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臺北市政府交通局 TAIPEI CITY DEPARTMEMT OF TRANSPORTATION

臺北轉運站三樓候車大廳
3F waiting area at Taipei Bus Station

臺北轉運站

為加速土地整體開發利用，以及鼓勵民間參與公共建設，在臺北市政府交通局的積極努力下，北市誕生兩座現代化的大型轉運站；其中，臺北轉運站已於98年8月試營運，另外的市府轉運站也預訂99年前展開營運，將引領北市邁向發展大眾運輸新的里程碑。

臺北轉運站於98年8月19日零時試營運，轉運站1樓售票大廳設有30個售票窗口，2至4樓設置48席停靠月台，採1進（承德路）2出（承德路、市民快速道路）之動線規劃。

站內設有服務台、育嬰室與醫務室，轉運站1樓週邊設有小汽車臨停接送區、公車停車彎，地下1樓為計程車排班區，地下2-6樓提供1,061格機車停車位及946格汽車停車位。

轉運站計有10家客運業者進駐，包括三重客運、巨業交通、和欣客運、阿羅哈客運、國光客運、統聯客運、新竹客運、葛瑪蘭客運、豪泰客運、豐原客運。進駐路線為桃園（不含）以南共計38條國道客運路線，採24小時運作。

每到假日，臺北轉運站總是人、車川流不息。轉運站的啓用已成為臺北火車站附近新地標，帶動後火車站與鄰近地下街的蓬勃發展。

臺北轉運站完工啓用的最大意義是，匯集高鐵、臺鐵、長途客運、桃園機場捷運、臺北大眾捷運、公車及停車場等交通設施，無論南來北往之商務、旅遊、國人出國觀光亦或外國人來台觀光、洽商等皆可獲致最大交通便利性之運輸服務。

繼臺北轉運站之後，交通局正全力籌劃的是市府轉運站營運服務計畫。市政府轉運站位於捷運市政府站旁，即基隆路與忠孝東路路口東南側。

市府轉運站係依促進民間參與公共建設法辦理，以BOT方式設定地上權50年交由投資人興建營運，規劃為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，服務東區既有城際客運路線及未來新闢駁路線轉運。

市府轉運站91年公開招標，92年3月3日經甄審委員會審定統一企業聯盟為「最優申請人」，並於93年8月11日完成簽約用印，10月15日完成設定地上權，正式由投資人「統一開發股份有限公司」進入履約階段。市府轉運站預計99年6月完工，同年底啓用營運。

Taipei Bus Station

In order to accelerate land development and utilization and encourage public participation in public infrastructure development, the Taipei City Department of Transportation (DOT) has been spearheading efforts to create two large-scale hub stations in Taipei. The Taipei Bus Station opened in August 2009 and the Taipei City Hall Bus Station is scheduled to open before the end of 2010, setting a new milestone in Taipei's public transit development.

Taipei Bus Station began trial operation at midnight on August 19, 2009. There are 30 ticket windows at the first floor lobby, 48 platforms, and a single-entrance (Chengde Road), two-exit (Chengde Road and Civic Boulevard Expressway) movement line plan.

The station facilities include a service window, nursery and infirmary. There is also a first-floor pick-up/drop off area for cars and bus lay-by and a taxi waiting area at the B1 level. The B2 to B6 levels have parking capacity for 1,061 cars and 946 motorcycles.

The station currently serves 10 bus companies, including San Chung Bus, G-Bus, Ho-Hsin Bus, Aloha Bus, Kuo-Kuang Bus, Ubus, Hsinchu Bus, Kamalan Bus, How-Tai Bus, and Fengyuan Bus, totaling 38 routes serving areas south of Taoyuan. The station is open 24 hours a day.

During weekends and holidays, Taipei Bus Station is abuss with a constant stream of people and vehicles. The station already has become a new landmark by Taipei Main Station, stimulating development of the station area and surrounding metro mall.

The main significance of Taipei Bus Station is its function in integrating the Taiwan High Speed Rail, Taiwan Railway Administration, long-distance bus, Taoyuan Airport MRT, Taipei MRT, and bus stations. The station also has parking and other facilities offering convenient transportation service for northbound commuters, travelers, locals traveling overseas, and international tourists and businesspeople visiting Taiwan.

Following the opening of the Taipei Bus Station, the DOT is now moving forward on the City Hall Bus Station plan. The station is located next to the Taipei City Hall MRT Station, at the southeast side of the intersection of Jilong Road and Zhongxiao East Road.

The City Hall Bus Station project was handled according to the Act for Promotion of Private Participation in Infrastructure Projects. Under a BOT model, 50-year land rights were granted to investors for the construction and operation of the station. The station is designed as a transfer station for passenger bus routes from Taipei's East District to major cities in eastern and western Taiwan, including existing intercity bus routes in the East District and transfers for future routes.

The bidding for the City Hall Bus Station was announced in 2002. On March 3, 2003, the review committee selected a consortium led by Uni President as the most advantageous bidder. On July 28, 2004, the contract signing ceremony was held. The contract was signed on August 11 and land rights were established on October 15, marking the formal start of the contract performance phase by President International Development Corporation.The station is scheduled to be completed in June 2010 and open at the end of the year.

市府轉運站 City Hall Bus Station

局長的話

2009年有亞洲的第一次、臺北的驕傲，更有交通局的極限挑戰，本局配合「關懷弱勢年」推動一系列便利無障的運輸服務，在聽障奧運期間推動「禮讓行人運動」及交通維持與完善接駁運輸計畫，我們的同仁在自己的專業舞臺上認真的演出，成功的展現團隊的執行力，也在臺北交通史上寫下美好的一頁。

檢視過去這一年，以「關懷弱勢年」為主軸，致力於建構「無障礙環境」，計汰換新購357輛低底盤公車、提升復康巴士服務質與量、建置有聲號誌、推動機車退出騎樓並成立「敬老愛心示範車隊」，讓更多弱勢族群及年長者能得到更優質的交通服務。

98年8月15日臺北轉運站正式啓用，結合國道客運、臺鐵、地鐵、捷運與機場捷運五鐵共構與購物商城，除提供民眾整體性、便利性與優質的大眾運輸服務外，更讓臺北市東、西區發展軸線得以翻轉，此項交通建設創舉帶領臺北市西區的都市更新進入嶄新境界，更是臺北市交通建設的新里程碑，未來動物園轉運站、市府轉運站、圓山交通廣場轉運站等亦將陸續推動建設，期能有所精進。

另因應全球暖化節能省碳議題，推動綠色永續大眾運輸更屬責無旁貸，除規劃建置自行車道路網、推動自行車生活化之外，並建置公共自行車租賃接駁服務，期透過漸進式的基礎建設與管理手段，提供市民通勤運具的新選項，並為環保盡一份心力。

今年年底全國首創的交通資訊中心在同仁的努力下成立了，此係智慧運輸發展上的突破，提供民眾便捷取得交通資訊的介面，透過參觀走廊呈現智慧型運輸發展的歷程，讓我們的一步一腳印與未來的發展藍圖能藉由此地，向外發光、發熱。

孝賢接任迄今已3年，未來仍將繼續秉持「人本」與「永續」為核心施政理念，以建構「大眾運輸優先」、「智慧運輸」、「無障礙環境」、「無縫隙運輸」、「優質服務」及「交通安全」為施政目標，期望能讓臺北市成為一個交通便利、好環境、好生活的理想城市，並謹以此為全體同仁共勉之。

羅孝賢

Words from the Commissioner

In conjunction with "Care for the Disadvantaged Year," the Department of Transportation (DOT) rose to the challenge in 2009 by promoting a series of measures to create a convenient and barrier-free transportation environment in Taipei City. Many of these initiatives are "firsts" in Asia and the pride of Taipei. During the Taipei Deaflympics, the DOT promoted a "Yield to Pedestrian Campaign" along with transportation maintenance and a comprehensive shuttle service plan. My department colleagues brought their full professional expertise to bear that showed how a team, working together, can write a proud new page in the history of transportation in Taipei.

Progress over the past year in creating a barrier-free transportation environment include the addition of 357 low-floor buses, improvement and expansion of rehabilitation bus services, the installation of audible road signals, and the removal of motorcycles from sidewalk arcades. The DOT also formed a "Elderly and Care Demonstration Taxi Fleet" to improve transportation services for the elderly and disadvantaged.

On August 15, 2009, the Taipei Bus Station officially opened, combining long-distance bus, Taiwan Railway, Taiwan High Speed Rail, Mass Rapid Transit (MRT), and Airport MRT services along with shopping areas. In addition to providing convenient one-stop public transportation services, the station has overturned the development axis of east and west Taipei. The station has introduced a new landscape for urban renewal in the west part of the city. It also represents a new milestone in the city's transportation development. In future, the DOT also will continue to promote, with anticipated good results, the development of the Taipei Zoo Bus Station, City Hall Bus Station, and Yuanshan Transportation Plaza Station.

In facing the challenges of global warming and energy conservation, the promotion of green and sustainable public transportation has become an unshirkable duty. In addition to planning and developing a bikeway and bike lane network and encouraging the use of bicycles in daily life, the DOT launched a public bicycle rental service that will be gradually developed to provide city residents with a new commuting option, while also contributing to environmental protection.

Thanks to the hard work of the entire department staff, the DOT opened Taiwan's first Traffic Information Center at the end of this year. The center represents a major breakthrough in intelligent transportation development, providing an interface for the public to conveniently access traffic information. The center's visitor gallery introduces the development of intelligent transportation and also presents a roadmap to steadily advance to an even brighter transportation future in Taipei.

Three years have passed since my appointment. In future, the DOT will continue working under the core policy concepts of putting humanity and sustainability to achieve the policy goals of "public transportation priority," "smart transportation," "barrier-free environments," "seamless transportation," "service excellence," and "transportation safety." In this endeavor, we hope to further improve transportation convenience in Taipei to create an ideal city with an even better environment and quality of life. I encourage all of my colleagues to join me in achieving this goal.

Luo , Shiaw Shyan

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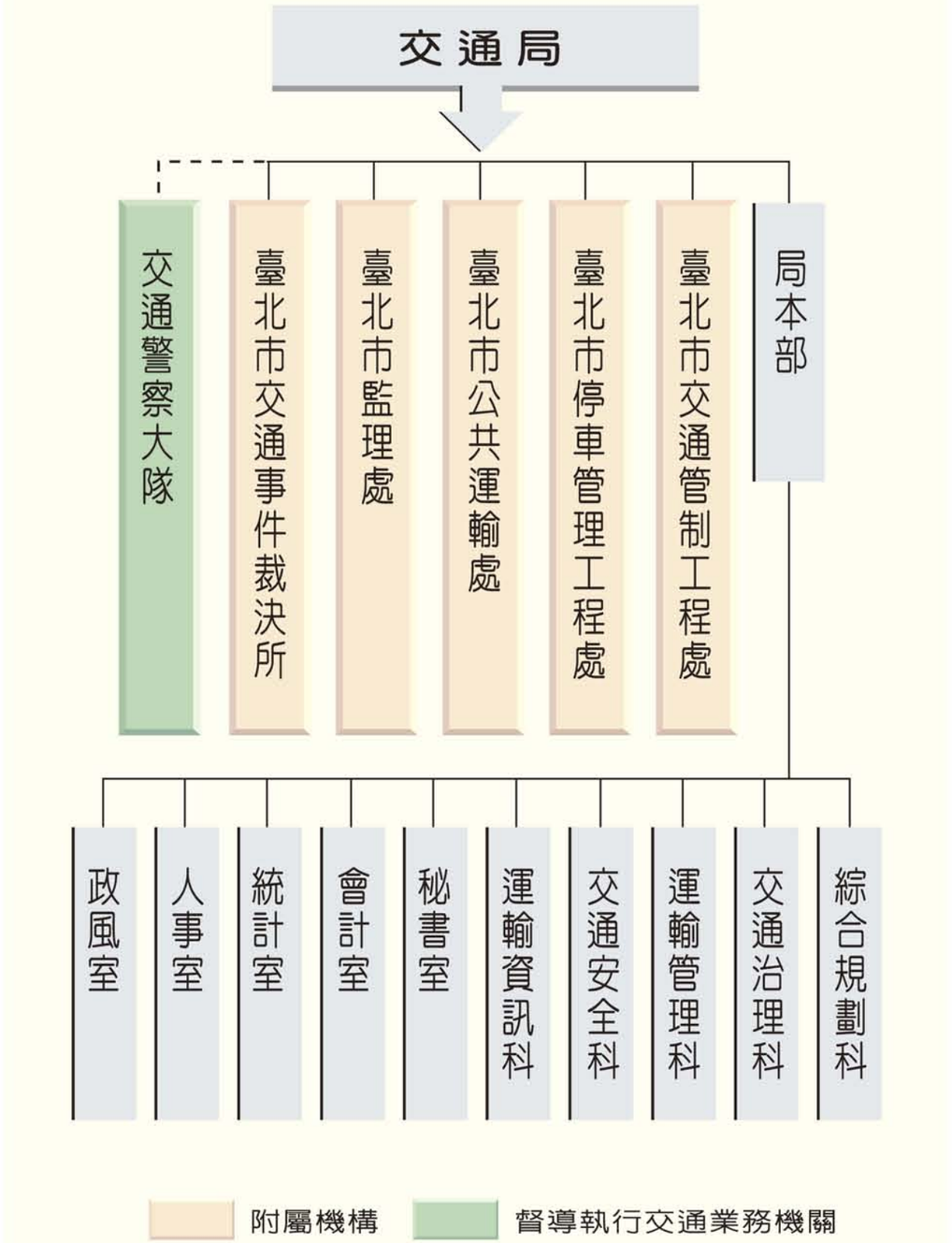


LOHAS Travel

樂活大臺北 悠遊自由行

市區自行車道

臺北市自90年起，致力於河濱自行車道100公里的路網建置。為滿足市民騎乘鐵馬上班、上學、洽公、購物訪友以及運動休閒的各項需求，臺北市政府交通局乃朝循序漸進另對市區佈設自行車道，近年來已陸續呈現建設成果，將成為繼捷運系統與公車專用道的重大發展政策之後，另一項綠色運輸系統的新革命。

98年上半年度於信義計畫區規劃自行車通行空間，下半年度完成敦化自行車道與北安路自行車道；截至98年已完成31.2公里之人車分離自行車道與88.8公里之人車共道路網，總計全長120公里。

敦化南北路自行車道為交通局第一條試辦市區幹道型自行車道，北起民權東路、南止基隆路，車道寬約2公尺，東西兩側各約4.6公里；北段於98年6月配合工程進度逐步開放民眾使用，南段則於98年9月啓用。

另配合捷運內湖線於98年7月通車，臺北市交通管制工程處亦於大直美麗華周邊規劃自行車區域型路網；其中，北安路段自行車道配合捷運通車已完工啓用，規劃中的樂群二路自行車道預計99年完成工程施作。

為營造友善且安全的自行車騎乘環境，亦同時積極佈設自行車專用號誌，98年於信義計畫區松智、松壽路口，松智、松高路口完成設置。

再者，為方便民眾騎乘自行車串聯至其他地點，並廣設自行車導引logo與創意指引標誌。迄98年底已完工的計有公館水岸、基隆路巷道路側、中社路南深路及往風櫃嘴產業道路，民眾在前述地區或路段已可看到「自行車導引logo」圖樣。

此外，為維護自行車安全亦採取若干配套措施，例如，在仁愛路沿線路口加繪自行車穿越道線，另在羅斯福路及松智路闢設彩色自行車穿越道鋪面。

自行車道 Bikeway

Downtown Bike Lanes

Since 2001, the Taipei City Government has established a 100-kilometer riverside bikeway system. In order to meet the bicycle commuting, shopping, exercise and leisure needs of city residents, the Taipei City Department of Transportation (DOT) has been gradually establishing bike lanes in downtown areas. These efforts are steadily showing results and have become a major development in the city's green transportation policy following extension of the MRT system and bus lanes.

