



103年刊

ANNUAL REPORT 2014



臺北市府交通局

Department of Transportation, Taipei City Government

The background of the entire page is a photograph of a bright blue sky filled with soft, white, fluffy clouds. The clouds are more concentrated in the lower half of the image, creating a sense of depth and lightness.

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◆停車資訊導引系統／Parking information system

■臺北好好行 Smart and Easy Travel in Taipei

還記得那些年，常在路上時常會聽到一些很平常的對話，例如「公車還要多久才會來呢？」，或者當你開車到達目的地，卻因為不知道停車場在哪裏，好不容易停到好遠的地方步行過來，才發現有個迷你停車場就在眼前！

Do you remember how, back in the day, you would often hear conversations on the street, like, “When is the bus coming?” Or how, when you were driving and arrived at your destination, you didn’t

know where the parking lot was and you’d eventually park somewhere really far away and walk back, only to find a mini parking lot was right in front of you!

現在，我們可以很快的知道公車多久會到站，好整以暇的安排出門時間；我們知道目的地附近哪裏有停車場，還有沒有停車位，車子不用大街小巷繞來繞去！因為透過 App 就可以查到各種即時交通資訊，候車的時間節省了，路上繞行的時間也少了，每一個人的交通也能做到節能減碳、用更聰明的方式愛護地球，這也是臺北市多年來努力發展「臺北好好行」的目的，就是要讓每個人從走出家門到目的地間的每一哩路與每一次交通都是輕鬆又有趣的，也希望讓每個人無論使用何種交通工具都好行！



◆路側資訊可變標誌／Changeable Message signs, CMS

Now, we can immediately find out when the bus is coming, and arrange our time of going out accordingly. We know where the parking lot close to our destination is, and whether are the any parking spaces left – we don't have to circle around the streets and lanes! With apps, you can get any transport information immediately. You save the time you'd have spent waiting for the bus, you reduce your time spent driving round looking for a parking space, and so you can conserve energy and reduce carbon emissions – a smarter way of protecting the Earth. This has also been the aim of Taipei City in developing 'Smart and Easy Travel in Taipei' over many years, so that every mile from home to the destination is relaxing and fun. We hope travel will be easy for everyone on any kind of transportation!

在大家可以輕鬆取得交通資訊的背後，是臺北多年來運用各類資通訊技術 (ICT) 投入發展智慧型運輸

系統 (Intelligent Transportation System, 簡稱 ITS) 的成果，包括公車動態系統、公共自行車租賃系統、悠遊卡服務、停車資訊系統、復康巴士服務、交通控制系統等。同時，臺灣行動通訊的蓬勃，民眾可以隨時隨地的藉由路側資訊可變標誌 (簡稱 CMS)、網站、手機 App (例如我們開發的臺北好行與北市好停車 App、智慧型站牌等設備來查詢所需資訊。此外，我們也透過免費資訊介接的方式將即時交通資訊開放給各公民營機構及個人，使這些資訊可讓 ICT 產業及個人開發者進一步的加值運用，開發各多元的應用服務，希望透過政府與民間的合作，讓使用者有更多的管道可得到更豐富的資訊服務！

Behind the easy obtaining of transport information lie Taipei's achievements in using all kinds of information techniques (ICT) and integrating these into an Intelligent Transportation System (ITS). This includes Taipei City e-Bus System, public bike rental system, Easycard service, parking information system, rehabilitation bus services



◆雙面式智慧型公車站牌／Double-sided Intelligent Bus Stops

for the elderly and disabled people, and traffic control system, etc. At the same time, thanks to the flourishing of mobile communication in Taiwan, people can search for the information they need anytime and anywhere through Changeable Message Signs (CMS), websites, mobile apps (for example, the Fun Travel in Taipei App developed by us, and the i Taipei Parking App, and intelligent bus stops.) In addition, with free information interfaces, we open up this transportation information to the public and private sectors and individuals, so the information can be further used by the ICT industry and developers to build even more diverse application services. We hope that this collaboration between the government and the people will give users more channels through which to obtain more information services!

臺北好好行計畫的推動，除了帶動了各縣市政府也紛紛投入提供交通資訊服務，臺北更領先一步首創公車到站資訊增加「交管不停靠」及「末班車已過」訊息，並透過對於公車行駛歷史時間分析，推出末班車重點站位準點到站服務；更以民眾需求為觀點，主動整合相關之交通資訊服務，例如城際客運、航班訊息、臺高鐵路資訊等，使市民所有的交通資訊需求一次被滿足，為臺灣整合運用之先驅，也在 2014



◆精進末班車準點到站服務／Last bus arrival time service

年獲得世界電子化政府組織「最佳電子化政府服務獎」的肯定。

The promotion of Smart and Easy Travel in Taipei encouraged all county and city governments to provide transportation information system services. Taipei was the first to add the messages, "rerouted," and "service over". We analyzed data on bus travel times, and came up with a service



◆臺北好行 App / Fun Travel in Taipei App



◆榮獲世界電子化政府組織電子化政府獎（獎牌照片）／
Winning the Best e-Government Prize (from the World e-Government Organization)

to tell travelers whether the bus was on time. With the needs of the public as our starting point, we actively integrated relevant transportation information services, for example city bus information, flight information, TRA and HSR information etc., so that people could get all their travel info at once. The system is a pioneer in integrated usage. In 2014, we won the Best e-Government Prize from the World e-Government Organization.

在臺北幾乎人手一支智慧型手機、隨身一臺平板電腦下，經統計 103 年公車動態資訊系統平均每月查詢人次約 3,079 萬人次、「臺北好行」App 平均每月查詢人次約 816 萬次、「北市好停車」App 平均每月查詢人次約 45 萬次，對微笑單車滿意度達 93%、公車滿意度達 92.5%，顯示臺北市的智慧資訊深獲民眾好評。另調查指出透過「北市好停車」App 可減少 9-15 分鐘找車位時間，充份改善用路環境，減少繞行時間，使得悠遊臺北便利好行，開創臺北交通歷史新頁！

In Taipei, almost everyone has a smart phone or tablet-PC. Statistics show that in 2014, approximately 30,790,000 persons used the e-bus system every month; 8,160,000 persons used the "Fun Travel in Taipei App" every month; and 450,000 persons used the "i Taipei Parking" app. The satisfaction rate for 'YouBike' reached 93%, and satisfaction rate for buses reached 92.5%. This shows that Taipei City's smart information was received very favorably. In addition, surveying indicated that the "i Taipei Parking" app can reduce time spent looking for a parking space by 9 to 15 minutes; the app also improved the environment for road use, cut down on travel time, and made traveling in Taipei more convenient and safer, thereby writing a new chapter in the history of transportation in Taipei!

臺北市多年來以推動人本永續為主要交通政策，追求符合人性化概念的交通環境，運輸系統則以捷運及公車等大眾運輸為主，以自行車及步行等綠色運具短程接駁為輔，另持續提升公車營運效能與服務品質、建構公共自行車租賃系統外，亦積極推動建置友善之人人本環境，提升人行環境之暢行（便利）性、安全性、舒適性，截至今日已有顯著成果。

In recent years, Taipei City has promoted humanistic sustainability as the foundation of its transportation policy, seeking to create a transportation environment that fulfills the concept of humanism. Taipei's transportation system mainly consists of mass rapid transit and buses, with green transportation such as bicycles and walking as options for short distances. In addition, we continue to improve operational efficiency and service quality in our bus services; develop the public bike rental system; actively promote a friendly and humanistic traffic environment; and improve the convenience, safety, and comfort of our traveling environment. We have achieved a huge amount thus far.

除持續規劃跨市快速公車及市民小巴，提供多元的公車路線服務，並為提供民眾方便查詢路線資訊，設計整合式公車路線圖，另因應部分公車站區人行道寬度較窄，設計倒懸式候車亭，以提供更好的服務。

We provide ever better services by continuing to develop intercity express coaches and city minibuses for residents; providing diverse bus route services; providing people with convenient bus route information and design-integrated bus route charts; and responding to the narrow sidewalks at some bus stops by designing a “back-to-front” bus shelter.

為打造更即時且多元智慧交通環境，持續精進「公車動態資訊系統」，規劃整合雙北雲端公車動態資訊系統，提升候車便利性，103年滿意度達90.5%；另持續擴充「臺北好行App」及「即時交通資訊網」功能，並辦理主要道路交通監控系統工程，提升其運作品質，以提供更好交通資訊服務。

We have created a convenient and diverse smart transportation environment, and continue to improve our “e-bus System,” including an integrated cloud e-bus information system in Taipei City and New Taipei City which makes waiting for the bus more convenient. In 2014, the satisfaction rate for this service reached 90.5%. In addition, we continued to expand the functions of “Fun Travel in Taipei App” and the “Taipei City ATIS Web”, and conducted a comprehensive review on the monitoring system of the city's main roads and surrounding areas to improve better traffic information service.

臺北市致力培養市民將自行車從運動、休閒、通勤深化至生活，故持續推動公共自行車 YouBike 擴充計畫，於民國 103 年底全市建置 196 站公共自行車租賃站並提供 6,406 輛車。另配合公共自行車佈點，以串聯生活圈內河濱自行車道出入口、學校、重要據點、大眾運輸場站等規劃自行車道及設置自行車停車架。

Taipei City actively encourages citizens to use bicycles as a tool for exercising, leisure, commuting, and daily life. We continued to promote the ‘YouBike’ public bicycle expansion plan. At the end of 2014, we had established 196 public bike rental stations in Taipei City and provided 6,406 bicycles. In addition, we cooperated with public bike distribution systems, and connected together riverside bike lanes exits and entrances, schools, important service points, and mass transit stations along the riverside bike lanes, and also provided bicycle racks and planned additional bicycle lanes.

在交通安全方面，為提升無號誌路口行人穿越安全，試辦全國首創之折線型標線，並持續檢討設置標線型人行道，針對易肇事地點進行改善及防禦措施，另為維護車輛行車安全，設置內照式標誌。

In terms of transportation safety, we ran Taiwan's first trial use of zig-zag road markings, and continued to establish sidewalks with clear markings in order to improve pedestrian safety at intersections with no signs. We focused on locations that are prone to traffic accidents, and conducted improvement and prevention measures. In addition, we also installed self-illuminating signs to maintain traffic safety.

交通局同仁仍將秉持專業、熱忱與服務的精神，以 109 年綠運輸市占率達 70% 為目標持續努力，另將於 105 年主辦「2016 Velo-City Global」，以實現「最後一哩」無縫綠色運輸，體驗城市風華的未來生活想像，期望能讓臺北市成為便捷悠遊的綠色城市。

Our colleagues in the Department of Transportation uphold the spirit of professionalism, enthusiasm, and excellent service. We continue to strive towards our goal of having 70% of market occupancy rate of green transportation in the city by 2020. In addition, we will hold the “2016 Velo-City Global” in 2016 in order to complete ‘the last mile’ in our seamless transition to green transport and experience the glory of a city looking towards the future. We hope that Taipei City can become a convenient green city in which travel is free and easy.

局長

鍾慧諭
Hui-Yu Chung

交通局

Department of Transportation

局本部
Head Office

臺北市停車管理工程處
Taipei City Parking Management and Development Office

臺北市交通管制工程處
Taipei City Traffic Engineering Office

臺北市公共運輸處
Taipei City Public Transportation Office

交通事件裁決所
Traffic Adjudication Office

交通警察大隊
Traffic Division, Taipei City Police Department

綜合規劃科
Planning and Development

交通治理科
Traffic Regulation

運輸管理科
Transportation Management

交通安全科
Transportation Safety

運輸資訊科
Information and Technology

秘書室
Administrative Services

會計室
Accounting

統計室
Statistics

政風室
Government Ethics

人事室
Personnel

附屬機關 offices

督導執行交通業務機關
Divisions in charge of executing transportation affairs

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01

無縫樂活 暢遊臺北

Seamless and Happy Travel in Taipei



◆樂騎遊台北／LOHAS biking in Taipei

一、YouBike 微笑單車

1. YouBike

(一) YouBike 微笑單車

(1) YouBike

臺北市為培養市民將自行車成為生活圈上的交通工具，持續推動公共自行車 YouBike 擴充計畫，規劃於捷運站、公車站等大眾運輸場站及重要節點周邊設置公共自行車租賃站，已建置 196 站，共提供 6,406 輛車。未來將結合生活圈概念以生活化自行車構想，並配合自行車道路網之建置，以民眾步行 350 公尺距離內即能到達 1 座公共自行車租賃站為目標，完整臺北市公共自行車網絡，以達成綠色、友善、宜居、永續之城市願景。

In order to encourage citizens to use bicycles as daily transport, we continued to promote the YouBike public bicycle expansion plan. We planned to establish public bike rental stations at MRT stations, bus stations, and important locations. We have to date installed 196 stations and provided 6,406 bicycles. In the future, we will work to integrate the concept of bicycles into citizens' daily lives, and will cooperate with the establishment of the bike lane network, so people can always reach a public bike rental station within 350m walking distance. This will provide a comprehensive public bicycle network in Taipei City, and will realize our goal of a green, friendly, livable, and sustainable city.

(二) 自行車城市研討會

(2) Cycling Cities Seminar

交通局於民國 103 年 3 月 7 日與歐洲自行車聯盟 (European Cyclists' Federation, ECF) 舉辦自行車城市研討會，邀請歐洲自行車聯盟主席 Manfred Neun、國內外學者、自行車團體及 6 都交通局局長出席。

On March 7th 2014, the Department of Transportation worked together with European Cyclists' Federation (ECF) to hold the Cycling Cities Seminar. We invited ECF Chairman Manfred Neun, Taiwanese and international scholars, cycling teams, and commissioners of Departments of Transportation from six cities in Taiwan to participate in the seminar.

會議中歐洲自行車聯盟主席 Manfred Neun 表示，對 YouBike 高達九成的服務滿意度及使用率，留下深刻印象，因為它的容易使用及穩定度可說是世界上最好的公共自行車系統之一，同時於演講時盛讚臺北市的優質自行車環境，可成為自行車友善城市的典範。

▼公共自行車初期路網建置完成／
The initial completion of the public bicycle network



▼民眾使用公共自行車自動服務機／
People using the automated bicycle service





◆自行車聯盟主席 Manfred Neun /
Manfred Neun, Chairman of the European
Cyclists' Federation



◆自行車城市研討會會議 / Cycling Cities seminar

During the meeting, ECF Chairman Manfred Neun stated that he was impressed by YouBike's over 90% service satisfaction and usage rate. Its ease of use and reliability mean it is one of the best public bike systems in the world. At this same time, during his speech he praised the excellent cycling environment in Taipei City, which is an exemplar for bicycle-friendly cities.

交通局透過這次國際交流，與國內外學者及臺灣各主要城市分享發展自行車寶貴經驗，讓自行車產業與各項軟硬體環境獲得更好發展，同時於民國 104 年 3 月將舉辦一場國際研討會，希望彙集亞洲主要都市推動自行車經驗互為交流，並向世界各國宣傳將於 105 年臺北市主辦的「2016 Velo-City Global」。

Through this international exchange, the Department of Transportation worked together with Taiwanese and international scholars and the major cities in Taiwan to share and develop valuable experience regarding cycling, so that the bicycle industry and various services and facilities can be better developed. In the meantime, we also conducted an international seminar in March 2015, in the hope of urging the major cities of Asia to promote the exchange of cycling experience, and in order to promote the "2016 Velo-City Global" to be held in Taipei City in 2016.

二、建構自行車道路網

2. Constructing a Bike Lane Network

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

In order to fully implement carbon reduction and turn bicycles into a daily transport tool, we integrated concepts of bicycles in daily life and cooperated with public bicycle distributors to connect riverside bike lanes and its exits and entrances with schools, important locations, mass transit stations, and public bike rental stations. We constructed over 20km of bike lanes, including three bike lanes crossing the city east to west, and three running north to south, as well as cycle lanes on bridges crossing between Taipei City and New Taipei City, to complete 'the last mile' in the seamless transition to green transport, as well as safe way to experience a taste of Taipei in the future.

(一) 自行車路網建置現況

(1) Status of the Establishment of the Bicycle Lane Network

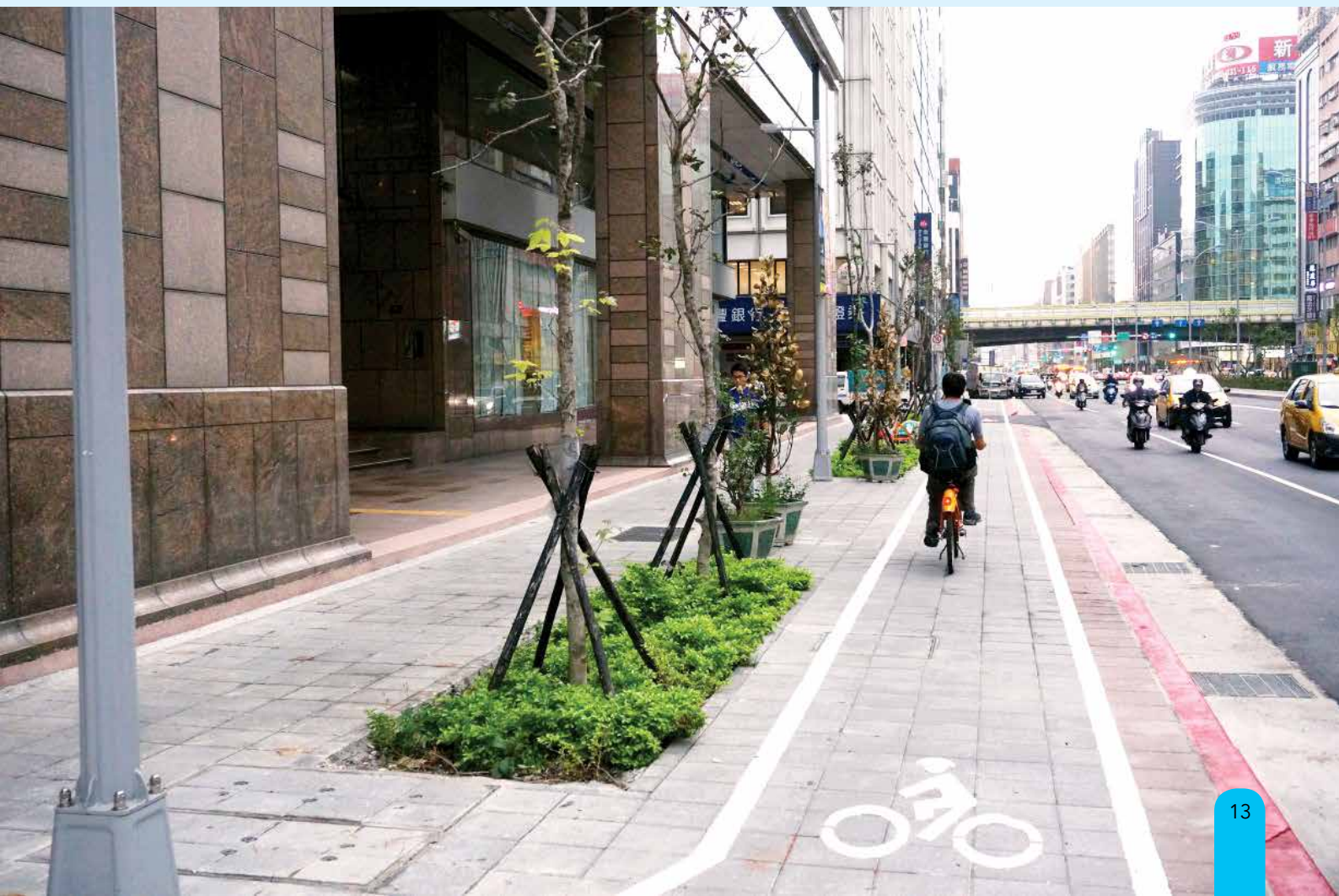
民國 103 年配合捷運松山線道路復舊工程及年度自行車道工程，於南京東西路、南京東路 6 段及潭美街設置人車分道，並調整部分人車共道為人車分道，如：辛亥路、新生南路及羅斯福路，另針對本市適當道路條件之人行道檢討規劃人車共道。

In 2014, we cooperated with the recover constructions and renovation of the MRT Songshan Line and bike lanes, and established separated paths for pedestrians and bicycles on Nanjing East Road, Section 6 of Nanjing East Road, and Tangmei Street. We also converted some shared-use lanes for pedestrians and bicycles into separated paths, for example, Xinhai Road, Xincheng South Road, and Roosevelt Road. We ensured that sidewalks met the needs of the city and constructed bicycles paths as appropriate.

