
交通局
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忠孝(新)幹線
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臺北市政府交通局
TAIPEI CITY DEPARTMENT OF TRANSPORTATION

封面故事 Cover Story

低底盤公車
Low Floor Bus

讓生活在臺北市的行動不便身障者及高齡者的交通需求獲得滿足，是郝市長對市民的承諾，而我們逐步在落實這個承諾－推動低底盤公車，讓行動不便及高齡者有一個方便、容易上下車的公車環境。早在民國90年底臺北市即引進30輛低底盤公車，並博得各方的好評，但因車輛數少服務未能普及。因應高齡化社會的來臨，臺北市政府交通局擬訂「臺北市推動低底盤公車實施計畫」，開始有系統、計畫性的逐年推動將傳統公車汰換成低底盤公車。低底盤公車具有如下特性：

1. 車廂地板距地面僅35公分高，一步輕鬆上、下車，車門並有斜坡輔助板及車身側傾7公分等貼心設計，上、下車更安全也更有效率。
2. 將老、弱、婦、孺及輪椅者之使用需求納入考量，提供無障礙的乘車環境。
3. 車廂內部無階梯及設置無障礙輪椅座位，提供更為人性化的搭車空間。
4. 車輛符合四期環保標準，為低污染車輛，有效減少污染排放，更具環保效益。

第1條低底盤公車路線—「忠孝新幹線」在97年3月5日誕生，營運路線由臺北車站至南港展覽館，97年6月11日再添第2條及第3條路線，亦即「信義新幹線」及「棕9南京新幹線」，營運路線分別由衡陽路至捷運昆陽站及行駛南京東西路幹線，97年12月12日第4條低底盤公車「518民生新幹線」通車營運服務，行駛民生東西路幹線；至97年底本市共有100輛低底盤公車上路服務，為本市的高品質、無障礙公車服務開啟新頁。

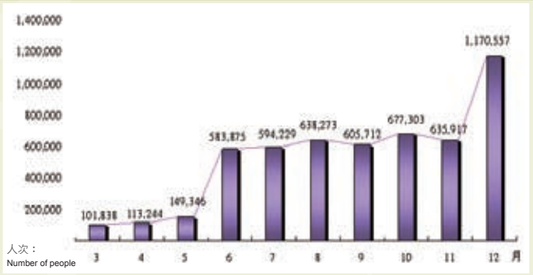
低底盤公車與停靠站間的無障礙環境改善，是讓這項貼心政策成功的重要關鍵因素，因此公車停靠區周邊的無障礙環境設施配合及駕駛員的服務態度，也是我們所重視的。在每條路線通車前，均會要求相關單位配合邀請身心障礙人士至每一站位檢視是否方便上、下車，並針對不足之處進行改善，同時亦要求各駕駛員需緊鄰路緣停靠車輛，主動服務身障人士上、下車。97年度臺北聯營公車服務品質調查顯示，民眾對於低底盤公車的整體滿意度高達9成4，在服務數量上，累計至97年底總載客數有527萬294人次，平均每月搭乘人次有52萬7,294人次，另輪椅乘客載客數已累計至1,810人次。

Mayor Hao is committed to meeting the travel demands of the mobility-challenged, such as the disabled and senior citizens. The City Government is step-by-step executing necessary policies to fulfill that vision by launching the Low Floor Bus, so that senior citizens and those with mobility assistance demands may board and alight from the bus effortlessly. As early as 2001, the City Government introduced a fleet of 30 low-floor buses. The buses received sweeping positive reviews; but due to the limited number of buses, their services were not available to all. In light of the advent of an aging society, the Taipei City Department of Transportation drafted “the Promotion of Low Floor Buses Campaign in Taipei City” systematically and gradually substitute traditional buses for low-floor bus. Here are some of the features of low floor buses:

1. The floor of the car is 35 centimeters above the floor, and it’s easy to board and alight. The car door is equipped with the wheelchair ramps, and the body of the car lists to the side at 7 centimeters. Boarding and alighting from the bus are easy, safe and efficient
2. The old, infirm, women, children and wheelchair users are given the priority, providing them with safe and convenient accessibility traveling.
3. There is no stairway in the car. It’s outfitted with the accessibility wheelchair seating to cater to the physically challenged.
4. The design of the bus complies with the Europe IV environmental protection standards and can effectively lower carbon emissions to maximize energy efficiency.

The first low-floor bus route - Zhongxiao New Line-haul was inaugurated on March 5th, 2008, traveling from Taipei Main Station to the TWTC Nangang Exhibition Hall. The second and third routes were added on June 11th, 2008, known as the Xinyi New Line-haul and the Brown 9 New Line-haul. They travel from Hengyang Road to Kunyang MRT Station, and along Nanjing East and West Roads, respectively. On December 12th of the same year, the fourth route, the 518 New Line-haul, was open to service, traveling along Mingsheng East and West Roads. By yearend 2008, there are 100 low-floor buses on the road servicing Taipei City residents in need. They represent a landmark for the City’s quality, obstacle-free bus service.

Improvement work conducted on the obstacle-free space between low-floor buses and pull-in areas has contributed to the success of this thoughtful policy. We are also committed to establishing obstacle-free facilities around the pull-in areas and encouraging respectful service conduct among drivers. Before each line-haul was open to service, we requested government agencies in charge to invite physically challenged commuters to each low-floor bus station to verify whether easy boarding and alighting were in place. Improvements were made in all areas of shortcomings. Drivers are asked to stay closely to the edge of the road when they pull in, and voluntarily serve passengers with any disability to get on and off the bus. According to Taipei Bus System’s 2008 service quality survey, 94% of the citizens were pleased with low-floor buses’ overall service. And for the number of passengers served, the total passenger volume was registered at 5,270,294 people. On average, 527,294 people take the bus each month. Finally, 1,810 wheelchair-bound passengers had taken the low-floor bus.



低底盤公車97年每月載客量
Low-floor buses’ monthly passenger volume in 2008

忠孝新幹線市長致詞
Mayoral speech for the Zhongxiao New Line Haul service


518新幹線發表會剪綵
Ribbons were cut for the launch of 518 New Line Haul


低底盤公車（棕9新幹線）
Low-floor bus (Brown 9 New Line Haul)

低底盤公車（忠孝新幹線）
Low-floor bus (Zhongxiao New Line Haul)


輪椅使用斜坡板
Wheelchair ramp


棕9及信義新幹線通車典禮
Service inauguration ceremony for Brown 9 and Xinyi New Line Haul

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局長的話

接任至今轉眼已2年，在這段期間幸蒙議員們、市民們對各項交通政策的指教與支持，市府團隊其他局處的配合，及交通局全體同仁的努力，讓許多的交通政策可以如期如質的推動，讓孝賢銘感於心，也因此在這個崗位上一直抱持如履薄冰及虛心學習的心態，希望創造符合市民期待的安全便利、好環境及好生活的交通環境。

臺北市雖然有全國最完善的大眾運輸系統，而且市民使用大眾運輸通勤的比率高達45%為全國之冠，但是仍有可以精進的空間，尤其近年在全球暖化、節能減碳的風潮下，克盡環保先進城市的責任，持續推動大眾運輸優先政策，提供市民更優質的大眾運輸服務，更是交通局重要的政策目標，我也期許在未來，臺北市的大眾運輸使用比率可以達到70%的目標，為了更有效率的落實大眾運輸優先政策及達到前述目標，在議會及市府的支持下，我們在97年7月進行組織重整，新成立全國首設的公共運輸處，肩負起執行各項重大公共運輸政策的重責大任，而交通局內部的科室也依據組織功能進行調整，新成立交通安全科，負責本市交通安全的各項政策及執行策略擬訂工作，期望建立有組織、有系統的運作機制，讓本市的交通事故年年負成長，保障市民行的安全，另也新成立運輸資訊科，負責推動智慧型運輸系統及提升交通資訊加值服務，透過資訊服務提供即時交通資訊，藉以提升本市交通運輸效率，減少道路壅塞。

要創造安全便利、好環境及好生活的交通環境雖任重道遠，然孝賢與交通局全體同仁在未來仍將秉持專業、熱誠及服務的精神，並殫智竭力的創造永續、人本、樂活的新交通環境。

交通局局長 羅孝賢

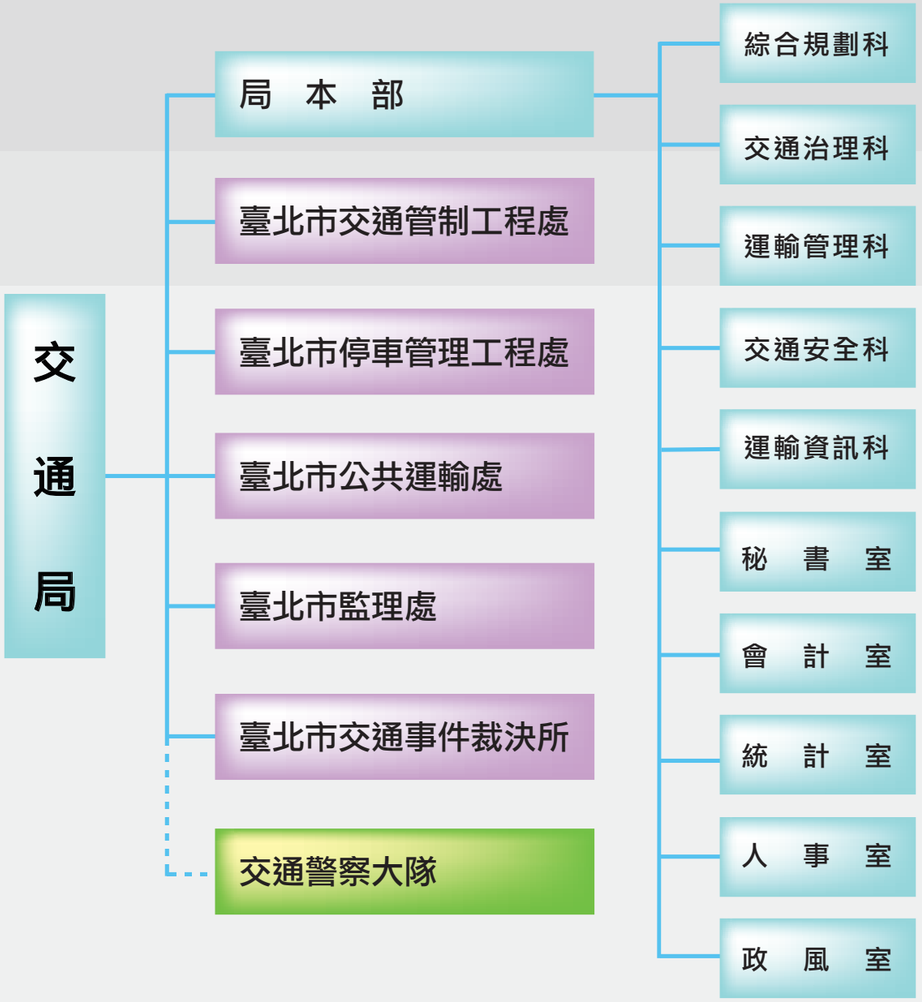
A Word from the Commissioner

It's been two years since I took office here at the Department of Transportation. During this two-year stint, I have been truly blessed to be given much constructive advice and support from city councilors and citizens. Coordination from other departments within the City Government administration, and the steadfast efforts of DOT's staff are credited for the successful execution of many traffic and community policies on schedule. I am eternally grateful, and aspired to be constantly circumspect and humble in this capacity as commissioner, in hopes of creating a safe, convenient, quality and user-friendly traveling environment that meets the demands of the citizens.

Despite the fact that Taipei City boasts the most robust public transit systems in the whole country, and that Taipei citizens' commute ratio on the transit systems has reached 45% - topping the country, but there is still room for improvement, particularly in the face of global warming crisis and the campaign to economize power consumption and cut down carbon dioxide emissions. Taipei, as a member of the international community, is duty-bound to implement eco-friendly measures; it's determined to promote mass-transit-priority policies so that Taipei citizens may enjoy quality public envision a 70% commute ratio on public transit systems among all Taipei citizens in the near future. And to better implement mass-transit-priority policies and fulfill the aforesaid goals, the DOT underwent reorganization in July, 2008, and organizes the Public Transportation Office – the first in the country – to be responsible for implementing various major mass transit policies. Divisions and offices within the DOT were restructured according organization duty, and the Transportation Safety Division was established to be in charge of various policy and execution designs concerning traffic safety, in hopes of founding a structured, systematic operating mechanism, so as to keep traffic accidents negative growth, and safeguard citizens' traveling safety. Also, the Information and Technology Division was established to promote intelligent transport systems and enhance traffic information value-added services. This particular is in place to provide instantaneous traffic updates to upgrade the city's transport efficiency to mitigate traffic jams.

The road to create a safe, convenient, quality and user-friendly traveling space is rife with challenges; but I and everyone at DOT are committed to giving our professional best to serve the Taipei citizens, and devote all effort to create a sustainable, people-centric and eco-friendly traveling environment.

臺北市政府交通局組織架構圖



97年7月1日組織修編後架構

組織重整繼往開來創造交通好環境

民國97年對交通局來說，是一個重要的里程碑，為了更能落實推動大眾運輸優先政策，臺北市成立全國第一個公共運輸處，肩負起推動大眾運輸優先各項政策的重責大任，同時為發揮組織最大效益，裁撤汽車駕駛訓練中心及車輛行車事故鑑定委員會，其業務則分別併入監理處及裁決所；而交通局內部也進行業務科室功能的調整，從原來的1室4科調整為5個科，分別為綜合規劃科、交通治理科、運輸管理科、交通安全科及運輸資訊科，各科室之業務職掌說明如下:

1. 綜合規劃科職司交通運輸政策之研究釐訂、運輸系統綜合規劃、施政工作計畫稽核與管考及運輸資料蒐集分析等事項。

2. 交通治理科職司重要工程施工期間交通維持計畫之審議督導暨道安工作運作與執行、交通管制工程、停車場設施之規劃、設計、興建、運作等工作之督導及其他有關交通執法之督導等事項。

3. 運輸管理科職司公共運輸督導管理事項、路政、車輛動員、車輛檢驗與駕駛人訓練、車輛行車事故鑑定、裁決業務、汽車運輸業、大眾捷運運輸業及公有大眾捷運系統財產等督導管理事項。

4. 交通安全科職司道路交通安全教育與政策宣導、行車事故防制策略研擬、道路交通安全改善評估等事項。

5. 運輸資訊科職司智慧型運輸系統資訊整合分析、運輸資訊分析及資訊業務發展等事項。

未來交通局全體人員將更戰戰競競的堅守崗位，發揮組織再造的最大效益，並貢獻專業技能、秉持服務熱誠，繼往開來共創新世紀的交通好環境。

Reorganization Paves the Way for a Quality Traveling Environment

The year 2008 represented a milestone for the DOT. To better implement mass-transit-priority policies, the Public Transportation Office which is the first authorized agency in the country was instituted to be responsible for implementing numerous major mass-transit priority tactics. Also, to maximize organization performance, “Driver Training Center” and “Traffic Accident Appraisal Committee” were dissolved and their responsibilities were channeled to the Motor Vehicles Office, City Bus Operation Office; divisions within DOT also underwent functional restructuring. The original one office and four divisions were modified into five divisions, which include “Planning and Development Division”, “Traffic Regulation Division”, “Transportation Management Division”, “Transportation Safety Division”, and “Information and Technology Division”.

Division’s authorities as follow:

1. Planning and Development Division is in charge of the studies and evaluation of transportation policies, general planning of the transportation system, the auditing, management and assessment of administrative projects, and the collection and analysis of transportation data.

2. Traffic Regulation Division is in charge of the deliberation and supervision of traffic service maintenance, road safety and execution during the construction of major engineering projects, plus the planning, design, construction and operation of traffic control engineering and parking facilities, including task supervision and traffic regulation administration.

3. Transportation Management Division is responsible for public transportation supervision and management, traffic administration, fleet mobilization, vehicle inspections, driver trainings, traffic accident arbitration, adjudication, the transportation industry, MRT operation, MRT property asset supervision and management.

4. Transportation Safety Division is responsible for traffic safety education and policy campaigns, accident prevention policymaking, and traffic safety improvement evaluation.

5. Information and Technology Division is responsible for intelligent transportation system data integration and analysis, transportation information analysis and information operation development.

In the future, all staff at the DOT will stand by and fulfill our duties with utmost discretion so as to truly maximize the reorganization performance. We will also provide our best – professionally and service-wise – to jointly create a quality traveling space for the new century.

第一部 綠色交通好永續

一、市民小巴好便利

臺北市大眾運輸發展甚早，迄今在主要市中心區除了有便捷的捷運外，公車路線也四通八達，提供市民便利、優質的大眾運輸服務，但受限於盆地地形，仍有部分地區之大眾運輸服務較為不足，因此為了改善這個狀況，交通局推出「最後一哩」服務計畫，落實市政白皮書中塑造「通暢、安全、舒適」之人性化交通環境之政策，同時也滿足通勤、通學、購物及休閒之服務；市民小巴提供市民從家到捷運站或公車站的中繼交通工具，小巴士開進社區，民眾可從家門直達捷運站、公車站再轉乘，透過市民小巴的最後一哩服務，讓民眾更便捷的使用公車及捷運，減少開車也可省下尋找停車位的麻煩。

市民小巴通車典禮市長致詞

從96年至97年已有8條路線提供服務，主要服務地區包含北投、士林、中山、南港、信義、文山，各服務路線之服務區及起迄點為：

一、市民小巴1路：服務士林區，起迄點為捷運劍潭站及風櫃嘴。

二、市民小巴2路：服務北投區，起迄點為捷運北投站及地熱谷。

三、市民小巴3路：服務士林區，起迄點為陽明山總站及新園街。

四、市民小巴5路：服務文山區，起迄點為捷運景美站及興光市場。

五、市民小巴6路：服務南港區，起迄點為捷運昆陽站及舊庄。

六、市民小巴7路：服務信義區，起迄點為捷運市政府站及麟光新村。

七、市民小巴8路：服務士林區，起迄點為洲美站及後港里。

八、市民小巴9路：服務中山區，起迄點為大佳河濱公園及臺北車站。

至97年12月底止，搭乘人數已突破60萬人次。依據97年公車服務品質調查，市民小巴整體滿意度達85%，各路線滿意度均在64%以上。

二、市區自行車道路網好環保

由於全球石油在工業革命後被大量使用，不但造成全球暖化，也使得傳統化石能源短缺，油價大幅上漲，促使市民在短程的通勤、購物、休閒時，逐漸轉而使用自行車的趨勢，為了提供更友善、便利、 安全的騎車空間，交通局也針對市民的需求，規劃並陸續建置市區自行車道路網系統，並配套設計及建置自行車道專用號誌，及自行車導引logo，提醒及規範所有用路人。

本市交通管制工程處在97年12月完成羅斯福路4段90巷口試辦自行車專用號誌，另羅斯福路新生南路口試辦自行車道彩色鋪面及專用號誌。9月上旬在木柵路1段雙向路側標繪「自行車導引標識」圖樣，透過自行車視覺符號logo，彰顯自行車應靠右側路邊行駛的路權觀念，另亦在適當位置沿路增繪三角型的「當心自行車」警告標識，加強警示汽機車駕駛必須注意往來之自行車輛。

彩色自行車道鋪面

自行車專用號誌

為滿足市民使用自行車的公共停車需求，維持良好的停車秩序，配合自行車道路網的建置，於自行車道（含人車共道）、捷運車站周邊、學校、公園及行政機關周邊等自行車停放需求高之地點設置自行車停放架；未來除將持續增設自行車停放空間，並以推動停車路外化及停車需求由建築物本身吸納為推動方向。至97年底本市停車管理工程處共設置維護8,651個自行車停放架，其中包含捷運車站周邊1,533個、公園、學校、機關周邊3,942個、河濱公園河系542個、路外停車場310個、自行車道120個及其他自行車停放需求高之地點2,204個，另加計捷運公司至97年底在臺北市內已設置管有7,040個自行車架及臺北市都市發展局街道傢具計畫設置之680個自行車架，本市共計約1萬6,371個自行車停車架。