In the first half of 2009, bicycle areas were established in Xinyi commurcial District. In the second half of the year, the Dunhua Road bicycle lane and Bei'an Road bicycle lane were completed. In 2010, a total of 31.2 kilometers of pedestrian/bicycle separated bikeways/bicycle lanes and 88.8 kilometers of pedestrian/bicycle shared bikeways/bicycle lanes have been established to date, bringing the total length of such routes to 120 kilometers.

The Dunhua South and North Road bicycle lane is the first trial bicycle lane on a downtown arterial to be established by the DOT. The lane runs south from Minquan East Road to Jilong Road and is about two meters wide. The east and west sides are each about 4.6 kilometers long. The northern section was opened in June 2009 and the southern section opened in September of the same year.

In conjunction with the opening of the MRT Neihu Line in July 2009, the Taipei Traffic Engineering Office (TEO) planned a local bicycle route by Miramar Mall in Dazhi. The Bei'an Road section of the bikeway opened along with the MRT line and the Lequn 2nd Road bikeway is slated for completion in 2010.

吳興街設置自行車優先道
Wuxing Street bicycle priority lane

In order to create a friendly and safe cycling environment, the TEO is also installing bicycle signals. In 2009 such signals were installed at the intersections of Songzhi and Songshou roads and Songzhi and Songgao roads in the Xinyi commurcial District.

The office also has installed bicycle guidance logos and creative signals to help bicycle riders link to other locations. The logos have been installed at Gongguan Riverbank, the side lanes of Jilong Road, Nanshen Road, Zhongshe Road and the industrial road to Fengguizui.

With attention to bicycle safety growing in recent years, the TEO has adopted several bicycle safety measures, such as painting bicycle crossing lines at intersections along Ren'ai Road and laying a colored bicycle crossing path on Roosevelt Road and Songzhi Road.

自行車創意指示牌面 Creative bikeway signage

敦化自行車道 Dunhua Road bicycle lane

微笑單車

臺北市政府交通局98年推出YouBike微笑單車-公共自行車租賃系統，自98年3月11日啓用至98年底，累計註冊會員數2萬2,975人次，共借出13萬4,116車次，平均每日453車次，深受各界正面肯定。

目前YouBike微笑單車設置11站及500輛公共自行車，各站距離約200公尺至500公尺，並提供甲地租車、乙地還車之24小時自動化以註冊的悠遊卡借還車服務。不論是上班日或週休假日，經常可見民衆取車使用，反映熱烈。

為提供更完整的服務，亦已擬定後續「公館水岸及信義等周邊地區公共自行車租賃系統建置及營運管理」計畫案，期透過規模與路網範圍的擴大與聯結，讓更多的使用者享受便利的公共自行車租賃服務。

為鼓勵民衆使用綠色運具，亦在信義計畫地區推動「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」-YouBike微笑單車，提供最後一哩之運輸服務，以推廣民衆騎乘自行車作為短程接駁交通工具。

該系統主要是參考世界各大都市之成功經驗，如法國巴黎（Paris）、西班牙巴塞隆納（Barcelona）、英國倫敦(London)及德國的Call a bike等系統，因此該計畫各項營運措施如收費方式、車輛管理及後端服務，亦參考國外作法提供整合電子服務等先進概念，以利提高週轉率。

YouBike

The Taipei City Government debuted the YouBike public bike rental program in 2009. From its launch on March 11, 2009, to the end of 2009, the system had grown to 22,975 members and handled 134,116rentals, for a daily average of 453 rentals per day.

The YouBike service currently comprises 11 rental stations and 500 public bicycles. Stations

市長試騎YouBike
Taipei Mayor Hau Lung-bin tries out a YouBike.

YouBike捷運市政府站 YouBike Taipei City Hall MRT Station

YouBike租賃站分布示意圖
YouBike rental station map.

are spaced about 200 to 500 meters apart. Bicycles can be rented from one station returned at another 24 hours a day using an automated registered EasyCard rental and return system. The service has been enthusiastically received and is widely used for both commuting and weekend fun.

In order to provide even more comprehensive service, the Department of Transportation (DOT) has drafted a follow-up "Taipei City Public Commuter Bicycle Rental System Establishment, Operation and Management" plan. This plan aims to increase usage of public bicycle rental services by expanding and linking the route network.

In order to encourage the public to use green modes of transportation, the DOT is promoting the YouBike plan in the Xinyi commurcial District. This is a "last-mile" transportation service aimed at encouraging bicycle use for short-distance commutes.

In developing the service, the DOT learned from similar systems in Paris, Barcelona, London as well as Germany's Call a Bike system. These services also provided a reference in developing the various components of the system, such as fee basis, bicycle management, and back-end services, to increase turnover and provide integrated e-services.

敦化北路自行車架
Dunhua North Road bicycle racks

自行車停車

為鼓勵民衆使用自行車作為交通工具，同時能提供便利之停車空間，至98年12月底，臺北市停車管理工程處已在市區設置9,766個自行車停放架，若加計其他市府單位闢設數量，合計已有近2萬個自行車架。

此外，為提升自行車管理措施，更於信義區的忠信公園地下停車場、信義廣場地下停車場、大安區僑安地下停車場、松山區民有市場地下停車場、中崙高中地下停車場、萬華區峨嵋立體及內湖區洲子立體停車場等7處試辦設置「圍籬式自行車停放區」。

另亦推出圍籬式的自行車停放區，屬封閉式停車空間設計，同時採登記停車及取車管理方式，等同有人幫忙看管車輛，更多了一道防竊措施。另亦於內湖區洲子立體停車場設置自助式自行車停放欄，方便又防竊。

近年來，因氣候暖化喚起民衆節能減碳意識，加上政府推動綠色運具政策，在市區、河濱公園等廣設自行車道，騎乘自行車已蔚為一股風潮。為鼓勵民衆使用自行車作為交通工具，且能有便利之停車空間，停管處至98年12月底，已設置9,766個自行車停放架；另臺北捷運公司在市內已設置7,334個自行車架，以及本府都市發展局辦理街道家具使用管理BOT案所設置之670個自行車架，共約17,770個自行車架。

峨嵋停車場圍籬自行車停放區
Emei Parking Lot bicycle enclosure

小巨蛋週邊停車架
Parking racks at Taipei Arena

師範大學週邊自行車停車架
Bicycle racks by National Taiwan Normal University

立體停車場內
自行車停放櫃
Parking garage bicycle storage containers

Bicycle Parking

In order to provide convenient parking for bicycle commuters, the Parking Management and Development Office (PMDO) had established 9,766 bicycle parking racks in Taipei as of the end of 2009. As of that time, the total number of parking racks in the city approached 20,000, including those installed by other city government agencies.

In order to upgrade management measures, the PMDO established enclosed bicycle parking areas at seven locations, including the Zhongxin Park Underground Parking Lot, Xinyi Plaza Under Parking Lot, Da'an District Qiao'an Underground Parking Lot, Songshan Public Market Underground Parking Lot, Zhonglun High School Underground Parking Lot, Wanhua District Emei Parking Garage, and Neihu District Zhouzi Parking Garage.

These bicycle parking areas are designed as enclosed spaces with a parking registration and bicycle pick-up management system that functions like a human attendant to strengthen anti-theft protection. In addition, convenient and theft-proof automated self-park containers are available at the Zhouzi Parking Garage in Neihu District.

Bicycling has risen in popularity in Taipei as concern for global warming increases environmental awareness and the need to reduce energy consumption. This trend has also been supported by the government's green transportation policies and the establishment of bikeways in the downtown area and at riverside parks. In order to provide convenient parking spaces for bicycle riders, the PMDO had established 9,766 bicycle parking racks in Taipei as of the end of 2009. As of that time, there were an additional 7, 334 bicycle racks at MRT stations in Taipei, and 670 racks established by the Department of Urban Development as part of a street furniture utilization and management BOT project, bringing the total to 17, 770 bicycle racks.

自行車安全與教育

近年來，因環保意識高漲，選擇以鐵馬為代步工具的民眾日益增加。臺北市政府交通局98年採取動靜態等多元方式進行廣泛宣導，期使騎士及所有用路人共同重視及維護自行車之交通安全。

除印製50萬份自行車宣導摺頁，供民眾索取外，更多次利用平面及電子媒體進行宣傳，例如，在北市聯營公車車體、公車候車亭、捷運車站燈箱等處刊登或張貼自行車宣導海報；另透過廣播電台專訪，宣導自行車安全騎乘須知。

此外，臺北市監理處也配合提高自行車騎乘安全政策採取多項具體作為，例如98年持續規劃腳踏自行車安全騎乘推廣活動，在大佳河濱公園大直橋下場地，舉辦腳踏自行車安全騎乘暑期夏令營，對象包括不會騎腳踏自行車的國小3年級以上學生及成人，辦理總計14場次(440人次)的活動。

自行車初學者訓練班
Class for beginning bicycle riders

另配合臺北市政府教育局交通安全宣導政策，在學校校園場地，開辦腳踏自行車騎乘教學課程，總計218場次(12,286人次)及大客車乘車體驗課程，總計71場次(19,904人次)，使學童建立遵守交通安全規則的良好習慣及正確路權觀念。

值得一提的是，監理處98年成立「臺北市安全駕駛教育中心」，在開設的四種課程當中，特別納入自行車這一項，提供市民免費學習的機會，讓不會騎乘腳踏自行車者，可於安全寬闊的場地，放心學習；年齡小至10歲，大至72歲，均可從中正確學習到騎乘的要領及樂趣，辦理總計11場次(214人次)。

自行車安全騎乘夏令營
Bicycle safety summer camp

學童自行車安全騎乘教育
Students learn to ride safely.

Bicycle Safety and Education

As environmental consciousness grows, more and more people have been choosing bicycles as an alternative mode of transportation in recent years. In 2009, the Department of Transportation (DOT) of the Taipei City Government carried out broad promotions; both active and static, to encourage mutual respect between bicycle riders and other road users and maintain bicycle traffic safety.

校園自行車安全騎乘教學
School bicycle safety lesson

The DOT printed 500,000 copies of a promotional bicycle brochure for public distribution. It also carried out various print and electronic media promotions, including ads on city buses, bus stops, MRT lightboxes, and bicycle promotion posters. Bicycle safety information was also promoted through radio interviews.

The DOT also made greater use of print and electronic media promotions, including Taipei City bus, bus stop, and MRT station lightbox ads. It also published or posted bicycle promotion ads at various district offices, neighborhood offices and other sites. In addition, the department promoted bicycle position and safe riding knowledge through radio interviews, as well as promoted bicycle safety equipment and safe riding tips through television ads.

The Taipei City Motor Vehicles Office (MVO) has also taken several concrete actions inline with policies to raise bicycle riding safety. For example, in 2009 the office continued to plan bicycle safety promotional activities, including a safe riding summer camp at Dajia Riverside Park under Dazhi Bridge for students in the third-grade or higher and adults just learning to ride. A total of 14 sessions (440 participants) were arranged.

In conjunction with the Department of Education's traffic safety promotion policy, the MVO also arranged bicycle riding classes at school campuses. A total of 218 classes (12,286 participants) were arranges along with 69 bus riding experience classes (19,904 participants) to foster the habit of obeying road traffic safety rules and develop correct concepts of road rights.

In addition, the MVO established the "Taipei City Safe Driving Education Center" in 2009. Bicycle riding is one of the four types of free classes offered to the public at the center. The classes provide a safe and open place for people to learn to ride bicycles with peace of mind. Anyone between the ages of 10 to 72 can take the classes to learn the essentials and fun of riding in the right way.A total of 11 sessions (214 participants) were arranged.

綠色永續 大眾運輸

Green Public Transportation

低底盤公車

面對高齡化社會到來，為提供及重視身心障礙市民之運輸服務，臺北市政府交通局大力推動低底盤公車政策；96至98年間已獲致具體成果，於15條主要幹道汰換行駛357輛低底盤公車，令市民耳目一新。

至98年底，北市營運之低底盤公車已達360輛，超過原預計的3年推動300輛低底盤公車之里程碑。

已上路的低底盤公車行駛於北市14條主要幹道，分別為忠孝新幹線、信義新幹線、棕9(南京東西路幹線)、518(民生東西路幹線)、72(松江路幹線)、220(中山北路幹線)、902(敦化南北路幹線)、205(八德路幹線)、紅32(民權東西路幹線)、282(南京光復幹線)、280(松江新生幹線)、21(內湖路幹線)、206(延平北路幹線)及204路。

有別於一般公車，低底盤公車的硬體設計更符合人性化需求。低底盤公車內地板距地面低於35公分，車門並具有斜坡輔助板及車身側傾等設計，使上下車更輕鬆、安全且有效率。

車廂內部無階梯及設置1至2個無障礙輪椅座位，並有輪椅專用安全帶等貼心設計，提供更友善及安全舒適之乘坐空間；此外，車輛並符合四期環保，有效減少汽車污染排放，達到節能減碳的效果。

臺北市公共運輸處為配合無障礙運輸環境推動，亦要求公車業者加強駕駛員緊鄰路緣停靠、主動服務身障同胞上車之相關教育訓練，整體提升公車服務水準。

Low Floor Bus

With the aging of society, and in order to meet the transportation needs of the disabled, the Taipei City Department of Transportation has been vigorously promoting a low-floor bus policy. Between 2007 and 2009, a total of 360 low-floor buses were put into service on 14 major routes, outstripping the original target of introducing 300 such buses.