迄至民國 103 年底，臺北市現有人車分道全長計 54.85 公里，人車共道路網全長計 327.8 公里，市區自行車道全長共計 382.65 公里。

By the end of 2014, the separated paths for pedestrians and bicycles in Taipei City were 54.85km in total length. The shared-use pedestrians and bicycles network is 327.8km in total length. The total length of bike lanes in the city is 382.65km.

◆南京東西路自行車道（松山線）／Nanjing East and West Road bike lane (Songshan Line)





◆人車共道 / Shared-use lane



◆潭美街自行車道 / Bike lane on Tangmei Street



◆新生南路自行車道 / Bike lane on Xinsheng S. Road

(二) 未來展望

(2) Looking to the Future

臺北市將持續檢討主要幹道，在交通條件許可下，採行人車分道方式，劃設自行車道標線規範自行車行駛空間，區隔自行車及行人通行空間，以逐步完善安全及舒適的自行車路網。

Taipei City will continue to review its primary and secondary roads. Where appropriate given traffic conditions, we will build separated paths for pedestrians and bicycles, plan bike lane markings and cycling spaces, separate spaces for bicycles and pedestrians, and gradually build a comprehensive, safe, and comfortable bicycle network.

目前已訂定完成民國 104 年至 108 年自行車路網初步執行計畫，預計至 108 年底全市人車分道長度由目前 54.85 公里增加至 208.92 公里；另針對 10 座市區橋梁、12 座跨市聯外橋梁，分期規劃設置自行車通行空間，提升橋梁上自行車騎乘安全性。

Currently, We have drafted the 2015 to 2019 initial bicycle network execution plan. We plan to increase the total length of separated paths for pedestrians and bicycles in the city from 54.84km to 208.92km by 2019. In addition, by focusing on the 10 city bridges and 12 cross-city connecting bridges, we plan to gradually establish bicycle access to these bridges and improve safety for cyclists on the bridges.

三、增設自行車停車設施

3. Adding Bicycle Parking Facilities

臺北市為推展綠色運輸，並鼓勵民眾騎乘自行車，臺北市停車管理工程處於大眾運輸場站、市區自行車道（含人車共道）、洽公機關、公園廣場、學校、社區、辦公大樓及商圈等自行車停放需求高之地點，於其鄰近路邊、人行道或公有路外停車場，規劃適量且便利之自行車停放空間，民國 103 年全市共增設 4,791 席自行車停放架，累計自行車停車空間達 3 萬 146 席（含捷運公司維管）。

停車空間友善與便利性規劃，對自行車使用率的提升助益頗大，故參考本市 103 年度停車供需調查報告中之自行車停車特性問卷調查分析結果，訂定民國 104 年以後之停車空間設置策略與目標，以建構合宜的綠運輸環境。

In order to promote green transportation and encourage people to ride bicycles, the Taipei City Parking Management and Development Office planned an appropriate amount of convenient bicycle parking space at mass transit stations, city bike lanes (including shared-use lanes for pedestrians and bicycles), government agencies, park squares, schools, housing communities, office buildings, and commercial circles, i.e. locations with high demand for bicycle parking. In 2014, a total of 4,791 bicycle parking stands were added across the city. There are now a total of 30,146 bicycle parking spaces (managed by Taipei Metro).

The convenience of these parking spaces will be conducive to encourage cycling. We referred to the analyzed results of the bicycle parking survey in the 2014 annual parking supply and demand survey reports, and formulated strategies for provision of parking spaces from 2015 accordingly, in order to construct a suitable green transportation environment.

以 2020 年(民國 109 年)自行車市占率 12% 為目標年，推估目標年自行車停車需求 46,059 席，參考近 2 年共增設席位為 7,000 餘席，故 104 年以增設 3,500 席為目標，爾後逐年增加預計於 2018 年底前完成 2020 年需求量。另已針對立體化自行車停放設施進行可行性研究及規劃興建方案，後續將依結果推動。未來「北市好停車」App 將納入自行車補給站、維修站、租賃站等相關資訊，以提昇服務品質。

In 2020, the goal is to have the market occupancy rate of bicycles reach 12%. We predict there will be need for 46,059 parking spaces, and therefore in two years we will add more than 7,000 parking spaces; our goal is to reach 3,500 by 2015. After that, we will aim to meet 2020 demand by the end of 2018. In addition, we will conduct feasibility research and plan construction projects for 3D bicycle parking facilities. We will base our follow-up on the results. In the future, the “i Taipei Parking” App will provide information on bicycle supply stations, maintenance stations, and rental stations, in order to improve overall quality of service.

◆自行車停放處／Bicycle parking





◆自行車停放處／Bicycle parking



四、精進公車服務

4. Advanced Bus Services

(一) 跨市快速公車

(1) Intercity Express Coaches

為縮短臺北市及新北市民眾之旅運時間，提供雙市民眾更便捷的大眾運輸服務，規劃及推動雙北市快速直載公車。

In order to reduce travel time between Taipei City and New Taipei City and provide people from Taipei City and New Taipei City with more convenient mass transit services, we planned and promoted the Taipei City and New Taipei City direct high-speed buses.

1. 跨市快速公車路線規畫以距離臺北市境最近之捷運站為原則，另考量交通負荷及迴轉空間等因素，亦得調整至其他鄰近捷運站，俾利民眾轉乘，另新北市境端部分不限行駛至最近之捷運站。路線行駛高快速道路連結至主要轉乘點及單程行駛時間以1小時以內之原則，提供雙北市民通勤日常生活所需。

1. Our routes planning for intercity express coaches emphasize those MRT stations that are the closest to Taipei City. In addition, we considered factors such as traffic burden and space for U-turns, and considered proximity to other nearby MRT stations to make the service convenient for transfer passengers. This way, people from all over New Taipei City can reach their nearest

MRT station easily. The principle is to keep the one-way driving time from expressways to main transfer points under 1 hour, in order to provide for the daily needs of commuting residents in Taipei City and New Taipei City.

2. 自民國101年起迄今已闢駛12條跨市快速公車路線，服務範圍擴展為北北基地區，另已與新北市政府交通局規劃第4波跨市快速公車路線，期有效縮減民眾來往乘車時間及轉乘次數。迄今闢駛11線跨市快速公車現況如表1：



◆松山車站公車停靠路線導覽圖／Songshan Station bus stop map

2. Since 2012, 12 intercity express coach routes have been available. The service has expanded to cover Taipei City, New Taipei City, and Keelung. In addition, we cooperated with New Taipei City Department of Transportation to plan the 4th wave of intercity express coach routes, in the hope of effectively reducing the travel time and number of transfers. The current status of 11 intercity express coach routes is shown in Chart 1:

表 1：跨市公車路線表

Chart 1: Intercity express coach routes chart

路線 Route	公司 Company	起迄地點（站名） Route origin and destination (names of stations)	實施日期 Date of implementation	備註 Notes 全文完
935	新店 Xindian	錦繡山莊 - 臺北市府 Jinxu Village-Taipei City Government	101/4/2 4/2/2012	
936	三重 Sanchung	林口 - 捷運圓山站 Linkou-MRT Yuanshan Station	101/5/24 5/24/2012	
937	大都會 Metropolitan Transport Corporation	林口 - 捷運圓山站 Linkou-MRT Yuanshan Station	101/7/20 7/20/2012	
938	指南 Zhinan Bus Company Ltd.	五股 - 捷運台大醫院站 Wugu-MRT National Taiwan University Hospital Station	101/7/6 7/6/2012	
939	臺北 Taipei	三峽 - 臺北市府 Sanxia-Taipei City Government	101/6/27 6/27/2012 6/27/2012	
943	臺北 Taipei	三峽 - 國道 3 號 - 臺北大學（臺北校區） Sanxia-National Highway 3-Taipei University (Taipei Campus)	102/9/16	
945	三重 Sanchung	林口 - 松山機場 Linkou-Songshan Airport	102/12/20	
946	三重 Sanchung	林口 - 內湖科技園區 Linkou-Neihu Science Park	102/12/20	
949	指南 Zhinan	深坑 - 捷運古亭站 Shenkeng-MRT Guting Station	103/3/29	
950	中興 Zhongxin	中和 - 內湖科學園區 Zhonghe-Neihu Science Park	103/4/15	
951	中興 Zhongxin 指南 Zhinan	新店 - 國道 3 號 - 南港 - 汐止 Xindian-National Highway 3-Nangang-Xizhi	103/10/14	



◆整合式公車路線圖／laTeqraTed bus Route map

(二) 設置公車路線導覽圖

(2) Establishing a Bus Stop Map

本市公共運輸處自民國 100 年底起著手將行經特定區域的公車路線及地圖資訊整合於單一圖面上，以利查詢可搭乘公車路線資訊，提升民眾及外來旅客對於本市公車整體路線了解與熟悉，另提供民眾臨時查詢公車路線資訊需求或未使用智慧型手機及網路時，取得公車路線資訊另一種選擇。

Since the end of 2011, the Public Transportation Office of Taipei City has integrated the bus routes onto a single chart to make it easier for people to search for bus route information and improve their understanding, and to help foreign tourists. In addition, this provides the public with another option to obtain bus route information when they need, or when they are not using smartphones and the internet.

自民國 101 年 8 月 17 日起在信義商圈、捷運東門站、捷運劍南路、捷運動物園站、捷運北投站、捷運圓山站、士林商圈、捷運公館站、臺北車站及松山車站等地區，張貼於候車亭及轉運站內供民眾參考使用。

Since August 17th 2012, we have posted information at bus shelters and inside bus stations at Xinyi Commercial Circle, MRT Dongmen Station, MRT Jiannan Road Station, MRT Taipei Zoo Station, MRT Beitou Station, MRT Yuanshan Station, Shilin Commercial Circle, MRT Gongguan Station, Taipei Main Station, and Songshan Station.

另於 103 年 12 月 18 日起陸續在「仁愛新生路口」（往臺北車站方向）公車站位及仁愛路往西方向公車專用道其他站位推出整合式公車路線圖，整合行經該站的公車路線資訊（包含路線、停靠站、班次、方向等資訊）及與捷運車站、YouBike 租借站的轉乘資訊，完整呈現當站停靠的公車路線及各路線行駛方向沿途之站位，便利民眾閱讀查詢及轉乘接駁。

Since December 18th 2014, we have continued to promote our integrated bus route charts at Renai-Xinsheng Road Intersection (going toward Taipei Station) bus stations and Renai Road Westbound exclusive bus lanes, and other bus stations. We have integrated bus route information at each station (including routes, stops, bus schedules, and directions), along with transfer information

regarding MRT stations and YouBike rental stations. The bus route is clearly visible at each stop, along with the driving direction of the stop, in order to make it easier for the public to get the shuttle buses they need.

未來將持續推廣公車路線導覽圖至本市重要轉乘站位、景點及本市公車班次密集站位，並將配合地區不同特性而有不同的呈現方式，並視民眾反映情形，評估後續推廣整合式路線圖至仁愛路公車專用道往東站位及各公車專用道之候車亭，以便利民眾於本市大眾運輸搭乘及轉乘。

In the future, we will continue to promote bus stop map at important transfer stations, scenic spots, and crowded bus stations in the city. We amend how we exhibit the information to suit local conditions. In response to public feedback, after evaluation we continue to promote integrated route charts at eastbound bus stops on Renai Road bus shelters on all exclusive bus lanes, in order to make it easier for people to take the MRT and transfer to their station.

(三) 市民小巴

(3) City Minibuses for Residents

市民小巴為住宅社區與大眾運輸轉運站（捷運、公車站）之中繼接駁交通工具，除滿足民眾轉乘、上學、購物等短程活動需求，亦提供社區「最後一哩」的運輸服務。

City minibuses for residents are transportation tools between residential communities and mass transit depots (MRT, bus stations). They allow the public to access transport, go to school, and go shopping, and provide the community with shuttle services for the “last mile” of their journey.

市民小巴服務範圍已包含北投、士林、中山、南港、信義、文山、內湖等區，自民國 96 年實施迄 103 年計有 12 線正式通車營運，配車總數為 30 輛，一般日合計行駛 236 車次，例假日行駛 179 車次，各線基本資料如表 2。

City minibus services are provided for residents of Beitou, Shilin, Zhongshan, Nangang, Xinyi, Wenshan, and Neihu districts. Since the service's implementation in 2007 until 2014, 12 bus lines were made available; there are 30 buses in total. 236 journeys are made on weekdays, with 179 on weekends. Basic information on all routes is provided in Chart 2.

▼市民小巴 7 路／Route 7 city minibus for residents



表 2：市民小巴基本資料表

Chart 2: Basic information on city minibus routes

路線 Route	起站 Origin	迄站 Destination	往返里程 (公里) Round trip mileage (km)	通車日期 Date opened to traffic	車次 Journeys		業者 Company
					一般日 Weekdays	例假日 Weekends	
1 路 Route 1	捷運劍潭站 MRT Jiantan Station	風櫃嘴 Fengguizui	33.6	97.5.28 5/28/2008	5 車次 5 runs	5 車次 5 runs	首都 Capital
2 路 Route 2	捷運北投站 MRT Beitou Station	溫泉路 Wenquan Road	5.2	96.11.30 11/20/2007	17 車次 17 runs	17 車次 17 runs	大南 Danan
3 路 Route 3	陽明山 Yangmingshan	新園街 Xinyuan Street	3.2	96.12.24 12/24/2007	2 車次 2 runs	—	大都會 Metropolitan
5 路 Route 5	興光市場 Xinguang Market	捷運景美站 MRT Jingmei Station	16.3	96.11.30 11/30/2007	10 車次 10 runs	10 車次 10 runs	欣欣 Hsin Hsin
6 路 Route 6	舊莊 Jiuzhuang	南港車站 Nangang Station	9.2	96.12.24 12/24/2007	32 車次 32 runs	16 車次 16 runs	大都會 大南聯營 Metropolitan and Danan Joint Bus Operational Service
7 路 Route 7	麟光新村 Linguang New Village	捷運市政府站 MRT Taipei City Hall Station	11.8 (慈恩園線 13.6) Cien Castle Line 13.6)	96.11.30 11/30/2007	55 車次 55 runs	34 車次 34 runs	大都會 Metropolitan
8 路 Route 8	洲美站 Zhoumei Station	後港里 Hougangli	12.2	97.5.16 5/16/2008	12 車次 12 runs	12 車次 12 runs	光華 Guanghwa
9 路 Route 9	大佳河濱公園 Dajia Riverside Park	中興醫院 Zhongxin Hospital	16	97.8.15 8/15/2008	15 車次 15 runs	15 車次 15 runs	三重 Sanchung
10 路 Route 10	麥帥新城 MacArthur New Village	三民國中 Sanmin Junior High School	10.2	98.8.3 8/3/2009	26 車次 26 runs	15 車次 15 runs	首都 Capital
11 路 Route 11	天母 Tienmu	捷運芝山站 MRT Zhishan Station	13.4	98.3.31 3/31/2009	26 車次 26 runs	26 車次 26 runs	光華 Guanghwa
12 路 Route 12	捷運芝山站 MRT Zhishan Station	社子 Shezi	9.8	99.8.15 8/15/2010	15 車次 15 runs	8 車次 8 runs	三重 Sanchung
15 路 Route 15	捷運昆陽站 MRT Kunyang Station	捷運南港展覽館站 MRT Nangang Exhibition Hall Station	9	101.8.4 8/4/2012	21 車次 21 runs	21 車次 21 runs	大南 Danan



◆倒懸式公車候車亭／A “back-to-front” bus shelter

為更進一步瞭解沿線民眾需求，臺北市公共運輸處已完民國 103 年市民小巴服務品質問卷調查，民眾整體滿意度為 97.4%，相較去 (102) 年 94.5% 上升 2.9%，顯示民眾對於市民小巴提供之服務表示肯定；另為使市民小巴更貼近民眾需求，調查結果將作為營運調整參考。未來將在兼顧民眾搭乘權益及營運效率前提下並彙整各方建議，除持續評估各地區新闢市民小巴之可行性外，並適時調整市民小巴路線營運方式，以提升大眾運輸使用率。

In order to further understand the need of the people, Taipei City Public Transportation Office has completed multiple service quality surveys regarding city minibuses. The overall satisfaction rate was 97.4%; compared to the 94.5% in 2013, this rate rose by 2.9%. This shows a very positive response from residents regarding city minibus services. In addition, the survey results serve as a reference for operational adjustments in order to better meet public needs. In future, we will consider public benefit and operational efficiencies in making adjustments, and will gather recommendations from all circles. As well

as continuing to evaluate the feasibility of new city minibuses for residents in each region, we will also adjust the operational methods, in order to improve usage rates.

(四) 擴建候車亭－倒懸式新式候車亭

(4) Expanding Bus Shelters- New “back-to-front” Bus Shelters

臺北市有許多道路，因站區人行道寬度較窄無法增設制式候車亭，倒懸式候車亭因此產生，不只還給行人更寬廣的步道，並設置服務燈，讓公車司機清楚辨識有民眾在等車，避免過站不停。

Taipei City has many roads. Due to narrow sidewalks, it is often impossible to establish standard bus shelters, therefore “back-to-front” bus shelters were created. Not only did this give pedestrians wider walkways, but we have also installed service lights, so bus drivers can see that there are people waiting for the bus and will therefore not overshoot the station.