北平西路平面機車停車場自行車停車架

市府廣場自行車停車架

三、藍色公路服務好悠閒

為了開闢更多元化的水域利用，本市於93年2月7日正式啟航藍色公路，開闢淡水河從大稻埕至關渡碼頭及基隆河遊河的2條航線，船隊規模為2艘54人座小船、2艘10人座快艇，之後於96年引進498總噸位、320人座「大河之戀皇后號」鋼質客船，藉由大型豪華客輪的引進，以全新的面貌及特色發展淡水河水域觀光活動。至民國97年12月底止，淡水河及基隆河的航線已增加至8條，分別為：大稻埕至關渡碼頭、關渡至淡水漁人碼頭、關渡至淡水老街碼頭、關渡至八里客船碼頭、關渡單點進出遊河、關渡至八里龍形碼頭、基隆河大佳單點進出遊河、大佳至美堤碼頭等航線，遊客則可從本市大稻埕、大佳、關渡及美堤等四處碼頭搭乘。市民除可搭乘遊艇往返臺北縣的淡水老街、八里、八里龍形及淡水漁人碼頭等熱門景點，在途中也可搭配河濱自行車道的串聯，

藍色公路

造訪如臺北市區的迪化街、臺北霞海城隍廟、林柳新紀念偶戲博物館、關渡宮、關渡自然公園、琉園水晶博物館、大佳希望噴泉、臺北市立兒童育樂中心、臺北市立美術館、林安泰古厝、臺北故事館、忠烈祠、美麗華摩天輪、內湖科技園區、圓山大飯店等地，暢遊自然與人文、歷史兼具的遊程，亦可造訪北縣八里左岸公園、十三行博物館、漁人碼頭、紅毛城、淡水老街、紅樹林自然保留區等，透過不同組合的遊程路線，設計多樣的旅遊行程，保證可以滿足全家老少對於休閒旅遊的渴望。

四、國際無車日系列活動臺北好乾淨

2008國際無車日的主題訂為「Clean Air For All！！A dream or a possible reality?」，因此活動是以「提倡大眾運輸使用導向」為宣導主軸，並以「Clean Taipei ！ 交通好環境。生活更來淨」為主題，活動內容包含：

(一)大眾運輸週

於9月16日舉行1場活動宣告記者會，並自97年9月17日起辦理1週悠遊藝站，安排於當週每天下午5時30分至6時30分於信義商圈新光三越香堤廣場，透過國樂及西樂表演吸引民眾欣賞圍觀，再由主持人以口播方式進行無車日活動全系列訊息之推廣宣導，透過互動方式與民眾以有獎問答之方式達到廣宣之目的，每場次吸引約1,500人次。

為鼓勵民眾於活動期間搭乘大眾運輸工具，舉行「尋找悠遊達人」網路活動，只要在活動期間每日使用悠遊卡並上活動網站登入悠遊卡號，經由悠遊卡公司後台資料查核具每日使用之資格，即有機會參加尋找悠遊達人之抽獎活動，本活動獲市民熱烈參與，上網登錄人數計5,914人。

無車日民眾集結狀況

(二)921自行車騎乘活動－和世界一起Go

於9月21日舉行和世界一起Go自行車騎乘活動，從市民廣場出發，經仁愛路、復興南路、臺大校區、羅斯福路316巷、思源街、自來水園區再續往南至舊景美溪橋後折返公館水岸廣場，全長16公里，並於活動終點辦理嘉年華活動，並由郝市長與悠遊卡公司連勝文董事長於水岸廣場舉行贈送小樹苗儀式，為活動創造最高潮，估計參與民眾約30,000人次，較去年增加2倍；透過現場問卷調查，參與自行車騎乘的民眾，高達97.6%曾聽過大臺北國際無車日，為歷年來最高的比率，另高達八成民眾對自行車騎乘活動感到滿意，覺得不滿意的僅非常少數，且有高達九成七支持繼續辦理本活動，顯示已獲得各階層民眾普遍支持。

無車日和世界一起go

(三)信義商圈封街暨行經公車免費活動

9月22日本市首次於信義計畫區辦理上班日封街交通管制，貫徹「無車」精神；交通管制範圍包括松高路以南、信義路5段以北、松仁路以西及市府路以東的信義商圈路段，上午7時至下午5時，私人車輛禁止通行，同時也搭配進入封街區域之60線公車當日可免費搭乘。平日交通繁忙的信義商圈少了車潮，參與民眾對於本活動之辦理成效滿意度近9成。當天使用大眾運輸運量經統計，60線免費公車的運量較9月15日增加12.02%，有47,996人次，臺北市區聯營公車增加2.65%，有54,081人次，市府捷運站人次較9月15日增加9.58%，有3,947人次，顯示封街與免費公車活動的確增加大眾運輸使用人數。另外封街空氣品質指標顯示，大部分空氣品質指標皆呈正面反應，顯示減少私人車輛進入管制區，的確有降低空氣污染的實質效果，下表為當日於封街區域內所測得的空氣品質數據。

(四)無車日省思研討會

省思研討會除邀請專家、學者就無車日如何創造更好之生活與環境品質進行廣泛座談與討論，另約有146名民眾共襄盛舉，對於未來無車日舉辦方式、大眾運輸系統變革、節能運具的使用進行意見交換，依據省思研討會各界所提供之意見，做為本市未來推動無車願景之參考。

省思研討會

無車日活動照片

贈小樹苗

項　目	監測地點 / 監測結果	臺北市政府旁 平常日 97/9/16	臺北市政府旁 無車日 97/9/22	方法編號
＊氮氧化物 (NO_x) (ppm)	六小時平均值	0.056	0.040	NIEA A417.11C
＊二氧化氮 (NO_2) (ppm)	六小時平均值	0.045	0.018	NIEA A417.11C
＊一氧化氮 (NO) (ppm)	六小時平均值	0.011	0.021	NIEA A417.11C
＊二氧化硫 (SO_2) (ppm)	六小時平均值	0.008	0.008	NIEA A416.11C
＊一氧化碳 (CO) (ppm)	六小時平均值	1.10	0.90	NIEA A421.11C
＊二氧化碳 (CO_2) (ppm)	六小時平均值	405	343	自動測定儀法
＊TSP ($\mu g/m^3$)	六小時平均值	86	123	NIEA A102.12A

Part 1 Sustainable Green Transportation

1.City Mini bus Facilitates Easy Traveling

Taipei City's public transit was developed at a relatively early age. Nowadays, other than the extensive MRT systems in downtown, the city also boasts a vastly robust bus network, offering citizens convenient and quality mass transit services. However, due to the city's unique basin terrain, transportation systems in certain the areas remain inadequate. With that in mind, the Department of Transportation launched "the Last Mile" project that provides the City Minibus at remote districts to execute the policy of building a user-friendly traveling space that's "smooth, safe and comfortable", announced in the Municipal White Paper, while fulfilling commuting, traveling to school, shopping and leisure demands. The City Minibus serves as a shuttling tool that transports commuters from their homes to the MRT stations or bus stations. By having the City Minibus in the communities, city residents can travel directly to the MRT stations or the bus stations from their own homes, and take the next transfer. The City Minibus' "Last Mile" services expedite bus and MRT traveling, decrease car driving frequency and get out the trouble of hunting for parking lot.

City Minibus service inauguration mayoral speech

Eight routes have been installed since 2008 and 2009 to provide shuttle services. The primary service areas include Beitou, Shilin, Jhongshan, Nangang, Xinyi, and Wenshan. The following are the minibus's serve areas and departure/arrival sites:

1. City Minibus One: Servicing the Shilin area. The terminal stations are at the Jiantan MRT station and at Fengguizui, respectively.
2. City Minibus Two: Servicing the Beitou area. The terminal stations are at the Beitou MRT station and at the Geothermal Valley, respectively.
3. City Minibus Three: Servicing the Shilin area. The terminal stations are at the Yangmingshan final stop and at Xinyuan Street, respectively.
4. City Minibus Five: Servicing the Wenshan area. The terminal stations are at the Yangmingshan final stop and at Xinyuan Street, respectively.
5. City Minibus Six: Servicing the Nanggang area. The terminal stations are at the Kunyang MRT station and at Jiuzhuang, respectively.
6. City Minibus Seven: Servicing the Xinyi area. The terminal stations are at the Taipei City Hall MRT station and at Linguang New Village, respectively.
7. City Minibus Eight: Servicing the Shilin area. The terminal stations are at the Zhoumei station and at Hougang borough, respectively.
8. City Minibus Nine: Servicing the Jhongshan area. The terminal stations are at the Dajia Riverside Park and at Taipei Main Station, respectively.

By the end of December, 2008, the number of City Minibus riders had topped 600,000; and according to the 2008 Bus Service Quality Survey, general satisfaction of the City Minibus services was registered at 85%; approval ratings for each route service were over 64%.

2.The Eco-Friendly Downtown Bike Lane Network

The extensive abuse of petroleum across the world since the Industrial Revolution had brought about global warming and severe energy shortages, prompting gas prices to skyrocket. These recent trends have inspired Taipei citizens to resort to bicycles for short-term commuting, shopping and leisure activities. In light of providing a friendlier, safer and more convenient biking space, the Department of Transportation designed and installed a downtown bike lane network tailor-made for Taipei citizens. Related policies, bike lane-specific traffic signals and bicycle-guiding logos are set up accordingly as a reminder and guidance for all road space users.

Designated bike lane traffic signals

Colored pavements for bike lanes

In December, 2008, the City's Traffic Engineering Office completed a trial run on bike lane-designated traffic signals on Lane 90, Roosevelt Road section 4 ; a trial run on colored pavement for bike lanes and designated traffic signals was held at the intersection of Roosevelt Road and Xinsheng South Road. In early September, the "Bicycle-Guiding Logo" was painted on the both roadsides of Muzha Road, section 1. The visual logos alert bikers to travel on the right side of the road. Also, the triangular "Beware of Bicycles" logos were painted at suitable locations, reminding drivers and motorcyclists to watch out for bikers.

With a view to meeting public bike parking demands and maintaining parking order, bike parking racks are installed along bike lanes (including sidewalks shared by pedestrians and cycles), and in spaces surrounding MRT stations, schools, parks and government organizations. In the future, in addition to increasing bike parking spaces, the Department of Transportation plans to set up off-road parking lots, and encourage owners of buildings and structures to address parking demands on their own. By yearend 2008, Taipei City's Parking Management and Development Office has set up and helped maintain 8,651 bike parking racks, including 1,533 surrounding MRT stations, 3,942 in the peripherals of parks, schools, and government buildings, 542 by riverside parks,

Bike racks at the parking garage on Beiping West Road

Bike racks at the Civic Square

310 off-road parking lots , 120 bike lanes and 2,204 parking spaces in high parking demand areas. Otherwise, the TRTC is in charge of 7,040 bike parking racks as of the end of 2008. Add these figures to the 680 bike parking racks set up by the Department of Urban Development as part of their Street Furniture Project, the Taipei City provides a total of 16,371 parking racks.

3.A Leisurely Ride Down the Blue Highway

To diversify water space use, the Taipei City Government inaugurated the Blue Highway on February 7th, 2004, opening up two ship routes, including the course on Tamsui River from Dadaocheng to the Kuandu Wharf and the riverboat ride on Keelung River. The fleet comprises two 54-seat rowboats and two 10-seat speedboats. In 2007, the 498-gross-tonnage, 320-seat "Great River Queen" – a steel passenger vessel - was officiated. The introduction of this large luxury passenger liner gave Tamsui River tourism a new facelift, boasting a whole new outlook and new tourist attractions. By the end of December, 2008, ship routes on Tamsui River and Keelung River had grown to eight: Dadaocheng to Kuandu Wharf, Kuandu to Fisherman's Wharf in Tamsui, Kuandu to Tamsui' s Old Street Wharf, Kuandu to the Bali Passenger Vessel Wharf, riverboat ride in Kuandu, Kuandu to the Bali Longxing Wharf, Dajia's riverboat ride along Keelung River, and Dajia to the Meiti Wharf. Tourists can take the rides at Dadaocheng, Dajia, Kuandu and Meiti Wharfs. Other than traveling back and forth Tamsui's Old Street, Bali, Bali Longxing and the Tamsui Fisherman's Wharf, tourists can also enjoy the famed Dihua Street, Xiahai City God Temple, the Lin Liu-Hsin Puppet Theatre Museum, Kuandu Temple, Kuandu Nature Park, the Liuyuan Crystal Museum, Dajia Fountain of Hope, Children's Recreation Center, Taipei Fine Arts Museum, Lin An-tai Ancient Residence, the Taipei Story House, the Martyr's Shrine, Ferris Wheel at Miramar Cinemas,

The Blue Highway

the Neihu Technology Park, and the Grand Hotel in Downtown Taipei. These destinations offer travel packages of eco-awareness, cultural, and historic flavors. The tourists can also travel to the Bali Left Bank Park, Shihsanhang Museum of Archaeology, the Fisherman's Wharf, the Fort Santo Domingo, the Old Street in Tamsui, and the Mangrove Natural Reserve. These tourist spots can be diversified into various packages to satisfy the wanderlusts in young and old alike in the family.

4.International Car Free Day for a Cleaner Taipei!

The 2008 Taipei International Car Free Day was themed, "Clean Air for All – a Dream or a Possible Reality?" The event focused on "promoting public transit travels", complemented by the "Clean Taipei! A quality traveling environment makes quality living", which consisted of:

(1) Public Transit Week

A press conference was organized on September 16th to officially launch the week; the "one-week leisure travel stop" kicked off on the following day. During the week, everyday from 5:30 pm till 6:30pm, concerts featuring Chinese and western music performances were held to attract audience attention; event host then aired Car Free Day activities and messages as part of the campaign. Interactive prize-giving Q&A sessions with the audience were conducted to promote the spirit of the Car Free Day. Approximately 1,500 people were drawn to the event in each session.

Car-Free Day events

To encourage the public to take mass transit during the activity week, the "Search for the Leisure Travelers" was organized on the Internet. Using EasyCard daily during the week and keying in the EasyCard number on the event's official website. EasyCard Corporation's backstage database inquiry systems will verify user's everyday activities. Qualified users have a chance to win prizes in the drawing. Taipei citizens responded with enthusiasm to these events. 5,914 users keyed in their EasyCard numbers to vie for a chance in the drawing.

Cyclists gathered on Car-Free Day

(2) "The 921 Taipei in Motion – Go Biking with the World"

"The 921 Taipei in Motion – Go Biking with the World" kicked off on September 21st, 2008. The riding circuit took off from the Civil Plaza and traveled pass Renai Road, Fuxing South Road, the NTU campus, Roosevelt Road lane 316, Siyuan Street, and Taipei Water Park, heading south to the old Jingmei Bridge before turning back to the Gongguan Waterfront Plaza. The ride was 16 kilometers long, and ended with a carnival at the final destination. Mayor Hau and EasyCard Corporation chairman Sean Lian gave away young saplings as prizes to participants at the Waterfront Plaza. The event culminated in the award ceremony, and attracted about 30,000 bikers; that's twice the number of bikers than the previous year. On-site surveys showed that 97.6% of the participating bikers had heard of the Taipei International Car Free Day. The percentage was the highest in years. Also, 80% of the subjects were pleased with the biking event; only very few indicated displeasure. Finally, 97% of the people expressed support for continuing the event, signifying that the activities have won widespread approval.

The presentation of saplings

Go with the World on Car-Free Day

(3) Xinyi Commercial District Lockdown and Free Bus Rides

On September 22nd, 2008, the City Government for the first time cordoned off the streets and implemented traffic controls in the Xinyi district on a workday to execute the “Car Free” policy. Controls were implemented in Xinyi commercial districts ,south of Songgao Road, north of Xinyi Road, section 5 west of Songren Road and east of Shifu Road. Private passenger cars were prohibited from traveling in these areas from 7 am till 5 pm. As part of the lockdown, the 60 bus routes traveling into the cordoned-off area were free of charge to passengers. The usually bustling Xinyi commercial district was free of the heavy car traffic on the day; approval ratings for event effectiveness reached nearly 90%. Passenger volume on the day’s 60 free bus routes increased to 47,996, marking a 12.02% rise from that on September 15th. Capacity on the City’s jointly operated bus routes surged to 54,081, a 2.65% rise. The number of passengers serviced at MRT Taipei City Hall Station rose to 3,947, a 9.58% increase. These figures evidenced that the lockdown and the free bus rides inspired the surge in mass transit travels. And for air quality improvement, most of the air quality indicators showed positive results, proving that the activity indeed was effective in lowering air pollution. The following are the PSI obtained on the day of the lockdown:

(4) Car Free Day Review Workshop

The workshop was graced by experts and scholars to extensively discuss how the Car Free Day can create better lifestyles and environmental quality; 146 people also joined the discussions, to exchange opinions on Car Free Day organization and management, public transportation system reforms, and the use of fuel-efficient vehicles. The conclusions reached in the workshop will serve as reference materials for promoting a Car Free Taipei in the future.

Review Workshop

Pollutants \ Locations / Figures		nearby the Taipei City Hall		Numbering
		Workday	Car Free Day	
		2008.9.16	2008.9.22	
Nitrogen oxide（NO_x）（ppm）	six-hour mean value	0.056	0.040	NIEA A417.11C
Nitrogen monoxide（NO_2）（ppm）	six-hour mean value	0.045	0.018	NIEA A417.11C
Carbon monoxide（NO）（ppm）	six-hour mean value	0.011	0.021	NIEA A417.11C
Sulfur dioxide（SO_2）（ppm）	six-hour mean value	0.008	0.008	NIEA A416.11C
Carbon monoxide（CO）（ppm）	six-hour mean value	1.10	0.90	NIEA A421.11C
Carbon dioxide（CO_2）（ppm）	six-hour mean value	405	343	Automatic testing analyzer
TSP（$\mu g/m^3$）	six-hour mean value	86	123	NIEA A102.112A

一、即時交通資訊好便捷

臺北市因屬高度商業化之都市，其交通型態除本市內之市民工作、上下學、購物及休閒所產生的旅次外，尚有鄰近的基隆市、臺北縣、桃園縣及宜蘭縣進入本市的交通旅次，因此本市每日的交通量是相當大的，為了使道路服務效能提升，同時也減少環境的污染，交通局自民國80年起即推動資訊化交通控制，並先後引進先進道路交通管理、大眾運輸服務、電子收付費系統及提供用路人資訊等服務系統，這些系統的建置目標是為了要促進行車的安全及效率。即時交通資訊網則是在「以人為本」、「智慧運輸」的概念下，將前述的服務系統予以整合，建立一個方便市民查詢本市各項交通資訊的平台，自民國94年起更整合無線網路及各項智慧型運輸系統，建置先進用路人資訊服務（簡稱ATIS）資訊整合平台，97年更將該平台升級，提供多元化服務，包含：

（一）新增網站功能及資訊

擴充即時交通資訊之蒐集範圍至臺北縣、桃園縣即時交通資訊，同時可進行大眾運輸及私人運具之旅運規劃及旅行時間預估，納入臺北縣市公車動態資訊，整合桃園國際機場、臺北松山機場的飛機航班及臺灣鐵路及臺灣高鐵班表到離站資訊。

（二）提供個人化及客製化交通資訊

設計便民友善的資訊發布系統，建立個人化網頁，針對不同使用者提供對應其需求之差異化個人專屬網站，並開發PDA版及新增手機版網頁。

（三）建置交通資訊發布示範系統機制

北市交控中心與臺北縣間建立交通控制資訊交流平台，透過過此資訊交流平台直接進行資訊交流，提升縣市間聯絡道路之交通控制系統的運作效率，及交通服務品質；未來系統可持續擴充至北臺8縣市，達到資訊擴大共享之效益，及做為交通部規劃北臺灣路廊交通資訊共享策略之依據。