Routes with low-floor buses include the Zhongxiao New Main Line, Xinyi New Main Line, BR9 (Nanjing East and West Road Main Line), 518 (Minsheng East and West Road Main Line), 72 (Songjiang Road Main Line), 220 (Zhongshan North Road Main Line), 902 (Dunhua South and North Road Main Line), 205 (Bade Road Main Line), R32 (Minquan East and West Road Main Line), 282 (Nanjing-Guangfu Main Line), 280 (Songjiang-Xinsheng Main Line), 21 (Neihu Road Main Line), 206 (Yanping North Road Main Line) and 204.

低底盤公車暨大型復康巴士聯合發表會
A joint display of low floor buses and large rehabilitation buses

72、220及902路聯合啓用典禮
Inaugural ceremony for bus routes 72, 220 and 902

Low-floor buses are designed for passenger convenience, with interior floors less than 35 centimeters from the ground. These buses also have entry ramps and can incline to one side for easier, safer and more efficient boarding and exit.

The bus cabins are stair-free and have one to two barrier-free wheelchair spots with safety belts and other design touches to provide a friendlier and more comfortable riding space for wheelchair users. The buses also meet strict environmental protection standards, reducing exhaust, saving energy and cutting carbon emissions.

In line with the promotion of a barrier-free transportation environment, the Taipei City Public Transportation Office also asks bus operators to strengthen driver training in the areas of stopping close to curbs and helping disabled passengers to board and exit the bus as well as to upgrade the overall level of bus services.

協助身心障礙乘客上車
A handicapped rider is helped on board

市民小巴
Citizen Mini Bus

便利市民小巴服務

臺北市政府交通局為提供社區「最後一哩」之運輸服務，96年起推出「市民小巴」。隨者民衆日漸熟悉，市民小巴整體載客量呈現穩定成長。98年載客數更進一步提高至124萬人次，平均每日載客3,400人次。

市民小巴自96年實施迄今，計有10線通車營運，配車30輛，一般日合計行駛211車次，例假日行駛146車次，服務範圍包含北投、士林、中山、南港、信義、文山、內湖等區。

臺北市公共運輸處於98年新闢2條市民小巴路線，其中天母地區市民小巴於98年3月31日通車營運，並正式命名為市民小巴11路，營運初期提供民衆2週免費搭乘(3月31日至4月13日)，為臺北市第9條市民小巴路線。

第10條市民小巴10路亦於98年8月3日起服務內湖地區，沿線行經三軍總醫院、內湖行政中心、三民國中、潭美國小等站位，滿足民衆就醫、洽公、就學等短途旅次需求，營運初期亦提供2週免費搭乘(98年8月3日至98年8月16日)。

為兼顧民衆搭乘權益及營運效率，未來將持續評估各地區新闢市民小巴之可行性，並在兼顧民衆搭乘權益及營運效率前提下，持續彙整各方建議，適時調整市民小巴路線營運方式，以提昇大衆運輸使用率。

因應捷運初期路網形成，公車路線已逐步朝短程接駁方式轉型，惟仍無法滿足各社區欲一車快速直達公車轉乘點或捷運站之旅運需求。

為改善此狀況，乃推動市民小巴政策，作為市民從住家到捷運站、公車站的中繼交通工具，小巴士開進社區，民衆可從家門直達捷運站、公車站轉乘，省時省事，藉此改善長期以來，部分地區公車服務較不足之情形。

Citizen Mini Bus

The Taipei City Department of Transportation (DOT) launched the "Citizen Mini Bus" service in 2007 to provide "last-mile" community transportation. Ridership on the service has grown steadily over the years as familiarity with the service grows. In 2009, a total of 1.24 million riders used the service, averaging 3,400 passengers per day.

The Citizen Mini Bus service currently comprises 10 routes and 30 buses. The buses make a total of 211 trips on weekdays and 146 trips on weekends. Service areas include Beitou, Shilin, Zhongshan, Nangang, Xinyi, Wenshan, and Neihu districts.

In 2009, the Taipei City Public Transportation Office (PTO) added two new Citizen Mini Bus routes. These included M11, which came into service in the Tianmu area on March 31, 2009, with an initial two-week free ride period (March 31 to April 13). This was Taipei's ninth Citizen Mini Bus line.

市民小巴 LOGO
Citizen Mini Bus logo

The tenth Citizen Mini Bus route, M10, came into service on August 3, 2009, in Neihu District. The route serves the Taipei Tri-Service General Hospital, Neihu District Center, Sanmin Junior High School, and Tanmei Elementary School stops for short-distance hospital, work and school commutes. This route also offered a two-week free ride period (August 3, 2009 to 16, 2009).

In concern for rider rights and operational efficiency, the PTO will continue to evaluate the feasibility of adding Citizen Mini Bus routes in other areas. It will also collect suggestions from various parties and adjust the service routes and operating methods to further increase ridership.

As the Taipei MRT system develops, bus routes in the city are gradually transforming into short-distance commuter shuttle lines. However these services are still unable to meet the demand of all communities for fast and direct bus links to transit points and MRT stations.

In order to address this situation, the DOT has been promoting the Citizen Mini Bus policy to provide relay service between MRT stations and bus stops. These buses provide direct service from communities to MRT and bus transfer stations, saving riders time and effort and meeting the shortcomings of bus service in certain communities.

2009無車好ㄐㄧㄠˋ

「2009國際無車日」之主題為「Improving City Climates」，臺北市政府交通局以「無車，好ㄐㄧㄠˋ」作為2009大臺北國際無車日主題，強調「響應無車，帶給大家生活好環境」的積極概念，並透過多項「好ㄐㄧㄠˋ」活動，融入部落格行銷、國小無車教育、配合花博宣傳無車日活動等項目，鼓勵市民踴躍參與無車日活動。

98年臺北國際無車日，獲得市民熱烈迴響，成果豐碩，列舉其中3項活動簡述如下：

美堤河濱公園自行車騎乘活動
Meiti Riverside Park Bikeway cycling event

綠色交通博覽會
Green Transportation Expo

綠色運具變裝比賽
Green Transportation and Cross-dressing Contest

1.無車日論壇 (98年4月9日)

邀集學者及市政顧問暢談無車日活動之意義，並蒐集、廣納各方意見，藉此帶給大眾新思維與啓示，改變運具選擇，降低機動車輛的依賴。

2.Shopping最捷「徑」(98年8月22日-9月20日)

透過與本市捷運站周邊商家及設有接駁車之賣場業者合作，以鼓勵民眾於活動期間利用大眾運輸工具及接駁車做為購物、旅遊及休閒之運具，期能減少使用私家車，多利用大眾運輸交通工具，達到節能、減碳的環保目的。

3.無車好環「境」－國小校園教育推廣

(98年9月8日-9月11日)

前往北市12所國小學校舉辦無車教育宣導，期能於小小市民心中建立國際無車日的環保理念，更希望能因此影響大人之行車選擇，減少私人運具之使用，並作為未來推廣無車日校園教育活動之參考。

整體活動透過現場問卷調查，約九成三(93%)參加民眾對無車日活動的規劃感到滿意，另有近九成(89%)的民眾支持政府持續辦理無車日的相關活動。

Car Free Day

The theme of the 2009 International Car Free Day was "Improving City Climates." For the Taipei International Car Free Day, the Taipei City Department of Transportation chose the theme of "Car Free for Convenience and a Better Environment." Several activities related to this theme were arranged to promote Car Free Day and car-free education at elementary schools. Car Free Day activities were also coordinated with promotion of the Taipei International Flora Exposition to encourage city residents to join in the Car Free Day activities.

A diverse range of fun activities was arranged for 2009 Taipei International Car Free Day, generating an enthusiastic response from city residents and a successful outcome. The three main events are summarized below:

大安森林公園－綠色植栽活動
Planting activity at Da'an Park

1. Car Free Day Forum (April 9, 2009)

Scholars and city government advisors were invited to discuss the significance of Car Free Day at this forum. The event also brought together a broad spectrum of views to stimulate new ideas and understanding among the public, encourage the use of different transportation options, and thereby reduce reliance on motor vehicles.

2. Easy Shopping the MRT Way (August 22 ~ September 20, 2009)

In cooperation with businesses by MRT stations and shopping places with shuttle bus services, this program aimed to encourage the public to use public transportation and shuttle for shopping, travel and leisure so as to reduce the usage of private vehicles, save energy, reduce carbon emissions and protect the environment.

3. Car Free for a Good Environment: Elementary School Education and Promotion (September 8~11, 2009)

Car Free education activities were arranged at 12 Taipei City elementary schools to foster the environmental ideas of International Car Free Day among the city's younger residents and hopefully influence their transportation choices as adults to reduce the use of private vehicles. This activity also served as a reference for future campus educational activities promoting Car Free Day.

Based on on-site questionnaire surveys of the overall event, about 93% of the participants expressed satisfaction with the Car Free Day activity planning, and nearly 90% of the public supported the government's continued arrangement of Car Free Day related activities.

多元藍色公路服務

臺北市藍色公路開航以來，隨著市府對水岸景觀不斷投入改善，以及業者不斷推出新式遊河玩法與行銷；月平均載客從初期近2,500人次，至98年每月平均載客近6,500人次，市場需求有不斷擴大的趨勢。

北市藍色公路於93年2月7日正式啓航營運。截至民國98年12月底止，淡水河及基隆河的航線已增加至8條，目前旅客可由本市大稻埕、大佳、關渡及美堤等四處碼頭，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。

藍色公路事故防（救）災演練－協助滅火
A Blue Highway boat assists with fire fighting during a safety (rescue) drill.

為加強北市縣藍色公路營運安全，臺北市政府交通局定期檢查船舶安全設備，並要求及督導業者落實船員教育訓練，以及需擬訂船舶航行發生故障、沉沒、擱淺、碰撞等意外事故處置之標準作業程序，以確保船舶及人員安全。

另北市藍色公路碼頭位於河濱公園內，交通較不方便，此乃提高碼頭之可及性，特別強化該區域之指標導覽系統、動線規劃及轉乘設施。

98年推動藍色公路校外教學體驗活動，以國小校外教學體驗藍色公路遊河方式，結合岸上遊憩景點導覽與內河船舶航行，瞭解淡水河與基隆河河域歷史發展與本市活化淡水河政策之推動，提供市民更多元的親水休憩服務，參與人數近1萬1,000人次。

Diversifying Blue Highway Services

Since launching the "Blue Highway" river transportation service on February 7, 2004, the Taipei City Government has steadily worked to improve the riverside landscape and boat operators have introduced new tour services and

大河之戀皇后號
Great River Queen

藍色公路事故防（救）災演練－傷患救援
Evacuating a wounded person during a Blue Highway safety (rescue) drill

藍色公路體驗活動
Blue Highway fieldtrip

packages. Average monthly passenger volume during this time has risen from nearly 2,500 initially to nearly 6,500 by 2009.

As of the end of December 2009, the service had grown to eight routes on the Danshui and Keelung rivers. Passengers can take a boat from the Dadaocheng, Dajia, Guandu or Meiti ferry wharfs in Taipei to piers at Danshui Old Street, Bali, Bali Longxing, and Danshui Fishermen's Wharf in Taipei County.

In order to strengthen the operations and safety of the Blue Highway system, the Taipei City Department of Transportation (DOT) conducts regular checks of boat safety equipment and requires and supervises crew education and training by boat operators. Boat operators are also required to draft standard operating procedures for handling ship malfunctions, sinking, grounding, collision or other accidents to ensure the safety of the ship and crew.

The Blue Highway wharves of Taipei City are located in riverside parks and therefore less convenient to reach. In order to improve access to the wharves, the DOT has improved signage systems, movement lines, and transfer facilities in these areas.

In 2009, the DOT continued to promote extracurricular Blue Highway activities for elementary school students, combining riverside recreation, guided scenic tours and boat excursions. These activities introduce students to the historical development in the Danshui and Keelung river areas as well as policies to revitalize the Danshui River and provide city residents with more diverse riverside recreation services. Nearly 11,000 students have participated in these programs.

人本無礙 友愛臺北
People First, Barrier-free Taipei

有聲號誌

臺北市政府交通局十分重視視障朋友安全的交通環境。近年來，持續增設新式有聲號誌，除將原有91處舊式有聲號誌全數更新外，並於98年完成31處新增路口，使得全市設置有聲號誌路口總數已累積至122處。經由市府社會局協助調查北市各視障團體通行需求，預估99年將再增設30處路口。

新式聲響式有聲號誌，具有八大特色，略舉其中三項簡介說明如下：

依不同方向播報聲響，南北向綠燈時播報布穀鳥聲、東西向綠燈時播報機械鳥叫聲，以及行人專用時相時播報蟋蟀聲等3種。

觸壓按鈕設置於行人專用號誌下方，符合人體工學離地約120公分，全天24小時均可藉由觸壓按鈕啓動有聲號誌。按鈕設有凸浮導引箭頭及點字標字牌說明其導引方向，並發出定位音輔助視障人士辨別按鈕位置。

發放給視障人士隨身感應配備，接近設施5公尺處系統即可自動感應提供播報服務。

此外，針對有聲號誌音響所衍生干擾設備周邊居家安寧問題，也做了處理。新式有聲號誌採用聲響式導引聲所需音量較小，另具備時段音量設定功能，對鄰近居家生活品質干擾程度較小。

Audible Traffic Signals

The Taipei City Department of Transportation (DOT) places great importance on creating a safe transportation environment for the seeing impaired. To this end, the department has been stepping up installation of new-style audible traffic signals in recent years. In 2009, audible signals were installed at 31 intersections, bringing the total to 122 sites that include renewal signals at other 91 intersections in previously. Such signals will be added at 30 additional intersections in 2010 based on a survey conducted with assistance from the Taipei City Department of Social Welfare of demand by groups for the seeing impaired.

The new signals have eight special characters, including the following three:

The signals can emit different sounds based on direction: a cuckoo sound for a north-south green light, a mechanical bird sound for an east-west green light, and a cricket chirp for pedestrian crossing only.