◆無車樂活活動雙北市起步走／ Car-free Event - Taipei City and New Taipei Step Forward

五、人本永續交通宣導

5. Advocacy of Humanistic Sustainability

(一) 2014 年臺北無車樂活

(1) 2014 Taipei City Happy Travel without Cars

臺北市政府交通局民國 103 年 9 月 28 日舉辦「2014 年臺北無車樂活」活動，與新北市政府共同鼓勵使用綠運具、大眾運輸系統，以響應國際無車日，進一步改善雙北交通環境及空氣品質。



◆民眾熱情參與健行活動／
People enthusiastically participate in walking events

On September 28 2014, Taipei City Government Department of Transportation conducted the “2014 Taipei Happy Travel without Cars” event. We worked with Taipei City Government to collectively encourage the use of green transport and mass transit systems. The event also marked International Car-Free Day, and further improved the traffic environment and air quality of Taipei City and New Taipei City.



◆無車樂活活動街道嘉年華／
Car-free event street carnival



◆民眾參與使用綠運輸活動／
People participating in a green transportation event

活動內容除健行大步走，還包含我愛綠運輸、歡樂嘉年華及友善店家等，活動型態多樣，許多大臺北民眾扶老攜幼，熱情支持，計 8,000 人以上民眾參與，顯示推廣綠運輸已獲廣大的成效。

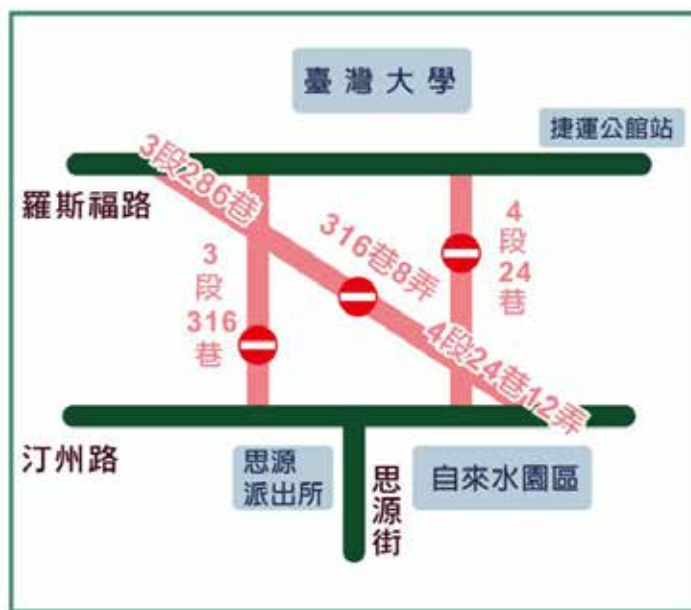
The event involved a march and also included “I Love Green Transport” activities, a carnival and participation from local stores, etc. There were many different events. Many residents of Taipei City attended with the elderly and young, and provided enthusiastic support. A total of 8,000 people participated, and this shows that the promotion of green transportation has had great effect.

(二) 公館慢行徒步區

(2) Gongguan ‘Slow Walking’ Pedestrian Area

公館地區車流穿梭不息，每逢假日人潮眾多，為減少假日人車爭道現象，及維護行人步行安全，自民國 103 年 8 月 2 日起假日於羅斯福路 3 段 316 巷及 4 段 24 巷等 5 條巷道，試辦公館慢行徒步區。

There are endless car flows in the Gongguan area. On weekends, it is always crowded. In order to reduce congestion on weekends and improve safety for pedestrians, on 2 August 2014, we trialed a ‘slow walking’ pedestrian area in five roads including Alley 316, Section 3 Roosevelt Road and Alley 24, Section 4 Roosevelt Road.



◆公館慢行徒步區實施範圍／Scope of the Gongguan slow walking area

實施後有效改善當地行人及自行車環境，行人數量明顯成長，為當地帶來大量人潮。另為營造不同風格的慢行徒步區，臺北市開放街頭藝人申請表演，各式各樣的表演吸引許多民眾駐足觀賞。

This trial effectively improved the environment for local pedestrians and cyclists. The number of pedestrians has grown significantly, bringing large flows of people. In addition, in order to create different atmospheres in the pedestrian areas, Taipei City accepted applications from street performers; all kinds of performances attract many onlookers.



◆公館慢行徒步區街頭藝人表演活動／Street performers in the Gongguan slow walking area



一、公車動態資訊系統及擴建智慧型站牌

1. The e-Bus System and Intelligent Bus Stops

臺北市政府自民國 93 年度開始向交通部申請補助建置「公車動態資訊系統」，經分期建置於民國 98 年 12 月完成全市約 4,000 輛公車全面裝設公車動態資訊車機系統，並同步建置網頁、手機以及電話語音專線等查詢管道，提供民眾便利獲得公車預估到站時間等資訊服務，提升乘車便利性，自 103 年 12 月起平均每日查詢人次已突破 300 萬人次。

In 2004, Taipei City Government started applying for subsidies to establish an “e-Bus system.” We have completed the installation of e-Bus systems for approximately 4,000 buses in December 2009. We also established search facilities online and via telephone, in order to provide people with convenient information on estimated arrival time, and improve the convenience of bus travel. Since December 2014, daily search traffic on the website has been over 3 million.

智慧型站牌可主動提供公車到站時間，對民眾而言是最便利獲得公車到站資訊的管道，為提供便民的公車動態資訊服務，至民國 103 年底全市已設置 1,032 座。

Intelligent bus stops can provide information on estimate arrival time for buses, which is the most convenient channel for obtaining this information, and also provide users with convenient dynamic e-Bus information services. By the end of 2014, 1,032 intelligent bus stops had been installed.

為提供民眾更完整的公車資訊，自民國 101 年起介接新北市公車動態資訊，並納入 5284 手機版網頁、智慧型站牌顯示，更與新北市合作建置雙北公車語音到站時間免付費查詢系統，民眾無論是使用市話或是手機撥打 0800-00-5284 專線，均無須負擔電話費用，即可查詢公車資訊。102 年配合公路客運公車動態資訊系統正式上線，率全國之先，向交通部公路總局申請介接公路客運動態資訊，亦納入 5284 手機版網頁及智慧型站牌顯示。

In order to provide the public with more complete bus information, since 2012 we have integrated the dynamic e-Bus information interface for Taipei City with the 5284 mobile version webpage and display screens at intelligent bus stops. We even worked together with New Taipei City to establish the Taipei City and New Taipei City toll-free arrival time search system phone line. People do not have to worry about their telephone bills, and can search for bus information when they use local phones or use their cell phone to dial the 0800-00-5284 hotline. In 2013, we put the highway e-Bus information system officially online, the first in the country. We applied to Directorate General of Highways, Ministry of Transportation and Communications for the dynamic e-Bus information, and included it in the 5284 smart phone version webpage and intelligent bus stops displays.

此外，為方便夜間候車之民眾辨識是否錯過末班車，除於公車動態資訊系統顯示「末班車已過」資訊外，民國 102 年起善用公車到站時間資料庫，規劃試辦 30 條公車路線、434 個重點站位提供末班車準點到站服務。實施準點到站的站位，末班車會依照時刻表所訂時間到站，如果提早到站亦會稍做停等，晚到則以不超過 5 分鐘為原則，讓夜間乘車更安全、更便利。

In addition, in order to allow the public to find out conveniently whether they have missed the last bus, the dynamic e-Bus system also shows if the last bus has gone. In 2013, we started using the database to estimate bus arrival time; we planned a trial with 30 bus lines, providing on-time arrival time services at 434 important stops. The last buses arrive at the time shown on the schedule; if they arrive early, they will wait. If they arrive late, the delay should not exceed 5 minutes. This overall makes riding buses at night safer and more convenient.



◆公車候車亭設置三行式智慧型站牌(基河二期國宅二站)／
A three-way intelligent bus stop in bus shelter
(Stop at Keelung River 2nd. Term Public Housing 2)

雙北公車到站時間語音查詢

語音專線：0800-00-5284 (0800-00-我愛巴士)

數字開頭路線，請按1 (例如：241路線)
→按鍵輸入「公車號碼 #」(例子：241#)

捷運接駁紅、藍、棕、綠、橘線，請按2 (例如：橘13路線)
→紅線請按1 藍線請按2 棕線請按3 綠線請按4 橘線請按5
→按鍵輸入「公車號碼 #」(例子：13#)

其他路線，請按3
→市民小巴請按1 內科專車請按2
小字號路線請按3 幹線及其他公車請按4
F開頭新巴士請按5
→依語音指示操作按鍵輸入，或說出公車路線 (例如：信義幹線、三鶯先導公車)

簡碼快速查詢

撥打語音專線
0800-00-5284
(0800-00-我愛巴士)

直接輸入「# 簡碼」

例子：284路線世貿中心站往
景美方向，簡碼為18764
直接輸入 # 18764

站牌代碼取得方式：
1. 撥打語音專線完成查詢後，依語音指示按下 * 字
2. 臺北市5284網頁 (網址：www.5284.com.tw) ·
新北市公車動態資訊網頁 (網址e-bus.ntpc.gov.tw)
3. 洽1999查詢

說出站牌名稱 →系統提供預估到站時間
依語音操作指示，按下「*」字鍵，語音將播報「簡碼」



◆雙北語音到站時間查詢／Taipei and New Taipei City bus arrival time hotline

除持續擴建智慧型站牌之外，配合「2016 世界設計之都」計畫，民國 103 年起設置新式獨立式智慧型站牌，將逐年擴建於無法設置候車亭之站位；亦將善用公車動態資訊於公車管理以提升服務品質，並持續研發更貼心之服務，以提升大眾運輸服務品質。

We cooperated with the “2016 World Design Capital” plan in continuing to provide intelligent bus stops. In 2014, we started installing new-style independent intelligent bus stops. We will continue to install intelligent bus stops at stops that do not have space for bus shelters. We will better use and manage the dynamic e-bus system in order to improve service quality, and will continue to develop better services to boost the quality of mass transit.

二、北市好停車

2. i Taipei Parking

為便利民眾開車查詢停車位的資訊需求，民國 100 年 6 月起推出 Android 與 iPhone 智慧型手機軟體「北市好停車」免費下載，提供民眾查詢本市 231 個 (公有、民營) 停車場之即時剩餘停車位資訊，並以紅 (滿車率 95 % 以上)、黃 (80% ~ 95%)、綠 (80% 以下) 標示滿車情形呈現於電子地圖之中。

In order to provide the information, the public need to conveniently search for parking spaces, in June 2011 we promoted free downloads of the smart phone mobile app “i Taipei Parking” for Android and iPhone. This provides instant information on remaining parking spaces at 231 public and civil parking lots. Parking status is displayed on a map: the color red represents over 95% full, yellow means 80%~95% full, and green means under 80% full.

於 102 年 8 月 1 日創全國之先推出手機 APP 繳納停車費之功能，自 102 年 8 月 1 日上線至 103 年 12 月 31 日止，已有 7 萬 9,729 筆（共計 20 萬 2,696 張）停車單使用即查即繳方式繳納本市路邊停車費。103 年 1 月新增停車導引功能並增加孕婦優先車格位及身障車格位資訊；103 年 7 月新增大客車格位資訊，截至 103 年 12 月底止「北市好停車」APP 累計下載次數約為 28 萬 7,000 人次。

On August 1st 2013, we created the first mobile app parking fee payment function in the country. From August 1st 2013 to December 31st 2014, there were 79,729 cases of city parking fees using this immediate payment method (a total of 202,696 fees paid). In January 2014, we expanded the parking GPS function, and offered more information on parking spaces for pregnant women and disabled parking spaces. In July 2014, we also expanded information on parking spaces for large buses. By the end of 2014, 287,000 people had downloaded “i Taipei Parking.”

三、雙北雲端公車動態系統規劃

3. New e-Bus system

臺北市、新北市民眾往來密切，現況跨雙市公車路線就有 200 餘條，考量民眾在乘車時常有同時查詢雙市公車資訊的需求，自民國 101 年起雙市合作透過介接對方公車資訊方式，民眾可在雙市智慧型站牌、臺北市手機版網頁（網址：pda.5284.com.tw）及雙市合作建置的雙北語音查詢專線查詢雙市公車的到站時間資訊。

Many people travel back and forth between Taipei City and New Taipei City, and there are 200 bus routes crossing between Taipei City and New Taipei City. We consider the needs of those people who need to search for bus information in both cities, and since 2012, the two cities have worked together on bus information interfaces. People can find bus arrival time information for both cities at intelligent bus stops, smartphone web pages (pda.5284.com.tw) and the phone hotline established by the two cities.



◆北市好停車App／
i Taipei Parking App



◆北市好停車-尋車導引／
i Taipei Parking- Car finding GPS



◆手機版網頁提供雙北市區公車及公路客運資訊
Smartphone version of our webpage provides bus and highway information for Taipei and New Taipei cities



為了避免因雙市資訊內容差異或資訊介接時間落差，造成民眾查詢上不便或困擾，雙市於民國 102 年進一步合作規劃整合公車動態資訊服務，以提供民眾更便利、即時、一致、穩定以及完整的公車動態資訊為目標，將整合雙市公車動態資訊發布平台以及民眾端服務，建置單一查詢介面，統一對外資訊發布格式與顯示方式，並規劃採雲端服務架構，以因應公車動態資訊高使用量與成長快速特性；另外，在整合同時也將提升相關服務，包含建置雙北大眾運輸乘車規劃服務、提供中、英、日語多語網頁查詢介面，以及由雙市共同推動公車站位編碼等，在 104 年 8 月完成整合工作。

In order to prevent disparity of content between the two cities or differences in bus time information causing inconvenience or hassle, in 2013 the two cities worked together to further integrate dynamic e-bus information services, providing more convenient, immediate, uniform, reliable,

and comprehensive dynamic e-Bus information. We integrated the dynamic e-Bus information announcement platforms and services of both cities, establishing a single search interface. We also integrated external information announcement formats and display methods.

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

This integration of dynamic e-Bus information services in both cities allows the public to enjoy more convenient bus information services, and also allows both cities to lower costs of installation, maintenance, and management the systems in the future, thereby fulfilling our goal of resources sharing.

四、持續擴充即時交通資訊服務

4. Continued Expansion of Real-time Traffic Information Service

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

The Department of Transportation established the website “Taipei City Immediate Traffic Information Network” and the smartphone app “Fun Travel in Taipei” to allow the public to obtain the travel information they need at any time. These services are all integrated entrance channels: people can search dynamic e-bus information, look for remaining parking spaces, and obtain instant information on rentable bicycles and parking spaces. In addition, our “Information Interface Service” makes immediate traffic information available to the public free of charge. We have expanded the range of immediate traffic information in the city, so people can acquire traffic information through diverse channels. We have made it more convenient for people to obtain information, improved people's willingness to use mass transit, and promoted the goals of Smart and Easy Travel in Taipei.

(一) 臺北市即時交通資訊網

(1) Taipei City ATIS Website

「臺北市即時交通資訊網」自民國 95 年上線服務，是臺北市即時交通資訊統一對外窗口，資料來源涵括微笑單車、動態公車資訊、CCTV、CMS、臺北市停車場剩餘格位、易肇事資料庫、道路挖掘與氣象資訊等。

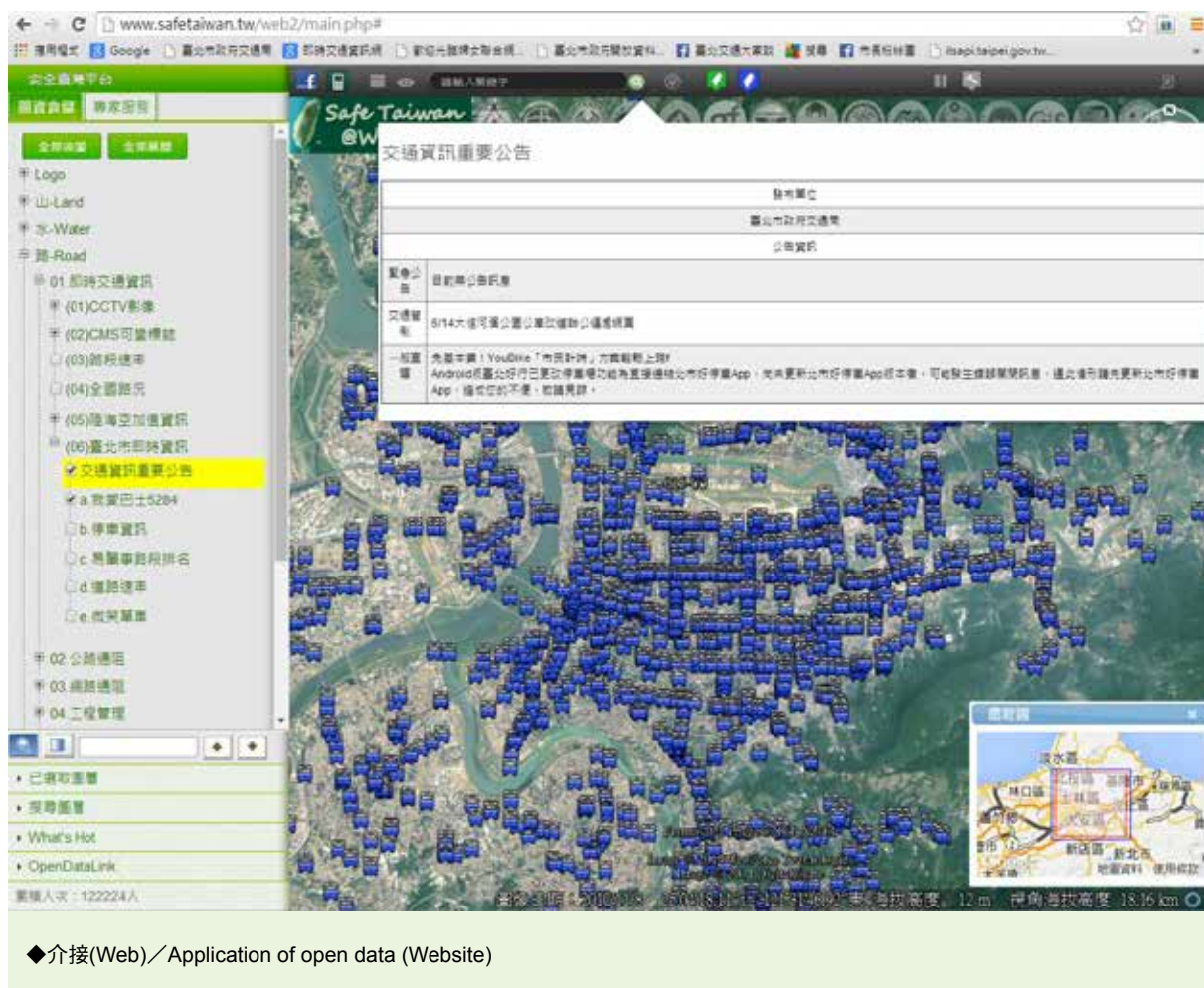
The “Taipei City ATIS Website” was introduced in 2006. It is a uniform platform for obtaining immediate traffic information in Taipei City. Information is provided on rentable bicycles, dynamic e-bus information, CCTV, CMS, remaining parking spaces, areas of high risk for accidents, roadworks, and weather.



