, Section 5, Yanping North Road, Shilin District	0.14	105.06.30 06/30/2016
41	中山區復興北路（八德路 2 段至南京東路 3 段） Fuxing North Road, Zhongshan District (Section 2, Bade Road to Section 3, Nanjing East Road)	0.47	105.06.30 06/30/2016

項次 Item Number	實施路段 Road section where clearing was carried out	實施路段長度（公里） Length of road section cleared (kilometers)	實施日期 Date of clearing
42	中山區復興北路（長春路至民生東路 3 段） Fuxing North Road, Zhongshan District (Changchun Road to Section 3, Mingshen East Road)	0.35	105.06.30 06/30/2016
43	中山區復興北路（南京東路 3 段至遼寧街 185 巷） Fuxing North Road, Zhongshan District (Section 3, Nanjing East Road to Lane 185, Liaoning Street)	0.15	105.06.30 06/30/2016
44	內湖區民善街兩側（民權東路 6 段至新湖一路） Two sides of Mingshan Street, Neihu District (Section 6, Mingquan East Road to Xinhu First Road)	1.50	105.06.30 06/30/2016
45	內湖區民權東路 6 段兩側（舊宗路 1 段至堤頂大道 1 段） Two sides of Section 6, Mingquan East Road, Neihu District (Section 1 Jiuzong Road to Section 1 Tiding Boulevard)	0.52	105.06.30 06/30/2016
46	內湖區堤頂大道 1 段東側（民權東路 6 段至新湖一路） East side of Section 1, Tiding Boulevard, Neihu District (Section 6, Mingquan East Road to Xinhu First Road)	0.71	105.06.30 06/30/2016
47	內湖區成功路 3 段 157 巷至 187 巷 Lane 157 to Lane 187, Section 3, Chenggong Road, Neihu District	0.12	105.06.30 06/30/2016
48	文山區景興路 25 號至 51 號 No. 25 to No. 51, Jinghsin Road, Wenshan District	0.10	105.06.30 06/30/2016
49	松山區民生東路 5 段 27 巷（富錦街至民生東路 5 段） Lane 27, Section 5, Mingshen East Road, Songshan District (Fujing Street to Section 5, Mingshen East Road)	0.44	105.06.30 06/30/2016
50	松山區民生東路 5 段 27 巷 9 弄（光復北路至民生東路 5 段 27 巷） Alley 9, Lane 27, Section 5, Mingshen East Road, Songshan District (Guangfu North Road to Lane 27, Section 5, Mingshen East Road)	0.40	105.06.30 06/30/2016
51	松山區民生東路 5 段 69 巷 21 弄（民生東路 5 段 27 巷至民生東路 5 段 69 巷）Alley 21, Lane 69, Section 5, Mingshen East Road, Songshan District (Lane 27, Section 5, Mingshen East Road to Lane 69, Section 5, Mingshen East Road)	0.26	105.06.30 06/30/2016
52	松山區民生東路 5 段 69 巷 2 弄（民生東路 5 段 69 巷至新中街）Alley 2, Lane 69, Section 5, Mingshen East Road, Songshan District (Lane 69, Section 5, Mingshen East Road to Xinzhong Street)	0.40	105.06.30 06/30/2016
53	松山區民生東路 5 段 69 巷 4 弄（民生東路 5 段 69 巷至新中街） Alley 4, Lane 69, Section 5, Mingshen East Road, Songshan District (Lane 69, Section 5, Mingshen East Road to Xinzhong Street)	0.40	105.06.30 06/30/2016
54	松山區富錦街 359 巷（富錦街 359 巷 2 弄至富錦街） Lane 359, Fujing Street, Songshan District (Alley 2, Lane 359, Fujing Street to Fujing Street)	0.10	105.06.30 06/30/2016
55	松山區健康路 406 至 418 號（國美新美館周邊）（南京東路 5 段 291 巷至寶清街） No. 406 to 418, Jiankang Road, Songshan District (Surrounding the Guomei Xinmei Guang) (Lane 291, Section 5, Nanjing East Road to Baoching Street)	0.28	105.06.30 06/30/2016