A button is placed at the lower part of the pedestrian crossing signal at an ergonomic distance of about 120 centimeters from the ground. This button can be pressed at any time of day to activate the audible signal. The buttons have raised arrow patterns and Braille introductions. The device also emits a positioning sound to help seeing impaired pedestrians locate the button.

Seeing impaired persons can wear sensors that will automatically activate the signals within a distance of five meters.

To address the past problem of neighborhood disturbance from audible traffic signals, the new signals operate at lower decibels compared to their older counterparts. The sound level also can be adjusted by time of day to minimize their impact on residents.

有聲號誌 Audible traffic signal

有聲號誌感應器
Audible traffic signal sensor

順暢好行騎樓人行道

本市交通規劃概念以人本為首要考量，臺北市停車管理工程處98年持續大力推動機車退出騎樓或人行道政策，並完成停車社區化管理試辦計畫，獲得社區住戶或一般民眾熱烈好評。

機車退出騎樓實施前
A sidewalk before scooter removal

機車退出騎樓實施後
The same sidewalk after scooter removal

為整頓騎樓及人行道機車隨意停放亂象，同時還給行人通暢的使用環境，臺北市政府交通局自民國88年底開始推展「機車退出騎樓、整頓人行道」計畫，逐年遴選重要幹道公告辦理。

98年共針對北市49處、總長31.37公里的路段，完成機車退出騎樓管制措施。另至98年12月底止，北市已實施機退的路段累計達447條路段、長度共417.68公里。

此外，考量北市停車空間有限，乃於98年試辦停車社區化管理制度。藉由與民間雙向溝通交流管道，先由協助規劃及整頓社區周邊停車秩序，後續再由各社區管委會及住戶共同負責維護管理停車秩序，並協助辦理違規停車之舉發，以有效改善社區周邊停車秩序及環境品質。

98年共完成推動國都大樓等10社區之停車社區化管理，各社區周邊皆已完成停車規劃，由管委會及住戶進行管理，並藉由警察局及管委會成立之單一窗口加強違規停車之取締，有效管理社區周邊停車秩序。

Creating Pedestrian-friendly Sidewalks

Transportation planning in advanced countries is rooted in the concept of putting people first. The Parking Management and Development Office (PMDO) of Taipei City therefore continued in 2009 to carry out a policy to prevent motorcycle parking on sidewalks as well as complete a trial plan to introduce community-based parking management. These programs have been warmly received by community residents and the general public.

In order to rectify the problem of motorcycle parking on sidewalks and create an unobstructed pedestrian environment, the Taipei City Department of Transportation launched the "Plan to Remove Motorcycles from Arcades and Improve Sidewalk Order" at the end of 1999. Over the years since then, the department has promoted and carried out this plan at selected major streets.

The motorcycle parking was eliminated from 49 street sections totaling 31.37 kilometers in 2009. As of the end of 2009, the plan has eliminated motorcycle parking along 417.68 kilometers of sidewalks in 447 road sections of the city.

Moreover, in consideration of the limited parking space in Taipei, the office also launched a trial of community-based parking management system from 2009. Through two-way communication and exchange channels with the public, the PMDO has assisted with the planning and ordering of parking in community vicinities, leaving community management associations and residents jointly in charge of follow-up maintenance and management of parking order. The office also assists with the reporting of parking violations in order to effectively improve parking order and environmental quality around communities.

In 2009, community-based parking management was promoted at the Guodu Building and five other communities. Parking planning in these communities was completed and ongoing management of related affairs is being handled by the community management associations and residents. The police department and management committees have established a single-window channel to strengthen enforcement in parking violation cases and effectively manage community parking order.

改善公車服務品質計畫

為提升臺北市聯營公車服務品質，臺北市公共運輸處98年除持續推動各項管理政策、抽查與稽核行動，並舉辦動態活動，希望藉由市民的參與，擴大監督效益。

98年北市聯營公車營運服務評鑑

		第一期	第二期
聯營公車	大都會	甲	甲
	欣　欣	甲	優
	大　有	甲	甲
	大　南	甲	甲
	光　華	甲	優
	台　北	優	優
	三　重	甲	甲
	首　都	優	優
	指　南	甲	優
	中　興	優	優
	新　店	甲	甲
	東　南	甲	甲

臺北市公車駕駛員行車安全講習
Taipei City bus drivers take a driving safety course.

此外，靖娟兒童安全文教基金會主辦之「公車禮貌心運動」系列活動，內容包括「小小心意卡」、「兒童繪畫徵選」及「成人短文徵選」、「行車有禮高峰會」、「禮貌駕駛及安全駕駛的頒獎典禮」等多項，吸引許多民眾熱烈參與。乘客反映駕駛服務優良案件亦較往年增加，已能提升乘客與駕駛間的良性互動，使公車服務更上一層樓。

為提升公車行車安全及降低事故發生，98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14家業者300人次參訓。

Public Bus Service Quality Improvement Plan

In order to improve the service quality of the Taipei public bus system, the Taipei City Public Transportation Office continued to carry out various management policies, spot checks and audits in 2009. The office also arranged dynamic activities to encourage public participation and expand its supervisory effects.

臺北市公車駕駛員行車安全講習報到
Bus drivers sign in for the driving safety class.

In addition, the Jing Chuan Child Safety Foundation arranged a "Public Bus Courtesy" activity which involved "Little Appreciation Cards," a children's coloring contest, adult essay contest, "Courteous Driving Summit," and "Courteous and Safe Driving Award Ceremony" and attracted an enthusiastic public turnout. Positive feedback from riders on bus driver services has been steadily increasing over the years, improving positive passenger-driver interactions and lifting bus services to a new level.

In order to improve safe bus driving and reduce accidents, three courses on driving safety were held in 2009 for Taipei public bus drivers. The course content covered traffic regulations, accident prevention and handling, driver ethics, case studies, safe driving, and criminal liability. A total of 300 drivers from 14 companies participated in the program.

臺北市加強數位化之路邊停車收費管理系統

臺北市停車管理工程處已全面推動路邊停車收費管理數位化，並自98年起，創全國先例，率先實施路邊計時收費停車改採「半小時開單」新制，頗受駕駛人肯定。

為達成簡化路邊收費開單、資料建檔作業流程、提供路邊停車管理資訊、提升單據紙張品質等目標，98年配合新租用PDA設備案，將該項業務全面提升數位化程度，路邊停車格巡場管理員

一律改以PDA設備進行開單。

新式PDA配備兼具照相功能，收費管理員開單時，一併拍照存檔，若日後有民眾對於開單結果有疑義而提出申訴時，管理部門可透過照片進行查證，提高北市停車服務管理之公信力。

此外，在推動路邊停車收費管理數位化的政策中，最大的突破與創舉是，改以半小時為計費單位。

並自民國98年9月14日起，領先全國各縣市實施路邊計時收費停車改以「半小時開單」，於北市路邊收費停車格，實施以半小時為計費單位政策。

實施迄98年12月底，已有1,040萬人次之停車民眾受惠，並頗為民眾肯定，各縣市民眾亦要求比照辦理。

路邊停車管理員使用之PDA及列表機
PDA and printer used by roadside parking management personnel

Digitizing Roadside Parking Fee Collection and Management System

The Parking Management and Development Office of Taipei City (PMDO) is automating roadside parking fee collection and management operations. In 2009, the office was the first in Taiwan to shift roadside parking fee assessment to a 30-minute basis. This new system has been well received by drivers.

南陽地區路邊停車委外開單情形
Tickets are written in the Nanyang area by commissioned personnel.

In order to streamline roadside parking fee collection, enhance data building operations, provide roadside parking management information, and improve the quality of paper documentation, the PMDO fully automated these operations and equipped all roadside parking personnel with PDA ticketing systems in 2009.

The new PDAs have a camera function and parking personnel are required to take photos of vehicles when collecting fees. These photos can be used for verification in the event a driver later wishes to contest a parking ticket, and raise the credibility of parking services and management in Taipei City.

The PMDO's biggest breakthrough in automating roadside parking fee collection is the redesigning of the PDA software and database, as well as the shift to a 30-minute basis for fee assessment. Moreover, on September 14, 2009, the office introduced Taiwan's first 30-minute roadside parking fee system.

As of end of 2009, this system has benefited 1,040 million drivers, earning public approval and encouraging residents of other cities and counties to push for similar systems.

機關學校停車場夜間開放

臺北市停車管理工程處所推動機關學校停車場夜間開放政策，98年再增加10所機關及學校停車場夜間及假日開放民眾租用，總計開放319格汽車停車位，以提供民眾多元化之停車需求，並節省政府3億1,900萬元的投資(以每車位100萬元計)。

北市夜間停車問題多來自民眾車輛持有停車需求，原則上應由建築物附設停車空間來滿足，但因早期建管及都計法令規定較為寬鬆，導致建築物附設停車空間普遍不足，住宅區白天停車需求雖較低，但在夜間停車甚為嚴重，而公有機關及學校停車場夜間之使用率較低。

為有效利用閒置空間，自民國97年規劃機關學校停車場於夜間開放民眾停車計畫，以彈性運用有限停車資源，改善地區夜間住宅型停車問題。鑑於實施以來，獲得許多駕駛人好評，該處將持續推動此一政策，未來將依各地的停車供給需求狀況，鼓勵及協調增加開放之機關及車位數，增加民眾停車選擇方式。

中山區公所停車場夜間及假日開放民眾使用
The Zhongshan District Office parking lot is open for public parking at night and on weekends.

金華國中夜間及假日開放民眾使用
Jinhua Junior High School offers public parking at night and on weekends.

Opening Up Government Office and School Parking Lots for Night Parking

The Parking Management and Development Office (PMDO) of Taipei City continued to open up government office and school parking lots for public nighttime parking. In 2009, a total of 10 such lots were opened up for public use in the evenings and on weekends and holidays, adding 319 new parking spaces to meet public parking needs,and saving 319 million NT dollars for government(million per car space).

Although buildings in Taipei are required to provide sufficient parking for residents, the city still lacks sufficient nighttime parking due to lax building management and urban development laws in earlier years. Residential demand for daytime parking is relatively low, but there is a serious lack of nighttime parking in these areas. At the same time, government office and school parking lots have low evening utilization rates.

In order to effectively use this idle space, the PMDO initiated a plan in 2008 to open up government office and school parking lots for public use at night. This policy aims to make more flexible use of limited parking resources and alleviate the shortage of nighttime parking spaces in residential areas. In view of the positive response of drivers to the plan, the PMDO will continue to promote this policy, providing incentives and support for the opening up of more motorcycle and car parking spaces to give the public more parking choices.

科技臺北 智慧生活
Smart Living in High-tech Taipei

持續辦理臺北市公車動態資訊系統

為提供市民實用的公車資訊，並藉以鼓勵民眾多搭乘公車，臺北市政府交通局結合ITS技術，成功推動北市聯營公車動態資訊系統建置，並於98年12月2日正式啓用，帶給市民全新的公車資訊服務。

北市公車路線及車輛全數納入動態資訊系統範圍後，市民可以多種方式取得公車動態資訊，例如透過智慧型站牌獲知公車即時位置及預估到站時間，或可透過電話查詢、網際網路及手機查詢方式獲得前項資訊，使候車民眾對於時間的掌握具有實質助益。

對公車業者而言，配合市府建置公車動態資訊系統，藉由車上通訊模組之設置，可進行車隊監控，使公車業者得以現有之營運車隊規模，發揮更有效率之調度，提高營運績效。

結合全球衛星定位及無線通訊系統等與ITS相關技術之運用，積極推展公車動態資訊系統：自93年度起分四期逐步擴大辦理，並於98年12月2日前完成建置及啓用，使用過本系統之民眾平均滿意度為則70%。

後續除提升系統準確性及穩定度外，亦將加強整北市縣公車動態系統網際網路、語音查詢及智慧型站牌顯示功能，以提供更完整的公車動態資訊，提升大眾運輸服務品質。

智慧型公車站牌 Smart bus stop signs

Taipei e-bus System

In order to provide the public with practical bus information and also encourage bus ridership, the Department of Transportation DOT officially launched the Taipei e-bus System on December 2, 2009.

With the new system, riders can access information on all Taipei City bus routes through a variety of methods, including smart bus signs displaying real-time information on a bus current position and estimated arrival time, and telephone, internet or mobile phone assistance, giving riders more control over their time when waiting for the bus.

For bus operators, the system enables monitoring of in-service buses to help them effectively adjust operations and improve efficiency.

In developing the e-bus system, the DOT brought together GPS, wireless communications and other ITS technologies. The system was expanded in four phases since 2004 and became fully operational before 2, December of 2009. And there was 70% degree of satisfaction by users.

In addition to upgrading the accuracy and stability of the system, the DOT will continue to strengthen integration of the Taipei city and county e-bus systems, phone assistance, and smart stop sign display functions to provide even more comprehensive e-bus information and upgrade the service quality of public transportation.

精進臺北市交通監控系統

臺北市交通管制工程處建置交通監控系統，以促進行車順暢，並於98年度依據實際交通需求，持續辦理南港經貿園區擴充交控設施、新生高架道路交控工程，99年更將配合花卉博覽會完成圓山地區交控系統。

此外，在交通監控系統軟體方面，交通局則新建置交控異地備援系統、Web-based交通管理網頁與C2C資訊交換平台，擴大系統服務範圍與穩定性。

北市的交通監控系統，涵蓋全市快速道路、市區主要幹道以及信義計畫區、內湖科技園區及南港經貿園區等交通繁忙區域。

LED式智慧型公車站牌
LED module used in the smart bus stop signs

為因應南港經貿園區發展、南港展覽館及三鐵共構車站建置所衍生之交通需求，乃再檢視並針對當地交控系統不足部分予以擴充，例如增設8組路況攝影機、2座資訊可變標誌看板等多項，引導用路人可選擇較順暢的行駛路徑之功能，該項工程已於98年12月22日完工。

交通資訊可變標誌 Changeable Message sign

交通監控系統 Traffic monitoring System

另配合新生高架道路橋體改善，於該道路上增設7座路況攝影機、9座資訊可變標誌看板以及26組車輛偵測器，97年12月15日開工，已完工並陸續啓用，將可提供即時交通壅塞、管制或改道等疏導交通相關資訊。

北市交通監控系統雖已陸續建置，但確保運作正常，提供更穩固與運行不中斷的服務更為重要，該處於98年3月份完成交控系統的異地備援機制；其作法是在信義區松德大樓建立副控中心，當位於臺北車站地下的交控主系統發生故障或線路中斷時，可立即由副控中心接手上線運作，大幅提升交控系統穩定性。

Refining the Taipei Traffic Monitoring System

The Taipei Traffic Enginerring Office(TEO) has installed traffic monitoring systems to promote smooth traffic flow. Based on actual transportation needs, the department installed traffic monitoring equipment at the Nangang Economic and Trade Park and Xinsheng Overpass in 2009. In 2010, it will complete a traffic control system in the Yuanshan area in conjunction with the Taipei International Flora Exposition.