◆臺北好行－公車動態／Fun Travel in Taipei -Bus Status



◆介接(App)/Application of open data (App)



◆ 介接(Web)/Application of open data (Website)

民國 103 年持續改良網站操作介面，宣導交通安全資訊，讓民眾使用本網站時，瞭解交通安全重要性，讓交通安全觀念深植民心，另外，考量視障人士取得交通資訊之需求，亦於 103 年增設臺北市交通資訊無障礙網頁，提供民眾更完整交通資訊。該網站自啟用以來，吸引超過 767 萬人次使用。

In 2014, we continued to improve our operational interfaces and promotion of traffic safety, so people can understand the importance of traffic safety when using our website. The concept of traffic safety will thus be planted deep in people's minds. In addition, we also considered the needs of visually disabled people to obtain traffic information: in 2014, we created the 'barrier free' Taipei City information webpage, in order to provide everyone with comprehensive information. Since the website was put online, it has attracted 7.67 million users.

(二) 臺北好行

(2) Fun Travel in Taipei

「臺北好行」為全國最完備之交通資訊服務，整合各式交通資訊供民眾查詢，並融入入口 App 之概念，彙集臺北市智慧型運輸系統所蒐集之交通資訊，以智慧型手機之便捷方式結合適地性服務 (LBS)，提供公車動態、捷運、微笑單車、停車場、道路、計程車及藍色水路等即時交通資訊。自民國 100 年 4 月 25 日提供免費下載以來，截至 103 年 12 月止，下載人數共 95 萬 1,876 次，單月查詢次數最高已達 1,496 萬次。

"Fun Travel in Taipei" is the most complete traffic information service in Taiwan. It is a comprehensive entrance platform, having gathered the traffic information contained in the Taipei City smart transit system. We use the convenience of smartphones, integrated with LBS,

to provide immediate traffic information regarding bus times, MRT, public rental bicycles, parking lots, roads, taxis, and river cruise. From when we started providing free downloads on April 25th, 2011 until the end of December 2014, a total of 951,876 people downloaded the app, and it was used up to 14,960,000 times per month.

(三) 資訊介接服務

(3) Open Data Service

本於擴大交通資訊傳遞效率及推廣智慧型運輸系統之立意，自民國 98 年 2 月起開放本市交通資訊資料庫供各機(關)構申請介接使用，透過民間業者加值利用即時交通資訊，提供民眾取得即時交通資訊多元管道。

Based on the idea of expanding the efficiency of traffic information and promoting smart transit systems, in February 2009 we opened up our traffic information database for all agencies to use. With the help of business owners, we utilize traffic information to provide the public with diverse channels for obtaining this information.

開放介接項目包括：「本市停車資訊導引系統資料庫」、「本市交通控制中心資料庫」、「我愛巴士 5284 資料庫」及「本市肇事資料庫」及「YouBike 微笑單車資料庫」，總計提供 5 大類 19 項即時交通資訊。民國 103 年透過介接產品查詢交通資訊次數平均每月達 4,130 萬次。

The databases that are open to public include: "City parking information GPS system," "City real-time road traffic," "e-Bus Database," "Traffic, Accident Database," "and "YouBike Database." A total of 5 categories and 19 items of immediate traffic information are provided. In 2014, 41.3 million searches were entered through these interfaces per month.

03

無礙運輸 通行有愛

Barrier-free Transport – Transport with Care



◆低地板公車／Low-floor bus

一、低地板公車

1. Low-Floor Buses

為因應高齡化社會，並使身心障礙者、孕婦、高齡者及行動不便者能方便及安全使用大眾運輸工具，本市民國 90 年即引進 30 輛匈牙利伊卡洛斯（IKARUS）低地板公車。

In response to the aging of Taiwanese society, and in order to allow disabled people, pregnant women, elderly people, and people with reduced mobility to conveniently and safely use mass transit, in 2001 we introduced 30 IKARUS low-floor buses, imported from Hungary.

低地板公車與傳統公車最大的不同在其設計皆圍繞著以人為主體的人本通用化精神，即車輛設計係以「全體大眾」為出發點，考量到所有的人，讓設計的環境、空間與設備產品能適合所有人使用。

The biggest difference between low floor buses and traditional buses is that the design focuses on the humanistic idea of 'people-oriented'. Design therefore takes 'people' as its starting point, and considers everyone, so the design and facilities are suitable for everyone to use.

為提供更優質之公車搭乘環境，低地板公車於提供駕駛服務方式、車體形式與設備均不斷推陳出新，使其更符合民眾需求。陸續汰換之低地板公車車內需至少配置 1 個輪椅停放空間外、亦全面設置車前及車後路線資訊顯示看板，及車外自動語音播報系統，以協助視、聽障者及不熟悉路線環境之外地觀光客辨識公車行駛與到離站資訊。

We have developed new bus models and facilities to better meet the public's needs, to provide a better quality environment for riding buses, and to improve driver service on low floor buses. We continue to provide spaces for at least one wheelchair per bus, establish route information display boards on the front and back of buses, and install external automated voice announcement systems, in order to help people who have visual and/or hearing impairments, and tourists that are unfamiliar with the environment to

get the information they need regarding bus departure and arrival times.

另為降低公車乘客站立鄰近公車車門處遭夾傷風險，以及避免駕駛員行車視線遭乘客站立位置遮擋，爰邀集本市聯營公車業者研商於車廂內前、後車門處設置禁止站立區，並針對不同車型訂定設置原則。截至民國 103 年底推動汰換 2,475 輛低地板公車，占臺北市聯營公車數之 70.1%，服務路線達 139 條。

In order to lower the risk of passengers getting stuck when standing near the bus doors, and to avoid driver vision being blocked by standing passengers, we invited the joint bus companies to come and discuss setting up 'standing prohibited' areas at the front and back of buses, based on the different bus models. By the end of 2014, we had promoted the introduction of 2,475 low floor buses, representing 70.1% of all buses in Taipei City, with these new buses in use on 139 bus service lines.

二、小型復康巴士及小復康統一訂車平台

2. Compact-size Rehab Bus and Uniform Reservation Platform for Rehab Bus

為落實社會福利政策、照顧身心障礙市民行的需要，臺北市積極推動小型復康巴士無障礙運輸服務，彌補大眾運輸工具無障礙設備之不足外，也鼓勵身心障礙



◆臺北市小復康巴士統一訂車網站／
Taipei City compact-size rehab bus unified reservation website



◆身心障礙民眾搭乘復康巴士／Mentally and physically disadvantaged people taking a rehabilitation bus

民眾走出戶外，是身障朋友就學、就醫及參與社會活動等不可或缺的通勤工具，至 103 年底小型復康巴士已達 325 輛，平均每月約可提供 5 萬 5,000 趟次及載送 10 萬人次之服務。

Taipei City actively promoted 'Compact-size rehab buses' for mentally and physically disadvantaged people and elderly people as part of our implementation of social welfare policies and to meet the needs of disabled people. These make up for a previous lack of barrier-free mass transit facilities, and encourage mentally and physically disadvantaged people to go outdoors. These compact-size rehab buses are used by disabled people going to school and hospital, and participating in social events. At the end of 2014, there were 325 buses in service; they can complete 55,000 journeys per month and provide services to 100,000 people.

小型復康巴士係採預約訂車方式，提供身心障礙民眾點對點之及門運輸服務，並優先提供重度以上下肢體障礙民眾使用搭乘；另為減輕民眾車資負擔，其收費方式係採計程車費率 1/3 收費，並提供低收入戶特 A 級民眾（植物人或重度以上下肢體障礙者），每月 8 趟次免費搭乘。此外，為增進民眾就醫之便利性，於週一至週五闢駛 3 線捷運站至醫院

之醫療接駁專車，採定時定線方式營運，提供民眾免預約之搭車服務。

Compact-size rehab buses can be reserved: they provide handicapped people with point-to-point transportation services. The services are available on a priority basis to people with severe upper and lower body disabilities. In addition, in order to reduce the burden of transport fees, they only have to pay 1/3 of the taxi fee, and we provide low income families and those in Special A Groups (paralyzed or those with severe upper and lower body disability) with 8 free rides per month. In addition, three lines of medical shuttle buses are available from MRT stations to hospitals Monday to Friday, to provide convenient provision of medical care. The buses also travel on regular routes according to their schedule, and provide people with shuttle bus services without need for reservations.

為有效整合各家業者復康巴士資源，簡化民眾訂車方式，提升復康巴士服務品質，規劃建置復康巴士統一訂車平台，自民國 103 年 3 月開始陸續進行各業者之系統轉換及平行測試等相關作業，並於 103 年 6 月 4 日提供統一訂車網站，103 年 12 月 3 日全面完成整合作業，提供民眾統一訂車專線

40556789。

We planned a uniform compact-size rehab bus service platform, in order to effectively integrate the resources of all the bus companies, simplify reservation methods, and improve service quality. In March 2014, we started to conduct a system transfer and parallel test for all bus companies. On June 4th 2014, the unified reservation website came online. On December 3rd 2014, we completed the integration work, and provided the public with a unified reservation hotline (40556789).

三、整頓停車秩序改善人行環境

3. Organizing Parking to Improve the Environment for Pedestrians

臺北市自民國 88 年底起推動「機車退出騎樓、人行道」計畫，打造連貫之無障礙行人通行廊道，並塑造都市優質的生活環境。103 年度配合臺北市捷運松山線通車等路段實施「機車退出騎樓、人行道」措施，共實施 109 處路段、累計 30.56 公里，另外截至 103 年底已執行機車退出人行道路段長度占全市公有人行道比例為 45.21%，未來亦持續逐步推動，落實「以人為本」之交通理念。並且透過整頓社區周邊停車秩序，使騎樓乾淨整潔，達成美化市容、避免危及公共安全及保障行人通行安全目的，103 年度已推行福泰大樓及文華苑社區等 20 處社區。

Since 1999, Taipei City has promoted its “No Motorcycles in Arcades or on Sidewalks” plan, in order to create barrier-free pedestrian sidewalks and build a quality living environment in the city. In 2014, we cooperated with Taipei City MRT Songshan Line to implement “No Motorcycle” measures, which were implemented along 109 road sections, a total of 30.56km. At the end of 2014, we banned motorcycles along 45.21% of the entire length of public sidewalks in the city. In the future, we will continue to gradually promote and implement traffic policies based on care for the public. By better organizing parking in surrounding communities, we have made arcades much



◆機車退出騎樓（前）／
Motorcycles no longer taking up space
in arcades (Before)

◆機車退出騎樓（後）／ Cleaning Motorcycles from covered walkways (after)

cleaner and aesthetically pleasing, and have avoided endangering public safety by protecting the safety of the pedestrians. In 2014, we implemented the plan in 20 communities, including the Futai Building and Wenhuyuan Community.

臺北市 103 年度，配合大同區啟聰學校地下停車場、大安區嘉興公園地下停車場及萬華區莒光立體停車場開場營運，於停車場周邊執行停車路外化管理，以整頓停車場周邊人行道與巷道停車秩序，透過人行道及樓實施機退、汽車格位改繪為機車格位，期望民眾將小汽車停放於路外停車場，以改善目前路邊停車所衍生巷道狹窄人車爭道情形。

In 2014, Taipei City cooperated with the underground parking lots at Datong District Taipei School for the Hearing Impaired and Daan District Jiaying Park, along with the Wanhua District Chukuang vertical parking lots. We executed external management for the areas surrounding the parking lots, in order to better organize surrounding sidewalks and parking order. By changing car parking spaces into motorcycle parking spaces on the sidewalks and in buildings, we hope that people will park their cars away from the street, improving the situation that sees pedestrians and cars competing for space in narrow lanes.

四、停車場增設無障礙升降機

4. Providing Barrier-free Elevators in Parking Lots

停車管理工程處權管停車場於民國 85 年以前取得建照興建及開場營運時並未一併設置無障礙升降機，為使其有更完善的公共服務，於 102 年度至 103 年度間針對附中公園地下停車場、金華公園地下停車場、塔城公園地下停車場、五分埔公園地下停車場、大安森林公園地下停車場、民權公園地下停車場、大豐公園地下停車



◆停車場增設無障礙升降機／ Parking lot with a barrier-free elevator



◆停車場增設無障礙昇降機／ Parking lot with a barrier-free elevator

場、青年公園高爾夫球場地下停車場、景華公園地下停車場、前港公園地下停車場等 10 場進行無障礙昇降機增設，俾便行動不便者使用，甚至高齡者、孕婦或推行嬰兒車之使用者皆能擁有一個便捷的停車場環境，提供一個更為舒適、友善的環境。

When the Parking Management and Development Office issued construction permits before 1996, they did not establish barrier-free elevators. Therefore, in order to provide more comprehensive public services, in 2013 and 2014 we added barrier-free elevators for physically disabled people in the following 10 parking lots: Affiliated Senior High School Underground Parking Lot, Jinghua Underground Parking Lot, Tacheng Park Underground Parking Lot, Wufenpu Underground Parking Lot, Daan Forest Underground Parking Lot, Minquan Park Underground Parking Lot, Dafeng Underground Parking Lot, Youth Park Golf Course Underground Parking Lot, Jinghua Park Underground Parking Lot, and Qiangang Park Underground Parking Lot. These enables elderly people, pregnant women, and users of baby carriages to access a convenient, comfortable and friendly parking environment.

04

安全守護 教育紮根

Ensuring Safety, Traffic Safety Education Foundation



◆竹子湖路標線型人行道／Zhuzihu Road marked sidewalk

一、安心通行環境

1. Safe Pedestrian Environment

隨著臺北市正朝人本交通環境邁進，為建構友善的通行環境，臺北市交通管制工程處自民國 97 年起分別於市區交通複雜路口或夜間照明較不足的橋下等位置，建置內照式標誌加強標誌辨識度，在民國 103 年配合捷運松山線路型復舊，優先於南京東、西路沿線等 46 處路口，及臺北兒童新樂園周邊 6 處路口，其餘於橋梁或高架橋下橋匝道與平面車道銜接處或其他特殊管制地點等 7 處路口規劃設置。

Taipei City is marching towards "people-oriented" traffic environment. In order to create a pedestrian-friendly environment, the Taipei City Traffic Engineering Office has established self-illuminating signs to improve recognition at heavy traffic intersections and bridges with poor lighting. In 2014, in coordination with the MRT Songshan Line, recovery of street layout, first established self-illuminating signs at 46 intersections of Nanjing East and West Roads, on six intersections surrounding Taipei City Children's Amusement Park, and at seven special control locations, including intersections on bridges or overhead bridge ramps, crossroads, and other special locations.

並於巷道內繪設標線型人行道及速限 30 標字，以改善巷道無法全面佈設實體人行道之問題及提醒駕駛留意行人或自行車通行安全，截至民國 103 年底止，已劃設 310 處標線型人行道，累計總長度約 28.3 公里，並於 103 年度獲頒「第 6 屆道安創新貢獻獎 - 交通工程類」第 2 名獎項，自民國 100 年起至 103 年底另共繪設 877 組速限「30」標字。

In the city's small lanes, we added marked sidewalks and Speed Limit 30 signs, in order to provide pedestrian sidewalks and remind drivers to look out for the pedestrians and bicycles. By the end of 2014, we had established marked sidewalks in 310 locations with the total length of 28.3km. In 2014, we won second place at the "6th Annual Road Safety Innovation and Contribution Awards". From 2011 to 2013, we added a total of 877 Speed Limit 30 signs.



◆建國北路 1 段 / 長安東路 2 段路口
內照式標誌／
Section 1 Jianguo North Road/
Section 2 Changan East Road
intersection self-illuminating signs



◆青田街 2 巷口「速限 30」標字
Lanes 2 Qingtian Street with "Speed Limit 30" signs

為避免人行道上現有交通號誌控制器體積過大阻礙行人穿越，著手辦理號誌控制器縮小化，採附掛方式架設於號誌桿上，總體積較一般控制器減少 68%，截至目前已完成 32 處路口。

In order to avoid the problem of existing overlarge traffic signal controllers blocking sidewalks and obstructing pedestrians, we reduced the size of signal controllers and attached them to traffic signal posts. The total size of the new controllers is 68% less than the regular controllers. We have completed installation at 32 intersections so far.

另為提升無號誌路口行人穿越安全，特參考美國維吉尼亞州試辦成果，自民國 103 年 8 月 28 日起全國首創試辦折線型標線於萬華區國興路（青年公園旁）及文山區景中街（景美國中前）等 2 處地點，並於周邊配合掛設螢光黃色的告示牌提醒駕駛注意，以期能提醒駕駛人減速，禮讓行人穿越道路。

We referred to the results of a trial held in Virginia USA when considering how to improve pedestrian safety at sign-less intersections. On August 28th 2014, we installed the first zig-zag road marking at Guoxin Road, Wanhua District (next to Youth Park) and on Wenzhong Street, Wenshan District (in front of Jingmei Junior High School). We installed fluorescent yellow billboards to inform drivers to reduce their speed and give way to pedestrians crossing the road.



◆松壽路市府路口縮小型控制器／
Songshou Road and City Government Road intersection small signal controller



◆景中街（景美國中前）折線型標線／
Jingzhong Street (in front of Jingmei Junior High School) zig-zag road marking



◆指向線、行車分向線／Direction lines and divergent markings

二、年長者通行環境

2. Pedestrian Environments for the Elderly

鑒於臺北市人口持續老化、年長者行人交通事故死傷比例偏高，於民國 103 年針對年長者較常前往並使用之場所，包含公園、寺廟、醫院、樂齡中心以及運動中心等特定地點，篩選較易發生年長者行人事故共 10 處，分別為龍山寺（及艋舺公園）、老松公園、永盛公園、林口公園、景平公園、榮星公園、春光公園（及永春公園）、文山區樂齡學習中心、福星公園及松山區運動中心。

In response to the ageing population of Taipei City and high rates of deaths and injuries caused by accidents among elderly pedestrians, in 2014 we focused on locations favored by the elderly, including parks, temples, hospitals, happy aging centers, and recreational centers. We selected 10 places that were prone to accidents involving the elderly: Longshan Temple (Monga Park), Laosong Park, Yongshen Park, Linkou Park, Jingping Park, Ronghsin Park, Chunguang Park (Yunchun Park) Wenshan Happy Aging Learning Center, Fuxing Park, and Songshan Recreational Center.