（四）規劃交通資訊中心

為整合各項交通管理智慧型系統功能，發揮最佳綜效，97年起交通局已著手進行交通資訊中心之功能規劃、訪談及設計工作，規劃項目包括參觀走廊、控制系統及交通應變中心之建置及決策管理平台功能開發，功能涵蓋資料蒐集及資料處理、資料發佈、交通應變及決策應用管理、參觀導覽、系統異地備援等，做為民國98年交通資訊中心之建構藍圖。

臺北市即時交通資訊網

二、公車動態資訊好準時

依據交通局97年的民意調查顯示，北市約有23%以上市民使用公車做為外出時之交通工具，而且亦鼓勵市民多使用大眾運輸工具，因此，提供市民更準確的公車到站資訊，讓市民可更充分掌握公車動態資訊，除可減少等車時之焦慮情緒，更有助於時間之掌控，進而能更吸引市民使用公車。交通局結合通訊技術建置公車動態資訊系統，於公車內裝置LED站名播報系統，於候車亭則裝置智慧型站牌，可顯示列車到站時間，讓公車成為更符合現代化、人性化的運輸工具。

臺北市公車動態資訊系統共分4期建置，第1期於93年度向交通部申請「建置公車動態

LED智慧型站牌

我愛巴士網

獨立式站牌

手機查詢公車動態資訊畫面

三、停車資訊導引好省時

繼92年4月「信義計畫區停車資訊導引系統」，及95年12月「陽明山及西門商區停車場資訊導引系統工程」陸續啟用後，該系統深獲市民好評，停車資訊導引服務可提供即時剩餘停車格位，減少駕駛人尋找停車位時間，進而可以減輕道路交通負荷，因此自97年起臺北市停車管理工程處更積極將停車資訊導引系統擴增至12個行政區進行建置工作，第一階段於內湖區、南港區及文山區建置，預計於98年7月底可完成，第二階段於大同區、中山區、萬華區、士林區及北投區建置，預計於99年4月底完成，第三階段於大安區、中正區、松山區及信義區建置，預計99年10月底完成。

公車動態資訊系統第3期計畫啟用記者會

資訊系統」計畫補助，建置49條路線、500輛公車及80座智慧型站牌，並成立公車動態資訊系統監控中心及提供網頁（5284.taipei.gov.tw）、語音（2346-1168）及手機查詢服務（mobile.5284.com.tw）；95年第2期計畫增加內湖科學園區路線、山區路線公車及部分第4級路線（固定班次），計107條路線、600輛公車及65座智慧型站牌；96年度第3期計畫增加第3、4級路線，計141條路線、1,400輛公車及116座智慧型站牌，於97年10月正式啟用；98年將續執行第4期計畫。

承德路停車資訊導引系統

四、交通監控系統好先進

交通監控系統提供蒐集交通資料、發布路況資訊、加速處理交通事故以及規劃調整路口號誌等重要功能，它可以使交通控制設施發揮最好的效益，讓交通更為順暢。不斷提升交通監控系統效能是北市交通管制工程處重要施政目標，為了擴展服務範圍，97年度賡續完成捷運施工路段週邊的「資訊可變標誌系統工程」、「臺北市易壅塞、肇事路口交通監控系統工程」、「南港展覽館設置大型戶外交通資訊看板」、「交通安全測速顯示器工程」、「交控中心環境及系統改善工程」，及「南港經貿園區交控系統後續擴充工程規劃設計」等，以提供更完善的交通監控設施及措施服務用路人，增進交通動態的管理，達到提供更順暢、安全交通環境的目標。

截至97年底，臺北市已投入服務市民的交控設施數量共有閉路電視攝影系統156組、車輛偵測器737處及資訊可變標誌98座，服務範圍涵蓋臺北市10餘條快速、聯外道路、南港經貿園區、信義計畫區、內湖科技園區以及市區主要幹道。

不斷的精進提供市民更好的服務，一直是交通局念茲在茲的努力目標，因此未來的規劃，更將著重於應用功能發展，包含建置與各縣市政府可達互相交換交通資訊及號誌連鎖自動協調之「C2C資料交換平台」，及規劃建立「Web-Base交通管理資訊網」，提供其他單位在授權後，即可上網取得交通管理層面所需之號誌時制計畫及車輛偵測器資料，可大幅擴展使用範圍及效率，提供市民更精準的跨區域道路交通資訊，節省旅行時間；同時配合駕駛人之個人化需求，未來將提升智慧型運輸系統以提供更為創新的「個人式」服務資訊，及客製化功能發展例如由車載機結合即時交通資訊提供及導航功能。

南港展覽館戶外大型交通資訊顯示看板

捷運施工路段周邊CMS

仰德大道速率提醒顯示器

Part 2 Intelligent Transportation Systems

1.The Taipei City ATIS Web – Travelers' Great Helper

The Taipei City is a highly commercialized metropolis. In addition to travels made by the city's citizens for work, school, shopping and leisure activities, residents from the nearby Keelung City, Taipei, Taoyuan and Yilan Counties also journey to Taipei City, causing her daily traffic volume to surge. To raise road service efficiency and reduce air pollutions, the Department of Transportation launched an IT-driven traffic control system in 1991, and installed advanced road traffic management system, mass transit services system, electronic toll collection systems and travel information systems for pedestrians in succession; the purpose of which is to improve driving safety and efficiency. The ATIS Web was the integration of the aforesaid systems, oriented towards "Humanism" and "intelligent transportation", to build a traffic information platform accessible to all citizens for various queries. In 2005, wireless network and various intelligent transportation systems underwent further integration for establishing the Advanced Traveler Information Systems (ATIS). ATIS was upgraded in 2008 to offer diverse services, including:

(1) Newly-added Web Capabilities and Information

To provide the information service of routing plan and estimating travel time for drivers as well as public transit users, the extension of collecting information scope of the advanced traveler information system (ATIS) has been include Taipei and Taoyuan Counties.

The system integrates Taipei County and City's bus itineraries and information, flight schedules of the Taoyuan International Airport and Taipei Songshan Airport, and train schedules, arrivals and departures of the Taiwan Railways and High Speed Rail.

(2) Personalized and Custom Traffic Information

A convenient and user-friendly information announcement system and personalized webpage were created to provide individualized websites services to meet the different demands of various users. The PDA version and mobile-phone webpage were also developed.

(3) Installation of the Demonstrative Traffic Information Release Systems

A traffic control information exchange platform was established between the Taipei City Traffic Control Center and Taipei County; information exchange can be conducted via this platform to enhance traffic control efficiency and traffic service quality for connective roadways between counties and cities. In the future the program will be expanded to include the eight northern counties and cities as a frame of reference for the Ministry of Transportation and Communications to launch the Northern Taiwan Roadway Network Traffic Information Sharing Device, maximizing resource sharing effectiveness.

(4) The Planning of the Traffic Information Center

With a view to integrating various intelligent traffic management functions to optimize their efficiency, in 2008, the Department of Transportation(DOT) began to conduct function planning, interviews and designs for the Traffic Information Center. Programs in the planning include: ITS demonstration hallway, the setting up of control systems, the installation of a traffic response center, and application development for a policy management platform. Their functions will cover data collection and processing, data release, traffic response and policy application and management, guided tours, and system malfunction backup. The project provides a construction blueprint flame for the 2009 Traffic Information Center.

Taipei City ATIS Web

2. The Taipei E-Bus System - Your World on Time

According to a 2008 opinion poll by the DOT, over 23% of the Taipei citizens select bus as their means of transport. The City also encourages the public to avail themselves of mass transit. On the other hand, the provision of a precise bus itinerary permits commuters to have full control over the latest bus arrivals and be spared of the anxiety during the wait. The E-Bus System ensures better time management and attracts more citizens to take the bus. The DOT has integrated intelligent technologies to install the Taipei E-Bus System, put up the LED stop announcement system on the buses, and mount the LED intelligent bus stops in the waiting booths. These intelligent bus stops display arrival time, making buses as a modernized, humanism transportation.

The system was constructed in four stages. In stage one, the City Government applied for subsidies for the "Taipei E-Bus System Construction" from the Ministry of Transportation and Communications in 2004 to install 49 routes, 500 bus facilities, 80 intelligent bus stops, establish a system

LED Intelligent Bus Stop

I Love Bus websiteIndependent bus stop

An image of the Taipei E-Bus System inquiry on the cell phone

I Love Bus website

monitoring center and a web page (5284.taipei.gov.tw), voice services (2346-1168) and mobile inquiry system (mobile.5284.com.tw). Stage two kicked off in 2006 to add the Taipei Neihu Technology Park route, bus services traveling on mountain routes and part of the stage four (fixed bus runs), totaling 107 routes, 600 bus facilities and 65 intelligent bus stops. Stage three began in 2007 to increase class three and four routes, amounting to 141 routes, 1,400 bus facilities and 116 intelligent bus stops. They were officially inaugurated in October, 2008. Stage four of the project would continue in 2009.

3.Taipei Parking Information System Saves Time

Following the inauguration of the "Xinyi District Parking Information System" in April, 2003, and "Yangmingshan and Ximen District Parking Information Program" in December,2006 , favorable reviews began to pour in. These systems provide updated information on the remaining parking spaces, saving drivers' time, thus mitigating road traffic. Therefore, in 2008, Parking Management and Development Office expanded the number of system installations to 12 administrative districts. Neihu, Nangang and Wenshan districts belong to stage one of the installations; the project would be completed by the end of July, 2009. Stage two fittings are administered in Daan, Zhongzheng, Wanhua, Shilin and Beitou districts, and will be completed at the end of April, 2010. Stage three installations are conducted in Daan, Zhongzheng, Songshan and Xinyi districts. Completion is slated for the end of October, 2010.

Stage 3 of the Taipei E-Bus System service inauguration press release

Taipei Parking Information System at the Shiling Bailing Bridge Parking Garage

4. Traffic Monitoring Systems Refined

Traffic Monitoring Systems help collecting traffic data, releasing traffic updates, expediting accident handling, modifying and synchronizing traffic signal systems. The systems can maximize of effectiveness traffic control facilities, and ensure smooth traveling. To continuously improve traffic monitoring systems efficiency has been one of the vital goals for Traffic Engineering Office; so to facilitate traffic and transportation management, the "Changeable Message Systems", "Traffic Monitoring Systems in the City's bottleneck and accident-prone areas", the "Traffic Control System Expansions and Designs in the Nangang Economic and Trade Park", "Traffic Safety Speed Display Signs", "Environmental and System Improvements in Traffic Ccontrol Centers", and "Follow-up Expansion Constructions and Planning for Nangang Economic and Trade Park's Traffic Control Ssystems" were completed in 2008, to provide a more robust traffic monitoring facility to service road users, upgrade traffic management so that a more smooth, safer traveling space can be attained.

By yearend 2008, there were a total of 156 closed-circuit television systems, 737 vehicle detectors and 98 changeable message signs in operation to service the City's 10 express lanes, roadways connecting to regions outside Taipei, and main arteries in the Nangang Economic and Trade Park, the Xinyi district, the Taipei Neihu Technology Park and the downtown areas.

The DOT is committed to providing Taipei citizens more refined services; with that in mind, DOT's future planning will focus on application developments, including a "C2C Information Exchange Platform" that allows city and county governments to exchange traffic data and automatically coordinated traffic signal systems, plus the inauguration of a "Web-based Traffic Management Information Network" – after authorization, other government units can go online to access signal setup program and vehicle detector data needed by the management level. The network can substantially expand access scope and efficiency, offering citizens more sophisticated, cross-region traffic information to save time. Also, to meet driver's individual needs, the intelligent transportation system will be upgraded to offer a more innovative, "personalized" service and customized application development in the future; for example, ATIS and navigation functions can be integrated into telematics.

The large Traffic Information System Display outside the Nanggang Exhibition Hall

CMS surrounding the MRT construction sites

Speed reminder display on Yangde Avenue

第三部 無障礙交通好環境

一、機車退出騎樓人行道走路好順心

臺北市交通局一直以來的施政首要就是落實人本交通的理念，因此近年來為了塑造一個有利的人行空間，針對騎樓及人行道之機車停放進行積極的管理，臺北市停車管理處自民國88年起底起推動「機車退出騎樓」計畫，重塑都市優質生活環境，至97年底臺北市已實施397處路段、長度385.64公里。

為了讓市民有一個更通暢、更安全的騎樓行走空間，除了機車退出騎樓外，本市建築管理處也同步實施騎樓整平專案，將原本高低參差不平的騎樓，重新打造成平整順暢的通行廊道，而停管處亦配合進行後續的機車停放管理作為，共創一個優質、無障礙的人行環境。

武昌街1段機退實施前

武昌街1段機退實施後

二、關懷交通弱勢好貼心

隨著高齡化社會的來臨，為提供高齡者更貼心的運輸服務，臺北市交通局開始著手規劃成立敬老愛心車隊，讓高齡者出門時可以多一個交通工具的選擇，而同時敬老愛心車隊亦可彌補小復康巴士運能的不足，提供輕度障礙者更便利的運輸服務；臺北市交通局在97年已完成試辦計畫的規劃作業，並對外公開徵選設備廠商，後續亦將公開徵選參與試辦之計程車隊，組成全國第一支敬老愛心車隊服務高齡或身心障礙者，讓臺北市達到高齡者及身心障礙者出門行輕鬆、行無礙的目標。參與試辦計畫之車隊將由交通局補助設置讀卡設備的費用，另使用者部分也透過敬老悠遊卡或愛心悠遊卡，補助其搭車的費用，增加老人及身心障礙者外出時交通工具之選擇性及外出之方便性，使臺北市成為建構關懷老人暨身心障礙者的城市。

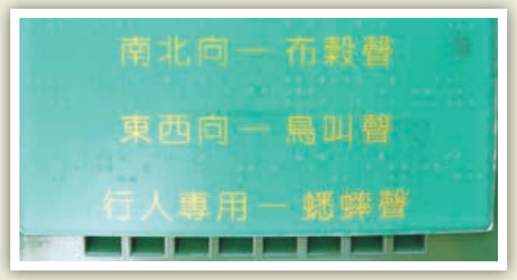
臺北市交通局於97年共補助租用3,417臺悠遊卡扣款設備，並評選出8家車隊參與試辦計畫，後續將再進行第2次車隊評選，預估98年上半年即可試辦營運服務。

敬老愛心車隊簽約典禮

三、有聲號誌過馬路好安心

臺北市雖自民國75年即設置傳統有聲號誌，惟因傳統有聲號誌的語音（錄音）播報方式，方向辨識度不佳、缺乏國際化、播報音量受背景音量影響不易辨識，且使用者必須攜帶遙控器等缺點，故北市交通管制工程處於95年起開始發展新式有聲號誌系統，除就行人號誌種類、設置條件、功能限制及使用情形以及國內所設置有聲號誌系統規格及運作實施情形進行檢討改善外，並與國外無障礙行人號誌系統進行比較分析，同時邀請視障團體參與研商訂定設置規範，讓新式有聲號誌能更符合視障者之需求。

配合民國98年本市舉辦國際聽障奧林匹克運動會，為提供給視障者更好的號誌設施，保障其通行的安全，北市交通管制工程處自96年起開始設置「新式有聲號誌」，以不同聲響代表不同的可通行方向，讓視障朋友更容易辨識號誌時相，新式有聲號誌以布穀聲表示南北向可通行、鳥叫聲表示東西向可通行，及蟋蟀聲表示為行人專用；截至97年底已完成既有91處有聲號誌路口設施之更新，提供更完善的有聲號誌設施服務弱勢用路人，增進安全無障礙的交通環境。



新式有聲號誌點字說明指示牌

啟明學校前裝置新式有聲號誌

新式有聲號誌隨身感應觸發器

四、小復康巴士服務好稱心

臺北市交通局對於提供身心障礙之弱勢族群的照顧，一直不遺餘力，經多年的努力下，臺北市已有130部小復康巴士可提供服務，車輛設置有輪椅升降設備，方便使用輪椅者上、下車，服務範圍含蓋臺北市聯營公車服務區域（臺北縣境可達之淡水、八里、蘆洲、三重、五股、新莊、板橋、永和、中和、土城、新店、汐止、樹林、鶯歌、三峽、泰山、深坑、石碇等），但起點或迄點則須位於臺北市內。

為了提升服務效率，交通局委託給財團法人伊甸社會福利基金會及台灣租車股份有限公司負責營運管理，需使用小復康巴士的市民朋友，則採預約方式依「臺北市身心障礙小型冷氣車乘客服務須知」向該2公司預約服務。截至97年12月底，此項服務每月平均趟次為30,031車次、載客人數為55,788人次。

復康巴士服務情形

復康巴士**輪椅升降設備**

Part 3 Useful Accessibility Transportation

1.Motorcycle Parking Is Prohibited in the Verandas

One of the vital goals in DOT's administrative policies is to fulfill its vision of installing a humanely traveling space. In recent years, with a view to fashioning an area favorable to pedestrian travel, the DOT took a proactive approach in managing motorcycles parked in verandas and sidewalks. Parking Management and Development Office launched the "Motorcycle Parking Is Prohibited in the Verandas " campaign at the end of 1989. By yearend 2008, this measure had been implemented at 397 verandas, totaling 385.64 kilometers.

And to provide citizens a smoother, safer walking space, the Building Administration Office also implemented the leveling of verandas simultaneously with the " Motorcycle Parking Is Prohibited in the Verandas" campaign. Many of the uneven verandas in the city were rebuilt into smooth and even walking stretches. Parking Management and Development Office worked in coordination to administer follow-up motorcycle parking regulative strategies, to create a quality, obstacle-free and accessible pedestrian space.

Before the veranda was cleared of motorcycles on Wuchang Street

After the veranda was cleared of motorcycles on Wuchang Street

2.Outreach to Disadvantaged Travelers on the Road

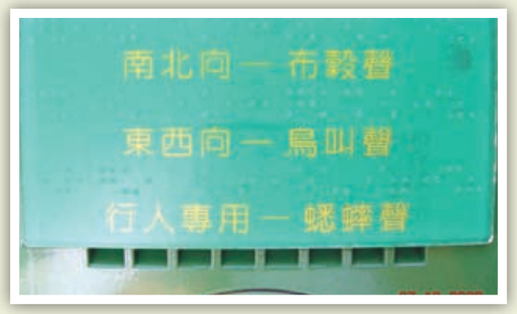
The advent of an aging society has heightened the demand for an elderly-oriented, more thoughtful transport service. The DOT thus planned and set up the Eldercare and Outreach Motorcade, offering senior citizens another transport option. The fleets also make up for areas where the Rehab Buses fall short, offering travelers with minor disabilities a more convenient transport service; the DOT wrapped up trial run planning for the Rehab Buses in 2008, and publicly welcomed bids from facility suppliers. In the future, the DOT is poised to publicly solicit taxi fleets interested in joining the trial run to form the country's first Eldercare and Outreach Motorcade to service elderly, the socioeconomically disadvantaged and those with disabilities, so that the Taipei City can become a convenient, obstacle-free, and accessible traveling space for the elderly, the socioeconomically disadvantaged and those with disabilities. Fleets joining the trial run will receive subsidies from the DOT for EasyCard scanner installations. And for users, they will be subsidized through using Elderly EasyCards and Care EasyCards for taking the fleet. These measures expand options and bolster convenience for the elderly , the socioeconomically disadvantaged and those with disabilities, rendering Taipei a friendly city to senior citizens and the handicapped.

The contract-signing ceremony for the Elderly-honoring and Care Demonstration Fleets

3. Audible Signal Installations

Conventional audible signals were installed at intersection as far back as 1986; however, these audible signals were broadcasted via recordings; the quality of the recording wasn't easily recognizable or internationally acceptable. And due to background noises, the broadcasts weren't conveniently identifiable. On top of that, users had to carry with them remote controls to operate these outdated audible signals. With that in mind, efforts to explore and develop new audible signals began in 2006 by the Traffic Engineering Office so as to better understand the types of accessibility pedestrian signals used locally and overseas, installation conditions, functions, limitations and use. Comparisons and analyses were made between Taiwan's accessibility pedestrian signal systems and those overseas. Advocacy groups for the visually impaired were invited to join discussions on installation specifications, so that the new-generation audible signals better meet the demands of the visually disadvantaged.