In the area of traffic monitoring system software, the DOT established a new remote traffic monitoring support system, "Web-Base" traffic management website and C2C information exchange platform to enhance the service scope and stability of the system.

Taipei's traffic monitoring system currently covers all expressways and major arterials in the city. It is also installed at the Xinyi Planning District, Neihu Technology Park, Nangang Economic and Trade Park, and other high traffic areas.

To meet the transportation needs created by the opening of the Nangang Economic and Trade Park, Nangang Exhibition Hall, and joint THSR-TRA-MRT station, the Taipei Traffic Engineering Office (TEO) conducted an on-site inspection to determine needed additions to the traffic monitoring system, including the addition of eight road cameras and two electronic signboards to help drivers take the smoothest route. These additions were completed on December 22, 2009.

The TEO also added seven road cameras, nine electronic signboards, and 26 vehicle detectors as part of improvements to the Xinsheng Overpass. The new installations were completed on December 15, 2008, and are now operational, providing real-time information on traffic congestion and control, detour routes, and other traffic guidance areas.

Apart from installing traffic monitoring systems, the TEO has the even more important task of ensuring that these systems are functioning normally. In order to provide more stable and uninterrupted service, the office completed a remote support mechanism for the traffic monitoring system in March 2009. This mechanism involves the establishment of a secondary control center at the TEO's office on Songde Road in Xinyi District. In the event of a malfunction or network interruption at the main control center at the underground level of Taipei Main Station, the secondary control center can instantly come online, greatly increasing the stability of the traffic monitoring system.

內湖堤頂大道資訊可變標誌
Changeable Message sign on Tiding Boulevard in Neihu

建置停車資訊導引系統

臺北市停車管理工程處自98年起，建置新式的停車資訊導引看板，改採全版面LED模組之動態CMS資訊可變標誌，其特色是可依需求顯示區域範圍內停車場相關資訊，包括停車場距離、指引行駛路線、剩餘車位數等，並具備納入新闢停車場之擴充性。

為提供駕駛人停車時能於事前得知相關停車場剩餘停車數，達到有效減少因尋找停車位所引發的尋停性交通問題，減輕道路交通負荷，改善都市環境品質，除於92年4月完成啓用「信義計畫區停車資訊導引系統」外，隨後又在95年12月完成啓用「陽明山及西門商區停車場資訊導引系統工程」。

為擴充停車資訊導引系統工程建置於臺北市其他行政區內，乃持續編列95-99年度預算，共分三期建置，各期建置期程及區域詳如下：

停車資訊導引系統工程建置期程及區域表

期 別	第一期	第二期	第三期
年 度	97-98年度	98-99年度	99年度
區 域	內湖、南港 文山區（含 公館商圈）	中山、大同 士林、北投 萬華區	中正、大安 松山 信義區

自98年起新設置的停車場資訊導引系統，改採新式顯示板設立，不僅可視設桿地點環境需求採直式外觀，且採用LED彩色模組可變標誌功能，能夠呈現的資訊內容更多樣化，且活潑，讓駕駛人耳目一新。

Parking Information and Guidance System

In 2009, the Parking Management and Development Office of Taipei City (PMDO) began installing new parking information guidance signboards with dynamic LED modules to display changing CMS information. The signs display local parking-related information, including distances to parking lots, driving routes, and number of available parking spots. The system can also be expanded with the inclusion of new parking lots.

In April 2003, the PMDO launched the Parking Information and Guidance System in Xinyi Commercial District to provide drivers with information on available parking spots and reduce the problem of traffic stoppage due to parking search, reduce traffic load, and improve urban environmental quality. In December 2005, the office extended this system to Yangminshan and the Ximen shopping area.

From 2006 to 2010, the PMDO has budgeted funds to extend the parking information guidance system to other districts in Taipei according to a three-phase plan, detailed in the following chart:

Parking Information and Guidance System Development Timetable and Districts

Phase	Year	Districts
Phase 1	2008~2009	Neihu,Nangang,and Wenshan (incl. Gongguan Shopping District)
Phase 2	2009~2010	Zhongshan, Datong, Shilin, Beitou, and Wanhua
Phase 3	2010	Zhongzheng, Da'an, Songshan,and Xinyi

新式停車資訊導引看板 New parking information guidance signboards

The addition of the new sign boards for the parking lot information and guidance system in 2009 , it enable greater diversity in information display through multicolored LED lighting, creating a more lively and eye-catching effect for drivers. The new sign board system also can change board's surface in accordance with its established place.

陽明山停車資訊導引標誌
Parking information sign in Yangmingshan

交通違規申訴作業系統

臺北市交通事件裁決所經過一年的積極研發，交通違規申訴作業系統於99年1月1日起正式啓用，不僅加速申訴作業資訊化腳步，並建置民衆線上「申訴案件及進度查詢」功能，具體落實政府資訊公開政策。

對民衆而言，這套新的作業系統最大特色是，提供線上查詢服務。可針對人車號、證號以及違規單號等資訊，進行申訴案件進度查詢，藉由落實e化政策，達到民衆申訴流程資訊化、透明化的目標。

另也因該套系統的啓用，獲致提高工作效率、減少人力及減少資料登打錯誤等多項好處。

舉例來說，透過申訴受理、案件登錄列管、函查回復追蹤、聲明異議管理至案件結案，皆能過新系統嚴密控管及資源分享，連結公文系統，整合公文案件資料，達到資訊整合與共享之目標，藉以強化行政管理，簡化作業流程。

民衆交通違規後，若不服裁罰，有許多申訴的管道，但常發生事後不易追查受理單位對於申訴案件處理進度的情況。裁決所有感於此，遂將政府部門既有的相關資訊系統加以整合，經過98年的研發，終於誕生全新的「交通違規申訴作業系統」。

Traffic Violation Appeal System

After a year of research and development, Taipei City officially launched the Traffic Violation Appeal System on January 1, 2010. The system represents a further step towards automating appeal procedures and also establishes an online platform for the public to check appeal cases and progress, consistent with the policy of open government information.

The new system is the online inquiry service. The status of an appeal can be checked according to license plate number, registration number, and violation number of the involved party, further implementing e-government services, moving the appeal process online, and increasing transparency.

For the Traffic Adjudication Office, the system offers many benefits, including better work efficiency, reduced human resource needs, and less error in data entry.

For example, the system can be used to closely control and manage the entire appeal process-from case acceptance and recording to return correspondence on case follow up, administration of objection declarations and case closure. It can also be linked to document systems to integrate case material and achieve resource sharing objectives, thereby improving administration and streamlining work flow.

People involved in a traffic violation that disagree with a penalty judgement have several channels of appeal available to them, but it is often difficult to track the progress of such appeals.To address this issue, the Traffic Adjudication Office has decided to further integrate its operations with the related information systems of other government agencies, the office's own "Document 2000 System," and, following R&D in 2009, an all-new "Appeal Application System."

交通違規申訴作業系統
The Traffic Violation Appeal System

交通違規申訴作業系統 The Traffic Violation Appeal System

安全秩序 交通環境
Road Safety and Order

打通臺北交通任督二脈 圓山地區交通改善

圓山地區為北市士林、北投及內湖地區往返市區的重要交通幹道，長久以來，始終面臨通過性交通量龐大、車流動線複雜，交織問題嚴重影響主次要交通動線等問題。交通局為有效改善圓山地區交通狀況，自民國92年起重新檢視當地交通動線及道路、橋樑配置等特性，研提改善方案，歷經多年的努力，新生高架橋自98年10月10日起完工開放南北雙向全線通車，改善北市士林、北投及內湖地區往返市區的交通瓶頸，正式宣告打通臺北交通任督二脈，構建直截、快速、安全行車路網，使得北區交通順暢更上層樓。

圓山地區交通改善計畫主要是將新生高架橋「截彎取直」，使得整個圓山地區交通動線更為流暢，並具備下列五項重大效益：

動線簡化效益：新生高架橋直接銜接中山北路與北安路，提升交通系統運作效率。

行車速率提昇：尖峰時段新生高架至北安路行車速率，由4.8km/hr提昇至45.8km/hr，新生高架橋往通河街口則由8.1km/hr提昇至32.0km/hr，北安路到中山北路則由19.7km/hr提昇至25.0km/hr。尖峰時段新生高架橋全線旅行速率提升至57.4公里，較改善前提升18%。

經濟效益：尖峰時段每輛車約可減少20-50秒之旅行時間，時間成本每日平均可減少403小時，每年旅行時間共減少441萬小時，換算時間成本可節省3億4千2百50萬元。

減少行車成本：每輛車約可減少行車距離約200至300公尺，每年減少旅行距離6,278萬公里，平均每日減少5,733公里，換算行車成本每年可節省3億8百60萬元。

提升機慢車與行人通環境品質：配合中山橋改建，中山橋規劃有機慢車專用道及人行道，機慢車與行人通行動線、便利性，以及通行環境與品質均大幅提升。

新生高架橋 Xinsheng Overpass

新生高架橋改建後匝道
Xinsheng Overpass ramp after renovation

Yuanshan Traffic Improvement Plan

The Yuanshan area is an important transportation artery to and from Shilin, Beitou and Neihu districts in Taipei. For a long time, this route has faced huge crossover traffic volume, complex and interwoven traffic flow, and other factors that have seriously affected traffic flow on other main and auxiliary routes. In order to effectively improve the transportation situation in the Yuanshan Area, the Department of Transportation began reviewing traffic flow lines, road and bridge arrangement and other traits in this area in 2003 and drafted an improvement plan. After several years of work, the Xinsheng Overpass reopened on October 10, 2009, to provide a complete route for two-way north-south traffic. This has reduced the traffic bottleneck between the downtown area and Shilin, Beitou and Neihu districts, creating a straight, fast and safe road travel network and bringing transportation standards in northern Taipei to a higher level.

The main component of the Yuanshan transportation improvement plan was the straightening of the Xinsheng Overpass to enable smoother traffic flow in the entire Yuanshan area. The plan has had the following five major benefits:

Streamlined Movement Flow: The Xinsheng Overpass now directly links to Zhongshan North Road and Bei'an Road to improve the operational efficiency of the transportation system.

Faster Driving Speeds: Average rush hour driving speeds on the section from the Xinsheng Overpass to Bei'an Road have increased from 4.8km/hr to 45.8km/hr. Traveling speed from the Xinsheng Overpass to Tonghe Street intersection have risen from 8.1km/hr to 32.0km/hr; and speeds on Bei'an Road to Zhongshan North Road have risen from 19.7km/hr to 25.0km/hr. The overall rush hour travel speed for the entire Xinsheng Overpass route has risen to 57.4 km/hr, an improvement of 18%.

Economic Benefits: During the rush hour period, average travel time per car has been reduced by 20 to 50 seconds, cutting total travel by 403 hours per day and saving 441,000 hours per year including all times of the day. This translates into a time cost savings of NT$342.5 million.

Lower Driving Costs: Average per-car driving distance has been reduced by about 200 to 300 meters, for a total annual reduction of 62.78 million kilometers, an average daily reduction of 5,733 kilometers, and an annual driving cost savings of NT$308.6 million

Improving Environmental Quality for Motorcycles, Slower Traffic and Pedestrians: Following renovations, Zhongshan Bridge has designated lanes for motorcycles and slower traffic, as well as a sidewalk, resulting in major improvements to the movement flow and convenience of motorcycles, slower vehicles and pedestrians and the travel environment and quality.

遊覽車安全管理

為提昇遊覽車行車安全與服務品質，減少事故發生，臺北市政府交通局對於轄管遊覽車業者，採取人、車、公司三管齊下的安全管理措施。

在人的管理方面，每年定期辦理汽車運輸業駕駛人專案講習。課程內容包括安全駕駛要領、新修訂交通法規介紹解說、行車禮儀等多項，以落實行車安全及減少事故之發生。據交通局統計，98年調訓862人。

在車的管理方面，由臺北市共運輸處與臺北市政府警察局，組成臺北市運警聯合稽查小組，依勤務配置表指派至臺北市境內風景區及重要道路針對遊覽車執行路邊攔檢稽查，98年

汽車運輸業駕駛人講習
Course for professional bus drivers

共攔查8,288輛車，舉發152件（含公路法27件，處罰條例125件）。

另對於公司管理方面，亦定期實施遊覽車客運業年度安全考核，並協同市府勞工局勞動檢查處組成考核小組實施第2級考核，再由交通局依據該項考核結果辦理第3級考核，98年榮獲優等業者有九泰通運股份有限公司、欣欣通運股份有限公司、泰樂遊樂車客運有限公司、九鼎通運股份有限公司等4家。

考核項目包含駕駛員安全管理（含駕駛人行車安全教育訓練、派車單是否填寫詳實、公司是否善盡管理責任及駕駛員酒測管理等）、人車保險（具有效期限之強制汽車責任保險證、對旅客提供之平安保險）、違規及肇事紀錄、車輛保養狀況紀錄表等。

Tourist Coach Safety Management

In order to upgrade tourist coach safety and service quality and reduce accidents, the Taipei City Department of Transportation (DOT) carries out three levels of safety management measures for coach drivers, buses and companies.

In the area of driver management, the DOT annually holds motor transport driver courses to improve the traffic safety knowledge and skills of professional coach drivers. The courses cover safe driving guidelines, vehicle maintenance and practical knowledge of machinery, introductions to new and recently amended transportation regulations, and driving and service courtesy to improve driving safety and reduce traffic accidents. According to statistics compiled by the DOT, a total of 862 drivers underwent training in 2009.

In the area of vehicle management, the Taipei City Public Transportation Office (PTO) and Police Department formed the Taipei City Transportation Police Joint Inspection Task Force. On weekdays, the task force assigns two groups of inspectors to conduct roadside checks of tourist coaches at scenic areas and major roads in Taipei City. In 2009, a total of 8,288 vehicles were inspected and 152 incidents discovered (including 27 incidents covered by the Highways Act 27 and 125 incidents under the Act Governing the Punishment of Violation of Road Traffic Regulations).