藉由分析各改善地點之事故位置分佈及肇事原因，並經現場會勘後，擬定工程、教育宣導及執法等改善措施，如行人違規穿越道路情形頻繁，即透過 LED 跑馬燈加強宣導：「年長者夜間出門請著亮衣」標語、道路施作實體分隔，以減少行人違規行為；並檢視現有標誌（線）、號誌並予補強，同時改善通行環境確保行人安全；另由警察局加強車輛不禮讓行人及行人違規取締等，期望降低年長者行人事故。

Through analysis the accident locations and causes of accidents and following on-site inspections, we stipulated improvement measures involving construction, education, and law enforcement. If pedestrian violations are too frequent, we will reinforce advocacy through LED signs, including slogans such as “When elderly people go out at night, please wear bright clothes”, and by physically separating paths, in order to reduce pedestrian violations. We also inspected current signage, and conducted reinforcement of regulations. At the same time, we also improved the pedestrian environments to ensure pedestrian safety. In addition, local police stations also reinforced enforcement in cases of cars not giving way to pedestrians and pedestrian violations, in order to reduce case of pedestrian accidents involving the elderly.

三、交通安全教育紮根

3. Traffic Safety Education Foundation

本市自行車騎乘人數日益增加，為了提升學童自行車騎乘安全，本局特參考歐洲將自行車學習引進校園的作法與教育局合作，民國 103 年 7 月 21 日由教育局召集 12 所試辦學校研商自行車社團師資培訓及社團成立規劃事項會議。由各試辦學校推薦 2 名具備騎乘自行車能力及有意願成立社團之教師參加培訓課程，課程研習完畢後返回服務學校擔任該校自行車社團教師，共培訓 24 人。

並於螢橋國中、濱江國中、木柵國中、至善國中、東湖國中、民生國中、永吉國中、龍門國中、弘道國中、萬華國中、忠孝國中、實踐國中等 12 所學校成立自行車社團，社團訓練課程包括自行車相關法規、安全、保修及實地訓練等。

Due to the increase of cyclist numbers, in order to improve cycling safety among children, we referred to the European method of introducing bicycle education on school campuses. On July 21st 2014, the Department of Education gathered 12 schools to conduct meetings and discussions of teacher training for bicycle clubs, and the establishment and planning of the clubs. The schools each recommended two people with the cycling experience who were willing to participate in the training courses to become the cycling teachers. After training, these people became the leaders of bicycle clubs in their respective schools. A total of 24 people were trained.



◆自行車社團種子教師師資培訓／
Bicycle club seed teacher training



◆自行車社團術科實際路考／
Actual road test at a bicycle club



◆授予學員合格證書／People who pass the tests are given certificates

酒後代駕 安心到家

◎計程車及酒後代駕叫車專線

市內電話：0800-055-850
(免付費專線)

行動電話：55850 (付費專線)



臺北市府交通局 提醒您

廣告

◆酒後代駕小卡片—叫車專線／
Designated driver business cards-Taxi hailing hotline

計程車業者酒後代駕參考服務費上限

里程	費用
10 公里內	不超過 1000 元
10~12 公里	不超過 1100 元
12~14 公里	不超過 1200 元
14~16 公里	不超過 1300 元
16~18 公里	不超過 1400 元
18 公里以上	類推
里程每增加 2 公里，增加收費不超過 100 元	

※如有收費超過上限，請向交通局反映(電話：02-2725-6888)

◆酒後代駕小卡片—參考服務費／
Designated driver business cards- service fees

Bicycle clubs were established at Yingchao Junior High School, Binjiang Junior High School, Muzha Junior High School, Zhishan Junior High School, Donghu Junior High School, Minsheng Junior High School, Yongji Junior High School, Longmen Junior High School, Hongdao Junior High School, Wanhua Junior High School, Zhongxiao Junior High School, and Shijian Junior High School. The club training courses included bicycle-related regulations, safety, insurance, and practice, etc.

學科及術科各 10 小時，共計 20 小時，考照分為學科筆試及術科實際路考，通過測驗的學員將授予合格證書，參訓人數共計 274 名。

10 hours of discipline courses and study amounted to a total of 20 hours. Tests included written tests and actual road tests. Students who passed the tests were given certificates. A total of 274 people participated in the courses.

期透過學校社團教導學生正確的騎乘方式與自我防禦觀念，讓學生不只會騎車，還能了解自行車騎乘的相關法規及行車禮儀，進而自我保護。

We hope that with school clubs teaching students correct cycling methods and safety concepts, not only will the students learn how to ride bicycles, but also understand the relevant regulations and cycling etiquette to ensure their safety.

四、持續宣導計程車酒後代駕服務

4. continued guiding designated driver taxi service

配合民國 102 年 6 月 13 日施行新酒測標準，本市現有 20 家計程車隊投入酒後代駕服務，並以統一透明之收費方式收費，以里程 10 公里為基準，10 公里以內收費不超過 1,000 元；10 公里以上，每 2 公里加收之服務費用不超過 100 元。

On June 13 2013, we collaborated in the introduction of new alcohol testing standards. Currently, there are 20 taxi teams that provide services for those too drunk to drive; the fees charged are uniform and transparent, and 10km is standard. Under 10km, the charge is below NT\$1,000; over 10km, the service charge for every 2km is below NT\$100 (see the attached chart).

因應提供酒後代駕服務計程車隊增加，交通局將酒後代駕服務由個別撥打電話叫車之方式，整合至現有計程車叫車系統 0800 免付費服務專線（專線電話號碼 0800-055850（諧音：我們保護您）、行動電話撥 55850（付費使用）。民眾使用酒後代駕服務僅需撥打該專線，除可直接以車隊代碼叫車外，亦可由系統自動選擇車隊提供服務。為方便民眾利用酒後代駕服務，在手機軟體「臺北好行」的「計程車專區」上，可查詢計程車酒後代駕叫車資訊，並可直接撥打叫車。

In response to the increase of taxi teams providing designated driver services, the Department of Transportation has introduced designated driver services and has integrated these into the current taxi hailing system (0800 toll-free service hotline), on the hotline: 0900-055850 (in Chinese, this sounds like ‘we protect you’). Cell phones call dial 55850 (tolls are charged). People who want to use the designated driving services need only dial the hotline. Besides hailing taxis by taxi number, they can also use the automated system to select a taxi. The public can access convenient designated driver services and information, and directly hail taxi services, through the smartphone apps “Fun Travel in Taipei” and “Taxi Area.”

民國 103 年為降低民眾酒後駕車及肇事，保障民眾生命財產安全，製作「酒後代駕安心到家」開瓶器，分送市區熱炒店家進行宣導，並製作海報，在公有停車場、捷運車站等地點張貼，進行第三波計程車酒後代駕服務宣導。統計 103 年全年，酒後代駕平均每日服務件數達 20.65 件。

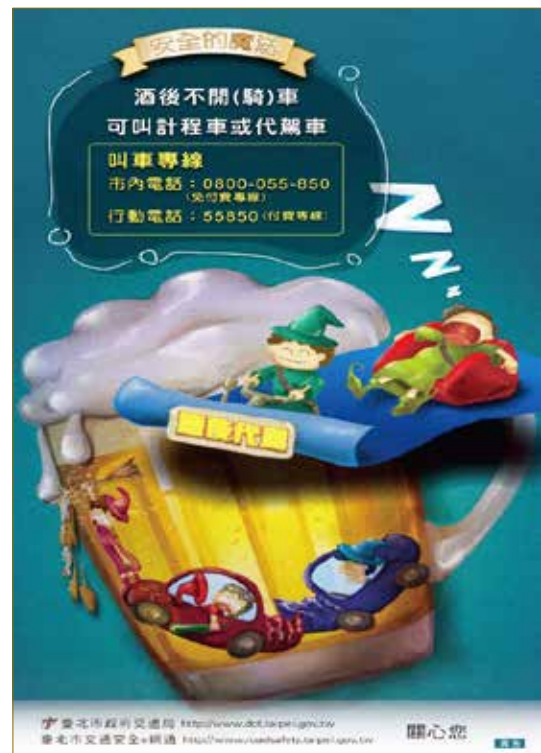


◆開瓶器印製「酒後代駕 安心到家」交通安全宣導標語／
“Designated drivers after drinking: go home safely” bottle opener

In 2014, in order to reduce rates of drunk driving and accidents, and to protect people and property, we produced the “Designated driving after drinking” bottle opener, and sent them to stir-fry restaurants around the city. We also produced posters for public parking lots and MRT stations, and conducted a third wave of advocacy for designated driving services. According to 2014 statistics, the daily average of designated driving services was 20.65.



◆「臺北好行」App之酒後代駕資訊／
“Fun Travel in Taipei” app, designated driver information



◆酒後代駕海報／
Poster advocating designated drivers



◆仰德大道一設置「交通桿」及「反光導引板」／
Traffic poles installed along the side walk on Section 1 Yangde Boulevard No. reflective plates



◆承德路/中正路口一車道增繪「路名方向指示標字」／
Road names, directions, and instruction added the intersection at Chengde Road/ Zhongzheng Road



◆華江橋一機車道劃設車道線／
Motorcycle lanes added on Huajiang Bridge

五、肇事防制

5. Accident Prevention

本市民國 103 年共發生 83 件 A1 事故，造成 83 人死亡，各案依據交通警察大隊提供事故資料，進一步分析肇事原因後，本局均於事故發生 7 日內完成現場會勘，後續各單位改善工項亦納入肇事防制工作小組列管及追蹤辦理進度。經統計 103 年 83 處 A1 事故地點，共提出 234 項工程、執法及宣導措施改善。

另為改善雙北汽、機車族通行安全，本局與本府警察局、工務局新建工程處、交通管制工程處以及新北市政府交通局等單位，針對跨越雙北橋梁之機車道交通事故件數前 10 多之橋梁（臺北橋、忠孝橋、華中橋、華江橋、中正橋、中興橋、永福橋、光復橋、萬板大橋及福和橋），檢視其道路幾何條件、交通流量等特性後，從工程、執法及宣導之 3E 面向著手改善，總計提出 45 項改善措施，均已全數完成。

In 2014, there were 83 A1 accidents, and 83 people were killed in the city. For each case, the traffic police provided accident information, and further analyzed the causes of the accidents. We completed on-site inspection within 7 days of the accidents, and our results are included as items for improvements for all units and passed on to accident prevention work teams for follow-up. According to statistics, a total of 234 suggestions for improvement in the areas of construction, law enforcement and education were provided for the locations of the 83 A1 accidents in 2014. In addition, we worked with police stations, the New Construction Office, Public Works Department,

Taipei City Traffic Information Office, and Taipei City Government Department of Transportation to focus on the top 10 bridge crossing between the cities that are prone to motorcycle accidents (Taipei Bridge, Zhongxiao Bridge, Huazhong Bridge, Huajiang Bridge, Zhongzheng Bridge, Zhongxin Bridge, Yongfu Bridge, Guangfu Bridge, Wanban Bridge, and Fuhe Bridge), in order to improve the passing safety of cars and motorcyclists in both cities. We inspected the geometric conditions of the roads and traffic flows, then conducted improvements in the areas of engineering, enforcement, and education. A total of 45 improvement measures were conducted, and have been completed.



◆台北橋機車上橋匝道處增設指引路名預告標誌／
Road signs added to the motorcycle ramp on Taipei Bridge

05

便民服務 創新加值

Added Value of Innovative Convenient Services



◆單一作業窗口服務／Single-window service

一、路外停車場提供酒測服務、設置大型重型機車專用格

1. Parking Lots with Alcohol Testing Services, and Large Motorcycle Parking Spaces

為宣導酒後不開車，讓參加餐宴的車主都能夠安全回到家，自民國 103 年 5 月 15 日起於士林區承德公園地下停車場、中山區林森公園地下停車場、大安區市民大道（延吉段）地下停車場等緊鄰夜市及餐館林立之 3 處路外停車場試辦設置酒測器，提供車主酒測服務。

As part of our work advocating against drunk driving, ensuring people who attend Uoanquets or parties get home safely, we have provided alcohol testing devices and provided drivers with blood testing services at the Shilin District Chengde Underground Parking Lot, Zhongshan District Linshen Park Underground Parking Lot, and Daan District Civil Boulevard (Yanji Section) Underground Parking Lot since May 15th 2014. All of these parking lots are located close to night markets and restaurants.

一旦測到有酒精成分時，停車場管理員即主動提供「0800 智慧型叫車」訊息，經車主同意可協助叫車或酒後代駕服務，同時為避免車主擔心如需隔日取車，

負擔停車費過高，該 3 處停車場也提供離峰時段停車優惠費率每小時 10 元（表 3），可讓車主更安心將車輛停放於停車場內。若酒測超過標準值 0.15 毫克時，為維護公共安全將會通報警察，另車主隔日取車時有宿醉情形，且經測定仍有酒精成分則會勸導勿開車，希望車主參加餐宴後能平安回家，至 103 年底利用測酒服務計 41 件。

When alcohol content is detected during testing, parking lot managers will contact “0800 smart taxi hailing”, and upon agreement from the drivers, the managers can assist with arranging taxis or a designated driver service. This ensures drivers do not have to worry about high parking fees when they pick up their car the next day. The three aforementioned parking lots also provide an off-peak parking fee discount of 10 dollars per hour (Chart 3), so the drivers can leave their cars in the parking lots without worry. If their blood alcohol content exceeds the standard value of 0.15mg, we will notify the police for public safety purposes. In addition, if the driver shows the signs of alcohol when picking up the car the next day, we will advise them not to drive. This way, we hope that drivers will return home safely after socializing. By the 2014, alcohol testing services had been provided 41 times.

表 3：試辦酒測服務停車場離峰時段停車優惠費率

Chart 3: Off-peak parking discount rates at parking lots that conduct alcohol testing services

行政區別 Administrative district	場名 Parking lot	星期別 Days offered	時段起訖 Time offered	停車費率 Parking rate
士林區 Shilin District	承德公園地下停車場 Chengde Park Underground Parking Lot	星期一至星期四 Monday to Thursday	22:00~09:00	10 元 / 小時 10 dollars/hour
		星期五至星期日 Friday to Sunday	01:00~12:00	
中山區 Zhongshan District	林森公園地下停車場 Linsen Park Underground Parking Lot	星期一至星期日 Monday to Sunday	00:00~08:00	10 元 / 小時 10 dollars/hour
大安區 Daan District	市民大道延吉段停車場 Civil Boulevard Yanji Parking Lot	星期一至星期五 Monday to Friday	22:00~08:00	10 元 / 小時 10 dollars/hour



◆大型重型機車專用格／Large motorcycle parking space



因應現行道路交通管理處罰條例開放大型重型機車行駛路權及各車廠生產大型重型機車種類多樣化，大型重型機車日漸普及，停管處考量大型重型機車使用者及相對之停車需求日漸增加，為有效利用本市公有停車場內部停車空間與大型重機機車停車格位有效供應，已於本市承德公園地下停車場（2格位）、七星公園地下停車場（2格位）、萬華國中地下停車場（2格位）、雅祥公園地下停車場（1格位）與洛陽立體停車場（2格位）等5處地下停車場設置「大型重機專用車位」示範點，並於前述5處示範點辦理大型重型機車專用格月租服務，後續將視辦理成效及大型重型機車使用人之建議於各公有停車場評估設置。

Large motorcycles are growing in popularity, due in part to current road traffic management penalty regulations which give road rights to large motorcycles and various other types of motorcycles. The Parking Management and Development Office believes that the number of large motorcycles and corresponding need for parking will increase gradually. In order to effectively utilize the indoor parking spaces in public parking lots and provide parking spaces for large motorcycles, we have established "large motorcycle parking spaces" at 5 underground parking lots: Chengde Park Underground Parking Lot (2 spaces), Qixi Park Underground Parking Lot (2 spaces), Wanhua Junior High School Underground Parking Lot (2 spaces), Yaxiang Park Underground Parking Lot (1 space), and Luoyang 3D parking lots (2 spaces). We offer large motorcycle parking space monthly rental services at these 5 parking lots, and in the future

will conduct evaluations in public parking lots to judge efficiency and hear the recommendations from owners of large motorcycles.

二、公車設置禁止站立區

2. Establishing 'no standing' Areas on Buses

為了避免乘客站立於鄰近公車車門處導致遭夾傷風險，以及過於靠近前門遮擋駕駛員視線，臺北市公車車廂內前、後車門處於103年6月全面設置「禁止站立區」，以提醒乘客盡量避免站立於該區域，維護自身乘車及公車行車安全。

In order to avoid the risks of passengers getting stuck when standing next to bus doors, and blocking bus drivers' views when standing close to the front door, we established 'no standing' areas by the front and back doors of Taipei City buses in June 2014. These will remind passengers not to stand in that area to ensure their safety.

本市聯營公車業者設置情形業已納入臺北市聯營公車營運服務指標評鑑之行車安全業務內受檢，且請駕駛員適時以廣播系統宣導，提醒孩童、老人等乘客盡量避免站立於「禁止站立區」，以樹立安全觀念。設置禁止站立區原則如下：

The statuses of Taipei City joint bus companies have been included in the Taipei City Joint Bus Operational Service Index Evaluation for driving safety inspections. We ask drivers to use their telecom systems to remind children and elderly people to avoid standing in the 'no standing'

areas, in order to promote safety. Details of the 'no standing' areas are as follows:

1. 設置於車廂內前、後車門旋轉之區域（前門為駕駛座右側延伸至車門，乙類大客車比照後車門設置）。

Established in the areas by the revolving front and back doors (At the front, from the right side of the driver's seat to the door; by the back door on Type B large vehicles.)

2. 區域顏色為黃色，上方標示「禁止站立區」及「KEEP CLEAR」紅色文字；中文字體大小至少 10 公分見方。

The area is colored yellow. It will be labelled "No Standing Area" and "KEEP CLEAR" in red. The Mandarin characters are at least 10 cm square.

3. 車內車門內側之上中段處標示「黃色區域 禁止站立」及「YELLOW AREA KEEP CLEAR」文字（文字顏色與車門內裝顏色應成對比顏色）。

Inside the car door, the upper half section will label "Yellow Area, No Standing" and "Yellow Area Keep Clear." (The text color and the color of the car door should be contrasting colors.)

4. 車內車門內側之中文字體大小至少 8 公分見方。

The Mandarin characters inside the door are least 8 cm square.