And in coordination with the Summer Deaflympics Taipei 2009 to provide the visually impaired with better signal facilities to ensure their safety, Traffic Engineering Office began to set up "New Audible Signals" in 2006. Different sounds indicate different traveling directions, guiding the visually impaired to identify traffic signals. Sounds of cuckoos signify that north-south roadways can be passed through; sounds of birds chirping, east-west; cricket buzzing, pedestrian travel only. By the end of 2008, these signals were installed at 91 intersections, offering a more robust audible signal system, cementing safe and accessible traveling for the disadvantaged.



The instruction panel for the new audible signals

Audible signals by the Taipei School for the Visually Impaired

The new audio signal portable sensor

4. Rehab Bus at Your Service

The DOT has always been committed to the caring of physically and mentally challenged; and after years of efforts, now has a fleet of over 130 rehab buses in service in Taipei City. The buses are outfitted with a wheelchair hoist so that those in wheelchairs can easily get on and alight from

Useful Accessibility Transportation

the buses. Service areas cover districts currently traveled by the Taipei Joint Bus Service (Rehab buses travel to Tamsui, Bali, Luzhou, Sanchong, Wugu, Xinzhuang, Banqiao, Yonghe, Zhonghe, Tucheng, Xindian, Xizhi, Shulin, Yingge, Sanxia, Taishan, Shenkeng and Shiding in Taipei County); arrivals and departures are scheduled in Taipei City only.

To raise service efficiency, the DOT has commissioned the Eden Social Welfare Foundation and Taiwan E-Go for rehab bus operation and management. For those in need of rehab bus services, they can make an appointment with the two companies according to stipulations in “Service Guidance to the Physically and Mentally Disabled Travelers in Taipei City”. By yearend 2008, the average monthly rehab bus services were registered at 30,031, with 55,788 riders.

Photo 3-9 Services provided by the Rehab Bus

9 Services provided by the Rehab Bus

Unobstructed Seamless Transportation

第四部 無縫隙運輸好暢行

一、國道轉運站長途旅行好方便

臺北車站區附近是臺北市重要的商業活動區，因此每日交通需求量非常大，是一個交通匯集區，為了讓鄰近地區的交通更有序，同時也提供給長途旅行的市民有一個方便、舒適的乘車空間，臺北市交通局透過引進民間參與公共建設方式，於原建成國中校地及週邊規劃全國第一個國道客運轉運站；這個轉運站的設置不但提供給市民一個更為方便、舒適的乘車空間外，同時也希望能夠降低後火車站承德路上因多家國道客運於此營運，所產生的交通衝擊。

臺北轉運站內規劃設置30個售票窗口、48個停靠月臺、服務台、育嬰室、醫務室及小汽車臨停接送區、計程車停等區等便民設施，另也將引進14家國道客運業者，預計提供60多條路線，路線範圍廣達東、西部各大城市，讓長途旅行者有一個舒適、乾淨、便利的乘車空間，而且其地點鄰近捷運、臺鐵、高鐵站，週邊又有服務密集的公車路線，提供非常方便且多元的轉乘選擇。

配合大眾運輸發展政策，未來將整合系統朝運輸資源有效利用方向，提供民眾快速、便捷與安全旅運服務。發揮五鐵共構的地理優勢，致力發展複合運輸，有效整併不同運具，規劃客製化套裝行程，提供乘客最佳化的旅運服務，同時衍伸加值週邊之其他消費行為。藉由交通脈動，活絡經濟，進化城市發展。

臺北市東區近10年來已發展為北市另一重要的商業活動區，並且也逐漸形成為另一個交通匯集區，為了方便當地民眾行的需求，交通局在捷運市政府站旁規劃市府轉運站，轉運站之開發及未來營運，是依BOT方式設定地上權50年由民間投資興建、營運。此轉運站將提供臺北市東區往臺灣東西部主要城市國道客運路線轉運之用，可服務東區既有城際客運路線及未來新闢駛路線，站內設有上、下車月臺16席，大客車臨時停車位7席。

市府轉運站願景圖

臺北轉運站車站大廳示意圖

市府轉運站實景拍攝圖(97年12月10日)

因應未來南港車站三鐵（臺鐵、高鐵、捷運）匯集所產生之旅運需求，交通局將規劃於臺鐵的南港車站北側，興建中長程客運月臺16席(含備用車位)及短程接駁公車月臺14席，以疏解衍生之旅運需求。該轉運站規劃提供轉乘服務之中長程客運路線主要包括基隆、頭城、礁溪、宜蘭、羅東、蘇澳、花蓮等東北部、東部地區；此外，並可視內湖科技園區及南港軟體園區旅次需求，開闢前往桃園國際機場、新竹科學園區等路線。短程接駁主要服務範圍包括：松山、汐止、內湖及南港中央研究院、南港經貿園區等地區，並可肩負往返南港舊莊地區茶園休閒旅次之功能。

二、活化松山機場兩岸往來好便利

經調查鄰近松山機場的內湖科技園區內有88.8%企業設廠於大陸，故為配合臺北市的產業發展，重新定位松山機場之功能，善用其地理位置之優勢，對於提升本市之國際競爭力，將有莫大助益；依據臺北市交通局之「整合松山機場周邊運輸系統與用地成為客貨運轉運中心先期規劃」報告中指出，大臺北地區（含基隆市、宜蘭縣）兩岸直航之客運運輸需求分析預測，其占臺灣地區之運輸需求約46.1%～47.6%，因此臺北市交通局經通盤考量松山機場在高鐵通車後，可釋出的國內航空運能，轉移提供兩岸直航服務，不但可以提供往來兩岸的商務、觀光更便捷的服務，也可以讓臺北市的經濟發展因而受益，更可促使臺商因便捷的兩岸輸運服務，使其「根留臺灣」。

同時為了縮短旅行時間及提供優質、便利的大眾運輸服務，交通局配合兩岸直航班次，在97年推動配套措施說明如下：

（1）調整部分市區公車行駛路線：經檢討將服務範圍不與行經機場內重複之公車路線214、285、630、902、紅29、紅31及紅32公車等7條路線，於97年12月27日調整行駛路線進入松山機場。

（2）增設公車動態資訊顯示系統：已於97年9月15日於1、2號月台候車亭設置完成，配合公車動態系統第四期計畫，將於98年航廈內新增1座多媒體站牌。

（3）調整國道客運延駛松山機場：調整之路線分別為國光客運「臺北-瑞芳」路線、基隆客運「臺北-瑞芳」、豪泰客運等以繞駛或增班方式加強松山機場聯外交通之服務。

松山機場候車亭1

松山機場候車亭2

三、公共自行車租借逛街購物好輕鬆

鑑於臺北都會區捷運及公車路網日趨完整，推動自行車作為短程接駁工具之時機已漸趨成熟，為提供友善安全的自行車騎乘環境，臺北市政府交通局逐步規劃設置市區自行車道，提供大眾運輸使用者短程接駁使用，並規劃於市區建置公共自行車租借站。交通局於97年委由捷安特公司辦理『臺北市接駁型公共自行車租賃系統建置及營運管理示範計畫』，初期先擇定自行車道路網較為完整之信義計畫區試辦設置公共自行車租借站，其設站方式係採點多、量少方式設置，提供自動化的取還車設備，並採悠遊卡及信用卡等無人化收費管理。初期將設11個自行車租借站及500輛自行車提供服務。

自行車租借站設置示意圖

公共自行車造型

控制面板示意圖

Part 4 Seamless Transportation

1.Bus Terminal Enhance Convenient to Long-Distance Travels

Areas neighboring the Taipei Main Station are considered a crucial commercial district in the city. Daily travel demand are extremely heavy in this convergence hub. To strengthen orderliness in the area and provide long-distance travelers a convenient and cozy commuting space, the DOT enlisted private organization's participation in public construction projects, and marked out the nation's first bus station on the campus of Jan Cheng Junior High School and its surrounding properties. The bus station offers citizens a more convenient, cozy commuting space, and mitigates traffic impact on rear of Taipei Main Station along Chengde Road caused by the convergent operations of heavy national highway passenger transport companies.

30 ticket windows, 48 platforms, service stations, a nursing room, an infirmary, a temporary pick-up and drop-off area for private vehicles and taxi waiting areas are set up in the Taipei Bus Station. 14 national highway passenger transport companies will set up posts here to provide an estimated of 60-plus routes; their service areas span major cities in the east and west, so long-distance travelers can enjoy a comfortable, clean and expedient commuting option. The location is adjacent to the MRT, Taiwan Railway, Taiwan High Speed Rail Station, and mass concentrated bus service also around it. In all, the Bus Station provides a convenient and various transfer option for passengers.

A diagram featuring a prospective Taipei Bus Station

To complement developing mass transit policies, the DOT plans to integrate traffic systems to maximize resource use, so that commuters can access speedy, convenient and safe transport services. The city will put its geographic vantage of "The Traffic Hub to Integrate TRA, HSR, MRT, Airport MRT and Bus Terminal" to best use and develop multi-modal transportation to effectively integrate diverse transportations, design customized tour packages, so that passengers can experience optimal transport services. Meanwhile, the DOT looks to bolster added-value in the neighborhood's shopping behavior, and facilitate urban development by virtue of traffic accessibility and reinvigorated economy.

Taipei's eastern region has become another vital commercial stronghold, and a traffic hub in-the-making. To meet the travel demands of the locals, the DOT designated the Taipei City Government Bus Station next to the MRT Taipei City Hall Station; its construction and future operation are conducted via the BOT formula. Private investors were commissioned 50 years of Surface Rights to construct and operate this particular Bus Station. It will serve as a nucleus for national highway passenger transport services traveling from Taipei's eastern region to major metropolises in Taiwan's east-west, and it can accommodate the existing city-wide passenger transport and newly-developed routes in the future. There are a total of 16 platforms, and seven temporary parking spaces for business bus.

In response to travel demands sparked by the convergence of a Union Station (the Taiwan Railways Administration, Taiwan High Speed Rail, and Metro Taipei), the DOT has designated the north side of Taiwan Railways' Nangang Station for the construction of 16 intermediate- and long-distance passenger transport platforms (including backup spaces), and 14 short-distance shuttle bus platforms to mitigate travel demands. The Nangang Bus Station covers traffic flows in Taiwan's northeastern and eastern regions in Keelung, Toucheng, Jiaoxi, Yilan, Luodong, Suau, and Hualian; in addition, routes leading to the Taoyuan International Airport and Hsinchu Science Park can be opened up depending on travel demands of the Neihu Technology Park and Nangang Software Park; short-distance shuttling services span Songshan, Xizhi, Neihu, Academia Sinica in Nangang, and the Nangang Economic and Trade Park. It can also take on shuttling tasks and cater to the leisure and traveling functions for tourists visiting the tea gardens in Jiuzhuang.

A vision of the Taipei City Government Bus Station

The Taipei City Government Bus Station (taken on December 10th, 2008)

2.Cross-Strait Travels Expedited by a Revitalized Songshan Airport

Surveys show that 88.8% of the companies located in Neihu Technology Park – adjacent to Songshan Airport – have set up plants in Mainland China. Therefore, to bloom Taipei City's industrial development, Songshan Airport's function has been redefined so that its vantage geographic location can be better utilized. These measures are tremendously beneficial for improving Taipei City's international competitiveness. According to "preliminary planning for the integration of Songshan Airport's neighboring transport systems and properties to become a passenger- and freight-transport center", passenger transportation of Metropolis Taipei in direct links across the Taiwan Strait account for 46.1% to 47.6% of Taiwan's total transport demand. And after Taiwan High Speed Rail's transport service is inaugurated, the DOT considers allotting some of Songshan Airport's domestic air traffic to Cross-Strait direct links. These measures promise to enhance business and tourist travels across the Strait, while invigorating Taipei City's economic development, therefore inspiring Taiwan businessmen to take advantage of these new conveniences and "leave their roots in Taiwan".

And in order to shorten traveling time and provide quality, expedient public transport, the DOT works to complement direct Cross-Strait services to drive the following policy packages in 2008:

(1) Modifying the routes of several downtown bus services:

After much consideration, seven bus services - 214, 285, 630, 902, R29, R31 and R32, whose routes do not overlap with other bus routes traveling inside the Airport – were redirected on December 27th, 2008 to travel into Songshan Airport.

(2) Adding Real-time Bus Dynamic Information Display Systems: Installations of these display systems were completed on the Number One and Two platforms on September 15th, 2008. One more multimedia bus station would be added in the terminal in 2009 in coordination with stage four of the bus itinerary project.

(3) Extending National Highway Passenger Transport Services to Songshan Airport: The route of "Taipei to Ruifang" was modified to strengthen transferring by means of circularity or additional runs.

Bus stop 1 at Songshan Airport

Bus stop 2 at Songshan Airport

3. Public Bike Rentals for Lounging and Shopping

In light of an increasingly integrated MRT and bus travel network, the time has matured for introducing bike riding as a short-distance shuttling tool. With a view to providing a user-friendly and safe biking environment, the DOT has established bike lanes in downtown areas for short-distance travelers step-by-step. Bike rental booths were erected accordingly. The DOT consigned Giant Bicycles Taiwan to conduct "the Taipei City Public Shuttle Bike Rental System and Operational Demonstration Project" in 2008, initially in the Xinyi commercial district, where a robust bike lane network has been instituted for rental trial runs. The rental stations are installed in many places with limited numbers of bikes. Automated bike pickup and return management facilities will be set up, integrating electronic, unmanned fee collection system, charging the rental fee by EasyCards or credit cards. The 11 bike rental booths and 500 bikes are sited in the initial stage.

A diagram of the bike rental stations

The public bike

A diagram of the control panel

一、鄰里公路監理站繳費換照好方便

「便民」一向是臺北市交通局推動為民服務的重要目標，繼民國94年12月起開辦市民可於超商繳交汽車燃料費，為擴大服務範圍臺北市監理處率全國之先，開辦鄰里公路監理站，市民可於統一、萊爾富2家超商門市的多媒體資訊機及代檢公司，都可辦理汽車燃料費、汽燃費罰鍰、強制責任險罰鍰、行(駕)照換發及交通違規罰鍰等的查詢、補單及繳費，並能即時銷案，節省市民返往監理處補單的時間。

鄰里公路監理站自開辦日起至97年12月底止，共計代收即時汽車燃料費、汽車燃料費罰鍰及強制責任險罰鍰13,572件，其中代檢公司8,489件、超商5,083件。

鄰里公路監理站啟用典禮

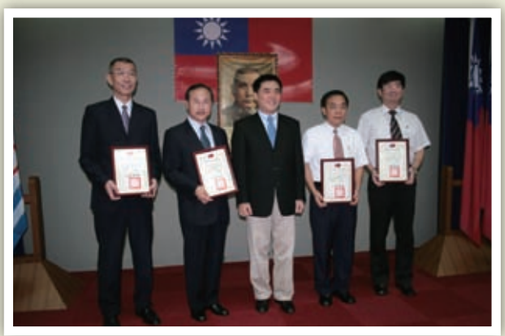
超商繳費.換照

二、公車服務品質有把關服務好禮貌

臺北市交通局自民國81年起即持續辦理臺北市聯營公車營運服務評鑑作業，針對場站設施與服務、運輸工具設備與安全、旅客服務品質與駕駛員管理及公司經營與管理等四大類別共21項指標進行評鑑，迄97年已辦理34期評鑑作業，97年第1期評鑑結果，大都會客運公司、臺北客運公司、首都客運公司及指南客運公司獲評為優等，另除大有巴士公司被評為乙等外，其餘則為甲等，但第2期評鑑結果，由首都客運公司、中興大業巴士公司及臺北客運公司為優等，其餘客運公司則為甲等，由評鑑結果也反映出臺北市聯營公車已達均質的服務水準。

鼓勵乘客主動對駕駛表達謝意，希望以一份由衷謝意的表達，除了帶給駕駛一天的愉快心情，也能激起公車駕駛員對於自身工作的重視與信心，進而影響其駕駛行為，減少事故發生，交通局、財團法人靖娟兒童安全文教基金會與臺北市公車聯營管理委員會共同舉辦「上車說聲嗨，滿載希望愛」公車禮貌運動，也獲得社會各界熱烈迴響，根據臺北市政府公共運輸處統計97年辦理公車禮貌運動期間（97年9月至12月）民眾透過電子信箱反映駕駛服務態度優良有161件，較去年同期35件增加126件，反映優良服務件數比例成長逾越3倍以上，顯見公車禮貌運動對於提升本市聯營公車駕駛員服務態度有相當助益。

公車禮貌運動



表揚評鑑成果優良公車業者

除了服務品質的評鑑及心禮貌運動的推動外，提升公車行車安全及降低事故發生更是確保乘客權益的重要工作，交通局於97年辦理3期「臺北市公車駕駛員行車安全講習」，課程內容包括「交通法令」、「肇事預防處理」、「駕駛道德與交通法令」、「肇事預防與案例分析」、「行車安全與刑事責任」等共計有15家業者253人次參訓，統計97年公車每百萬公里有責肇事率1.05件/百萬公里與去年同期1.83件/百萬公里相較減少0.78件/百萬公里，降低42.6%，顯示有效降低公車每百萬公里有責肇事率，增進行車安全。

臺北市公車駕駛員行車安全講習

三、停車管理有序通行好順暢

臺北市由於地狹人稠，加以商業經濟活動非常活絡，且市民所得較高，機車及小客車持有量多，在空間有限的情況下，以致產生停車問題，為了讓市民有一個更良好的通行空間，交通局除了推動機車退出騎樓、人行道空間整頓外，也開始著手推動停車社區化管理，藉由社區自主的參與，及建立雙向溝通交通管道，逐步落實停車管理措施。停車社區化管理制度的推動方式是由臺北市停車管理工程處協助規劃及整頓社區周邊停車秩序，後續再由社區管委會及住戶共同負責維護管理停車秩序，協助辦理違規停車之採證舉發，以有效改善社區之停車秩序及環境品質。

97年在重陽花園新城與健安新城試辦停車社區化管理，2社區周邊皆已完成停車規劃並由社區管委會與住戶共同管理，並由警察單位辦理違規停車的採證檢舉講習課程，由社區住戶自主管理停車問題，藉由社區住民的參與共同創造一個停車有序、暢行無礙的社區環境。

重陽花園新城實施停車社區化管理前後對照圖

除了推動停車社區化管理外，為了解決部分地區因早期建築法令對於建築物附設停車空間之要求較為寬鬆，以致現今產生停車位不足問題，停管處仍持續推動市屬機關學校開放夜間供民眾停車計畫，彈性運用有限停車資源，改善地區夜間住宅型停車問題。

97年共開放20所機關提供1,429格位，及15所學校提供498格位，共計1,927格位供民眾月租使用，以疏解部分社區夜間停車不足之問題。

道路主要的功能是供通行使用，然而因市民日常活動所需，加以臺北市路外停車空間仍不足，因此開放路邊停車乃不得已之舉措，而為維持道路原有功能，同時讓路邊停車發揮最大的效益，有效的管理是必要的作為，為了讓路邊停車格位這個公共財可以充分發揮效益，停管處自96年底開始引進民間人力協助停車費的開單，第一階段範圍包括中華路以西(不含中華路)、成都路以北、康定路與環河南路以

文山區公所假日開放停車情形

西門國小開放停車情形

東(不含環河南路)及忠孝西路以南(不含忠孝西路)。民國97年3月25日由停管處邀集產、官、學、勞四方召開「路邊停車開單業務委外成效檢討會議」，從統計數據來看，在委外成效面上每格位開單率提昇12%，車位週轉次數也顯著增加23%，透過有效的收費管理，達到降低佔用車位情況，也進而提供民眾均等的停車服務機會。

路邊機車停車收費管理情形

第一階段委外停車收費範圍

四、一通電話馬上服務好便民

為了提供市民更簡便的電話服務，臺北市交通事件裁決所將單一窗口服務概念應用至電話查詢服務中，市民只要撥打該所的專線服務電話(02)23648138，就有專人提供專業、親切、快速及正確的服務，真正做到「一通電話、服務到底」，達到簡政便民的目標。統計97年的服務量，總計服務17萬餘通的市民詢問電話。

交通號誌、標誌等設施是指引用路人於道路上行止的依據，故維持這些設施的正常運作，對於道路上的行車安全及通暢是非常重要的工作，為了讓這些設施發生故障時，可以更快速的修復及恢復正常，臺北市交工處於96年底即成立24小時服務的「交通設施維修馬上辦中心」，並於97年7月維入「臺北市民當家熱線1999」專案中，讓市民可以透過1999專線通報

裁決所話務中心

待修案件，藉由市民的力量，提升查報效率。另也同步建置「線上通報處理系統」，將通報的案件都登錄於線上系統，提供給工程人員查詢，而未來也將朝向擴充該系統，讓民眾亦可以透過網路即時通報交通設施故障資訊。除了硬體設施的建置外，工程人員夙夜匪懈的努力與付出，更是功不可 ，未來該處的全體人員也將秉持服務至上的精神，為臺北市民提供更優質的交通設施。

永吉路號誌搶修情形

酷熱下維修標誌情形

寒風中補繪標線

Part 5
Enjoy Quality, Convenient Service Packages

1.Taipei Neighborhood Highway Regulatory Stations Installed

"Citizens-Centered Conveniences" have always been a crucial administrative goal for the DOT. In December, 2005, Citizens can pay vehicle fuel charges in convenience stores; and to expand service scope, the Taipei Motor Vehicles Office pioneered the country by inaugurating the Neighborhood Highway Regulatory Stations. Taipei citizens can stopby the multimedia information kiosks at 7-11 and Hi Life convenience stores and agent collectors to payvehicle fuel charges, vehicle fuel fines, and compulsory liability fines, get car and motorcycle registrations and licenses renewals, traffic violation fine inquiries, bill reprints and payment services. Real-time simple traffic violation case closure services are also available to save citizens time from having to travel to and fro the MVO. By the end of December, 2008, these Neighborhood Highway Regulatory Stations had handled 13,572 cases of vehicle fuel charges, vehicle fuel fines and compulsory liability fines; 8,489 cases belonged toagent collectors, and 5,083 belonged to convenience stores.