項次 Item Number	實施路段 Road section where clearing was carried out	實施路段長度（公里） Length of road section cleared (kilometers)	實施日期 Date of clearing
56	松山區光復北路雙號側（26 巷 -60 巷）（含光復北路 26 巷 1 號、3 號） Even number side of Guangfu North Road, Songshan District (Lane 26-Lane 60) (Including Lane 26, No.1 and No. 3 Guangfu North Road)	0.09	105.06.30 06/30/2016
57	松山區光復北路 60 巷單號側（光復北路至光復北路 60 巷 3 弄） Odd number side of Lane 60, Guangfu North Road, Songshan District (Guangfu North Road to Alley 3, Lane 6, Guangfu North Road)	0.02	105.06.30 06/30/2016
58	松山區塔悠路雙號側（新東街 16 巷至新東街 20 巷） Even number side of Tayou Road, Songshan District (Lane 16, Xindong Street to Lane 10, Xindong Street)	0.03	105.06.30 06/30/2016
59	信義區松德路 37 號至 59 號 No. 37 to No. 59, Songde Road, Xinyi District	0.05	105.07.15 07/15/2016
60	信義區莊敬路 322 號 No. 322 Zhuangjing Road, Xinyi District	0.01	105.07.28 07/28/2016
61	大安區安和路 2 段 88 號 -92 號旁西側（敦化南路 2 段 81 巷至安和路 2 段） West side of No. 88- No. 92, Anhe Road, Daan District (Lane 81, Section 2, Dunhua South Road to Section 2, Anhe Road)	0.09	105.07.28 07/28/2016
62	萬華區內江街 6 號至 12 號 No. 6 to No. 12, Neijiang Street, Wanhua District	0.01	105.07.28 07/28/2016
63	大同區甘州街 55 號前 Before No. 55, Ganzhou Street, Datong District	0.01	105.09.28 09/28/2016
64	文山區景興路 193 號 (臺大新生活廣場)(景興路 191 號至 195 號) No. 193, Jinghsin Road, Wenshan District (NTU New Life Plaza) (No. 191 to 195 Jinghsin Road)	0.05	105.09.28 09/28/2016
65	信義區松山路 (松山路 463 號至忠孝東路 5 段 486 號) Songshan Road, Xinyi District (No. 463, Songshan Road to No. 486, Section 5, Zhongxiao East Road)	0.12	105.09.28 09/28/2016
66	信義區虎林街 59 巷 (1 號至 3 號) Lane 59, Hulin Street, Xinyi District (No. 1 to No.3)	0.03	105.09.28 09/28/2016
67	信義區基隆路 1 段單號側 (1 段 109 之 6 號至 1 段 135 號) Odd number side, Section 1, Keelung Road, Xinyi District (No. 109-6 of Section 1 to No. 135, Section 1)	0.17	105.09.28 09/28/2016
68	北投區清江路 25 巷 5 號 (家賀屋大廈範圍) (清江路 25 巷 5 號至 7 號) No. 5, Lane 25, Chingjiang Road, Beitou District (In the vicinity of the Kagaya Building; No.5 to 7, Lane25, Chingjiang Road)	0.01	105.09.28 09/28/2016
69	北投區中央北路 1 段 191 號 (璽硯大廈範圍) (中央北路 1 段 191 號至 195 號) No. 191, Section 1, Zhongyang North Road, Beitou District (In the vicinity of the Hsiyen Building) (No. 191 to 195. Section 1, Zhongyang North Road)	0.02	105.09.28 09/28/2016