三、專車服務

3. Shuttle Bus Service

為鼓勵大眾運輸發展、避免私人運具使用加重空氣污染、道路擁擠塞車及找尋停車位與塞車之苦，本局歷年來均配合市府各項大型主題活動闢駛活動地點至重要轉乘點（捷運或大型停車場）之付費接駁專車，包括臺北燈節、陽明山花季及竹子湖海芋季、大佳河濱公園端午龍舟競賽、大稻埕煙火節…等活動，各專車使用率均高。

In order to encourage the development of mass transit and discourage use of personal transportation that pollutes the air, causes traffic jams, and causes issues with parking spaces, in recent years we have collaborated with large themed events by providing paid shuttle buses from event locations to important transfer points (MRT stations or large parking lots), including at the Taipei Lantern Festival, Yangmingshan Flower Festival, Zhuzihu Calla Lily Festival, Dajia Riverside Park Dragon Boat Festival Competition, and Dadaocheng Firework Festival. The usage rates of all these shuttle buses are high.



◆低地板公車繪設禁止站立區（後門）／
Low floor buses with 'no standing' areas (back door)



◆一般公車繪設禁止站立區（前門）／
Regular buses with 'no standing' areas (front door)



◆貓熊專車／Panda Bus

(一) 貓熊專車

(1) Panda Bus

配合「大貓熊圓仔」展出，為讓民眾前往臺北市立動物園的方式更加多元，規劃「貓熊專車 123 路（臺北市府 - 捷運動物園站）」免費接駁專車，於民國 103 年 1 月展出初期一個月之例假日及春節連續假期配合臺北市立動物園開園時間行駛，並以全國首創全車走道無階梯之 3 門低地板公車行駛部分班次，搭配「大貓熊圓仔」彩繪，共載客 2 萬 5,763 人次。

We cooperated with the exhibition of Yuanzai the panda by providing free shuttle buses, the “Panda Bus Route 123” (Taipei City Government-MRT Taipei Zoo Station). In January 2014, we provided the service on weekends and over the New Year Festival to match the opening time of the zoo. For some of the journeys, we used the first stairless three-door low-floor buses in the country, with “Yuanzai the Panda” painted on the side. A total of 25,763 passengers used the service.

(二) 花季專車

(2) Flower Festival Express

配合輸運 2014 年陽明山花季暨海芋季（民國 103 年 1 月 29 日至 4 月 27 日）賞花人潮，闢駛花季專

車服務民眾，部分車輛配合塗裝櫻花及海芋圖樣，另休閒公車 128、129 路則配合延駛至竹子湖，以提供民眾更便捷且一車直達之服務，花季專車共載客 26 萬 5,055 人次，周邊路線公車配合輸運陽明山地區共 258 萬 7,547 人次。

We provided the “Flower Festival Express” to provide transport for visitors to the 2014 Yangmingshan Flower Season and Calla Lily Season (January 29th to April 27th 2014). Some cars were painted with cherry blossom and calla lily designs. In addition, Routes 128 and 129 recreational buses drove specially to Zhuzihu, in order to provide people with a more convenient, direct one-bus service. The “Flower Festival Express” served 265,055 people. The surrounding bus routes cooperated with transportation in the Yangmingshan area and served a total of 2,587,547 people.

(三) 掃墓公車

(3) Tomb Sweeping Buses

民國 103 年 3 月 22、23、29、30 日及 4 月 4 日至 6 日等 7 天闢駛木柵線、南港線、崇德線、軍人公墓線及陽明山線等 5 線掃墓公車，提供民眾免費搭乘，共載客 77 萬 5,843 人次。



◆花季專車／Flower Festival Express



◆掃墓公車／Tomb Sweeping Express

From March 22nd, 23rd, 29th, and 30th and April 4th to 6th, "Tomb Sweeping Buses" on five routes were available: Muzha Line, Nangang Line, Chongde Line, Veteran's Cemetery Line, and Yangmingshan Line. We provide people with free rides, and served 775,843 people.

(四) 龍舟專車

(4) Dragon Boat Express

民國 103 年 5 月 31 日、6 月 1 及 2 日端午節連續假期，配合本府於基隆河大佳河濱公園舉辦「水岸臺北 2014

端午嘉年華」活動，闢駛「龍舟專車 132 路」接駁公車，共載客 9,831 人次。

For the Dragon Boat Festival on the May 31st-June 2nd long weekend, we cooperated with the city government to hold the "Water Coast Taipei 2014 Dragon Boat Festival" event at Keelung River Dajia Riverside Park. We provided a shuttle bus service, the "Dragon Boat Express Route Bus 132", and 9,831 people used the service in total.



◆龍舟專車／Dragon Boat Express



◆兒童新樂園免費接駁車／
Taipei Children's Amusement Park Free Shuttle Bus

(五)兒童新樂園免費接駁車

(5) Taipei Children's Amusement Park Free Shuttle Bus

為讓市民朋友輕鬆前往臺北市立兒童新樂園，臺北市公共運輸處特別規劃「免費接駁車」往返兒童新樂園到捷運站，並有服務人員提供貼心引導服務以及活潑的車身彩繪，假日行駛 1 號線「捷運士林站 - 兒童新樂園（經捷運芝山站）」與 2 號線「捷運劍潭站 - 兒童新樂園」；平日則行駛 3 號線「捷運士林站 - 捷運劍潭站 - 兒童新樂園」，且配合兒童新樂園正式營運日（103 年 12 月 16 日）通車。截至 103 年 12 月 31 日止，免費接駁車共載運 9 萬 2,254 人次。

The Taipei City Public Transportation Office has especially provided free shuttle buses going between the Taipei Children's Amusement Park and MRT stations, to allow people to access the attraction with ease. There are also service staff on hand who provide friendly guidance services, along with the brightly painted buses. On weekends, we provide Route 1 “MRT Shilin Station- Taipei Children's Amusement Park

(passing by MRT Zhishan Station), Route 2 “MRT Jiantan Station- Taipei Children's Amusement Park”, and Route 3 “MRT Shilin Station-MRT Jiantan Station- Taipei Children's Amusement Park”. from the official grand opening day of Taipei Children's Amusement Park (December 16th 2014). By the end of 2014, the free shuttle buses had been used by 92,254 people.

四、新一代學生悠遊卡

4. New Generation of Student Easycard

臺北市、新北市及基隆市為防止學生悠遊卡遭冒用及鼓勵學生搭乘大眾運輸，於民國 103 年 9 月 25 日起試辦新一代學生悠遊卡，並於 103 年 12 月 15 日起正式發行，悠遊卡記名後，並享有掛失返還餘額的服務，權益更有保障。

To prevent student Easycard being abused and encourage students to use public transport in Taipei City, New Taipei City, and Keelung City, on September 25, 2014, we announced the new

generation student Easycard, which were officially issued on December 15th, 2014. When an EasyCard is registered, students can report their cards missing and still get back the remaining amount on their cards.

為鼓勵學生搭乘公車，購買悠遊卡者享有優惠，並為防止學生悠遊卡遭冒用及維持補貼公平性，以回歸照顧學生本意，悠遊卡公司配合各教育單位學生資料庫建置期程，於民國 103 年 9 月 25 日起擇定 13 間學校部分學生進行新一代學生悠遊卡試辦作業，提供約 2,106 張新一代學生悠遊卡，自 103 年 12 月 15 日起正式發行新一代學生悠遊卡。

People who buy an EasyCard enjoy discounts as an incentive to use public transport. In order to prevent the student EasyCard being misused and maintain the fairness of subsidies, the EasyCard Company cooperated with the student databases of all educational units. On September 25th 2014, we selected 13 schools and several students to conduct a trial of the new student EasyCard. During this trial, we issued 2,106 new era student EasyCard. The new generation of student Easycard was officially issued on December 15th, 2014.

新一代學生悠遊卡亦可於四大超商 (7-ELEVEN、OK、全家及萊爾富)、捷運車站或悠遊卡公司客服中心購買，於首次刷卡搭乘公車之日起 **20** 日內享有學生優惠票價，購卡後需透過悠遊卡公司客服中心、網站或手機 APP 完成記名申請，並經審核通過後，依通知持卡至指定地點約 **1 萬 341** 個服務據點，靠卡操作方能設定身分優惠之效期，即可繼續享有學生票優惠，逾期以普通票計價，惟仍可隨時申請記名及靠卡，以享有學生票優惠。



◆新一代學生悠遊卡／New Student EasyCard

People can purchase the new generation Easywards at the four major convenience stores (7-Eleven, OK, FamilyMart, and Hi-Life). Students can enjoy discounts for 20 days after they first swipe their card. After they purchase the card, they need to complete registration through the EasyCard Company Customer Center, website or smartphone app. After evaluation, students can visit any of the 10,341 service points at designated locations; there, using their cards, they can set up the expiry date for discounts, and can thereafter enjoy a student discount. After the card's expiration date, they have to pay the regular price. People only have to apply for and then use their card to enjoy a student discount.

自民國 104 年 10 月 31 日起押金制學生悠遊卡及未記名之晶片學生悠遊卡皆自動轉成普通卡，不再享有學生優惠票價，本局將持續宣導請學生儘早完成記名程序。

On October 31st 2015, deposit student EasyCard and unregistered student EasyCard will automatically become regular cards, and will not provide a student discount. We will continue to advocate EasyCard registration to students.



◆記名申請程序／EasyCard registration process



五、繳納罰鍰便民措施

5. Fine Payments and Other Convenient Measures

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

The Taipei City Traffic Adjudication Office upholds the concepts of “people-friendly, efficient, and innovative.” It provides the public with a convenient way to pay penalties: through simple ‘one-window’ services, diverse fine payment channels, installment fine payment plans, and mail services for suspended licenses. These measures enable people to save time when dealing with violation cases.

(一) 設置單一窗口

(1) Establishing Single-window Services

臺北市交通事件裁決所目前有 18 個（含交通部公路總局臺北市區監理所 4 個及士林監理站 2 個）全櫃式單一窗口，服務項目為一般及肇事交通違規裁罰、申訴案件受理、裁決書申請、罰鍰分期繳納業務、駕（牌）照吊扣（銷）業務、協助交通部公路總局臺北市區監理所開立交通違規講習通知單、駕駛執照禁考作業等，單一窗口辦理各類案件資料如（表 4）。

There are currently 18 single windows at the Taipei City Traffic Adjudication Office (including four at the Directorate General of Highways Taipei City Motor Vehicle Office, and two at Shilin Motor Vehicle Office). Services offered include general and accident traffic violation fines, appeal cases, arbitration applications, fine installment payment plans, and license and registration plate suspension. We assisted the Taipei City Motor Vehicle Service Directorate General of Highway MOTC in sending out traffic violation seminar notices, licenses, and test ban. The cases conducted at single windows are as follows: chart 4.



◆單一作業窗口服務／Single-window service



◆民眾辦理分期繳納罰鍰及相關法規諮詢窗口／
Service to pay fines in instalments and a service window to provide relevant advice

表 4：103 年單一窗口辦理各類案件統計表（單位：件）

Chart 4: 2014 Statistical chart of cases conducted at single windows (units: cases)

服務項目 Service Items	服務件數 Cases Served
窗口繳款 Payments	360,468
駕照吊（扣）銷 License suspension	6,682
牌照吊（扣、註）銷 Registration suspension	1,176
駕（牌）照吊扣還件數 Number of returned suspended licenses	5,007
裁決書開立 Arbitration	7,483
交通講習單開立 Traffic seminar	3,522
禁考作業 Test ban	390
分期繳納 Payment by installment	1,702
未滿 18 歲無照駕駛登錄數 Record of drivers who are under 18 and without licenses	785
符合道路交通管理處罰條例第 68 條第 2 項以記點代吊扣駕照之處分 According to Article 68 Item 2 of the Road Traffic Management Fine Regulations, penalty points instead of license suspension	297
合計 Total	387,512

(二) 自動繳納**(2) Automatic Payment**

臺北市交通事件裁決所持續且積極推廣多元繳款管道，民眾可就近利用各項管道繳納，選擇最便利方式繳納，無須親赴裁決所繳款，可節省時間及金錢，民國 103 年民眾利用自動繳納管道情形如（表 5）。

The Taipei City Traffic Adjudication Office actively promotes diverse fine payment channels. People can use all kinds of channels to pay their fines, and can choose the most convenient to pay; they do not have to go to the adjudication office in person, which can save time and money. Choices of payment channels can be seen in Chart 5.

表 5：103 年自動繳納件數金額表**Chart 5: Automatic fine payments and amounts**

繳款方式 Payment method	件數 Cases	金額 Amount
超商 Supermarkets	657,396	775,796,400
郵局 (含匯票) Post offices (including draft)	185,003	237,690,245
台北富邦及民營銀行 Taipei Fubon and Civil Banks	10,323	13,548,650
代檢廠 Inspection garages	50,237	53,160,400
拖吊場 Car towage sites	109,530	88,657,400
網路語音及 ATM Online, phone and ATM	59,453	75,887,800
合計 Total	1,071,942	1,244,758,895

(三) 分期付款**(3) Payment in Installments**

為解決民眾因經濟狀況，無法一次完納罰鍰或因天災、事變或其他不可抗力，致遭受重大財產損失困擾，民眾得敘明理由向臺北市交通事件裁決所申請分期繳納（僅限該所管轄案件），該所並提供民眾辦理分期繳納罰鍰及相關法規諮詢之專責窗口，民國 103 年共申請 1,702 人。

In alleviating the problem when people are unable to pay a fine in full due to economic pressures, natural disasters, incidents, or other force majeure, or the hassle of a major loss of property, members of the public can explain their reasons to the Taipei City Traffic Adjudication Office to apply to pay their fine in installments (only cases under the jurisdiction of the adjudication office). The office also provides people with the service to organize this fine payment provide relevant advice. A total of 1,702 people have applied for this service.

(四) 提供吊扣期滿駕照代寄回服務**(4) Suspended License Mail Service**

為有效解決民眾因未居住於本市或上班無法抽空至現場領回吊扣期滿駕照之困擾，並節省民眾往返臺北市交通事件裁決所之交通費及通勤時間，裁決所提供民眾以書面申請駕照吊扣期滿代寄回服務，於民眾駕照吊扣期滿時主動將駕照以掛號寄還民眾，自民國 102 年 6 月 3 日起實施吊扣期滿駕照代寄回服務，截至 103 年 12 月 31 日止，民眾申請代寄回件數共 324 件，已寄回件數共 291 件。

When people are unable to retrieve their suspended licenses because they live out of town or have to work, and to save on travel expenses and time travelling to the Taipei City Traffic Adjudication Office, the Office provides a paper application for mail delivery of suspended licenses. When the suspension ends, we will send back the license via registered mails. This service has been offered since June 3rd 2013. As of December 31st 2014, people have applied for the service 324 times, and 291 licenses have been returned in this manner.

1 月 · January

- 01 日
01st 臺北市無障礙計程車達 55 輛。
Taipei introduces 55 barrier-free taxi.
年貨大街活動期間（1 月 11 日至 1 月 29 日）進行相關交通管制規劃及復舊。
During New Year's Shopping on New Year Street (January 11th to January 29th), we conducted traffic control planning and recovery constructions.
於螢橋國中、濱江國中、木柵國中、至善國中、東湖國中、民生國中、永吉國中、龍門國中、弘道國中、萬華國中、忠孝國中、實踐國中等 12 所學校成立自行車社團。
Bicycle clubs were established at 12 schools: Yingqiao Junior High School, Binjiang Junior High School, Muzha Junior High School, Chih Shan Junior High School, Donghu Junior High School, Minsheng Junior High School, Yongji Junior High School, Longman Junior High School, Hongdao Junior High School, Zhongxiao Junior High School, and Shijian Junior High School.
- 11 日
11th 配合大貓熊圓仔開放參觀，闢駛 123 貓熊專車。
The 123 Panda Bus began operating after Panda Yuanzai began receiving visitors.
- 26 日
26th 配合捷運信義線通車整併之第 2 波公車路線，正式實施。
We wave of integration bus route after the MRT Xinyi Line was officially opened.
- 29 日
29th 配合 2014 陽明山花季暨海芋季闢駛花季專車。
In coordination with the Yangming Mountain Flower Festival and Calla Lily Season we, provided the Flower Festival Express.
辦理陽明山花季暨海芋季（1 月 29 日至 4 月 27 日）活動期間交通管制及改善事宜。
We conducted traffic control and improvement at the Yangmingshan Flower Festival and Calla Lily Season (January 29th to April 27th).
226 路 14 輛低地板公車上路營運。
14 Low-floor buses became available for Route 226.
智慧型手機軟體「北市好停車 App」新增停車導引及孕婦優先車格位與身障車格位資訊。
The “i Taipei Parking App” for smartphones added the parking GPS and information for pregnant women and disabled parking spaces.
- 31 日
31st 604 路 4 輛低地板公車上路營運。
4 Low-floor buses became available for Route 604.

2 月 · February

- 07 日
07th 辦理臺北燈節（2 月 7 日至 2 月 16 日）活動期間交通管制及改善事宜。
We conducted traffic control and improvement at the Taipei Lantern Festival (February 7th to February 16th).
- 18 日
18th 試辦大度路 3 段東往西右轉中央北路 4 段封閉右轉車道，以維行車安全。
We closed the right turn lane on Section 3 of Dadu Road Westbound, turning right onto Section 4 of Zhongyang North Road, in order to maintain traffic safety.
- 20 日
20th 全國首創於捷運公館站候車亭設置雙面式公車智慧型站牌。
We established the first double-sided intelligent bus stop at the MRT Gongguan Station bus shelter.

3 月 · March

03 日 開辦 102 年計程車駕駛人免費職業病健康檢查。
03rd We conducted the 2013 free occupational disease health checkups for taxi drivers.

10 日 辦理 102 年藍色水路防災演練。
10th We conducted the 2013 River Cruise hazard prevention drill.

21 日 912 路 10 輛低地板公車上路營運。
21st 10 Low-floor buses became available for Route 912.

22 日 配合 103 年掃墓，闢駛免費掃墓公車。
22nd Free 'tomb-sweeping' buses became available for the Tomb Sweeping Festival.

提供雙北公車到站時間免付費語音查詢服務 (0800-00-5284)。

A free voice enquiry service became available for arrival times of buses in Taipei City and New Taipei City (0800-00-5284).

25 日 配合聯管委員會發行公車手冊，協調配送及上架供民眾索取。

The Joint Management Committee issued a public bus route handbook; we were responsible for the distribution of the manuals to the public.

29 日 949 路 10 輛低地板公車上路營運。
29th 10 Low-floor buses became available for Route 949.

31 日 完成辛亥路南側 (新生南路至芳蘭路) 自行車道。
31st We completed the south side of the Xinhai Road (Xinsheng South Road to Fanglan Road) bike lane.

4 月 · April

15 日 950 路 10 輛低地板公車上路營運。
15th 10 Low-floor buses became available for Route 950.

29 日 召開臺北都會區公路及市區客運路線審議委員會第 61 次委員會議。
29th We conducted the 61st Taipei Metropolitan City and Highway Bus Route Application Review Committee Meeting.