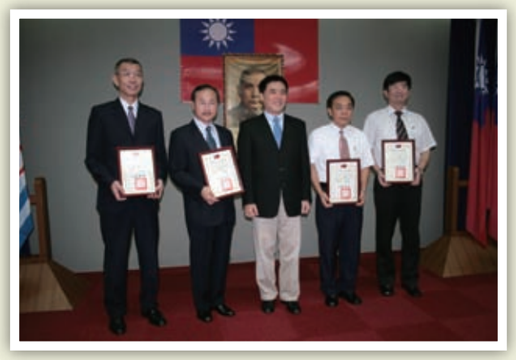
Taipei Neighborhood Highway renewals Regulatory Station inauguration ceremony

Payment and license renewals at convenience stores

2. Bus Service Quality Upgraded – The New Courtesy Movement!

The DOT began handling service quality evaluations for the Taipei Joint Bus System since 1992. Assessment indicators have 21 items. And evaluative indicators are conducted in four categories: space facilities and services, transport equipment and safety, passenger service quality and drivers' management, and finally, corporate operation and administration . 34 evaluative sessions had been administered in 2008. In session one of the 2008 evaluation, Metropolitan Transport Corporation, Taipei Bus Company, Ltd., Capital Bus and Chih-Nan Bus Company, Ltd were given excellent ratings. Other than CitiAir Bus Co., who was given a grade-B, the rest of the bus companies received grade-A's. In session two of the review, Capital Bus, Chung Hsing Bus and Taipei Bus Company, Ltd. won excellent ratings, while the rest of the bus companies garnered grade-A's. The evalutions also reflected that the Taipei Joint Bus System has attained an even-plane quality service benchmark.

The Bus Etiquette Movement



Bus service providers are publicly commended

Passengers are also encouraged to express their gratitude to the drivers. A heart-felt "thank you" can make the day for the driver, while inspiring him to view his job with a new sense of respect and faith, and changing his job attitude for the better, minimizing accident occurrences. The DOT, Jing Chuan Child Safety Foundation and the Taipei Joint Bus Service Management Committee jointly organized a Bus Courtesy Movement: "Say Hi When Getting on the Bus, and Bring Hope and Love to the Ride". The movement won critical acclaims from around the city. According to statistics by the Public Transportation Office, in 2008, during the Movement (September through December, 2008), commuters reported a total of 161 cases of service excellence via email. That's a 126 rise above the 35 cases reported during the same period of the previous year, indicating that service excellence cases had tripled. This evidenced that the Courtesy Movement was tremendously beneficial for improving drivers' service attitude.

In addition to service quality evaluations and launching the Courtesy Movement, enhancing bus safety and minimizing accidents is also a vital task to ensure passengers' rights and interests. In 2008, the DOT organized three sessions of "Safety Workshops for Taipei City Bus Drivers". The lectures included in the curricula were "traffic statutes", "accidents prevention and handling", "driving ethics and traffic statutes", "driving safety and criminal responsibilities". 253 drivers who individually were employed 15 transport companies joined the workshops. Statistics showed that in 2008, there is 1.05 occurrence of accident for every million kilometers traveled; that's 0.78-case lower – or 42.6% lower - than the 1.83 case of accident for every million kilometers traveled over the same period of 2007. This showed that the workshops were effective in decreasing accidents for every million kilometers of bus traveling and enhancing driving safety.

Bus drivers attend safety seminars

3. Effective Parking Management

Taipei City is a heavily populated metropolis located in a limited space. The bustling economy and higher income per capita in the City lead to pervasive possessions of motorcycles and private cars, heightening the demand for parking in a relatively small space. With a view to providing citizens with a better traffic environment, the DOT cleared verandas of motorcycles and leveled sidewalks, and moved to promote community-based parking management. By means of voluntary community participation and the establishment of two-way communication, the DOT is implementing effective parking management policies step-by-step. To conduct the policies, first, the Parking Management and Development Office (PMDO) plan and straight out parking orderliness in areas surrounding the communities, then consigned to community management communities and residents for joint maintenance and management. Support is also provided for evidence collection and the reporting of illegal parking to effectively upgrade community parking and environmental quality.

A test run was conducted in 2008 in Chongyang's Garden New Village and Jianan's New Village. Parking plans were completed for areas surrounding the two communities and consigned to community management committees and residents for joint management. Requests were filed with the City's police departments for assistance in collecting illegal parking evidence and organizing workshops. Community residents could thus administer parking management in autonomy. Community residents' joint participation has helped create an orderly and unobstructed traveling environment.

Before and After Jianan New Village underwent Community-based parking management

Besides promoting community-based parking management, the PMDO continued to launch the opening up night time parking in municipal organization and school parking lots to the public "project which flexibility utilize the limited parking resources to improve night time issues in residential areas where the lax architecture management and urban planning ordinances in earlier days

In 2008, parking lots in 20 organizations (1,429 spaces) and 15 schools (498 spaces) – totaling 1,927 spaces were leased out monthly to driversto mitigate problems of lackness parking.

Road serve to provide traveling and commuting; however, due to intense daily activities among Taipei citizens and insufficient off-road parking lots, roadside parking was thus opened to public as an expedience.

To keep roadways' original capacities and maximize curb parking, effective management is necessary. To optimize benefits of curb parking lots which are a valuable public resource – PMDO began enlisting help from the private sectors to assist in the issuance of parking fee tickets at the end of 2007. Stage one covers areas west of Zhonghua Road (excluding Zhonghua Road), north of Chengdu Road, east of Kangding Road and Huanhe South Road (excluding Huanhe South Road) and south of Zhongxiao West Road (excluding Zhongxiao West Road). On March 25th, 2008, PMDO invited experts from the industry, government circles, academic institutions and labor organizations to the "Review Seminar on Roadside Parking Fee Ticket Issuance Outsourcing". Statistically, ticket issuance rate improved by 12% after outsourcing, parking space turnover rate also increased by 23%.

Parking fees agency collection at Stage-1

Parking at Wenshan District Office opened on holidays

Parking is opened on holidays is Ximen Elementary School

Roadside Motorbike parking fee collection

Effective fee collection systems have curbed the hogging of parking spaces, and provided equal-opportunity parking services to the citizens.

4. Instantaneous, Convenient Phone Inquiry Services to the People

The Traffic Adjudication Office set up a more convenient phone service to the people, applying the "one-stop" service practice to the phone inquiry system. Citizens can call (02) 23648138 to access professional, courteous and precise assistance from specialists. This is the spirit of "One Call Away to Thorough Services". In 2008, over 170,000 calls were received from citizens at this special inquiry hotline.

Traffic signals and signs serve to direct pedestrians to proper travel direction. The maintenance of traffic signals to ensure their functioning is a key to pedestrians and drivers' safety on the road. To upgrade maintenance and repair work on traffic signal failures so that they can be restored promptly, Traffic Engineering Office set up an Instantaneous Traffic Facilities Maintenance Service Center that offers all day services at the end of 2007, and included it in the 1999 Citizens Hotline project, so that calls from helpful citizens via the 1999 Citizens Hotline can enhance reporting efficiency. On the other hand, an "online reporting system" was installed that catalogues reports for the maintenance crew to access. The system will be expanded further so that people can instantaneously report on traffic facility failures online. Other than hardware facility installations, credit should be given to the hard-working engineers. The body of engineers at the TEO will honor their service-first principles to continually offer top-grade traffic facilities to Taipei citizens.

Traffic signs underwent an emergency repair

Traffic Adjudication Office's Phone Service Center

Repairman worked on road marker repairs under the heat

Markings are painted in the bitter cold

第六部 事故負成長交通好安全

一、學童路程有規劃走路上學好安全

維護學童交通安全一直是交通局非常重要的一項工作，為了落實這項工作，交通局持續推動走路上學通學環境改善計畫，透過與靖娟兒童安全文教基金會的合作共同推動，另也由交通局及其附屬單位的同仁，自主性認養臺北市小學的周邊交通安全改善，交通局同仁的自主性認養主要以擔任學校志工，參與學校活動的機會，瞭解學校或社區對學童程程安全的改善需求，再研提改善方法並交由相關單位執行。

而走路上學通學環境改善計畫的推動方式，則由交通局與靖娟基金會共同選定信義區7所國小及北投區1所國小進行周邊環境勘查、研提改善方案並舉辦座談會等確認改善需求，由交通局配合邀請相關單位現勘釐清改善課題、確認改善措施及分工事宜，並專案列管追蹤辦理情形。另外由交通局於內湖區選定4所國小、士林區選定3所國小及北投區選定8所國小，並邀集相關單位辦理現勘，改善通學路程的交通環境。

以福林國小為例，其通學環境的主要問題在於學校側門的人行道機慢車停放區影響家長接送的秩序，因此改善措施則是將鄰近的汽車停車格位改繪為機車停車格，增加家長接送區空間，併改善接送之秩序。

福林國小通學環境改善後情形

而石牌國小的問題則是鄰近的人行陸橋環境不佳，因此由相關單位將人行陸橋予以美化，改善學童的行走空間。

石牌國小通學環境改善情形

石牌國小通學環境改善後情形

為加速其它學校的改善工作，臺北市交工處於97年2月設計交通管制設施改善需求表，並送由臺北市151所國小進行調查，計有74所國小回復有改善需求，改善重點包括規劃通學巷、劃設家長接送區等項目，各個學校所提需求亦均於97年底前完成改善。

二、交通安全宣導來提醒遵守規則好安全

為將交通安全觀念向下紮根，臺北市監理處利用學校及民營駕訓班資源，推動以「腳踏自行車安全騎乘」及「學生機車安全防衛駕駛」為主題的安全教育系列活動，監理處針對自行車的安全騎乘設計一套系統化的教學法，並利用暑假期間在大佳河濱公園大直橋下，舉辦夏令營教導不會騎自行車的國小3年級以上學生及成人，並建立其安全騎乘的觀念，97年暑假期間共辦理14場次，參加人數高達490人次；另外派遣專業交通法規講師及教練至學校校園內，開辦教學課程，至12月底止共開辦184次場次，參加人數也高達10, 583人次。

由於年輕學子是機車肇事的主要對象，為建立其「守法、禮讓、安全、順暢」的交通安全觀念，結合臺北市教育局、市內各民營駕訓班及財團法人山葉機車崇學基金會，至學校辦理機車駕駛安全巡迴教育，透過互動式教學活動，達到安全觀念的深化，以有效降低機車肇事率。此項大專校園巡迴教育活動共舉辦6場次，參加人數有1, 874人次，另宣導推廣活動共舉辦22場次，參加人數有11, 130人次。

正確戴安全帽

自行車騎乘技巧

學生練習自行車騎乘

為時時提醒市民重視交通安全，交通局也透過多元管道進行交通安全宣導，主要管道及作為臚列如下：

1. 在公車車體及候車亭張貼大型交通安全宣導海報：公車車體側面張貼100面，公車後車體張貼100面、候車亭張貼100面，另製作小燈片60面、大燈片12面。
2. 印製宣導海報分送各機關宣導：針對13項宣導主題，總計印製13, 000張海報。
3. 印製自行車騎乘安全宣導摺頁分送各學校及一般民眾:版面分為國小版及一般版，國小版印製20萬張；一般版印製30萬張。
4. 在路燈桿上懸掛宣導旗:針對自行車騎乘安全製作宣導旗1, 0$00面，懸掛在24個路段的路燈桿上。
5. 其它包含製作800條交通安全宣導用彩色布條，懸掛在公有停車場；透過資訊顯示系統、捷運站內廣告燈箱及戶外LED電視牆等媒介，宣導交通安全。

候車亭交通安全宣導海報

公車車體交通安全宣導海報

自行車騎車安全宣導海報

三、肇事防制有落實少事故好平安

依據96年全年臺北市所發生的交通事故統計數據，在死亡事故中以20至29歲機車騎士，及65歲以上行人居多，因此97年的肇事防制重點工作，則針對這2個族群，擬訂防制策略，包含發生死亡事故地點在7日內進行改善會勘、檢討事故頻繁地點進行專案改善、成立安全駕駛教育中心、辦理機車安全巡迴教育、針對老人及學生加強交通安全教育、加強取締機車違規駕駛行為、加強取締未禮讓行人優先通行的駕駛人、加強取締行人未依規定穿越馬路及加強取締酒後駕車的駕駛人。

在防制成果方面，以檢討事故頻繁地點為例，社子島在6個月內發生死亡事故3件，重傷事故1件，屬事故頻繁地點，經現場會勘後擬訂改善措施包含增繪標線及增設安全設施、路面改鋪防滑蓋板、路燈加貼反光貼紙等，以交通工程方法進行改善，以降低肇事機率。

另一肇事較頻繁地點為自強隧道，分析其肇事原因是駕駛人違規變換車道及超速等2項為主，因此擬訂對應的防制策略，包含設置車輛監錄器、增設「慢」字標誌、設置減速標線、設置測速照像機、增設照明、增設超速及位移監錄系統等，並輔以加強告發取締，以執法手段改變駕駛人的違規行為，以減少交通事故的肇事率。

增給標線及安全設施

Part 6 Minimize Accidents to Zero. Travel Safety On The Road.

1.Primary Schoolchildren Journey Safety Planning

Ensuring schoolchildren's travel safety has always been a vital mission for the DOT. To better implement the task, the DOT continues to promote environment improvement projects for on-foot journeys to schools through collaboration efforts with Jing Chuan Child Safety Foundation. The DOT also launched voluntary adoption of surrounding traffic safety enhancement program for the City's elementary schools among the Department's staffs. By means of voluntary staff adoption endeavors, involvement in school's volunteering program and participation in school activities, government personnel could readily recognize school and community improvement demands for schoolchildren's community safety. Serviceable enhancement projects are thus designed and consigned to agencies in charge or project execution.

The promotion of "environment improvements for on-foot journeys to school" was conducted via join collaboration between the DOT and Jing Chuan Child Safety Foundation. Seven schools in Xinyi district and one school in Beitou district were chosen as environment investigations were conducted on these schools' neighboring regions. Enhancement measures were designed while workshops were organized to verify improvement demands. The DOT invited government agencies in charge to conduct onsite inquiries to clarify issues demanding improvements, verify improvement measures and division of labor. A special program is thus designated to keep track of improvement proceeding. Also, the DOT selected four elementary schools in Neihu district, three elementary schools in Shilin district and eight elementary schools in Beitou district for onsite investigations, in hopes of effectively improving travel environment for on-foot journeys to school.

For example, the main question of Fu Lin elementary school, which located in Shilin district to improve the environmentally on-foot journey was that the parking spaces for motorcycles and slow-moving vehicles along sidewalks were hampering order in the parental pick-up area. For improvement, vehicles parking lots in the neighborhood were reorganized into motorcycle parking grids to augment spaces in the parental pick-up area, increasing order in parental pick-up.

Commuting space is improved surrounding Fulin Elementary School

Problems of Taipei Municipal Shipai Elementary School were bad environment of pedestrian overpass; the overpass had by related government agencies to make schoolchildren's walking space better.

To expedite other improvement projects in the rest of schools, Traffic Engineering Office in

Commuting space is improved surrounding Shipai Elementary School

Commuting space is improved surrounding Shipai Elementary School

February 2008 designed a list demand of traffic control facility improvement . The list was delivered to 151 primary schools in Taipei City for surveys. 74 schools responded with improvement requests. Improvement projects consist of planning designated School Lane, and drawing up parental pick-up areas. These demands for improvement were met in full by yearend 2008.

2. Traffic Safety Campaigns for Better Rule Observation Discipline

To foster a sense of respect for traffic safety and regulations among schoolchildren, the MVO took advantage of schools and private drivers training organizations to promote a series of safety education activities on “safe bike rides” and “defensive driving for student motorcyclists”. The MVO designed systemized curricula on safe bike riding, and organized a summer camp for adults and students in the third grade elementary and above who are new to bike riding along Dajia Riverside Park under Dazhi Bridge during the summer holiday. 14 training sessions were held in the 2008 summer holiday, with 490 trainees; professional traffic regulation lecturers and coaches visited school campuses to open workshops. 184 sessions were organized by the end of December,2008, with 10,583 participants.

Instructions on wearing a bike helmet

Bike riding instructions

Trainees learn to bike

In light of the fact that young students were the primary subjects in motorcycle-related accidents, the Taipei Department of Education, various private drivers training schools and Chung Hsueh Foundation of Yamaha Motor Taiwan organized a circuit tour on motorcycle driving safety in a number a schools, so as to foster a sense of “abiding by law, giving courteous right-of-way to pedestrians, safety and smooth-riding” among youngsters. The interactive programs built an entrenched notion about safety to effectively minimize motorcycle-related accidents. Six such circuit sessions were held around university campuses, with 1,874 trainees in attendance. Another 22 promotional campaigns were organized, attended by 11,130 people.

As a kind reminder to citizens to value traffic safety, the DOT conducted many traffic safety measures via various means; the means are enumerated below:

1. Large traffic safety promotional posters are put up on the sides of buses and bus waiting booths: 100 posters on the side of buses, 100 on the back of buses, and 100 in bus waiting booths, plus 60 small-size lighted displays and 12 large-size lighted displays.
2. Promotional posters are printed and sent to various government agencies for public campaigns: 130,000 postersare printed for 13 promotional themes.
3. Promotional handbills on safe bike riding are delivered to schools and the general public. There are two versions: one for elementary schools, totaling 200,000 pieces, and one for the general public, totaling 300,000 pieces.
4. Promotional banners were hung on lampposts: 1,000 banners are printed for safe bike riding, and hung on the lampposts at 24 intersections.
5. 800 colored streamers to promote traffic safety were hung at public parking lots; other traffic safety campaigns are shown on LCD systems, advertisement lamp casings and outdoor LED panels.