項次 Item Number	實施路段 Road section where clearing was carried out	實施路段長度（公里） Length of road section cleared (kilometers)	實施日期 Date of clearing
70	北投區裕民一路 40 巷 17 至 39 號 (榮華公園華廈範圍) (裕民一路 40 巷 17 號至 39 號) No. 17 to No. 39, Lane 40, Yuming First Road, Beitou District (In the vicinity of Ronghua Park Ronghua Building) (No. 17 to No. 39, Lane 40, Yuming First Street)	0.11	105.09.28 09/28/2016
71	士林區基河路（基河路 396 巷至美崙街口前） Jihe Road, Shilin District (Lane 396, Jihe Road to Meilun Street)	0.08	105.09.28 09/28/2016
72	內湖區康寧路 3 段 165 巷口至 165 巷 12 號 (康寧路 3 段 165 巷 12 號至巷口) Lane 165, Section 3, Kangning Road, Neihu District to No. 12, Lane 165 (No. 12, Lane 165, Section 3, Kangning Road to the beginning of the alley)	0.01	105.09.28 09/28/2016
73	士林區美崙街 (基河路至美崙街 152 巷口前) 西側 Meilun Street, Shilin District (Jihe Road to Lane 152, Meilun Street) West side	0.22	105.09.28 09/28/2016
74	北投區致遠二路 81 至 85 號 No. 81 to No. 85, Zhiyuan Second Road, Beitou District	0.02	105.09.28 09/28/2016
75	大同區延平北路 1 段 101 至 111 號 No. 101 to 111, Section 1, Yanping North Road, Datong District	0.06	105.10.27 10/27/2016
76	中山區吉林路 101 至 105 號 No. 101 to No. 105, Jilin Road, Zhongshan District	0.04	105.11.30 11/30/2016
77	大同區西寧北路單號側（南京西路 239 巷至迪化街 1 段 32 巷） Odd number side, Xining North Road, Datong District (Lane 239, Nanjing West Road to Lane 32, Section 1, Dihua Street)	0.64	105.11.30 11/30/2016
78	大同區保安街單號側（甘州街至延平北路 2 段） Odd number side, Baoan Street, Datong District (Ganzhou Street to Section 2, Yanping North Road)	0.13	105.11.30 11/30/2016
79	大同區民族西路（承德路 3 段至民族西路 31 巷） Mingzhu West Road, Datong District (Section 3, Chengde Road to Lane 31, Mingzhu West Road)	0.20	105.11.30 11/30/2016
80	信義區基隆路 2 段 33 之 3 號南側 South Side, No. 33-3, Section 2, Keelung Road, Xinyi District	0.01	105.11.30 11/30/2016
81	萬華區康定路 87 號 No. 87, Kangding Road, Wanhua District	0.04	105.11.30 11/30/2016
82	士林區士東路 301 號東側（忠誠路 2 段至士東路） East side, No. 301, Shidong Road, Shilin District (Section 2, Zhongcheng Road to Shidong Road)	0.30	105.11.30 11/30/2016
83	萬華區內江街 126 號至 130 號 No. 126 to No. 130, Neijiang Street, Wanhua District	0.0145	105.12.29 12/29/2016
84	信義區永吉路 30 巷 8 號至 10 號 No. 8 to No. 10, Lane 30, Yongji Road, Xinyi District	0.01	105.12.29 12/29/2016

項次 Item Number	實施路段 Road section where clearing was carried out	實施路段長度（公里） Length of road section cleared (kilometers)	實施日期 Date of clearing
85	內湖區內湖路 2 段 405 號至 413 號 No. 405 to No. 413, Section 2, Neihu Road, Neihu District	0.03	105.12.29 12/29/2016
86	內湖區金龍路 52 號至 62 號 No. 52 to No. 62, Jinglong Road, Neihu District	0.05	105.12.29 12/29/2016
87	中山區天祥路（民權西路至錦西街） Tianhsian Road, Zhongshan District (Mingquan West Road to Jingxi Street)	0.51	105.12.29 12/29/2016
88	中山區林森北路西側（錦州街至民生西路） West side of Linsen North Road, Zhongshan District (Jingzhou Street to Mingshen West Road)	0.25	105.12.29 12/29/2016
89	中正區杭州南路 1 段（仁愛路至 18 巷） Section 1, Hangzhou South Road, Zhongzheng District (Ren'ai Road to Lane 18)	0.34	105.12.29 12/29/2016
90	中正區金華街（51 號至愛國東路 116 巷）Jinghua Street, Zhongzheng District (No.51 to Lane 116, Aiguo East Road)	0.49	105.12.29 12/29/2016
	88 年到 105 年 12 月底共計實施 1,156 處路段，長度 631.54 公里 Between 1999 and 2016, a total of 1,156 road sections were involved in the project to remove motorcycles and scooters from arcades, and the total length of sections cleared stands at 631.54 kilometers		
合計 Total	105 年度累計共 90 處路段，長度 25.21 公里 There were 90 road sections cleared in 2016, with the total length of sections cleared standing at 25.21 kilometers		