30 日 完成南京東路 6 段與潭美街自行車道設置，銜接彩虹橋與既有的內湖五期明美公園自行車道，擴大市區與河濱自行車道路網串聯。

We completed the Section 6 Nanjing East Road and Tanmei Street Bike Lanes, connected the lanes with the Rainbow Bridge and existing Neihu 5th Term Mingmei Park Bike Lane, and expanded the connections of the city and riverside bike lanes.

5 月 · May

辛亥國小地下停車場委託民間經營。

Xinhai Elementary School Underground Parking Lot was entrusted to private management.

01 日 施行債證電子化作業，自此法務部行政執行署所轄管 13 處執行分署核發予本所之執行憑證，以電子公文附加電子檔案方式為之。

01st We conducted the electronic promissory note project. For this, the 13 branches of the Administrative Enforcement Agency, Ministry of Justice issued the official document electronically and attached the certificate as a digital file.

5 月 · May

- 32 路（含區間車）2 輛低地板公車上路營運。
- 06 日 2 Low-floor buses became available for Route 32 (Including local buses).
- 06th 「莒光立體停車場」完工營運啟用（莒光路 137 號）。
Chukuang Parking Lot was completed and opened to business (No. 137 Chukuang Road).
- 223 路 5 輛、218 路 3 輛及 537 路 2 輛低地板公車上路營運。
- 16 日 5 Low floor buses became available for Route 223, 3 buses for Route 218, and 2 buses for Route 537.
- 16th 為提倡人本交通，確保行無礙之通行環境，將控制器縮小至傳統控制器體積之 49%，完成 28 處路口安裝。
In order to advocate “People oriented” traffic planning and ensure a barrier-free environment, signal controllers were shrunk to 49% of the previous controller size. We have completed installation at 28 locations.
- 配合「水岸臺北 2014 端午嘉年華」活動闢駛龍舟專車 132 路（103 年 5 月 31 日至 6 月 2 日）。
- 21 日 We cooperated with the “2014 Riverside Dragon Festival” event, and the No.132 ‘dragon boat
- 21st express’ was available (May 31st 2014 to June 2nd 2014).
- 232 路副線 9 輛、617 路 9 輛、306 路 37 輛、225 路 4 輛、299 路 20 輛、672 路 6 輛及 254 路 2 輛低地板公車上路營運。
- 22 日 9 Low-floor buses became available for the sub-line of Route 232, 9 buses for Route 617, 37 buses for
- 22nd Route 306, 4 buses for Route 225, 20 buses for Route 229, 6 buses for Route 672, and Bus 2 Route 254.
- 「第 3 代公路監理資訊系統設備更新計畫」完成建置。
- 29 日 The “Third Generation Highway Motor Vehicle Information System Facility Renewal Plan” was
- 29th completed.

6 月 · June

- 0 南路 5 輛、9 路 7 輛、14 路 15 輛、20 路 12 輛、33 路 8 輛、41 路 16 輛、49 路 9 輛、222 路 23 輛、260 路 25 輛、276 路 7 輛、281 路 8 輛、306 路 7 輛、505 路 13 輛、紅 5 路 10 輛、敦化幹線 20 輛、604 路 11 輛、651 路 13 輛、227 路 5 輛、668 路 5 輛、215 路 15 輛、247 路 2 輛、267 路 8 輛、紅 3 路 8 輛、藍 7 路 11 輛、藍 20 區間車 5 輛、225 路 6 輛、232 路（含副線）13 輛、306 路 7 輛、225 路 6 輛、617 路 7 輛、39 路 25 輛、226 路 8 輛、539 路 5 輛、662 路 1 輛、669 路 7 輛、藍 36 路 26 輛及 208 路 1 輛低地板公車上路營運。
- 05 日 5 Low floor buses became available for Route 0 South, 7 for Route 9, 15 for Route 14, 12 for Route
- 05th 20, 8 for Route 33, 16 for Route 41, 9 for Route 49, 23 for Route 222, 25 for Route 260, 7 for Route 276, 8 for Route 281, 7 for Route 306, 13 for Route 505, 10 for Route Red 5, 20 for Dunhua Bus Line, 11 for Route 604, 13 for Route 651, 5 for Route 227, 5 for Route 668, 15 for Route 215, 2 for Route 247, 8 for Route 267, 8 for Route Red 3, 11 for Route Blue 7, 5 for Route 20 Local Buses, 6 for Route 225, 13 for Route 232 (Including sub-lines), 7 for Route 306, 6 for Route 225, 7 for Route 617, 25 for Route 39, 8 for Route 226, 5 for Route 539, 1 for Route 662, 7 for Route 669, 26 for Route Blue 36, and 1 for Route 208.
- 辦理「102 年貓空纜車系統經營維護與安全監督定期檢查」。
- 17 日 We conducted the 2013 Maokong Gondola Operation and Safety Inspection.
- 17th

6 月 · June

- 24 日
24th 召開臺北都會區市區及公路客運路線審議委員會第 62 次委員會。
We conducted the 62nd Taipei Metropolitan City and Highway Bus Route Application Review Committee Meeting.

- 30 日
30th 臺北市無障礙計程車達 80 輛。
80 barrier-free taxis became available in Taipei City.
- 完成劃設新生南路東側 (八德路至信義路) 自行車道。
We completed the east side of the Xinsheng South Road (Bade Road to Xinyi Road) bike lane.
- 完成劃設 50 條標線型人行道，累計完成劃設 265 條，總長度 24.4 公里。
We completed 50 marked sidewalks. 265 have now been completed in total, with a total length of 24.4km.
- 完成內湖路、文德路、松江路及民生東西路等路段標誌整頓，共計減少標誌 1,648 面，減少桿件 856 支。
We completed the consolidation of the signs on Neihu Road, Wende Road, Songjiang Road, and Minsheng East and West Road. We removed 1,648 signs and 856 signposts.
- 召開裁決所處理交通違規申訴案件諮詢委員會議。
We conducted the committee meeting on rulings on traffic violation appeals.
- 完成臺北市車輛行車事故鑑定委員會委員續聘，任期至 105 年 6 月 30 日止。
We completed the reappointment of committee members of the Traffic Accident Investigation Committee. The term ends on June 30th.

7 月 · July

- 01 日
01st 濱江國中地下停車場委託民間經營。
Binjiang Junior High School Underground Parking Lot was entrusted to private management.
- 17 日
17th 發表臺北車站公車停靠路線導覽圖。
We issued the Taipei Main Station Bus Stop Map
- 辦理「102 年貓空纜車系統經營維護與安全監督定期檢查」。
We conducted the 2013 Maokong Gondola Operation and safety Inspection.
- 28 日
28th 智慧型手機軟體「北市好停車 App」新增大客車格位資訊。
The “i Taipei Parking APP” for smartphones added information on parking spaces for large vehicles.
- 29 日
29th 辦理 170 處車輛偵測器租賃安裝完成並上線使用。
We made car detector rental available at 170 locations; these are also available for online use.
- 31 日
31st 至 103 年 7 月底完成 52 處路口，計 309 面內照式標誌設置。
We completed the installation of 309 self-illuminating signs at 52 intersections.

8 月 · August

- 20 日
20th 召開臺北都會區市區及公路客運路線審議第 63 次委員會議。
We conducted the 63rd Taipei Metropolitan Area Highways and City Bus Route Evaluation Committee Meeting.
- 28 日
28th 於萬華區國興路 (青年公園旁) 及文山區景中街 (景美國中前) 等 2 處地點全國首創試辦折線型標線，期提醒駕駛人減速，禮讓行人穿越道路。
We introduced zig-zag road markings at two locations: Guoxing Road in Wanhua District (next to the Youth Park) and Jing zhong Street in Wenshan District (in front of Jingmei Junior High School). We hope to remind drivers to reduce their speed and give way to pedestrians crossing the road.
- 31 日
31st 完成 26 站 YouBike 指引標誌。
August - We completed index signs for YouBikes at 26 stations.
「102 年度臺北市主要道路交通監控系統工程 (硬體工程)」完工，各項設備上線運作。
The 2013 Annual Taipei City Main Road Traffic Monitoring System Construction (Hardware Construction) was completed. All facilities can be operated online.

9 月 · September

- 01 日
01st 小型復康巴士達 322 輛。
We introduced 322 compact-size rehab bus for the elderly and disabled people.
麗湖國小地下停車場委託民間經營。
Lihu Elementary School Underground Parking Lot was entrusted to civil management.

- 25 日
25th 新一代學生悠遊卡試辦。
A New Generation Student Easycard was introduced.

10 月 · October

- 05 日
05th 捷運松山線初勘。
We completed initial inspection of Songshan MRT Station.
- 09 日
09th 「嘉興公園附建地下停車場」完工營運啟用 (嘉興街 373 號)。
Jiaxing Park Underground Parking Lot was completed and opened for use. (No. 373 Jiaxing Street)
- 29 日
29th 召開臺北都會區公路及市區客運路線審議委員會第 64 次委員會議。
We conducted the 64th Taipei Metropolitan City and Highway Bus Route Application Review Committee Meeting.

10 月 · October

士林計程車服務站啟用。

The Shilin Taxi Service Station was opened for use.

完成八德路、南港路、環河北路及復興北路等路段標誌整頓，共計減少標誌 1,690 面，減牌率為 19%，減少桿件 870 支，減桿率為 45%。

We completed consolidation of signs on Bade Road, Nangang Road, Huanhe North Road, and Fuxing Road. We removed 1,690 signs (19% of signs were removed) and 870 signposts (45% being removed).

30 日 完成羅斯福路改設置人車分道，南京東西路配合捷運松山線增設人車分道。

30th We completed separating paths for vehicles and pedestrians. We worked with the MRT Songshan Line to build these paths on Nanjing East and West Roads.

完成劃設 88 條標線型人行道，累計完成劃設 303 條，總長度 26.857 公里。

We completed the establishment of 88 marked sidewalks; a total of 303 have now been completed, with a total length of 26.857km.

完成臺北市自行車道 42.48 公里，人車共道 332.88 公里，合計 375.36 公里。

We completed 42.48km of Taipei City bike lanes, and 332.88 km of shared-use lanes, for a total of length of 375.76km.

11 月 · November

01 日 西湖公園地下停車場委託民間經營。

01st Xihu Park Underground Parking Lot was entrusted to Private management.

10 日 台北富邦銀行提供臨櫃代收交通違規罰鍰服務之手續費自 103 年 11 月 10 日起由 15 元調降至 5 元。
10th Taipei Fubon Bank began providing over-the-counter collection of service fees for traffic violation fines at a reduced rate of 5 dollars (from 15 dollars) as of November 10th 2014.

12 日 召開臺北市計程車諮詢及審議委員會第 1 屆第 3 次會議。

12th We conducted the 1st annual and 3rd meeting of Taipei City Taxi Counseling and Evaluation Committee.

捷運松山線通車。

MRT Songshan Line was operated.

配合捷運松山線通車整併之第 1 波公車路線，正式實施。

15 日 The first wave of integration of bus routes after the officially opening of the MRT Songshan Line to the public.
15th

「啟聰學校附建地下停車場」完工營運啟用 (延平北路 4 段 205 號地下)。

The Taipei School for the Hearing Impaired Underground Parking Lot was completed and opened to traffic (Section 4 No. 205 Yanping North Road underground).

12 月 · December

- 03 日 臺北市小型復康巴士客服中心全面整合啟用。
03rd Taipei City Elderly and Disabled Compact-Size Rehab Bus Service was officially opened.
- 04 日 召開臺北市計程車諮詢及審議委員會第 1 屆第 4 次會議。
04th We conducted the 1st annual and 4th meeting of Taipei City Taxi Counseling and Evaluation Committee.
530 路 10 輛、905 路 2 輛、756 路 14 輛及 679 路 3 輛低地板公車上路營運。
10 Low-floor buses became available for Route 530, 2 buses for Route 905, 14 buses for Route 756, and 3 buses for Route 679.
- 06 日 配合兒童新樂園開幕，闢駛「兒童新樂園免費接駁車」。
06th In coordination with the grand opening of Taipei Children's Amusement Park, we provided "Free Taipei Children's Amusement Park Shuttle Bus".
- 15 日 新一代學生悠遊卡正式發行。
15th A New Generation of Student Easycard was officially issued.
- 18 日 發表整合式路線圖。
18th We issued an integrated bus route chart.
新式候車亭啟用。
New bus shelters were officially opened for use.
- 19 日 民生社區活動中心站（往西）設置新式獨立式智慧型站牌。
19th Introduced new independent intelligent bus stop sign at Minsheng Activity Center Stop (Going Westbound)
召開臺北市車輛行車事故鑑定委員會召開 103 年度鑑定業務研討會。
We conducted the 2014 Annual Inspection Seminar of the Traffic Accident Investigation Committee
- 25 日 協助忠孝西路公車專用道拆除後標誌、標線及號誌調整事宜。
25th We assisted with the demolition of signs, markings, and signals of the Zhongxiao West Road exclusive bus lanes.
召開裁決所處理交通違規申訴案件諮詢委員會議。
We conducted the committee meeting on rulings on traffic violation appeals.

31 日
31st

完成八德路、仁愛路、環河南北路及復興南北路等 15 條道路標誌整頓，共計減少標誌 1,785 面，減牌率為 16%，減少桿件 976 支，減桿率為 44%。

We completed the consolidation of signage on 15 roads: Bade Road, Renai Road, and Huanhe South and North Roads. We got removed 1,785 signs (16% of total), and 976 signposts (44% of total).

完成劃設 95 條標線型人行道，累計完成劃設 310 條，總長度 28.383 公里。

We completed 95 marked sidewalks. This leaves a total of 310 lines, with a total length of 28.383km.

103 年度完成人車分道共 16.21 公里，人車共道共 43.11 公里。累計本市自行車道人車分道 54.85 公里，人車共道 327.80 公里，合計 382.65 公里。

In 2014, we have exclusive bike lanes 16.21km, and 43.11km shared-use lanes. A total of exclusive bike lanes 54.84km and shared-use lanes 327.80 km were completed, leaving a total of 382.65km.

為利用路人清楚辨識標誌及促進交通安全，103 年度共計完成 63 處路口，計 297 面內照式標誌設置。

We introduced a total of 297 self-illuminating signs at 63 intersections in 2014, in order to use pedestrian signs to promote traffic safety.

進安公園地下停車場委託民間經營。

Jingan Park Underground Parking Lot was entrusted to civil management.

至 103 年 12 月底交通違規總入案件數計 156 萬 466 件，總結案件數計 143 萬 9,367 件。

Up to December 2014, there were a total of 1,564,660 cases of traffic violations, and 1,439,367 cases were closed.

至 103 年 12 月底已完成專案催繳移送強制執行計 1 萬 2,049 案（11 萬 9,922 件），罰鍰 1 億 7,043 萬 63 元。

Up to December 2014, we implemented 12,049 payment reminders, and collected a total of NT\$170,430,063.

分類 Category	項目 Item	說明 Explanation
地理特性 Geographical Characteristics	位置 Location	亞洲東南部、臺灣北部 Southeast Asia, Northern Taiwan
	地形 Topography	盆地地形、河流切割 Low-lying basin, dissected by rivers
	地質 Geology	沉積土質軟弱，位居地震帶，地下水位高 Soft sedimentary soil, situated along a tectonic fault line, high levels of underground water
	氣候 Climate	無嚴寒酷暑，屬亞熱帶季風氣候 No harsh winter or summer, categorized as subtropical monsoon climate
	面積 Area	272平方公里 272 square kilometers
人 口 Population	人口 Population	270.2萬人 2,702,000
	戶數 Households	103.7萬戶 1,037,000 households
	密度 Density	9,942人/平方公里 9,942 people per sq km
交通環境 Traffic environment	道路面積 Road area	22,544,099平方公尺，占土地總面積8.29% 22,544,099 square meters, 8.29% of total land area
	汽車數 Number of cars	787,676輛(291輛/千人，註：本汽車數含各類客貨車及特種車等) 787,676 cars (291 cars per 1,000 people). Note: The total number of cars include all kinds of trucks and other special vehicles
	機車數 Motorcycles	980,577輛(363輛/千人) 980,577 cars (363 vehicles per 1,000 people)
	停車位 Parking lots	臺北市停車管理工程處直營或委外停車位 Parking spaces directly managed or outsourced by the Taipei City Parking Management and Development Office
		其中路邊227,100格(含不收費停車位)、路外55,219格、委外經營11,051位 227,100 parking spaces (including free parking spaces) on the roadside, 55,219 spaces away from road, 11,051 outsourced for management 建物附設1,052,686格 1,052,686 spaces associated with buildings 非建物附設35,347格 35,347 spaces not associated with buildings 現有停車位數總計：1,335,654格(汽車：650,398；機車：685,256) Total current parking spaces: 1,335,654 (cars: 650,398; motorcycles: 685,256)

分類 Category	項目 Item	說明 Explanation
		<p>路邊裝卸貨專用停車位1,337格(含收費格位1,107格)；禁停黃線路段設置273處、2,361公尺</p> <p>1,337 roadside designated spaces for trucks to upload and unload cargos (including 1,107 spaces that charge a parking fee). We have established parking spaces in areas marked with a yellow line where parking is otherwise prohibited, a total space of 2,361m.</p>
	特殊停車位 Special parking spaces	<p>限時停車位194格 194 limited time parking spaces</p> <p>身心障礙者專用汽車停車位4,621格(含非市有停車場) 4,621 disabled parking spaces (including non-municipal parking lots)</p> <p>身心障礙者專用機車停車位2,126格(含非市有停車場) 2,126 disabled motorcycle parking spaces (including non-municipal parking lots)</p> <p>汽、機車彈性共用格位，機車位4,240格可轉換汽車位707格供汽車停放 Flexible sharing parking spaces for cars and motorcycles. 4,240 motorcycle spaces can provide parking space for 707 cars.</p>
交通環境 Traffic environment	道路路網型態 Road network patterns	<p>市中心區成棋盤狀路網 The heart of the city is arranged like a chessboard.</p> <p>公車專用道共14條，總計長度59.69公里，各路線如下： There are a total of 14 exclusive bus lanes, with a total length of 59.69km. The routes are as follows:</p> <p>松江路（民權東路至八德路）-3.7公里，85/1/27通車 Songjiang Road (Minquan East Road to Bade Road) -3.7km, opened to traffic on 1/27/1996</p> <p>新生南路（忠孝東路至和平東路）-3.56公里，85/6/1通車 Xinsheng South Road (Zhongxiao East Road to Heping East Road) -3.56km, opened to traffic on 6/1/1996.</p> <p>信義路（中山南路至基隆路）-9公里，85/7/6通車 Xinyi Road (Zhongshan South Road to Keelung Road) -9km, opened to traffic on 7/6/1996</p> <p>仁愛路（中山南路至敦化南路）-6.2公里，85/7/27通車 Renai Road (Zhongshan South Road to Dunhua South Road) -6.2km, opened to traffic on 7/27/1996</p> <p>南京東路（中山北路至三民路）-8.4公里，85/7/27通車 Nanjing East Road (Zhongshan North Road to Sanming Road) -8.4km, opened to traffic on 7/27/1996</p> <p>民權東路（敦化北路至承德路）-7.2公里，85/8/2通車 Minquan East Road (Dunhua North Road to Chengde Road) -7.2km, opened to traffic on 8/2/1996</p> <p>敦化南北路（民權東路至信義路）-3.15公里，85/8/2通車 Dunhua South and North Road (Minquan East Road to Xinyi Road) -3.15km, opened to traffic on 8/2/1996.</p> <p>仁愛路延伸段（敦化南路至逸仙路）-2.4公里，87/10/18通車 Extension of Renai Road (Dunhua South Road to Yishen Road) -2.4km, opened to traffic on 10/18/1998</p> <p>民權西路（承德路至延平北路）-1.28公里，87/11/22通車 Minquan West Road (Chengde Road to Yenping North Road) -1.28km, opened to traffic on 11/22/1998</p> <p>重慶北路（酒泉街至南京西路）-4公里，90/1/18通車 Chongqing North Road (Jiuquan Street to Nanjing West Road) -4km, opened to traffic on 1/18/2001</p>