3. Implement Precautionary Measures against Accidents

According to statistics on traffic-related accidents occurred throughout 2007, motorcyclists from 20 to 29 age, and elderly pedestrians over the age of 65 constituted the majority of victims in fatal accidents. Therefore, the focus in accident prevention missions for 2008 was directed at these two groups. Related precautionary policies were instituted: improvement and investigations would be conducted within seven days of the fatal accidents, a designated program would be instituted in accident-prone areas, the establishment of a safe driving education center, circuit lectures on safe motorcycling, reinforcing elderly- and students-specific traffic safety education programs, heightened ban on illegal motorcycling, heightened ban on drivers who don’t give right-of-way to pedestrians , enhancing ban on jaywalkers, and tightened crackdown on drunk drivers.

Results-wise, take accident-prone areas for example, three fatal accidents and one serious injury were reported during the period of six months in Shezi Island which is considered an accident-prone region. After onsite investigations, improvement measures were effected, including the addition of newly painted traffic lines and safety features, the pavement of skidproof manhole plates, and the addition of light reflection stickers on streetlamps. Improvement works were also administered on traffic engineering practices to decrease accidents.

Another accident-prone area was the Ziqiang Tunnel, which is ascribed to two factors: drivers who illegally switch lanes speeding. The responding precautionary measures included the installations of vehicle surveillance cameras, the additional furnishing of the “slow” signs, setting up deceleration marks, the induction of speed cameras, the additional positioning of lighting facilities, speeding and displacement surveillance systems. Bans will be intensified to change drivers’ illegal behavior by means of law enforcement to minimize accident rates.

Traffic safety poster at a bus stop

Traffic safety poster on the side of the bus

Bike riding safety poster

The addition of markers and safety features

Non-slip surface replacements

臺北市相關交通統計資料

分類	項目	說　　明
地理特性	位置	亞洲東南部、臺灣北部
	地形	盆地地形、河流切割
	地質	沉積土質軟弱，位居地震帶，地下水位高
	氣候	無嚴寒酷暑，屬亞熱帶性氣候
	面積	272平方公里
人口	人口	2,629,269人
	戶數	94.7萬戶
	密度	9,650人/平方公里
交通環境	道路面積	20,883,889平方公尺，佔土地總面積7.68%
	汽車數	717,624輛(274輛/千人，註:本汽車數含各類客貨車及特種車等)
	機車數	1,080,660輛(412輛/千人)
	停車位	1.停管處直營或委外停車位 其中路邊170,740位(含不收費停車位)、路外51,029位、委外經營10,412位 2.建物附設698,019位 3.非建物附設29,183位 現有停車位數總計：921,612位(汽車：511,222；機車：410,390)
	特殊停車位	1.裝卸貨專用停車位1,167格(含收費格位767格)；禁停黃線路段設置261處、2,230公尺。 2.限時停車位432格。 3.身心障礙者專用汽車停車位2,012格(含路外)。 4.身心障礙者專用機車停車位898格(含路外)。 5.汽、機車彈性共用格位，機車位3,271格可轉換汽車位588格供汽車停放。
	道路路網型態	市中心區成棋盤狀路網 公車專用道共11條，總計長度57公里，各路線如下： 松　江　路－3.08公里，85/1/27通車。 新　生　南路－3.56公里，85/6/1通車。 信　義　路－9公里，85/7/6通車。 仁　愛　路－6.2公里，85/7/27通車；東延段－2.4公里，87/10/18通車。 南　京　東路－8.4公里，85/7/27通車。 民權東西路－7.2公里，85/8/2通車；民權西路西延段－1.28公里，87/11/22通車。 敦化南北路－3.15公里，85/8/2通車。 重　慶　北路－4公里，90/01/18通車。 中　華　路－2.2公里，90/4/30通車。 忠　孝　西路－160公尺，91/2/7通車。 羅　斯　福路－6.2公里，95年5月11日通車。 新生北路、松江路－0.33公里，95年11月8日通車。
交通事業	公車	聯營公車業者15家，共297條路線。97年每日平均載客178.32萬人次，較96年平均每日載客171.26萬人次，增加4.12%。97年平均每日營收入2,837.6萬元，較96年平均每日營收入2,717.8萬元，增加4.4% 捷運接駁公車路線46條，其中紅線17條，藍線13條，棕線13條，綠線3條。
交通事業	捷運	捷運系統由臺北捷運公司營運，每日營運時間18個小時(6:00至24:00)，營運路線8條，營運車站70個，營運里程75.8公里；97年平均每日載客已達123萬人次；捷運與公車雙向轉乘優惠平均每日為41.7萬人次。各路線概要如下： **木柵線**（動物園站至中山國中站)10.5公里，85/03/28營運。 **淡水線**（淡水站至臺北車站)22.8公里，淡水站至中山站86/04/11營運，中山站至臺北車站86/12/25營運。 **中和線**（古亭站至南勢角站)5.4公里，87/12/24營運。 **新店線**（臺北車站至新店站)10.3公里，臺北車站至古亭站87/12/24營運，古亭站至新店站88/11/11營運。 **小碧潭支線** 1.9公里，93/9/29營運。 **板南線**（新埔至南港)16.1公里，市政府站至龍山寺站（7.7公里）88/12/24營運，龍山寺站至新埔站（3.9公里）89/08/31營運，市政府站至昆陽站（3.2公里）89/12/30營運，昆陽站至南港站(1.4公里)97/12/25營運。 **小南門線**（中正紀念堂站至西門站)1.6公里， 89/08/31通車營運。 **土城線**（新埔站至永寧站）7.4公里，95/05/31通車營運。

資料統計時間：97年12月31日（2008.12.31）

汽車負成長機車緩步成長

97年底臺北市登記汽車數有717,624輛，較96年底減少10,653輛，成長率-1.46%，較87年底681,386輛增加5.32%；登記機車數有1,080,660輛，較96年底增加16,998輛，成長率1.60%，相較於96年機車成長率1.67%，成長率有下降現象，如何有效緩和汽、機車成長是一大挑戰。臺北市交通局將持續貫徹汽、機車零成長之政策目標，如何達成此目標，有待系統性思考、規劃及落實。

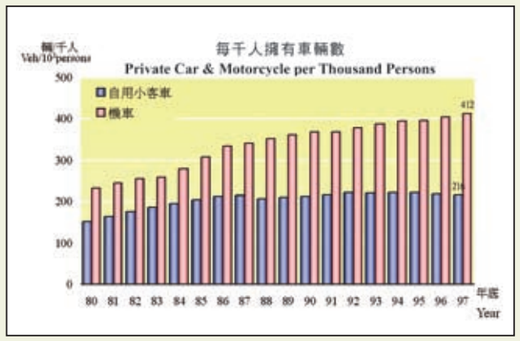
臺北市機動車輛及道路成長

Motor Vehicles & Road Area Growth in Taipei City

年底別	道路面積 Road Area			汽車總數 Automobiles		自用小客車 Private Cars			機車 Motorcycles		
	合計 Total	年成長率 Growth rate	每汽車享有 Avg. Area per Veh.	合計 Total	年成長率 Growth rate	合計 Total	年成長率 Growth rate	擁有數 Owner-ship	合計 Total	年成長率 Growth rate	擁有數 Owner-Ship
單　位	平方公尺 m^2	%	m^2/輛 m^2/veh.	輛 Vehs.	%	輛 Vehs.	%	輛/千人 Veh/10^3 persons	輛 Vehs.	%	輛/千人 Veh/10^3 persons
70年底(1981)	15,110,773	1.51	72.44	208,603	16.17	124,464	20.22	55	406,140	13.72	179
80年底(1991)	18,521,432	0.62	35.89	515,996	11.39	410,222	14.13	151	632,816	9.99*	233
85年底(1996)	19,370,998	0.93	30.10	640,353	3.80	531,259	5.31	204	803,277	9.29	308
86年底(1997)	20,019,184	3.35	30.16	660,486	3.14	549,636	3.46	212	871,537	8.50	335
87年底(1998)	20,177,305	0.79	29.47	681,386	3.16	568,661	3.46	215	904,232	3.75	343
88年底(1999)	20,242,226	0.32	30.91	651,691	-4.36	545,246	-4.12	206	931,399	3.00	353
89年底(2000)	20,402,581	0.79	30.43	666,513	2.27	559,056	2.53	211	959,013	2.96	362
90年底(2001)	20,653,635	1.23	30.77	667,179	0.10	559,221	0.03	212	970,169	1.16	368
91年底(2002)	20,710,215	0.27	30.36	677,651	1.57	571,394	2.18	216	971,568	0.14	368
92年底(2003)	20,767,342	0.28	29.71	694,390	2.47	587,958	2.90	223	994,336	2.34	378
93年底(2004)	20,786,331	0.09	29.16	708,315	2.01	577,435	-1.79	220	1,018,384	2.42	388
94年底(2005)	20,824,722	0.18	28.52	725,508	2.43	584,019	1.14	223	1,030,972	1.24	394
95年底(2006)	20,868,521	0.21	28.52	731,755	0.86	584,095	0.01	222	1,046,148	1.47	397
96年底(2007)	20,880,807	0.06	28.67	728,277	-0.48	576,173	-0.01	219	1,063,662	1.67	405
97年底(2008)	20,883,889	0.01	29.10	717,624	-1.46	566,651	-1.65	216	1,080,660	1.60	412

附　　註：(1)年成長率為當年至上一列年間之平均年成長率。
(2)76年4月底註銷機車牌照257,862輛，致統計數列不連續，*為77年至80年之平均年成長率。
(3)88年7至12月註銷不依限定檢超過六個月之汽車牌照39,214輛，致當年汽車數負成長。

資料來源：臺北市監理處、臺北市政府工務局。



台灣地區主要都市交通特性比較(97年)

Comparison of Traffic Statistics by Major Urban in Taiwan (2008)

地區別 Area	土地面積 Land Area	人口數 Population	汽車數 Automobiles	汽車持有率 Car ownership	機車數 Motorcycles	機車持有率 Motorcycle ownership
單位 Unit	平方公里 km^2	人 Persons	輛 Vehicles	輛/千人 Veh/10^3persons	輛 Vehicles	輛/千人 Veh/10^3persons
臺北市 Taipei Municipal	272	2,622,923	717,624	274	1,080,660	412
高雄市 Kaohsiung Municipal	154	1,525,642	425,214	279	1,202,501	788
臺北縣 Taipei County	2,053	3,833,730	890,746	232	2,213,634	577

整體大眾運輸運量微幅成長，捷運及公車皆呈現成長

97年大眾運輸（捷運+公車）平均每日載客301萬人次，較96年285萬人次，增加約5.60%，是80年迄今運量再創新高的一年。就個別運具而言，97年全年捷運平均每日載客約123萬人次，較96年114萬人次增加7.82%；97年公車平均每日載客178.3萬人次，較96年171.3萬人次成長4.12%。

臺北市大眾運輸系統載客人數

MRT & Bus Passengers in Taipei

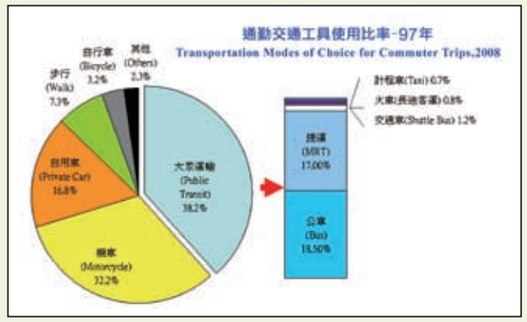
年別 Year	總計Total		捷運MRT		公車Bus		公車平均每班次載客數	公車平均每日營運車輛數
單位	平均每日	成長率	平均每日	成長率	平均每日	成長率	Passengers/	Vehs./Day(Bus)
Unit	Daily Avg.	Growth rate	Daily Avg.	Growth rate	Daily Avg.	Growth rate	Trip(Bus)	
	人次	%	人次	%	人次	%	人	輛
	Passengers		Passengers		Passengers		Passengers	Vehicles
80年(1991)	2,142,036	-0.99	-	-	2,142,036	-0.99	34.33	2,891
81年(1992)	2,110,670	-1.46	-	-	2,110,670	-1.46	34.85	2,876
82年(1993)	2,036,008	-3.54	-	-	2,036,008	-3.54	35.53	2,826
83年(1994)	1,900,948	-6.63	-	-	1,900,948	-6.63	34.82	2,748
84年(1995)	1,753,829	-7.74	-	-	1,753,829	-7.74	31.96	2,778
85年(1996)	1,819,408	3.74	40,159	-	1,779,248	1.45	30.39	2,918
86年(1997)	1,965,718	8.04	101,213	152.03	1,864,505	4.79	30.51	2,947
87年(1998)	2,085,839	6.11	166,524	64.53	1,919,315	2.94	29.76	3,077
88年(1999)	2,327,559	11.59	347,814	108.87	1,979,745	3.15	29.95	3,319
89年(2000)	2,589,982	11.27	733,847	110.99	1,856,135	-6.24	27.83	3,389
90年(2001)	2,658,989	2.66	793,542	8.13	1,865,447	0.5	27.62	3,359
91年(2002)	2,662,506	0.13	888,859	12.01	1,773,647	-4.92	25.03	3,369
92年(2003)	2,543,838	-4.46	866,272	-2.54	1,677,566	-5.42	23.35	3,471
93年(2004)	2,664,038	4.73	956,672	10.44	1,707,366	1.78	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	3,878
96年(2007)	2,852,917	4.13	1,140,355	8.41	1,712,562	1.46	23.96	3,847
97年(2008)	3,012,770	5.60	1,229,575	7.82	1,783,195	4.12	25.38	3,827

資料來源：臺北市公民營公車聯營管理中心、臺北捷運公司。

附　註：公車包含小型公車。

交通工具使用比例分析

交通工具使用比例為衡量都市運輸系統永續性的重要指標，調查方式係採家戶電話訪問；調查結果顯示通勤使用率最高的交通工具為機車，佔28.3%，其次為公車，佔27.5%，自用車及捷運則分居第三、第四名；另大眾運輸使用比例（公車、捷運、交通車、火車、長途客運、計程車等）為47.7%。



交通事故防制成效成績斐然

97年臺北市列管交通事故死亡案件，共造成74人死亡，較96年減少20人；進一步比較交通事故車種，其中使用車種以機車最高達44人，占六成，行人25人次之，兩者合計超過九成，顯見機車使用者及行人安全仍值得特別重視。

車輛肇事率為每萬輛0.40件，較高雄市之0.45件及臺灣省之1.09件低。交通事故肇事死亡前六大主因依序為：未注意車前狀況造成14人死亡、搶越行人穿越道造成11人死亡、違反號誌管制及違反標誌標線各造成8人死亡、酒醉駕車及肇事逃逸各造成5人死亡，由此數據顯示，路權觀念及安全駕駛習慣之建立，仍為交通執法及宣導的重點。

97年臺灣地區發生死亡交通事故　Traffic Accident Deaths in Taiwan Area　2008

地區別 Area	肇事件數 Cases of Accidents	肇事率 Accident Cases/ 10^4 Vehs.	死亡人數 No. of Deaths	每萬車輛死亡人數 No. of Deaths / 10^4 Vehicles
臺灣地區 Taiwan Area	2,125	1.02	2,198	1.05
臺北市 Taipei City	71	0.40	74	0.41
高雄市 Kaohsiung City	72	0.45	72	0.45
臺灣省 Taiwan Province	1,894	1.09	1,954	1.12
國道 National Highway	88	…	98	…

附　註：本表僅含肇事24小時內有人死亡之交通事故案件。

資料來源：內政部警政署。

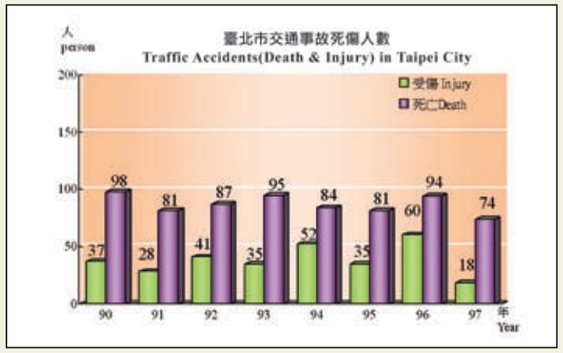
臺北市交通事故死亡人數分析 Traffic Accident Deaths in Taipei City

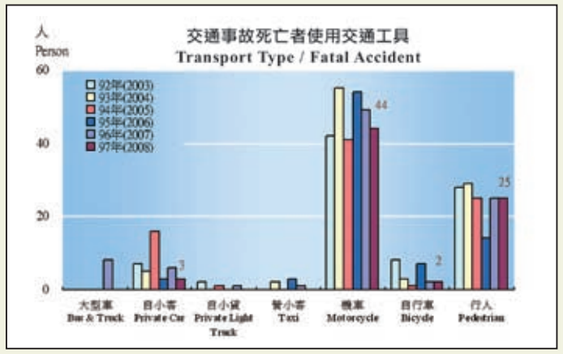
單位：件（Unit：Event）　　單位：人（Unit：Person）

肇事原因 Causes of Accident	91年 2002	92年 2003	93年 2004	94年 2005	95年 2006	96年 2007	97年 2008	傷亡車種 Mode	91年 2002	92年 2003	93年 2004	94年 2005	95年 2006	96年 2007	97年 2008
總　計 Total	81	87	95	84	81	85	71	總　計 Total	81	87	95	84	81	94	74
未注意車前狀況 Collision	18	21	23	18	14	17	14	大型車 Bus & Truck	-	-	-	-	-	8	-
違反號誌標誌標線 Disobeying Signs, Marked Line,Signals	9	18	11	15	18	7	7	自小客 Private Car	10	7	5	16	3	6	3
搶越行人穿越道 Improper Passing Zebra Crossing	8	8	8	6	2	7	11	自小貨 Private Light Truck	-	2		1	-	1	-
未保持安全間隔 Failure to Maintain Safe Distance	5	7	6	6	4	5	3	營小客 Taxi	1	-	2	-	3	1	-
超速 Speeding	4	6	6	3	1	3	-	機　車 Motorcycle	42	42	55	41	54	49	44
酒醉駕車 Drunk Driving	6	4	5	4	5	7	5	腳踏車 Bicycle	4	8	3	1	7	2	2
未依規定讓車 Way-yielding Violation	1	4	5	5	10	6	2	行　人 Pedestrian	24	28	29	25	14	25	25
其他 Others	30	19	31	27	27	33	29	其　他 Others	-	-	1	-	-	2	-

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。





資料來源：臺北市政府警察局

交通秩序全民共維護

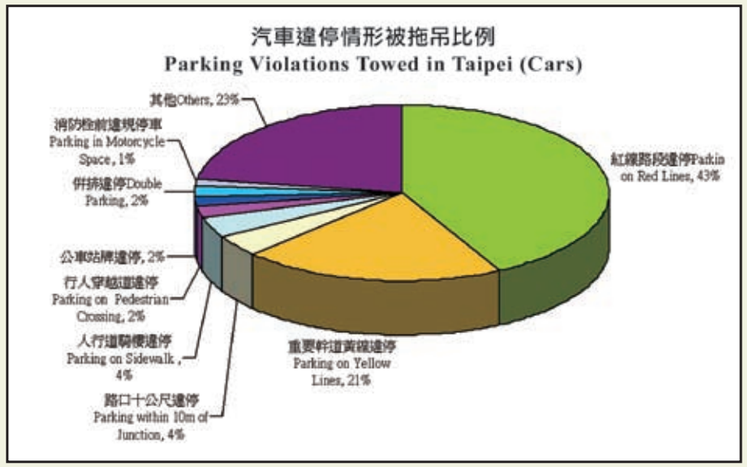
97年臺北市舉發交通違規案件401萬件，平均每日舉發10,956件，與96年舉發交通違規395萬件相較，增加1.50%；汽車以違規停車最多，占42.41%，其次是違反道路行車速限規定，占19.08%；機車違規案件中最多者亦為違規停車，占29.94%，其次是爭道行駛，占23.52%，違反道路行車速限規定占11.76%。