單位獲獎 Prizewinning Unit

項次 Item No.	提報名稱 Reported Name	獲獎單位 Award Recipient Unit	名次 Placing	備註 Remarks
1	內政部營建署 105 年度市區道路養護管理暨人行環境無障礙考評 2016 Annual City Road Maintenance Management and Pedestrian Environment Evaluation	臺北市政府 Taipei City Government	交通工程第 2 名 2nd Place, Traffic Construction	
2	縮小型交通號誌控制器 Miniture Traffic Signal Control System	臺北市政府交通局 Taipei City Government Department of Transportation	「第八屆道安創新貢獻獎」交通工程組第 2 名 2nd Place, 8th Innovative Road Safety Contribution Award in the Transport Engineering Category	交通部舉辦 Held by the Ministry of Transportation and Communications
3	院頒「道路交通秩序與交通安全改進方案」104 年度年終視導 (105 年 7 月 27 日公布) "Road Traffic Order and Safety Improvement Plan" 2015 Annual Inspection (Announced on July 27th 2016)	臺北市道路交通安全督導會報 (研考會、教育局、工務局、產發局、捷運局、環保局、交通局、交通大隊、新工處、交工處、停管處、公運處、裁決所、臺北市區監理所) Taipei City Road Safety Supervision Report (Research, Development, and Evaluation Commission; Department of Education; Public Works Department; Department of Economic Development; Department of Rapid Transit System; Department of Environmental Protection; Department of Transportation;Taipei City Police Department's Traffic Division; New Construction Office; Traffic Engineering Office; Parking Management and Development Office; Public Transportation Office; Adjudication Office; and Taipei City Motor Vehicle Offices)	總成績：第一組第 1 名 安全教育：第一組第 1 名 交通執法：第一組第 1 名 綜合管考：第一組第 1 名 安全宣導：第一組第 2 名 砂石車安全管理：第 3 名 Overall Grade: 1st Place, Group 1 Safety Education: 1st Place, Group 1 Traffic Law Enforcement:1st Place, Group 1 Comprehensive Testing and Management:1st Place, Group 1 Safety Advocacy:2nd Place, Group 1 Gravel Truck Safety Management: 3rd Place	行政院舉辦 Held by the Executive Yuan

◆ 民眾一同響應「單車通勤日請你喝咖啡」活動／ Citizens responding to "Bike to Work" event

推動週五綠色運輸日

Promotion of Green Friday

每週五早上換一個不一樣的心情改變一下使用自行車上班（學），並留意臺北市街道路口，您會發現幾位年輕充滿著熱情的志工，帶著親切的笑容把新鮮的熱咖啡端給路過的自行車騎士，多麼有人情味的城市啊！

If you cycle to work/school on Friday morning and pay attention at Taipei City intersections, you will see friendly volunteers handing out free cups of fresh coffee to passing cyclists. What a friendly city this is!

為了鼓勵民眾多加使用自行車，臺北市政府交通局與台灣城市單車聯盟攜手合作，自民國 105 年 12 月起舉辦「單車通勤日請你喝咖啡」活動，民眾只要在每週五早上 7 時 30 分至 9 時 30 分騎乘自行車經過指定的路段，就可以免費享用咖啡及小點心。

To encourage people to ride bicycles, the DOT joined forces with the Taiwan Urban Bicycle Alliance (TUB) and held Bike to Work events in December 2016. Cyclists passing along certain road sections between 7:30am and 9:30 am were treated to a free cup of coffee and a snack.

◆「單車通勤日請你喝咖啡」民眾領取咖啡／
A cyclist picking up a cup of coffee during "Bike to Work" event

◆ 105 年 12 月 27 日週五綠色運輸日上線記者會／ Press conference for the launch of "Green Friday" on December 27 2016

對於喜歡走路及搭乘大眾運輸的朋友，臺北市政府交通局當然也沒有忘記，「週五綠色運輸日集點活動」就是專為搭乘公車、捷運或 YouBike 通勤的民眾所設計；民國 105 年 12 月 30 日至 106 年 12 月 31 日止，只要在臺北市境內持悠遊卡搭乘公車、捷運或 YouBike，即可獲得紅利點數，每週五平均皆發出 40 萬點以上紅利點數，讓民眾搭乘綠運輸還能集點換贈品！

Of course, the DOT didn't forget people who walk or take public transport; the Green Friday point collecting activity was designed especially for those who commute by bus, MRT or ride a YouBike. From December 30 2016 to December 31 2017, anyone using an Easy Card to take a bus, MRT or hire a YouBike in Taipei City will gain bonus points, with over 400,000 points awarded every Friday. These bonus points can be exchanged for a free gift when a certain number is reached, allowing people to reduce their carbon footprint by using green transport and also receive a fine gift.

◆ 週五綠色運輸日集點活動海報／
Green Friday point collecting activity poster

封底故事 On the Back Cover

住在臺北市的朋友們，每到最開心的星期五就是 Green Friday ！歡迎大家一起搭乘綠色運具或走路上下班，慢慢的體驗城市的美好，也可以騎著自行車搭配一杯熱咖啡，重新認識臺北這個綠色且充滿愛心的城市。

Taipei residents, every time long-awaited happy Friday comes around, remember it's Green Friday! Everyone is invited to use green transport or walk to work, savoring the beauty of the city and even stopping for a free cup of coffee, getting reacquainted with this green and compassionate city.

◆ 民眾一同響應週五綠色運輸日／ Citizens responding to "Green Friday"

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