As to company management, the DOT conducts regular annual safety assessments of tourist coach operators. The PTO and the Labor Standards Inspection Office of the Taipei City Department of Labor formed a task force to carry out a second level of on-site assessment. Based on the results of this assessment, the DOT then carries out a third level of assessment. In 2009, four companies were cited for excellence in the third-level assessment, including Shin Shin Transport Co., Ltd., Chiu Tai Transport Co., Ltd., Holidaymakers Tourist Coach Co., Ltd., and Tai Le Tourist Coach Co., Ltd.

Assessment items include driver safety management (safe driving education and training, completeness and accuracy of bus dispatch forms, company performance in managing responsibility and conducting driver alcohol checks, etc.), driver and vehicle insurance (possession of effective compulsory vehicle liability insurance and provision of passenger safety insurance), legal violation record keeping, and vehicle maintenance registers.

國小學童路程安全

為持續推動「走路上學」的通學環境改善計畫，民國98年臺北市政府交通局向內政部營建署申請「既有市區道路景觀與人本環境改善計畫」補助案，辦理「臺北市走路上學環境綱要暨改善計畫」，擬訂北市走路上學環境綱要計畫及臺北市10所國小改善計畫之研擬。

98年北市10所國小改善計畫，選定南港區6所及文山區4所國小，交通局依各校改善計畫配合於6月起，邀請相關單位現勘釐清交通環境改善課題、確認改善措施等事宜。

編製「通學環境改善標準作業手冊」，目的在傳達給學校教職員及志工有關走路上學之相關概念，並期望其透過手冊先行檢視學校所在學區內之通學環境。

於98年10月19日在北市士林區福林國民小學，舉辦「通學有保障 安全大步走~2009兒童通學安全座談會暨首長導護日」活動。並邀請市長郝龍斌及交通局局長羅孝賢擔任導護工作，示範保護學童安全穿越馬路，藉以宣導鼓勵民眾參與導護工作。

Road Safety for Elementary School Students

In order to continue promoting the "Walk to School" school commute environment improvement plan, the Taipei City Department of Transportation (DOT) in 2009 applied to the Construction and Planning Agency, Ministry of the Interior, to subsidize its "Plan to Improve Existing Urban Road Landscapes and Create a People-friendly Environment." It also formulated and carried out the "Taipei City Walk to School Environment Guidelines and Improvement Plan," including improvement plans for 10 elementary schools in Taipei City.

The 10 schools selected for improvements in 2009 included six schools in Nangang District and four in Wenshan District. Since June, the DOT has been inviting related units to clarify transportation environment improvement tasks and determine improvement measures.

A "Standard Operating Manual on Improving School Commuting Environments" was also produced to disseminate related concepts to school personnel and volunteers, hoping to encourage these groups to use the manual to first review the school commuting environment in their school districts.

On October 19, 2009, Fulin Elementary School in Shilin District held an activity called "Safe School Commuting: The 2009 Seminar on Safe Children's School Commuting and Senior Crossing Guard Day." Mayor Hau Lung-bin and DOT Commissioner Luo Shiaw-shyan volunteered as crossing guards to demonstrate safe road crossing for school children and encourage people to participate in road crossing work.

學童上下學導護 Traffic assistance for school children

行車紅燈倒數計時器

臺北市從97年起，在42處重要幹道路口裝設紅燈倒數計時器，更於98年度擴大辦理，陸續在市民大道平面路段沿線及市區主要幹道等119處路口安裝，由於駕駛人可以充分掌握燈號變換訊息，因而獲得廣泛用路人的肯定。

北市生活步調快，紅燈停等時情緒較為焦躁，在各路口紅燈清道時間不一致情況下，駕駛人一不注意，易險象環生。

雖於96年9月曾遴選忠孝與敦化等5處路口試辦紅燈倒數，但為求施政的嚴謹，乃委託專業民調廠商，針對紅燈加裝倒數計時器之構想，於96年12月間進行電訪調查，結果獲得許多用路人的肯定；舉例來說，知道且已注意到北市已安裝行車紅燈倒數計時器的488位受訪者中，對此裝置的滿意度為89.61%。

另交工處從97年起，正式推動市區重要路口紅燈加裝倒數計時器工程，優先選定施作條件為多時相、路幅較大、紅燈停等時間較長或易肇事之路口；至98年底，全市已有161處路口紅燈加裝倒數計時器。

經評估發現，隨著設置紅燈倒數計時器的路口日益增多，許多駕駛人肯定該措施可緩和紅燈停等之焦慮情緒，且能降低駕駛人於號誌路口起動時間誤判致造成路口與橫向車流交織的危險。

立德路紅燈倒數計時器
Lide Rd. Traffic Light Countdown Timer

紅燈倒數計時器
Traffic Light Countdown Timer

Traffic Light Countdown Timers

Since 2008, Taipei City has installed traffic lights with red light countdown timers at 42 arterial intersections. In 2009, the lights were installed at 119 additional intersections, including the flat sections of Civic Boulevard and other major arterials. The timers help drivers know when the light will change and also have been well received by road users.

In fast-moving Taipei, people can get restless waiting for a red light to change, and dangerous situations can result if drivers do not pay attention to the different timing of light changes at each intersection.

In September 2007, the city installed countdown lights at five intersections, including the Zhongxiao-Dunhua intersection, as a trial. A professional survey company was hired to assess public views on the lights through a phone poll conducted in December 2007. This survey showed a high level of public support for the lights. For example, 89.61% of the 488 respondents that had noticed the lights expressed satisfaction.

Since 2008, the Traffic Engineering Office has been installing countdown traffic lights at major city intersections, prioritizing intersections with multi-interval, wide roads, and long red light waiting times and accident-prone intersections. By the end of 2009, countdown lights had been installed at 161 intersections.

As the number of countdown traffic lights grows, many drivers have praised the measure for reducing restlessness when waiting for a red light to change. The lights also reduce the danger of cars jumping the light and crossing into lateral traffic.

交通安全教育宣導及肇事防制

為有效預防與降低北市道路交通事故，臺北市政府交通局於民國98年完成開發「易肇事地點分析系統」。此外，臺北市監理處持續利用學校及民間資源，推動「學校交通安全暨大客車乘車體驗」等四大主題的安全教育系列活動。

98年已開發易肇事地點分析系統，建立4萬餘筆事故空間資料座標，並產製62種交通事故特性報表。另就每季肇事成長較高地點及捷運施工路段進行事故分析。

此外，依據交通事故特性分析結果，針對北市列管交通事故中易造成嚴重傷亡之機車族、自行車及行人，列為98年宣導主要對象，利用多元管道加強行人優先通行、機車與自行車行車安全、大型車內輪差及視野死角之宣導，同時亦公開表揚優良職業駕駛人。

為推廣道路交通安全，98年籌劃前往學校或民間團體舉辦「學校交通安全暨大客車乘車體驗」、「腳踏自行車安全騎乘」、「學生機車安全防衛駕駛」、「機關團體交通安全推廣」等四大主題的安全教育系列活動；其中辦理學校交通安全暨大客車乘車體驗71場次(19,904人次)、腳踏自行車安全騎乘232場次(12,726人次)、學生機車安全防衛駕駛23場次(9,390人次)、機關團體交通安全推廣19場次(5,359人次)。

Traffic Safety Education, Promotion and Accident Prevention

In order to effectively prevent and reduce road traffic accidents in Taipei, the Department of Transportation (DOT) completed development of the "Accident-prone Site Analysis System " in 2009. The Taipei City Motor Vehicles Office (MVO) also continued to use school and private sector resources to promote four major themes of safety education, including "school transportation safety and bus riding experience" events.

Since its launch in 2009, the system has grown to over 40,000 spatial information coordinates and produced 62 special types of traffic accident forms. It is also used for quarterly analysis of areas with rising accident rates and sections undergoing MRT construction.

In order to promote traffic safety, the MVO planned a series of educational activities at schools and private organizations under four themes in 2009. These activities included 71 bus riding experience classes (19,904 participants), 232 classes (12,726 participants) on safe bicycle riding, 23 classes 9.390 participants) for students on safe defense motorcycle and car driving, and 19 events (5,359 participants) to promote traffic safety at institutions and organizations.

機車安全宣導 Motorcycle safety guidance

臺北市安全駕駛教育中心

臺北市監理處為配合臺北市政府提倡「關懷弱勢年」政策，並落實民眾遵守交通安全、注重行車秩序、路權及行人優先的道路交通安全觀念，98年3月4日創全國先例，成立「臺北市安全駕駛教育中心」。開辦以來，獲得民眾熱烈迴響。

安駕中心為北市監理處北區分處利用現有汽、機車路考場地及設備、人員，於每週三下午，開辦4項交通安全推廣課程，包括腳踏自行車初學者訓練班、學生機車安全防衛駕駛班、資深市民安全駕駛班、已取得駕照之道路駕駛再訓練班。

98年計辦理腳踏自行車初學者訓練班11場次（214人），學生機車安全防衛駕駛班8場次（255人），資深市民安全駕駛班11場次（94人），已取得駕照之道路駕駛再訓練班11場次（119人）。

Safe Driving Center

In conjunction with the Taipei City Government's "Care for the Disadvantaged Year" policy, and in order to encourage the public to respect traffic safety and pay attention to orderly driving, road rights, pedestrian priority and other transportation safety concepts, the Taipei Motor Vehicles Office (MVO) opened Taiwan's first "Safe Driving Center" on March 4, 2009. Since that time, the center has been well received by the public.

The Taipei City Safe Driving Center utilizes the car and motorcycle testing area, facilities and personnel of the MVO's Northern Branch Office Division. The center offers four safe driving classes every Wednesday afternoon.

In 2009, the center arranged 11 classes (for a total of 214 students) on beginning bicycle riding, eight classes (255 students) on defensive motorcycle and car driving for school students, 11 classes (94 students) on safe driving for senior residents, and 11 follow-up driving classes (119 students) for persons with drivers licenses.

機車安全防衛駕駛 Teaching students to drive defensively

臺北市政府交通局98年大事紀要

一 月

01日	新和國小停車場假日及夜間開放民衆使用 。
10日	南湖大橋東側平面道路開放車輛通行。
14日	開始辦理「臺北市遊覽車客運業第2級行車安全考核」作業，至8月31日止。
18日	年貨大街活動，1月17日至1月25日進行相關交通管制。
20日	於洲美快速道路、環東大道、堤頂大道、建國高架快速道路、市民高架快速道路之匝道口 設置太陽能危險標記，增進夜間之行車安全。
22日	大業立體停車場開場啓用。
26日	臺北市立動物園周邊新光路、Zoo Mall後方巷道實施路邊機車停車收費。 配合木柵動物園貓熊開放參觀，行駛免費市府停車場接駁專車及貓空品茶免費專車，至2月1日止。

二 月

02日	陽明山花季（2月19日至3月22日）及海芋季（3月26日至4月26日）活動期間，辦理花季假日期間管制事宜及相關交通改善措施，以有效紓解活動期間壅塞車流。
04日	辦理腳踏自行車初學者訓練班、學生機車安全防衛駕駛班、資深市民安全駕駛班及已取得駕照之道路駕駛再訓練班計4班別課程，採電話預約報名，於每週三下午1時30分實施。
06日	配合臺北燈節活動行駛燈節專車，至2月15日止。
08日	交通局成立「臺北好好看-整合道路景觀計畫」，整合本府各局處各子計畫執行內容(時程、範圍)。
16日	交通部暨中央有關部會局署蒞臨市府視導97年院頒「道路交通秩序與交通安全改進方案」執行情形。
19日	印製宣導面紙3萬包發放市民加強宣導「超商代收好便利申訴回函也ok」及「郵局繳款真方便過期紅單、裁決書可代收」訊息，以利民衆瞭解繳納違規罰鍰管道達成便民目的。
20日	配合陽明山花季及竹子湖海芋季行駛花季專車，至4月26日止。
27日	市府98年第2次交通會報公開表揚97年第2期臺北市聯營公車營運服務指標評鑑優等業者（首都客運公司、中興大業巴士公司、臺北客運公司）。

三 月

01日	為了解民衆對本市裁決所之服務滿意度及意見，作為業務擬定、修正、執行之參考，並提升為民服務品質，自98年3月起每季辦理為民服務滿意度調查，預計每年辦理4次。
04日	「臺北市安全駕駛教育中心」成立，正式對外招生訓練。
05日	洲子立體停車場開場啓用。
11日	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-YouBike微笑單車於信義計畫區啓用試營運。
21日	配合清明掃墓期間重點墓區交通管制措施，行駛免費掃墓公車於3月21日、22日、28日、29日及4月4日、5日等六日行駛。
24日	士林及南陽地區（含市民大道以南、和平西路一、二段以北、中華路一段以東及中山南路、羅斯福路以西）實施路邊停車開單委託民間辦理。
26日	郝龍斌市長主持新式有聲號誌系統啓用暨手杖型感應器捐贈典禮。
31日	林副市長建元於天母棒球場主持市民小巴11路通車典禮。

四 月

01日	全家便利超商加入代收汽機車行車執照與駕駛執照換照費用行列。 環河快速道路橋下停車場開場啓用。 辦理「2009讓更多的孩子體驗藍色公路」活動。
09日	舉辦98年無車日論壇會議。
15日	臺北市東南獅子會捐贈小復康巴士1輛。
16日	中山區國泰二號民生商業大樓、松山區松山華城社區、文山區台大御花園社區等建立停車社區化管理制度，自行維護管理。 公館水岸機車臨時平面停車場開場啓用。 郝市長主持聯營公車220中山新幹線(天母－衡陽路)、902敦化新幹線(榮總－萬芳社區)暨72松江新幹線(大直－捷運麟光站)低底盤公車聯合通車營運展示。
21日	配合清明掃墓期間重點墓區交通管制措施，闢駛免費掃墓公車於3月21日、22日、28日、29日及4月4日、5日等六日行駛。
28日	於萬華區行政中心開辦固定式監理櫃檯，每週二上午10時至下午16時，辦理定期換（補）發駕、行照及地址變更業務。