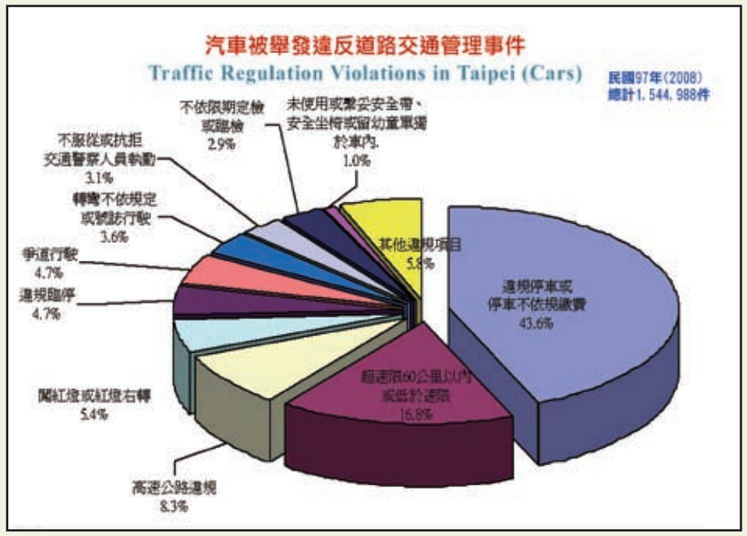
交通執法 Traffic Law Enforcement

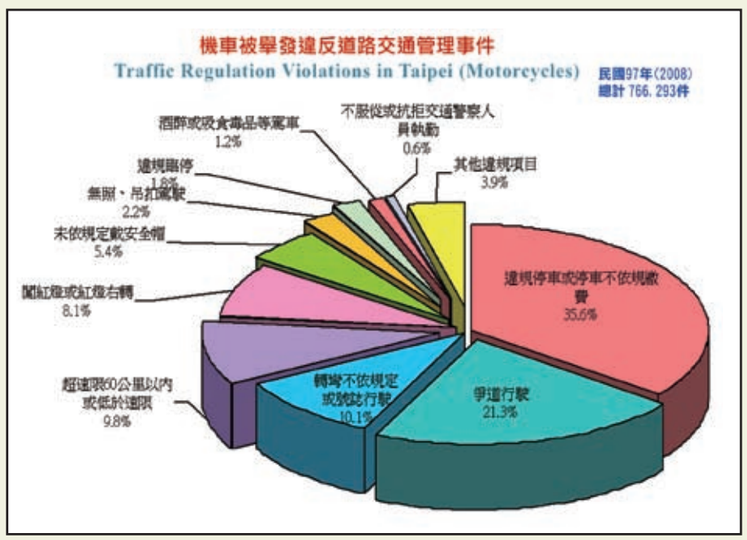
年別 Year	違反道路交通管理 Traffic Violations					拖吊違規車輛 Parking Violations (Towed)				
	舉發件數 Violations Cited		處罰件數 No. of Penalties		罰鍰收入	總計	汽車(含大型車) Automobiles		機車 Motorcycles	
	總計 Total	平均每日 Daily Avg.	總計 Total	平均每日 Daily Avg.	Fine	Grand Total	總計 Total	平均每日 Daily Avg.	總計 Total	平均每日 Daily Avg.
單位 Unit	千件 10^3 Cases	件 Cases	千件 10^3 Cases	件 Cases	百萬元 Millions	千輛 10^3 Vehs.	千輛 10^3 Vehs	輛 Vehs.	千輛 10^3 Vehs	輛 Vehs.
80年(1991)	2,865	7,850	1,862	5,101	...	531	368	1,009	163	447
81年(1992)	3,357	9,172	1,977	5,402	...	306	183	499	123	336
82年(1993)	2,870	7,864	2,517	6,896	1,989	526	322	882	204	559
83年(1994)	2,990	8,191	2,553	6,993	2,019	548	365	1,001	183	501
84年(1995)	5,604	15,354	3,307	9,061	2,247	637	406	1,111	231	633
85年(1996)	5,571	15,221	3,806	10,398	2,584	838	562	1,537	276	754
86年(1997)	6,091	16,688	3,914	10,724	3,634	901	592	1,621	309	847
87年(1998)	5,579	15,285	4,084	11,190	3,812	952	622	1,705	330	904
88年(1999)	6,023	16,503	3,799	10,408	3,810	735	493	1,351	241	662
89年(2000)	6,612	18,065	4,440	12,131	4,376	550	392	1,071	158	432
90年(2001)	6,551	17,948	3,909	10,710	4,426	438	302	827	136	373
91年(2002)	5,078	13,912	3,065	8,396	4,052	317	209	571	109	298
92年(2003)	3,768	10,324	2,465	6,754	3,834	252	184	505	68	185
93年(2004)	4,268	11,661	2,425	6,627	3,558	288	216	589	72	196
94年(2005)	4,208	11,530	2,521	6,908	3,761	274	211	579	63	172
95年(2006)	3,962	10,854	2,361	6,468	3,370	303	221	606	82	224
96年(2007)	3,950	10,823	2,319	6,354	3,340	290	206	564	84	231
97年(2008)	4.010	10,956	2,345	6,408	3,055	257	181	495	75	206

資料來源：臺北市政府警察局、臺北市交通事件裁決所、臺北市停車管理工程處。

註：處罰件數之統計依據本局年報自92年後加總條例12-68條及69-84條之統計資料。







其他交通相關統計資料

97年臺北市停車管理工程處所管停車格位共計243,414格，路邊182,885格，路外51,672格，委外經營8,857格，路外與路邊停車位比例分別為28%與72%，「路外停車為主，路邊停車為輔」之政策目標仍有努力之空間。

汽機車停車位 Motor Vehicles Parking Spaces

年底別 Year	總計 Total	臺北市停管工程處停車位 Municipal Pay Parking Lots in Taipei				建物附設 Mandated Parking in Buildings	非建物附設 Others
		路邊 On-Street	路外 Off-Street	委外經營 Contract Operation	總收入 Total Revenue		
單位 Unit	格位 Space	格位 Space	格位 Space	格位 Space	百萬元 Million	格位 Space	格位 Space
80年底(1991)	161,844	23,759	18,953	-	1,207	119,132	...
81年底(1992)	178,513	27,266	22,733	-	1,414	128,514	...
82年底(1993)	189,896	29,294	21,301	-	1,468	139,301	...
83年底(1994)	210,900	29,512	22,408	-	1,647	155,851	3,129
84年底(1995)	233,128	30,954	23,478	-	1,738	174,603	4,093
85年底(1996)	265,227	30,238	29,108	250	1,808	200,000	5,631
86年底(1997)	295,196	30,574	30,192	868	2,068	225,835	7,727
87年底(1998)	324,407	29,654	33,867	925	2,265	252,330	7,631
88年底(1999)	393,056	58,502	36,199	3,264	2,540	287,103	7,988
89年底(2000)	438,815	62,933	35,178	3,138	2,807	327,248	10,318
90年底(2001)	518,996	87,127	39,777	2,276	2,947	377,174	12,642
91年底(2002)	594,784	99,380	46,810	2,768	2,892	430,571	15,255
92年底(2003)	667,685	116,740	48,805	1,464	2,922	482,541	18,135
93年底(2004)	718,806	125,534	51,576	2,327	3,320	539,354	21,103
94年底(2005)	793,659	142,388	49,978	5,497	3,552	596,022	22,900
95年底(2006)	852,139	155,054	50,585	6,331	3,631	647,318	27,013
96年底(2007)	927,668	170,862	50,989	7,765	3,623	704,560	28,596
97年底(2008)	1,018,731	182,885	51,672	8,857	3,618	778,754	32,625

資料來源：臺北市停車管理工程處、臺北市政府工務局。

附　　註：1. 部分小型路外收費停車場格位數於87年以前併入路邊收費停車場計算，自88年起為正確統計，改列入路外。
2. 87年以前停車管理處停車位數未含不收費停車位。

交通設施 Traffic Facilities

年底別 Year	道路面積 Road Area		交通標誌 Traffic Signs	交通號誌 Traffic Signals	道路號誌連鎖線 Linked Signal with Control Center	偵測器 Detectors	資訊可變標誌 Changeable Message Signs
	總計 Total	占總面積 Percentage					
單位 Unit	千平方公尺 103m2	%	面 Plate	組 Set	條 Line	組 Set	組 Set
80年底(1991)	18,521	6.82	27,214	1,011	45	…	…
81年底(1992)	18,667	6.87	27,792	1,048	45	…	…
82年底(1992)	18,774	6.91	26,603	1,260	345	…	…
83年底(1994)	18,959	6.98	26,594	1,282	945	496	24
84年底(1995)	19,107	7.03	28,360	1,380	1,004	496	24
85年底(1996)	19,275	7.09	28,779	1,449	1,004	496	24
86年底(1997)	19,921	7.33	30,545	1,541	1,004	496	24
87年底(1998)	20,078	7.39	32,609	1,614	1,004	496	24
88年底(1999)	20,142	7.41	34,280	1,647	1,004	115	24

89年底(2000)	20,280	7.46	35,300	1,679	1,020	115	20
90年底(2001)	20,653	7.55	35,912	1,741	1,238	109	20
91年底(2002)	20,710	7.57	38,156	1,773	1,353	42	32
92年底(2003)	20,767	7.59	38,969	1,796	1,428	69	32
93年底(2004)	20,786	7.60	41,968	1,796	1,582	163	56
94年底(2005)	20,825	7.90	43,156	2,125	1,652	189	62
95年底(2006)	20,869	7.67	44,588	2,175	1,676	189	57
96年底(2007)	20,881	7.68	46,781	2,240	1,714	737	83
97年底(2008)	20,884	7.68	52,236	2,260	1,748	737	98

資料來源：臺北市交通管制工程處、臺北市政府工務局

臺北市97年度「機車退出騎樓人行道」實施路段、時間表

項次	實施路段	實施路段長度(公里)	格位
1	經貿一路(南港路1段－港東街)	1.50	
2	經貿二路(南港路1段－三重路)	2.05	
3	南港路1段北側（經貿二路－經貿一路）	0.22	
4	經貿二路62巷(三重路－經貿二路)	0.54	
5	經貿二路88巷（三重路－經貿二路）	0.54	97.03.10
6	經貿二路106巷（三重路－經貿二路）	0.54	
7	經貿二路176巷（106巷－經貿二路）	0.35	
8	經貿二路105巷（經貿二路－經貿一路）	0.63	
9	經貿二路157巷（經貿二路－經貿一路）	0.55	
10	新生北路西側（林森北路119巷－南京東路）	0.20	
11	永綏街（延平南路－博愛路）	0.16	97.03.31
12	羅斯福路6段西側（景福街－溪口街）	0.63	
13	重陽路北側（187巷－203巷）	0.21	
14	重陽路203巷西側（重陽路－松河街）	0.13	
15	松河街（重陽路187巷－203巷）	0.21	97.04.30
16	重陽路187巷東側（重陽路－松河街）	0.21	
17	和平醫院周邊	0.45	
18	雨農路西側（中正路—福志路）	0.21	
19	忠孝東路6段（昆陽街—向陽路）	0.34	97.05.30
20	辛亥路一段北側（汀州路—羅斯福路）	0.23	
21	永吉路北側（37巷—63號）及永吉路37巷東側（永吉路—地下停車場出入口）	0.11	
22	五常公園周邊	0.50	
23	徐州路（中山南路—杭州南路）	2.00	
24	新生北路2段（長春路—新生北路2段31巷）	0.10	97.06.30
25	松江路84巷南側（松江路—松江路90巷6弄）及 松江路90巷6弄東側（松江路84巷—松江路78巷）	0.14	
26	重慶北路（鄭州路—南京西路）	1.03	
27	木柵路1段北側（試院路—辛亥路6段）	0.25	
28	八德路2段南側（建國北路—復興南路）	0.76	97.07.31
29	忠孝東路5段北側(松山路—忠孝東路5段743巷1弄)	0.44	
30	長安東路2段(復興北路－建國北路)	1.36	
31	龍江路(長安東路－八德路)東側	0.16	
32	遼寧街(長安東路－八德路)	0.22	97.08.29
33	八德路2段(龍江路－遼寧街)北側	0.16	
34	松江路(長安東路－松江路84巷)西側	0.18	
35	福州街(牯嶺街－南昌路)	0.26	
36	杭州南路2段(潮州街－羅斯福路)東側	0.15	97.09.30
37	峨眉街(環河南路－康定路)南側	0.13	
38	忠孝東路4段327巷(忠孝東路－延吉街)東側	0.45	
39	木柵路1段(試院路－辛亥路7段)南側	0.20	
40	長安東路2段(復興北路－八德路)	0.40	
41	三民路(南京東路－延壽街)	1.10	97.09.30
42	三民路35巷(三民路－健康路225巷)	0.13	
43	南京東路5段(南京東路5段389巷－撫遠街)北側	0.10	
44	民族東路(復興北路－民族東路512巷13弄)南側	0.12	
45	武昌街1段(博愛路-中華路)	0.44	
46	和平東路1段(羅斯福路-金山南路)	0.30	
47	遼寧街(長安東路-朱崙街)	0.34	97.10.31
48	龍江路(朱崙街-南京東路)	0.21	
49	民生東路5段36巷(民生東路-延壽街)	0.40	
50	復興國中小週邊	0.35	
51	民生東路2段(松江路-建國北路)	0.66	
52	樂利街(安和路-和平東路)	0.96	
53	東豐街(復興南路-大安路)	0.44	97.11.28
54	瑞安街(復興南路-瑞安街71巷)	0.54	
55	建國南路2段151巷(建國南路-信義路3段134巷)	0.13	
56	長安西路(中山北路-長安西路52巷)南側	0.15	
57	市民大道3段(新生北路-八德路)南側	0.24	
58	八德路2段(市民大道-新生北路)	0.24	
59	復興南路2段(和平東路-辛亥路)	0.48	97.12.26
60	長春路(復興北路-敦化北路)	0.90	
61	龍江路(長安東路-八德路)西側	0.16	
62	長沙街(西寧南路-昆明街)	0.17	

資料來源：臺北市政府警察局、臺北市交通事件裁決所、臺北市停車管理工程處。

車輛行車事故鑑定 Analysis of Vehicle Accidents

年別 Year	鑑定案件 Arbitration Cases				損傷情形 Severity		
	件數 Cases	汽車 Automobiles	機車 Motorcycles	行人（含慢車） Pedestrians	死亡 Deaths	受傷 Injuries	車損 Collision
單位 Unit	件 No.	輛 Vehicle	輛 Vehicle	人 Person	人 Person	人 Person	件 Case
81年(1992)	1,110	1,689	528	225	222	796	899
82年(1993)	1,226	1,902	673	219	251	851	972
83年(1994)	1,156	1,826	518	173	234	669	417
84年(1995)	1,282	2,111	644	165	217	670	439
85年(1996)	1,202	1,849	574	116	162	238	625
86年(1997)	681	1,092	337	80	108	241	317
87年(1998)	491	743	258	76	75	419	419
88年(1999)	479	660	309	84	93	447	447
89年(2000)	489	700	326	62	69	443	477
90年(2001)	506	723	368	58	56	495	500
91年(2002)	657	823	510	99	78	657	652
92年(2003)	781	936	663	123	75	816	1433
93年(2004)	876	1,083	713	119	89	890	1,643
94年(2005)	884	1,103	724	147	92	956	1,733
95年(2006)	913	1,109	782	111	79	894	1,779
96年(2007)	752	905	637	95	69	732	1,472
97年(2008)	699	885	565	95	38	715	1,428

資料來源：臺北市交通事件裁決所

臺北市政府交通局大事紀要(97年)

一月

3日	委託便利超商代收機車行車執照與汽機車駕駛執照換照費用案，自97年1月3日起於統一超商（7-ELEVEN）開辦駕照影像掃描作業，一次完成換照手續。
5日	闢駛免費西門町接駁專車，行駛至7月5日止。
15日	臺北市樟新平面停車場開場啟用。
18日	年貨大街活動期間（1月18日至2月5日）進行相關交通管制規劃及復舊，並闢駛年貨專車接駁民眾，行駛至2月5日止。
22日	表揚山葉機車崇學基金會、大台北駕訓班、福安駕訓班等協助參與辦理臺北市機車駕駛安全校園巡迴教育，於臺北市政府第1458次市政會議請郝市長頒發感謝狀。
25日	闢駛免費大稻埕水岸專車，行駛至7月25日止。
29日	中山運動中心旁平面停車場開場啟用。 臺北市路邊計時收費停車場，公告收費時間截止前半小時，改以半小時為計費單位。
30日	臺北轉運站(交九轉運站)上樑典禮。
32日	辦理臺北市藍色公路業者96年年終座談會。

二月

1日	臺北市景豐臨時平面停車場開場啟用。
2日	辦理陽明山花季（2月2日至3月16日）及海芋季（3月25日至4月30日）活動期間管制事宜及相關交通改善措施。
12日	交通控制中心軟、硬體升級工程竣工。
15日	配合陽明山花季闢駛花季專車接駁民眾，行駛至3月16日止。
17日	貓空纜車運量累積突破300萬人次。
25日	為提高機車騎士安全，將本市10公尺以上道路行人穿越道線由40公分改為80公分間隔。

三月

5日	忠孝新幹線低底盤公車(臺北車站-南港展覽館)通車營運展示。
13日	配合南港展覽館開幕設置即時交通資訊顯示看板。
8日	舉辦第一梯次97年臺北市汽車委託代檢公司車輛檢驗業務觀摩會。
20日	試辦新型太陽能連動標誌交通設施增進夜間行車安全。
25日	配合竹子湖海芋季，花季專車自3月25日營運至4月30日止。
29日	配合於清明節掃墓期間，闢駛免費5線掃墓公車於3月29日、30日及4月4、5、6日接駁掃墓民眾。

四月

1日	芳和國中、龍山國中與西門國小停車場開放民眾使用。
2日	開辦「委託便利超商及代檢公司代收汽車燃料使用費、燃料費罰鍰及強制險罰鍰」，上午10時30分假臺北市政府1樓沈葆禎廳舉行，由郝市長主持啟用儀式。 完成「整合松山機場周邊運輸系統與用地成為客貨運轉運中心先期規劃」。
3日	臺北市長安國小地下停車場開場啟用。
7日	府前地下停車場、大安森林公園地下停車場及龍門國中地下停車場設置70個單層自行車停放架。
8日	北投233號公園附建地下停車場完工。
11日	指導臺北市萬華區日祥里辦公處假青年路146號辦理「新移民參加機車考照相關事宜說明會」。
14日	臺北市湖興立體停車場(機械)開場啟用。
15日	臺北市明倫高中停車場夜間開放民眾使用。 臺北市南港高中停車場夜間開放民眾使用。
26日	臺北市寧夏圓環平面機車停車場完工啟用。 臺北市汽車代檢協會成立大會。
28日	臺灣國際家庭互助協會舉辦「新住民機車駕照班」案，申請協助支援講師授課3小時。
30日	市政府轉運站上樑典禮。 公車動態資訊系統第3期完成第2階段500部車機安裝及設置60座智慧型站牌。

五月

1日	南港59號公園臨時平面停車場開場啟用。 臺北市中正高中停車場開放民眾使用。
4日	辦理「讓更多的孩子體驗藍色公路實施計畫」規劃校外教學藍色公路體驗活動，參與本案師生總計約5,000人次。
9日	懸掛身心障礙專用車牌之車輛於臺北市公有停車場停車，免開繳費通知單。
12日	針對臺北捷運公司營運狀況及服務水準等辦理捷運定期檢查。
15日	臺北市榮星公園地下停車場開場啟用。
16日	市民小巴8路（洲美－後港里）通車營運。 辦理臺北市97年交通局暨士林、北投、大同區災害防救綜合演習重大交通事故暨船舶搶救演練計畫。
19日	臺灣國際家庭互助協會舉辦「新住民機車駕照班」案，申請協助參訪分處考場、瞭解考試流程等相關作業。
20日	臺北市景興國小停車場開放民眾使用。
27日	新式有聲號誌原型機於忠誠路啟明學校前安裝試運作。