五 月

01日	安祥公園旁平面停車場開場啓用。
07日	試辦臺北市民營汽車駕駛人訓練機構派督考考驗車內裝設車載型攝錄影音設備。 捷運文山內湖線初勘。
08日	98年度臺北市計程車駕駛人職業病免費健康檢查活動開始，至10月31日止。
09日	捷運文山內湖線初勘通過。
10日	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-YouBike微笑單車正式收費營運。
20日	七星公園地下停車場開場啓用。
25日	聯營公車205八德新幹線(中華科技大學-東園)低底盤公車上路營運。
28日	配合大佳河濱公園端午節龍舟競賽行駛龍舟專車，至5月30日止。
30日	洲美快速道路高架橋下停車場開場啓用。
31日	臺北車站東三門交通動線改善工程完成，並實施新動線。

六 月

01日	監理處於民衆等候機號碼單上新增「預計等候時間」。
02日	臺北車站東三門計程車路外招呼站正式啓用。
06日	捷運文山內湖線履勘，至5月7日止。
10日	林建元副市長主持「臺北市安全駕駛教育中心」揭牌儀式。加強本市聯營公車發車準點性、滯留載客、未依站位停靠、未依規定車道行駛、車門未關妥即起步及使用再生胎等項目專案稽查為期6個月。

22日	監理處試辦網路車輛車牌選號，預定於99年1月正式上線。
24日	於忠孝東路與基隆路口路名牌及大型指示標誌試辦LED自發性光源標誌。 「臺北市敬老愛心示範車隊」試辦營運上路。
25日	大湖公園地下停車場開場啓用。
29日	為民眾繳納罰單之便利性，宣導繳款管道，提升到案率，並結合本市花卉博覽會、聽障奧運，製作宣導扇子1萬支分送洽公民眾，以提升為民服務品質及績效。

七 月

01日	持丹麥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。 舉辦「臺北市公共運輸處成立週年施政成果」記者會。
04日	捷運文山內湖線通車暨捷運南港站至南港展覽館站免費換乘公車開始營運。 即時交通資訊網新增自行車租借站資訊、新工處道路挖掘資料、中央氣象局氣象資訊及預估國道旅行時間查詢等功能。
10日	北安路自行車道完工通車。
12日	承德橋往南方向調整「機慢車專用道」於最外側車道，調整「右轉敦煌路專用道」於外側第二車道。
15日	紅32民權新幹線(南港-臺北橋)低底盤公車上路營運。
20日	萬華國中地下停車場開場啓用。
23日	於信義區自行車道拍攝自行車安全宣導新聞專題
29日	整合道路景觀計畫網頁上線(附掛於臺北好好看網頁上)。
31日	98年第1期臺北市聯營公車營運服務指標評鑑優等業者公開頒獎表揚（首都客運公司、臺北汽車客運公司及中興大業巴士公司）。

八 月

01日	中山區公所停車場開放民眾使用。 中山區聖荷西社區、中正區國都大樓社區、信義區太子101社區等建立停車社區化管理制度，自行維護管理。 開始辦理「98年度汰換資訊可變標誌系統工程」。 交通局推動每週一日大眾運輸月活動。
03日	市民小巴10路通車。
05日	金湖臨時平面停車場開場啓用。 臺北聽障奧運成立應變中心。
06日	舉辦「臺北市敬老愛心示範車隊啓用典禮」，首創結合無線電或衛星派遣計程車隊之交通資源及現有敬老愛心悠遊卡可優惠搭乘大眾運輸工具之社會福利，提供年長者及身心障礙者暨其家屬更多元的運輸服務。
19日	臺北轉運站試營運，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，引進10家國道客運業者，提供38多條路線，讓長途旅行者有一個舒適、乾淨、便利的乘車空間，

20日	興福國中停車場假日及夜間開放民眾使用。
21日	師大汀州路、水源快速道路師大路匝道與平面車道實施號誌分流管制。
22日	長安東路2段（建國北路至八德路）開放雙向通行。 無車日活動之無車網路「競」答:網路每週一問、無車最上「鏡」:YouBike短片影像大賞、Shopping最捷「徑」:大眾運輸Shopping趣及捷運美食大搜秘等4項無車日系列活動開跑。
24日	聯營公車282光復新幹線(動物園-圓環) 低底盤公車上路營運。
31日	聯營公車280新生新幹線(天母-公館) 低底盤公車上路營運。

九 月

01日	雙蓮國小停車場假日及夜間開放民眾使用。
04日	林建元副市長主持聯營公車21內湖新幹線(東湖-臺北橋)、205八德新幹線(中華技術學院-東園)、紅32民權新幹線(南港-臺北橋)低底盤公車暨大型復康巴士聯合展示會。 聯營公車21內湖新幹線(東湖-臺北橋)低底盤公車上路營運。
05日	配合臺北聽障奧林匹克運動會賽事期間交通管制，協助設置臨時性交通設施，至9月15日止。 於大安森林公園辦理無車好環「境」：無車綠色植栽活動。
07日	敦化自行車道(民權東路至基隆路)全線工程完成，開放使用。
08日	重慶國中停車場假日及夜間開放民眾使用。 無車日之辦理無車好環「境」： 12所國小校園教育推廣活動。(於全市12行政區選1所國小進行校園教育推廣，至9月11日結束。)
10日	國際崇她社台北市第三分社捐贈小復康巴士1輛。
14日	路邊停車收費全國首創全面以半小時為計費單位。 油電混合動力(Hybrid)低底盤公車展示發表會。
16日	開辦戶政監理跨機關合作計畫，全市14各戶政事務所配合辦理車駕籍地址異動作業，落實一處受理全程服務。 於捷運東區地下街第2廣場舉行無車日活動「淨化新時代」記者會。(第2場記者會) 。舉辦無車日「大眾運輸週」活動<9月16日（三）至22日（二）>
19日	2009年大臺北國際無車日「無車我最靚」自行車騎乘活動。並於忠孝商圈（敦化-復興段）封街舉辦「淨化新時代」綠色交通博覽會。
24日	監理處民眾等候區提供「無線網路服務區」。
25日	臺北市車輛行車事故肇事鑑定委員會議全程錄音錄影。
30日	辦理2009年大臺北國際無車日系列活動抽獎。

十 月

01日	電子公路監理網站建置動產擔保設定進度查詢系統。 金華國中停車場及松山家商停車場假日及夜間開放民眾使用。 立農公園地下停車場及西康地下停車場開場啓用。 於無車日官方網站公布無車日系列活動抽獎得獎名單。
02日	98年度金輪獎頒獎表揚大會，並表揚98年度計程車服務品質評鑑優等業者。

10日	新生高架橋恢復通車，調整相關行車動線與交通管制設施。
17日	配合花博施工，封閉酒泉街、玉門街。
19日	市中心南北區（含民生東路以南、中山南、北路及羅斯福路以東、光復南路以西、和平東路以北）實施路邊停車開單委託民間辦理。
21日	辦理「98年藍色公路事故防(救)災演練」。
23日	開始執行「98年度臺北市號誌時制重整計畫」。
26日	興隆公園地下停車場開場啓用。 裁決所完成『申訴作業應用系統』開發，透過系統流程管控案件進度，並提供民眾於網路查詢受理進度。
28日	臺北市監理處網站提供「服務窗口等候人數即時資訊」查詢服務。 大安國中停車場假日及夜間開放民眾使用。 雅祥公園地下停車場開場啓用。
31日	景美國小地下停車場開場啓用。

十一 月

01日	擴充即時交通資訊至北臺8縣市，介接消防局119即時案件顯示資料及旅遊主題資訊，並啓用Email訊息通報功能。
02日	全家便利超商設置多媒體資訊機開始代收汽燃費強制險即時銷案。 完成「建置松山機場公車動態資訊系統計畫」，含1600台車機及1 45座智慧型站牌。
04日	交通部年終視導考評97年院頒「道路交通秩序與交通安全改進方案」，交通局「砂石車安全管理方案」項目獲頒第二名，臺北市監理處獲頒「公路監理」單項成績績優第1名及98年「金安獎」公路監理績優獎座。 配合「2009臺北大稻埕煙火節」行駛煙火專車。 完成「建置松山機場公車動態資訊系統計畫」2座太陽能供電系統、社區型站牌、監視設備及其餘項目之軟硬體建置。
12日	臺北市監理處『路考流程透明化』榮獲臺北市政府「98年行政透明獎實施計畫」優選獎。
17日	玉成國小地下停車場開場啓用。
18日	聯營公車 206延平新幹線(天母-中華路)低底盤公車上路營運。
27日	完成臺北市走路上學環境綱要暨改善計畫。

十二 月

02日	辦理臺北市公車動態資訊系統全面啓用典禮。
16日	臺北市貨車及聯結車禁止通行範圍及路線第七次修正案公告實施。
30日	捷運系統內湖線B3站與西湖市場大樓地下停車場開場啓用。

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	2,607,428人
	戶數	96.9萬戶
	密度	9,593人/平方公里
交通環境	道路面積	20,900,954平方公尺，占土地總面積7.69%
	汽車數	721,326輛(277輛/千人，註:本汽車數含各類客貨車及特種車等)
	機車數	1,092,788輛(419輛/千人)
	停車位	1. 停管處直營或委外停車位 路邊190,556格(含不收費停車位)、路外50,802格、委外經營10,570格 2. 建物附設851,694格 3. 非建物附設34,532格 現有停車格位數總計：1,098,640格(汽車：568,154；機車：530,486)
	特殊停車位	1. 裝卸貨專用停車位1,094格(含收費格位796格)；禁停黃線路段設置248處、2,191公尺 2. 限時停車位278格 3. 身心障礙者專用汽車停車位3,877格(含非市有停車場) 4. 身心障礙者專用機車停車位1,785格(含非市有停車場) 5. 汽、機車彈性共用格位，機車位3,264格可轉換汽車位544格供汽車停放。
交通環境	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10日通車。 新生北路、松江路－0.33公里，95年11月8日通車。
	公車	聯營公車業者14家，共306條路線。98年每日平均載客176.36萬人次，較97年平均每日載客178.32萬人次，減少1.10%。

臺北市相關交通統計資料

分類	項　目	說　明
交通環境	公　車	98年平均每日營收入2,800.9萬元，較97年平均每日營收入2,829.8萬元，減少1.02% 捷運接駁公車路線47條，其中紅線17條，藍線13條，棕線14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9條，營運車站82個，營運里程90.6公里；98年平均每日載客已達126.7萬人次；捷運與公車雙向轉乘優惠平均每日為42.1萬人次。各路線概要如下： 文山線(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。 內湖線(松山機場站至南港展覽館站) 14.8公里，98/07/04通車營運。

資料統計時間：98年12月31日（2009.12.31）

汽機車緩步成長

98年底臺北市登記汽車數有721,326輛，較97年底增加3,702輛，成長率0.52%，較88年底651,691輛增加10.69%；登記機車數有1,092,788輛，較97年底增加12,128輛，成長率1.12%，相較於97年機車成長率1.60%，成長率有下降現象：

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

年底別	道路面積 Road Area		
	合計 Total	年成長率 Growth rate	每汽車享有 Avg. Area per Veh
單　位	平方公尺 m^2	%	m^2/輛 m^2/veh.
80年底(1991)	18,521,432	0.62	35.89
85年底(1996)	19,370,998	0.93	30.25
90年底(2001)	20,653,635	1.23	30.96
91年底(2002)	20,710,215	0.27	30.56
92年底(2003)	20,767,342	0.28	29.91
93年底(2004)	20,786,331	0.09	29.35

年底別	道路面積 Road Area		
	合計 Total	年成長率 Growth rate	每汽車享有 Avg. Area per Veh
單　位	平方公尺 m^2	%	m^2/輛 m^2/veh.
94年底(2005)	20,824,722	0.18	28.70
95年底(2006)	20,868,521	0.21	28.52
96年底(2007)	20,881,608	0.06	28.67
97年底(2008)	20,884,690	0.01	29.10
98年底(2009)	20,900,954	0.08	28.98

資料來源：臺北市監理處、臺北市政府工務局

臺灣地區主要都市交通特性比較（98年）
Comparison of Traffic Statistics by Major Urban in Taiwan (2009)

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/10^3 persons	輛 Vehicles	輛/千人 Veh/10^3 persons
臺北市 Taipei City	272	2,607,428	721,326	277	1,092,788	419
高雄市 Kaohsiung City	154	1,527,914	424,052	278	1,207,026	790
臺北縣 Taipei County	2,053	3,873,653	892,268	230	2,259,828	583

資料來源：內政部、交通部

整體大眾運輸運量微幅成長
捷運及公車皆呈現成長

98年大眾運輸（捷運+公車）平均每日載客303萬人次，較97年301萬人次，增加約0.59%。就個別運具而言，98年全年捷運平均每日載客約126.7萬人次，較97年123.0萬人次增加3.05%；98年公車平均每日載客176.4萬人次，較97年178.3萬人次減少1.10%。

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

	總計Total		捷運MRT		公車Bus		公車平均每班	公車平均每日
	平均每日 Daily Avg.	成長率 Growth rate	平均每日 Daily Avg.	成長率 Growth rate	平均每日 Daily Avg.	成長率 Growth rate	次載客數 Passengers / Trip(Bus)	營運車輛數 Vehs./Day (Bus)
年別 Year	人次 Passengers	%	人次 Passengers	%	人次 Passengers	%	人 Passengers	輛 Vehicles
80年(1991)	2,142,036	-0.99	-	-	2,142,036	-0.99	34.33	2,891
85年(1996)	1,819,408	3.74	40,159	-	1,779,248	1.45	30.39	2,918
90年(2001)	2,658,989	2.66	793,542	8.13	1,865,447	0.5	27.62	3,359
91年(2002)	2,662,506	0.13	888,859	12.01	1,773,647	-4.92	25.03	3,369
92年(2003)	2,543,838	-4.46	866,272	-2.54	1,677,566	-5.42	23.35	3,471
93年(2004)	2,664,038	4.73	956,672	10.44	1,707,366	1.78	22.96	3,666
94年(2005)	2,666,863	0.11	988,301	3.31	1,678,562	-1.69	22.90	3,805
95年(2006)	2,739,871	2.74	1,051,911	6.44	1,687,960	0.56	23.30	3,877
96年(2007)	2,852,917	4.13	1,140,355	8.41	1,712,562	1.46	23.96	3,848
97年(2008)	3,012,770	5.60	1,229,575	7.82	1,783,195	4.12	25.38	3,812
98年(2009)	3,030,638	0.59	1,267,048	3.05	1,763,590	-1.10	25.07	3,747

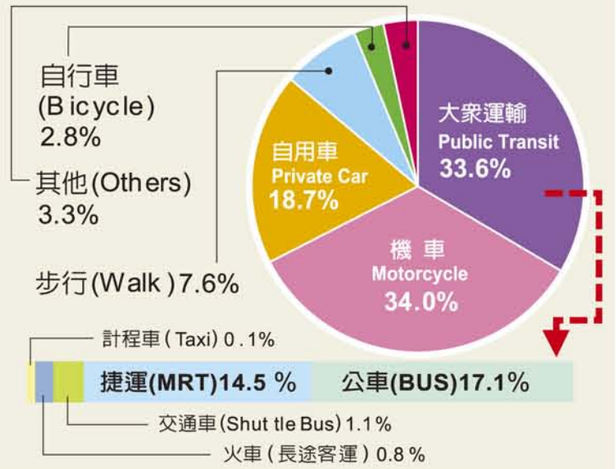
附　註：公車包含小型公車。　資料來源：臺北市公民營公車聯營管理中心、臺北捷運公司

交通工具使用比例分析

交通工具使用比例爲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；調查結果顯示市民通勤最常使用的交通工具爲機車，占34.0%，其次爲自用小客車，占18.7%，公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）爲33.6%。

98年通勤最常使用交通工具比率

Transportation Modes Choice for Commuter Trips,2009



98年臺灣地區發生死亡交通事故 *Traffic Accident Deaths in Taiwan Area 2009*

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
合　計 Total	1,989	0.93	2,063	0.97
臺北市 Taipei City	81	0.45	82	0.45
高雄市 Kaohsiung City	88	0.54	88	0.54
臺灣省 Taiwan Province	1,756	0.98	1,811	1.01
國　道 National Highway	64	…	82	…

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

交通設施 *Traffic Facilities*

年底別 Year	道路面積 Road Area 總計 Total	道路面積 Road Area 占總面積 Percentage	交通標誌 Traffic Signs	交通號誌 Traffic Signals	道路號誌連鎖線 Linked Signal with Control Center	偵測器 Detectors	資訊可變標誌 Changeable Message Signs
單　位 Unit	千平方公尺10^3m^2	%	面 Plate	組 Set	條 Line	組 Set	組 Set
80年底(1991)	18,521	6.81	27,214	1,011	45	…	…
85年底(1996)	19,371	7.13	28,779	1,449	1,004	496	24
90年底(2001)	20,654	7.60	35,912	1,741	1,238	109	20
91年底(2002)	20,710	7.62	38,156	1,773	1,353	42	32
92年底(2003)	20,767	7.64	38,969	1,796	1,428	69	32
93年底(2004)	20,786	7.65	41,968	1,796	1,582	163	56
94年底(2005)	20,825	7.66	43,156	2,125	1,652	189	62
95年底(2006)	20,869	7.68	44,588	2,175	1,676	189	57
96年底(2007)	20,882	7.68	46,781	2,240	1,714	737	83
97年底(2008)	20,885	7.68	52,236	2,260	1,748	737	98
98年底(2008)	20,901	7.69	54,438	2,273	1,759	673	108

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「機車退出騎樓」專案98年已實施路段、時間總表

項次	實施路段	實施路段長度(公里)	實施日期
1	莊敬路423巷7弄北側（莊敬路391巷-莊敬路423巷）	0.09	98.03.01
2	光復南路（仁愛路-信義路）	0.93	98.03.01
3	吉林路（民權東路-民生東路）	0.98	98.03.01
4	民生東路（松江路-新生北路）(管制騎樓)	1.32	98.03.01
5	八德路2段（復興北路-遼寧街）(管制騎樓)	0.12	98.03.01
6	松智路(松平路-松勤路)	0.40	98.04.16
7	民生東路3段北側（龍江路-合江街）	0.14	98.04.16
8	康寧路3段（安康路-東湖路）	0.69	98.05.16
9	康寧路3段（康寧路3段75巷-金湖路）	0.60	98.05.16
10	成功路5段（大湖山莊街-成功路4段）	0.32	98.05.16
11	成功路4段（金湖路-康寧路1段）	1.11	98.05.16
12	文德路（文德路207巷-101巷）	0.61	98.05.16
13	內湖路1段（港墘路-環山路）	2.23	98.06.16
14	內湖路1段（內湖路1段1巷-劍南路）	0.97	98.06.16
15	北安路（大直街東-大直街西）	1.04	98.06.16
16	羅斯福路4段24巷（汀州路-羅斯福路）	0.18	98.06.16
17	長春路（吉林路-中原街）北側	0.11	98.07.16
18	長春路（遼寧街-龍江路）	0.29	98.07.16
19	長春路（新生北路-林森北路）北側（管制騎樓）	0.15	98.07.16
20	錦州街（吉林路-中原街）	0.14	98.07.16
21	汀州路一段（西藏路-南海路）	0.38	98.07.16
22	南海路（和平西路-汀州路）	0.21	98.07.16
23	國都大樓周邊（晉江街1號及南昌路二段70號）	0.09	98.08.01
24	太子101社區（永吉路6號-8號）	0.05	98.08.01
25	北寧路（八德路三段-南京東路四段）	0.38	98.08.01
26	通化街（信義路四段-臨江街）	0.65	98.08.26
27	信義路四段265巷（信義路四段-光復南路）	0.94	98.08.26
28	杭州南路二段（潮州街愛國東路）東側	0.31	98.08.26
29	酒泉街（重慶北路三段-大龍街）	0.44	98.08.26
30	承德路三段（庫倫街-民族西路）	0.73	98.08.26
31	長春路（龍江路-建國北路）	0.38	98.09.26
32	南京西路64巷(建成國中旁)	0.31	98.09.26
33	杭州南路二段(愛國東路-信義路二段)	0.38	98.09.26
34	民族西路(玉門街-中山北路)	0.90	98.09.26
35	庫倫街 大龍街-玉門街（管制人行道）	0.91	98.09.26
36	玉門街(民族西路-酒泉街)	0.49	98.09.26
37	龍江路(朱崙街-長安東路)(管制騎樓)	0.37	98.10.30
38	松江路(民族東路-農安街)	0.77	98.10.30
39	民族東路(林森北路-中山北路)	0.59	98.10.30
40	松江路(民權東路2段-農安街)	0.51	98.11.30
41	復興南路2段148巷（復興南路2段-瑞安街）	0.48	98.11.30
42	信義路4段199巷(信義路4段-敦化南路1段295巷)	0.51	98.11.30
43	延吉街(信義路4段-市民大道4段)（管制騎樓）	2.64	98.11.30
44	景中街(羅斯福路6段-景興路)	0.68	98.11.30
45	基隆路(樂利路-光復南路)	1.49	98.12.31
46	中山北路1、2段(長安西路-民生西路)	1.81	98.12.31
47	長安西路（承德路1段-中山北路1段）（管制騎樓）	0.93	98.12.31
48	長春路南側(中山北路2段-新生北路2段)（管制騎樓）	0.48	98.12.31
49	華德大廈周邊(林森北路及新生北路3段56巷)	0.14	98.12.31
合計		31.37	

98年共實施49處路段，計31.37公里長
自88年至98年12月底止共實施417.68公里

敬老愛心車隊

敬老愛心車隊啓用典禮
Inauguration ceremony for the " Elderly and Care Demonstration Taxi Fleet "

臺北市政府交通局於98年8月成立「敬老愛心車隊」，以提供老人及身心障礙者暨其家屬更多元的運輸服務，藉由促進老人及身心障礙者之社會參與，俾建構關懷老人暨身心障礙者的城市。

敬老愛心車隊的特色是，首度結合無線電或衛星派遣計程車隊之交通資源，以及現有敬老(一)、愛心(一)悠遊卡可優惠搭乘大衆運輸工具之社會福利。

更重要的意義在於，有效媒合老人及身心障礙者外出之乘車需求，整合公車、捷運及計程車於1張敬老悠遊卡或愛心悠遊卡，並於現有補貼其搭乘公車額度內（每月60格次480元）共同使用。

單趟計程車車資100元(含)以下補貼16元，超過100元補貼32元，剩餘車資從悠遊卡內自行儲值金額中扣除，讓老人暨身心障礙者能享有一卡在手，通行無阻。此外，參與示範車隊之計程車駕駛除提供攙扶上下車、提重物之乘車服務外，皆須接受中華民國紅十字會及相關社福團體辦理之相關專業訓練，

為成立敬老愛心示範車隊，分別於民國97至98年間辦理評選事宜，共有13家車隊獲選，計3,417輛計程車可享有臺北市政府補助裝設悠遊卡扣款設備；截至98年底已有2,221輛計程車安裝完成悠遊卡扣款設備正式上路營運。

為宣傳臺北市敬老愛心示範車隊計畫，於民國98年8月6日舉行「敬老愛心示範車隊啓用典禮」，並陸續舉辦多項宣導活動及印發宣導品，讓本市身心障礙者、年長者及一般民衆廣泛接收敬老愛心示範車隊訊息。

Elderly and Care Demonstration Taxi Fleet Program

In August 2009, the Taipei City Department of Transportation (DOT) established the "Elderly and Care Demonstration Taxi Fleet"(ECDTF) to further diversify transportation services for the elderly and disabled people and their families. The program aims to encourage seniors and the persons with disabilities to participate in society and further cares for elderly and disabled residents.

This ECDTF is the first transportation resource combining wireless and satellite taxi dispatch with the senior and charity EasyCard system for discounted travel on public transportation systems.

More significantly, the system effectively meets the transportation needs of elderly and disabled persons, combining bus MRT and taxi travel payment into one EasyCard. The cards also provide discounts for combined travel including discounts on public bus transportation up to a monthly limit (60 times or NT$480 per month).

Single-journey taxi fares of NT$100 or less receive a subsidy of NT$16, while fares over NT$100 receive a subsidy of NT$32. The rest of the fare is deducted from the prepaid amount on the holder's EasyCard, enabling seniors and disabled persons to travel easily with a single card. In addition, taxi drivers participating in the demonstration fleet can also assist passengers in and out of taxis and also help to stow and retrieve heavy items transported. All such drivers are required to undergo training from the Red Cross Society of the Republic of China or other related social welfare group.

敬老愛心車隊啓用典禮
Inauguration ceremony for the " Elderly and Care Demonstration Taxi Fleet "

Between 2008 and 2009, the DOT selected 13 taxi fleets (3,417 taxis) eligible for subsidized installment of EasyCard fare charging equipment. As of the end of 2009, such devices had been installed on 2,221 taxis.

In order to promote the ECDTF Plan, the DOT held the "Care Fleet Launch Ceremony" on August 6, 2009. It also arranged several promotional activities to inform seniors, disabled persons and the general public about the new program.

敬老愛心車隊啓用典禮 Inauguration ceremony for the " Elderly and Care Demonstration Taxi Fleet "

交通資訊中心

交通資訊中心-停車資訊導引系統展示區
Traffic Information Center: Parking information sign display area

臺北市政府交通局於98年建置「交通資訊中心」（含參觀走廊及交通應變中心），位於臺北轉運站B2與交控中心同地。提供本市ITS發展及未來前瞻資訊蒐集之重要平台。

參觀走廊呈現北市歷年智慧型交通發展過程，包含交通控制、大眾運輸、交通建設及交通資訊等各項領域，透過生動、活潑的展示設計及導覽，讓民眾瞭解現況發展及相關設施。

參觀走廊目前設有歷史回顧區、智慧型運輸系統區交工區、停車資訊導引區、自行車區、大眾運輸系統區、候車亭、手機及系統操作區等。

另為因應大型活動所產生之交通衝擊，往年多以專案方式商借場地成立臨時編組之交通應變中心，強化北市對大型活動之交通應變能力，乃同時利用建置實體「交通資訊中心」的機會，闢設專責場地　支援設施之交通應變中心，期能發揮即時交通控管並加速交通整合資訊之服務。

交通應變中心內建有輔助決策支援系統，包含圖層套疊查詢、交通管理案例資料庫及即時通訊溝通平台3大功能，可提供不同階段交通管理與緊急應變所需的資訊分析展示及輔助決策功能。

交通資訊中心除具備參觀導覽、交通應變功能與決策應用外，未來亦將持續擴充交通資訊蒐集、處理及發佈與系統異地備援等功能，以加強

交通資訊中心－即時交通資訊網展示區
Traffic Information Center: Real-time traffic information net display area

各項交通資訊整合運用及資料備份，提供臺北市良好的交通服務品質。

「臺北市即時交通資訊網」(http:\\its.taipei.gov.tw)係於95年建置。經歷數年之升級、改版及擴充資訊內容，目前該網站彙集的即時交通資訊相當豐富。因考量實際運轉需求，資料匯入及處理之規模日增，因此於98年乃編列預算建置實體「交通資訊中心」。

Traffic Information Center

The Department of Transportation (DOT) of the Taipei City Government established the Traffic Information Center (including a visitor gallery and Traffic Response Center) in 2009 at the site of the Traffic Control Center on the B2 level of the Taipei Bus Station. The new facility will serve as a major platform for compiling information on ITS development and future vision in Taipei.

The visitor gallery showcases the development of intelligent transportation systems in Taipei over the years, including traffic control, public transportation, transportation development and transportation information. Through activities, fun displays, and guided tours, the gallery introduces the public to transportation development and related infrastructure in Taipei.

The gallery currently has display areas focusing on transportation history, intelligent transportation systems, parking information guidance, bicycle transportation, and public transportation systems, as well as a waiting area and cell phone and system operation areas.

Moreover, since large events have a significant impact on traffic, yet in former years were handled by temporary traffic response centers, the DOT used the opportunity presented by the establishment of the Traffic Information Center to create a Traffic Response Center able to enhance the city's traffic response during such events. The response center is able to provide timely traffic control and accelerate the integration of traffic information.

The Traffic Response Center is equipped with systems to assist with policy decisions, including map overlay query, traffic management case database, and real-time communication platform. With these three major functions, the center can provide various levels of data analysis and display needed for traffic management and emergency response and to assist with policy decisions.

Apart from its display and traffic response functions, the Traffic Information Center will continue in future to expand its compilation, handling and publication of traffic-related information and provide remote system support to strengthen integration, utilization and backup of transportation information and provide high-quality transportation services for Taipei City.

In 2006, the DOT established the Taipei City ATIS Web (http:\\its.taipei.gov.tw). The site haw been upgraded, revised and expanded over the years and currently provides a rich source of real-time transportation data. In view of the steady increase in the data volume and processing through the system, the DOT decided to earmark funds for the establishment of a brick-and-mortar Traffic Information Center in 2009.

交通資訊中心－歷史回顧區 Traffic Information Center: Retrospective area