六月

1日	臺北市三腳渡堤外平面停車場擴建工程完工。 本府推出「持悠遊卡轉乘臺北捷運7.5折優惠」活動，實施期間3個月，至8月31日止。
2日	我國與加拿大魁北克省駕駛執照互相承認，持加拿大魁北克省所發有效之正式駕駛執照，得依道路交通安全規則第50條規定，免考換發同等車類之普通駕駛執照。
6日	配合端午節大佳河濱公園龍舟活動，闢駛龍舟專車接駁民眾，至6月8日止。
11日	辦理信義新幹線(衡陽路-捷運昆陽站)及棕9路南京東西路新幹線(東湖-圓環)低底盤公車通車營運展示。 臺灣國際家庭互助協會舉辦「新住民機車駕照班」案，協助參加機車路考練習並考試。
16日	臺北市明德國中停車場夜間開放民眾使用。 濱江委託代檢公司新廠開始車輛檢驗業務。 臺北市萬華國中操場附建地下停車場新建工程完工。
21日	藍色公路基隆河業者-海天遊艇事業公司闢駛「大佳至美堤」航線。
27日	行車倒數計時器開始安裝(民權東路、建國北路口)。
30日	公車動態資訊系統第3期完成第3階段500部車機安裝及設置55座智慧型站牌。 依「車輛安全檢測基準」靜態煞車總效能規定修正檢驗系統，臺北市監理處（含北區分處）電腦化檢驗線程式比照交通部公路總局轄下各監理所、站上線使用。

七月

1日	臺北市福國路平面停車場開場啟用。 臺北市內湖國中停車場開放民眾使用。 交通局組織修編，原有運規室及1-5科裁撤，分別成立綜合規劃科、交通治理科、運輸管理科、運輸資訊科及交通安全科，其餘科室不變。 臺北市公共運輸處掛牌成立，首任處長為鄭佳良。 行車事故鑑定委員會裁撤併入交通事件裁決所，汽車駕駛訓練中心裁撤併入監理處，臺北市道路交通安全講習改在臺北市監理處後棟2樓上課。 貓空纜車運量累積突破500萬人次。 指導南港區戶政事務所在新移民會所舉辦新移民駕照考驗講習。 貓空纜車營運滿週年。
7日	96年度臺北市資訊可變標誌系統工程竣工。

8日	臺北市職訓中心停車場開放民眾使用。 臺北市社子國小附建地下停車場新建工程開工。
12日	辦理「騎車不機車，安全最上道」機車安全宣導活動。
14日	貓空纜車系統7月14日至21日暫停8天，進行年度保養檢修作業。
15日	於暑假期間推動7梯次之「腳踏自行車安全騎乘暑期夏令營」活動，教導正確之交通安全知識，至8月26日止。 計程車職業駕駛人年齡由65歲延長至68歲。
22日	97年度行車倒數計時器竣工(本年度共安裝42處路口)。

八月

1日	辦理97年度第1期「臺北市聯營公車營運服務指標評鑑」評列優等公司頒獎典禮。 牌照登記書e化自動作業啟用，提供民眾免填書表服務。
2日	配合大稻埕施放煙火活動，於8月2日闢駛煙火專車接駁民眾。 貓空纜車動物園站假日試辦「進站時間號碼牌」管制措施。 配合2008年臺北煙火節推出藍色公路套裝遊程。
4日	本市執行院頒「道路交通秩序與交通安全改進方案」，經交通部96年度年終視導評定第二名。
15日	闢駛市民小巴9路(大佳河濱公園-台北車站)通車營運。
16日	華中橋堤外(一)平面停車場開場啟用。
28日	代檢公司「汽車電腦化檢驗每日檢驗清單」由紙本改以數位化網路傳送。

九月

1日	小型車定期檢驗全面委外計畫配套措施--臺北市代檢公司每日驗車車額查詢系統（網址：http://info.hinet.net/cqq/cqq.asp）建置完成。
2日	22家委託代檢公司電腦自動化車檢系統全數完成檢驗合格簽證覆核功能程式修改。 敬老愛心車隊完成車上機設備決標，共租用3,417臺悠遊卡扣款設備。
4日	為提升公車駕駛員之行車安全，辦理97年度第2期聯營公車駕駛員行車安全講習，招訓共計100名。
8日	召開第1次研商本市自行車政策及相關配套措施會議，由本市譚副秘書長及陳副祕書長共同主持。
10日	完成「臺北市公車動態資訊系統第3期計畫」驗收。
17日	「臺北市政府交通局附屬機關公文處理成效」，交通事件裁決所榮獲「特優」。
21日	臺鐵新南港車站通車，臺鐵松山至南港段地下化，本市進入鐵路地下化(市區無平交道)之新里程。 舉辦「2008國際無車日自」行車騎乘活動。
22日	舉辦「2008國際無車日自」信義區封街活動。 舉辦「上車說聲嗨，滿載希望愛」公車禮貌運動。
24日	於中國文化大學辦理97年度機車駕駛安全校園巡迴教育暨觀摩活動，授與學員4小時機車安全駕駛相關知識及機車安全駕駛操控練習。 辦理臺北市接駁型公共自行車租賃系統及營運管理示範計畫，辦理時程至102年9月23日。
26日	推動鑑定會議資料數位化。
27日	路邊限時停車位於假日依路段一般停車方式計時收費，免受1小時停車限制。
30日	完成敦化南北路自行車道相關改善設施。 指導士林區戶政事務所辦理「新移民生活成長營(大陸學員班)」「駕照考驗輔導」課程。

十月

1日	因薔蜜颱風來襲，貓空纜車沿線部分區域發生邊坡沖刷狀況，為顧及居民疑慮，下午3時起貓空纜車系統暫停營運。 我國與日本駕駛執照互相承認，持日本所發有效之正式駕駛執照，得免考換發我國同等車類之普通駕駛執照。
2日	臺北市湖山六號公園附建地下停車場完工。 身障專用停車位識別證加註車號者，於臺北市公有停車場停車，免開繳費通知單。 身心障礙者停車銷單期限，放寬至繳費截止日期。
3日	公車動態資訊系統第三期啟用記者會。
7日	以「節能減碳又環保」為主題，推行待檢車輛「熄火」活動，減少噪音、廢氣、熱氣產生。
13日	於10月13、14、20及21等4日舉辦「臺北市遊覽車客運業3級行車安全考核作業」，計有泰樂遊覽車客運有限公司、九泰通運股份有限公司及欣欣通運股份有限公司等3家優良遊覽車客運業者。 電子公路監理網（https://www.mvdis.gov.tw/wps/portal）開放民眾預約報考普通聯結車及職業聯結車之路考。
15日	委託代檢公司代收交通違規罰鍰繳款書電腦化自動列印案正式上線。
16日	召開第2次研商本市自行車政策及相關配套措施會議，會議決議以自行車為「生活化的交通工具」為本市推動自行車政策之主要目標。
21日	96年度交控中心現有系統及環境改善工程（環境案）竣工。
23日	郝市長蒞臨關渡碼頭視導臺北市藍色公路校外教學體驗活動。 臺北市洲子市場變更停車場用地暨立體停車場完工。 96年度臺北市易壅塞、肇事路口交通監控工程竣工。 「臺北市政府服務品質獎」交通事件裁決所榮獲「特優」獎。 捷運南港站完成通車前初勘。

十一月

1日	臺北市老松國小與螢橋國中停車場夜間開放民眾使用。 光華商圈實施路邊機車停車收費。
3日	為提供民眾更多元便捷之繳款管道，開辦郵局代收「違反道路交通管理事件裁決書」罰鍰業務。
4日	廢鐵道廣場附建地下停車場新建工程完工。
5日	光華新天地臨時平面停車場發包完成。
10日	96年度有聲號誌開始安裝(民權東路6段成功路口)。
13日	為提升行動監理車（戶外、露天方式）為民服務品質、改善民眾等候空間，於南港區行政中心4樓開辦固定式櫃檯，服務時間每週四上午10時至下午4時。 臺北市監理處獲頒96年度公路監理機關徵收汽車燃料使用費第1名獎牌。
21日	96年度交控中心現有系統及環境改善工程（系統案）竣工。 指導中山區戶政事務所辦理「97年度新移民生活成長營」課程。
22日	舉辦「97年度金輪獎頒獎表揚大會」。
25日	中安公園地下停車場拆除填平復舊工程發包完成。
26日	舉行「臺北市敬老愛心示範車隊聯合簽約典禮」，共有12家車隊完成簽約成為敬老愛心示範車隊。
30日	捷運南港站完成通車前履勘。

十二月

1日	舉辦「關心年長者行的安全」宣導活動。 舉辦「臺北市即時交通資訊網」昇級版暨「徵求好點子」徵稿活動記者會。網址：www.its.taipei.gov.tw
2日	臺北市監理處獲行政院劉院長頒發97年院頒方案單項成績公路監理類第1名金安獎。
6日	依「上車說聲嗨，滿載希望愛」公車禮貌運動，舉行禮貌駕駛代表及短文徵選活動頒獎典禮。 捷運木柵線配合內湖線機電整合工程測試於國定例假日及每週六、日停駛（98年1月2、10、17日例外）共計停駛13日，至98年1月18日止，本市公共運輸處配合加密原有12條公車路線班次，並由捷運公司提供2線(辛亥線、軍功線)免費接駁專車。
10日	臺北市景美國小新增校地暨附建地下停車場完工。
12日	518路民生新幹線(麥帥新城-圓環)低底盤公車通車營運展示，假國父紀念館舉行。
20日	於石牌國中、艋舺公園地下停車場及古亭國小旁人行道增設10組（160個）雙層自行車停放架。
25日	捷運南港站通車。
31日	自行車道本年完成施作50公里，迄本年為止共計完成：河濱自行車道總長107公里，市區自行車專用道總長19.5公里，市區人車共道總長91.6公里。 北投105K06停車塔新建工程完工。

封底故事

Back Cover Story

市區自行車設施
Biking Facilities in Urban Area

一、建置市區自行車道

愛地球－節能減碳已蔚為現代都市實行環保再進化的一個很重要的風潮，在這股風潮中城市市民的交通工具也悄悄的在變化中，由於自行車具省能源、低污染之優點，並兼具運動、休閒遊憩功能及短程接駁通勤、通學之特性，目前成為各國政府部門極力推廣的綠色運具。臺北市由於大眾運輸路網愈來愈完善，自行車在運輸功能的角色定位上，主要為短程接駁通勤、通學，因此自行車道路網的布設上，本市優先檢討捷運站、住宅區、學校、景點、河濱自行車道之間的道路系統，選擇適當主、次要幹道，在車流服務水準或減少路邊停車格位得以接受的情形下，優先設置自行車道，逐步拓展自行車道路網。

97年在南港公園、洲美街、公館新世界思源親水通廊等地點規劃設置自行車專用道總共有1.4公里，在敦化南北路、民權東路等地點設置人車共道總共有51.7公里，另外為了配合捷運內湖線將在98年6月通車，為提供沿線周邊居民便利的騎自行車轉搭捷運通勤，及假日騎自行車銜接基隆河右岸美堤河濱公園，後續將在大直美麗華周邊規劃區域型自行車路網。

目前本市捷運信義線、松山線於復舊路型時亦將規劃設置自行車道，另各河濱疏散門至堤內市區

自行車道公館水岸新世界

自行車專用號誌與彩色自行車穿越道鋪面

道路之銜接網絡亦在規劃中，我們期望提供安全、便利的自行車道路網，讓市民有多一個選擇綠色運具的機會，共同為愛地球、節能減碳盡一份心力。

第二部：增設市區自行車停車架

隨著自行車騎乘人口的遽增，自行車停放需求已不容小覷，交通局有責為市民提供便利、安全的停放空間，讓市民可以安心停車，不再為自行車停放問題而煩惱，進而樂意且安心地把自行車當作「生活化的交通工具」，以減少使用汽、機車，達到節能減碳的目的。

交通局聽到您的聲音了！除了針對各運輸場站、捷運站周邊、市區自行車道、機關、學校、公園廣場及商圈周邊設置自行車停放架供停放、鎖車，同時也讓停車更有秩序；97年度起已逐步開放公有路外停車場停放自行車。自行車停放於路外停車場可免受日曬雨淋，停車場內也配置有監視器可防止失竊，讓市民「放心停車」。97年度本市停車管理工程處共設置1,882個自行車停放架，當中即包含在石牌國小、艋舺公園地下停車場等14處路外停車場共310個自行車停放架，截至97年底，本市轄內已有1萬6,371個自行車停放架供民眾「放心停車」。

除了提供自行車停放架外，為了增進自行車防竊功能，本市首創於市府捷運站附近之忠信地下停車場設置圍籬式自行車停放區，其規劃為自行車停放專人管理機制，透過建置安全圍籬、人車進出管制及登記停放與取車之方式，讓民眾心愛的自行車免承受失竊的風險，該優質自行車停放服務，受到許多自行車騎士的青睞。因而98年度將擇定洲子立體停車場、信義廣場地下停車場、僑安地下停車場、民有市場地下停車場、中崙高中地下停車場及峨眉立體停車場等設置圍籬式自行車停放區。另98年度市府將推動自助化自行車停放模式，參考賣場、百貨公司業者設置置物櫃之設計理念，於內湖科學園區內之洲子立體停車場試辦設置自助式自行車停放櫃，採投幣上鎖、取車退幣方式，暫以免費停車方式服務市民大眾，來提供更安全更便利之停車空間，鼓勵市民多多使用無污染的自行車作為交通運輸工具。

自行車道公館水岸新世界

第三部：設置公共自行車租借站

為推廣民眾騎乘自行車作為短程接駁交通工具，本市於97年開始推動「臺北市接駁型公共自行車租賃系統建置及營運管理計畫」－『YouBike微笑單車』，先以捷運市政府站出口及周邊地區作為本計畫初期試辦地點。目前本市部分捷運車站周邊已布設自行車道，其中以捷運市政府站所在信義計畫區之自行車道路網較為完整，且周邊鄰近地區均為活動聚集點，符合接駁型公共自行車借賃站之設置條件及發展潛力。初期於信義計畫區設置11個自行車租借站及500輛自行車。『YouBike微笑單車』的特色包含結合悠遊卡及信用卡等電子式無人化收費管理，提供甲地租車、乙地還車服務，讓通勤族有短程接駁的最佳選擇，只需要一張悠遊卡，就可同時使用「YouBike微笑單車」搭轉乘公車、捷運等大眾運輸系統。另其租借流程也相當簡單便利，僅需5秒鐘就能夠輕鬆完成借還車。

試辦期間成效良好，後續將擇捷運公館站、士林商圈（捷運圓山站、捷運劍潭站）、大安森林公園、西門商圈、美麗華商圈及內湖科技園區等臨捷運站設有連結市區或河濱自行車道路網，提供民眾通勤及休憩等雙重功能之公共自行車租賃服務，並配合本市自行車道佈設設置。

youbike

自行車道工作坊部落格http://www.wretch.cc/blog/bikelaneteam
微笑單車網站　http://www.youbike.com.tw/

Section 1. The Inauguration of Urban Bike Lanes

Saving energy and reducing carbon footprint has now become a vital step for cities to advance the eco-movement. It also influences model usage types of citizens. Bicycle is a power-economical, low-pollution model, which can also use to exercise, leisure activities, short-distance shuttling and commuting; these advantages make bikes on their status as an eco-friendly transportation, heavily promoted by government. As the network of public transit becomes more robust, bikes are used primarily for short-distance shuttling, commuting, and traveling to school. Taipei City Government has selected suitable main and secondary arteries among MRT stations, residential areas, schools, tourist spots, and riverside bike lanes to set up bike trails and expand the bike lane network step by step, under the premise that traffic service standards remain above par, and decreasing curb parking spaces is acceptable.

In 2008, 1.4 kilometers of designated bike lane was set up in Nangang Park, Zhoumei Street, Gongguang New World's Siyuan Waterfront Passageway. Another 51.7 kilometers of bike lane were installed along Dunhua North and South Roads and Minquan East Road. Also, the MRT Neihu Line was officially inaugurated in June, 2009; with a view to allowing residents living in the area to commute to the MRT station, and to bike to the Meiti Riverside Park on the right bank of Keelung River on holidays as a leisure activity, a local bike lane network will be set up in areas adjacent to the Miramar Cinemas in Dazhi.

Bike lanes will also be instituted as the MRT XinyiLine(Blue line), Songshan Line under renovations. An additional connective bike lane network which is between riverside evacuation gate to downtown roadways inside the embankment is planning. We hope to provide a safe and convenient bike lane network, so that citizens can have one more opportunity to select green transportation, and pitch in their share to love the earth, and cut down power and carbon dioxide emissions.

bike lane in the Gongguan New Waterfront World

bike lane's designated traffic signals and pavement

Section 2. The Addition of Bike Racks in Urban Areas

The sharp rise in the number of cyclists calls for a greater demand of bike parking spaces. The DOT is responded to provide convenient and safe bike parking areas to citizens so as to allow them to leave their bikes locked up in peace without worrying, thus inspiring them to resort to biking as an "everyday means of transport", and minimize driving and motorcycling to truly and effectively economize energy consumption and cut down carbon dioxide emissions.

The DOT has heard your demands. In addition to setting up bike racks for parking and lockup at various transport stops, areas surrounding the MRT stations, bike lanes in urban regions, government agencies, schools, parks, plazas and commercial districts, making bike parking more orderly, spaces have been gradually opened up public off-road parking lots in 2008 to accommodate bikes. The bikes won't be exposed to the elements when they're parked in off-road parking lots; surveillance cameras installed in the lots to prevent theft, so that riders can "park their bikes with peace of mind." Parking Management and Development Office in 2008 set up 1,882 bike racks; among which are 310 racks in 14 off-road parking lots located in Shipai elementary school and Bangka underground parking lot, etc.

Taipei City Government pioneered the country in setting up a bike parking enclosure on Zhongxin underground parking lot near MRT Taipei City Hall station, and to reinforce antitheft measures. Bike parking at Zhongxin is professionally managed by a designated watchman, and making cyclists free from the angst of theft by a safety enclosure, incoming and outgoing control mechanisms of riders and bicycles, and parking registrations and pickups. Such quality bike parking services have won the hearts of many favors; so in 2009, Zhouzi 3-D parking garage, Xinyi commercial plaza's underground parking lot, Qiaoan underground car park lot, Minyoo market underground parking lot, Zhonglun High School underground parking lot and Emei 3-D parking garage have been designated to establish bike parking enclosures. Also, the City Government plans to promote the self-service bike parking formula in 2009; the formula is inspired by supermarket and shopping centers' locker designs. A trial run of the self-service bike parking slot was conducted at the Zhouzi 3-D parking garage near Neihu Science Park. Insert the coin to lock up the bike; the coin is retrieved when cyclist picks up the bicycle. This temporary free parking is in place to serve the public so as to provide a safer, more convenient parking space in hopes of encouraging citizens to resort to pollution-free biking as a means of transport.

Circular front wheel fillister built-in bike rack

Section 3. Public Bike Rental Stations

To encourage people to ride bikes as a short-distance shuttling tool, the DOT instituted "the Taipei City Public Shuttle Bike Rental System and Operational Demonstration Project" – "the YouBike Program" in 2008. At present, bike lanes have been set up in areas surrounding several MRT stations. These areas are known for bustling activities and events, rendering them perfect for the setup of bike rental stations and their further development. 11 bike rental booths and 500 bikes are sited initially in the Xinyi commercial district. "The YouBike Program" is characterized by an unmanned fee collection management system that integrates EasyCard and credit card charge services. Cyclists can pick up the bike in one place and return it at another, so that commuters have the optimal short-distance shuttling tool. With one EasyCard, the cyclist can enjoy both "the YouBike Program" and make bus or MRT transfers. The rental procedure is also convenient, cyclists can complete rental and return procedures in five seconds.

The trial run was a great success; in the future, bike lane networks will be built nearby Gongguan MRT station, Shilin commercial district (Yuanshan and Jiantan MRT stations), Daan Forest Park, Ximen commercial district, Miramar commercial district and Neihu Technology Park that can connect downtown areas or riverside bike lane network, so that citizens can enjoy these public bike rental services for both commuting and leisure. The network will complement according to the urban network system as a whole entity.

the youbike installation

Further information can visit
http://www.wretch.cc/blog/bikelaneteam
http://www.youbike.com.tw/

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