分類 Category	項目 Item	說明 Explanation
交通環境 Traffic environment	道路路網型態 Road network patterns	<p>中華路（忠孝西路至愛國西路）-2.2公里，90/4/30通車 Zhonghua Road (Zhongxiao West Road to Aiguo West Road) -2.2km, opened to traffic on 4/30/2001</p> <p>羅斯福路（和平西路至興隆路）-6.2公里，95/3/6通車 Roosevelt Road (Heping West Road to Xinglong Road) -6.2km, opened to traffic on 3/6/2006</p> <p>新光路（新光路動物園前圓環至污水處理廠迴轉道）-2.2公里，99/3/23通車 Xinguang Road (Xinguang Road Roundabout in front of the zoo to the water treatment plant) -2.2km, opened to traffic on 3/23/2010</p> <p>玉門街（民族西路至酒泉街）-0.4，100/4通車 Yumen Street (Minzu West Road to Jiuquan Street) -0.4km, opened to traffic in April 2011.</p>
	公車 Buses	<p>聯營公車業者13家，共284條路線。103年每日平均載客142.90萬人次，較102年平均每日載客161.50萬人次，減少11.52%。103年平均每日營收入2,485.8萬元，較102年平均每日營收入2,809.0萬元，減少11.51%。捷運接駁公車路線54條，其中紅線21條，藍線12條，棕線17條，綠線4條。13 joint bus companies manage a total of 284 routes. In 2014, there was a daily average of 1,429,000 passengers, compared to a daily average of 1,615,000 passengers in 2013, a reduction of 11.52%. In 2014, the daily average revenue was NT\$24,858,000, compared to a daily average revenue of NT\$28,090,000 in 2013, a reduction of 11.51%.</p> <p>The 54 MRT shuttle bus routes: 21 on the red line, 12 on the blue line, 17 on the brown line, and 4 on the green line.</p>
交通事業 Transport		<p>捷運系統由臺北捷運公司營運，每日營運時間18個小時(6:00至24:00)，營運路線5條，營運車站116個，營運里程129.2公里；103年平均每日載客已達186.2萬人次；捷運與公車雙向轉乘優惠平均每日為49.3萬人次。各路線概要如下：</p> <p>The MRT system is managed by Taipei Metro. It runs 18 hours a day (6AM to 0:00AM). There are 5 lines with 116 stations, and a total length of 129.2km. In 2014, the daily average passenger usage reached 1,862,000 people. The MRT and bus transfer discount has benefited an average of 493,000 passengers per day. The details of all routes are as follows:</p>
	捷運 MRT	<p>1號文湖線： No.1 Wenshu Line 文山線(動物園站至中山國中站)10.5公里，85/3/28營運；內湖線(松山機場站至南港展覽館站) 14.8公里，98/7/4營運。 Wenshan Line (Taipei Zoo Station to Zhongshan Junior High School Station), 10.5km, opened to traffic on 3/28/1996. Neihu Line (Songshan Airport Station to Nangang Exhibition Hall Station), 14.8km, opened to traffic on 7/4/2009.</p> <p>2號淡水信義線： No.2 Tamsui-Xinyi Line: 淡水線(淡水站至中山站)21.9公里，淡水站至中山站86/4/11營運，中山站至臺北車站86/12/25營運；信義線(中正紀念堂站至象山站)5.7公里，102/11/24營運。 Tamsui Line (Tamsui Station to Zhongshan Station), 21.9km, Tamsui Station to Zhongshan Station was opened to traffic on 4/11/1997, Zhongshan Station to Taipei Main Station on 12/25/1997. Xinyi Line (CKS Memorial Hall Station to Xiangshan Station), 5.7km, was opened to traffic on 11/24/2013.</p>

分類 Category	項目 Item	說明 Explanation
交通事業 Transport	捷運 MRT	<p>3號松山新店線： No.3 Songshan-Xindian Line: 中和線及新店線北段(臺北車站至南勢角站)7.9公里，87/12/24營運；新店線南段(古亭站至新店站)8.4公里，88/11/11營運；小碧潭支線1.9公里，93/9/29營運；小南門線(中正紀念堂站至西門站)1.6公里，89/8/31營運；松山線(西門站至松山站)7.9公里，103/11/15營運。 The northern section of the Zhonghe and Xindian line (Taipei Main Station to Nanshijiao Station), 7.9km, opened to traffic on 12/24/1998. Southern section of the Xindian Line (Guting to Xindian), 8.4km, opened to traffic on 11/11/1999. Xiaobitan Line, 1.9km, opened to traffic on 29/9/2004. Xiaonanmen Line (Chiang Kai-Shek Memorial Hall to Ximen), 1.6km, opened to traffic on 31/8/2000. Songshan Line (Ximen to Songshan), 7.9km, opened to traffic on 11/15/2014.</p> <p>4號中和新蘆線： No.4 Zhonghe-Hsinlu Line: 中和線及新店線北段(臺北車站至南勢角站)7.9公里，87/12/24營運；蘆洲線(蘆洲站至忠孝新生站)10.3公里，99/11/3通車營運；新莊線(輔大站至古亭站)16公里，大橋頭站至輔大站(8.1公里)101/1/5營運，忠孝新生站至古亭站(2.8公里)101/9/30營運，輔大站至迴龍站(2.8公里)102/6/29營運。 Zhonghe Line and Northern Section of Xindian Line (Taipei Main Station to Nanshijiao Station) 7.9km, was opened to traffic on 12/24/1998. Luzhou Line (Luzhou Station to Zhongxiao Xinsheng Station) 10.3km, was opened to traffic on 11/3/2010, Xinzhuang Station (Fu Jen University Station to Guting Station (2.8km), was opened to traffic on 9/30/2012, Fu Jen Station to Huilong Station (2.8km) was opened to traffic on 6/29/2013.</p> <p>5號板南線： No. 5 Bannan Line: 板南線(新埔站至南港展覽館站)17.2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)89/8/31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；南港站至南港展覽館站(1.1公里)100/2/27營運；土城線(新埔站至永寧站)7.4公里，95/5/31營運。 Bannan Line (Xinpu Station to Nangang Exhibition Hall Station), 17.2km: Taipei City Hall Station to Longshan Temple Station (7.7km) was opened to traffic on 12/24/1999; Longshan Temple Station to Xinpu Station (3.9km) was opened to traffic on 8/31/2000; Taipei City Hall Station to Kunyang Station (3.2km) was opened to traffic on 12/30/2000; Kunyang Station to Nangang Station (1.4km) was opened to traffic on 12/25/2008; Nangang Station to Nangang Exhibition Hall Station (1.1km) was opened to traffic on 2/27/2011; Tucheng Line (Xinpu Station to Yongning Station), 7.4km, was opened to traffic on 5/31/95.</p>

資料統計時間：103 年 12 月 31 日 (2014.12.31)

Statistics correct as of 12/31/2014

汽車緩步成長

Gradual Growth in the Number of Cars

103年底臺北市登記汽車數有787,676輛，較102年底增加19,576輛，成長率2.55%；登記機車數有980,577輛，較102年底減少54,233輛，負成長率5.24%，機車成長率呈現下降趨勢。

By the end of 2014, 787,676 cars were registered in Taipei City, which was an increase of 19,576 cars compared to 2013, a growth rate of 2.55%. There were 980,577 registered motorcycles, which was a decrease of 54,233 compared to 2013, a decrease of 5.24%. The number of motorcycles shows a decreasing trend.

臺北市道路成長

Road Area Growth in Taipei City

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

資料來源：臺北市政府工務局、交通部。

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

臺灣地區主要都市交通特性比較 (103 年)

Comparison of Traffic Statistics by Major Urban Area in Taiwan (2014)

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 km2	人 Persons	輛 Vehicles	輛 / 千人 Veh/103persons	輛 Vehicles	輛 / 千人 Veh/103persons
臺北市 Taipei City	272	2,702,315	787,676	291	980,577	363
新北市 New Taipei City	2,053	3,966,818	987,361	249	2,191,138	552
桃園市 Taoyuan City	1,221	2,058,328	709,049	344	1,096,107	533
臺中市 Taichung City	2,215	1,884,284	1,015,213	373	1,647,752	606
臺南市 Tainan City	2,192	2,778,992	638,193	339	1,289,122	684
高雄市 Kaohsiung City	2,948	2,702,315	862,120	310	2,010,222	723

資料來源：內政部、交通部。

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

整體大眾運輸運量微幅成長

Slight Growth in Overall Public Transportation

103 年大眾運輸 (捷運 + 公車) 平均每日載客 329.1 萬人次，較 102 年 335.5 萬人次，減少約 1.90%。就個別運具而言，103 年全年捷運平均每日載客約 186.2 萬人次，較 102 年 174.0 萬人次增加 7.02%；103 年公車平均每日載客 143.0 萬人次，較 102 年 161.5 萬人次減少 11.51%。

In 2014, the daily average number of passengers on mass transit (MRT+buses) was 3,291,000 people, compared to 3,355,000 people in 2013, a reduction of 1.9%. Use of individual transportation in 2014 stood at a daily average of 1,862,000 people, compared to 1,740,000 people in 2013, an increase of 7.02%. In 2014, the daily average number of passengers on public buses was 1,430,000 people, compared to 1,615,000 people in 2013, a reduction of 11.51%.

臺北市大眾運輸系統載客人數

MRT & Bus Passengers in Taipei

年別 Year	總計 Total		捷運 MRT		公車 Bus		公車平均每 段次載客數 Passengers /Trip(Bus)	公車平均每 日營運車輛數 Vehs. /Day(Bus)
	平均每日 Daily Avg.	成長率 Growth rate	平均每日 Daily Avg.	成長率 Growth rate	平均每日 Daily Avg.	成長率 Growth rate		
	人次 Passengers	%	人次 Passengers	%	人次 Passengers	%	人 Passengers	輛 Vehicles
80 年 (1991)	2,142,036	-0.99	—	—	2,142,036	-0.99	34.33	2,891
90 年 (2001)	2,658,989	2.66	793,542	8.13	1,865,447	0.5	27.62	3,359
91 年 (2002)	2,662,506	0.13	888,859	12.01	1,773,647	-4.92	25.03	3,369
92 年 (2003)	2,543,838	-4.46	866,272	-2.54	1,677,566	-5.42	23.35	3,471
93 年 (2004)	2,664,038	4.73	956,672	10.44	1,707,366	1.78	22.96	3,666
94 年 (2005)	2,666,863	0.11	988,301	3.31	1,678,562	-1.69	22.90	3,805
95 年 (2006)	2,739,871	2.74	1,051,911	6.44	1,687,960	0.56	23.30	3,877
96 年 (2007)	2,852,917	4.13	1,140,355	8.41	1,712,562	1.46	23.96	3,848
97 年 (2008)	3,012,770	5.60	1,229,575	7.82	1,783,195	4.12	25.38	3,812
98 年 (2009)	3,030,638	0.59	1,267,048	3.05	1,763,590	-1.10	25.07	3,747
99 年 (2010)	3,144,373	3.75	1,384,840	9.30	1,759,533	-0.23	25.57	3,712
100 年 (2011)	3,259,587	3.66	1,551,793	12.06	1,707,794	-2.94	25.49	3,746
101 年 (2012)	3,326,032	2.04	1,645,353	6.03	1,680,679	-1.59	25.68	3,727
102 年 (2013)	3,354,577	0.86	1,739,619	5.73	1,614,958	-3.91	25.64	3,591
103 年 (2014)	3,290,719	-1.90%	1,186,661	7.02	1,429,057	-11.51	25.41	3,313

資料來源：臺北市公共運輸處、臺北捷運公司。

Sources: Taipei City Public Transportation Office, Taipei Metro

附註：公車包含小型公車。

Remarks: Buses also include city minibuses

交通工具使用比例分析

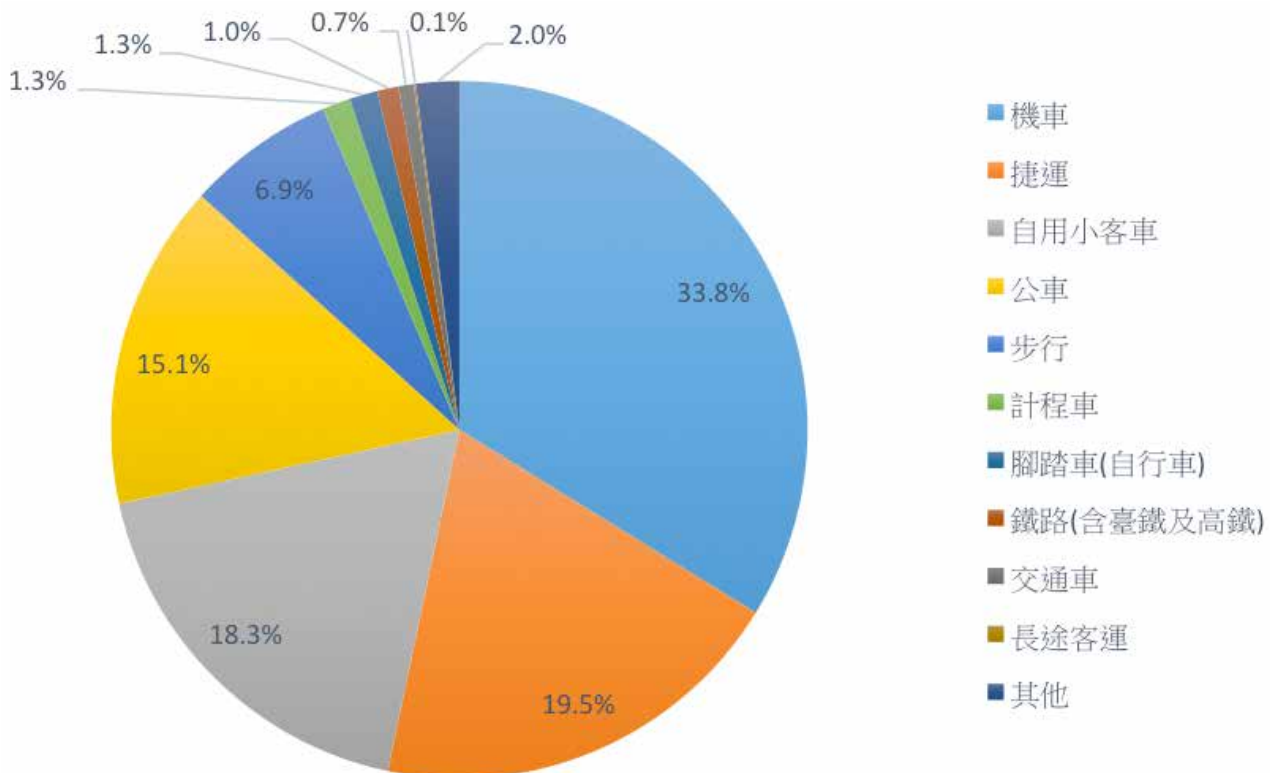
Transportation Mode Split Analysis

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；調查結果顯示市民通勤最常使用的交通工具為機車者，占 33.8%，其次為捷運，占 19.5%，自用小客車居第 3 名，占 18.3%；另公共運輸使用比率（公車、捷運、交通車、火車、長途客運、計程車等）為 36.4%。

The transportation use ratio analysis is an important index for evaluating the sustainability of the metropolitan transport system. Household interviews were conducted as the method of investigation. The results of the interviews show that the most often used transportation tools for commuting are, in order, motorcycles (33.8%), MRT (19.5%), and cars (18.3%). In addition, the usage rate for public transportation (buses, MRT, shuttle buses, trains, long distance buses, and taxis, etc.) was 36.4%.

通勤最常使用交通工具比率 -103 年

Transportation Modes of Choice for Commuter Trips, 2014



資料來源：103 年 4 月臺北市交通民意調查報告。

Sources: April 2014 Taipei City Traffic Survey Report

103 年臺灣地區發生死亡交通事故

Traffic Accident Deaths in Taiwan 2014

地區別 Region	肇事件數 Number of Accidents	肇事率 Accident Cases / 104Vehs.	死亡人數 No. of Deaths	每萬車輛死亡人數 No. of Deaths / 104 Vehicles
合計 Total	1,753	0.80	1,802	0.82
臺北市 Taipei City	83	0.45	83	0.45
新北市 New Taipei City	131	0.40	132	0.40
桃園市 Taoyuan City	119	1.31	123	
臺中市 Taichung City	122	0.45	122	0.45
臺南市 Tainan City	176	0.88	179	0.90
高雄市 Kaohsiung City	222	0.73	226	0.75
臺灣省 Taiwan Province	840	1.03	864	1.06
國道 National Highway	60	...	73	...

附註：本表僅含肇事 24 小時內有人死亡之交通事故案件。

RemarksL This chart only includes deaths within 24 hours of accidents

資料來源：內政部警政署。

Sources: National Police Agency, Ministry of the Interior

交通設施

Traffic Facilities

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

資料來源：臺北市交通管制工程處

Sources: Taipei City Traffic Engineering Office

103 年臺北市「機車退出騎樓」專案已實施路段、時間總表

2014 Taipei City "No Motorcycles in Arcades" Project:
Areas of Implementation and Timescale

項次 Items	實施路段 Roads where project implemented	實施路段長度 Length of road where project implemented (公里) (kilometers)	實施日期 Date of implementation
1	中山區福泰大樓 (林森北路 139 號) Zhongshan District Futai Building (No. 139, Linsen North Road)	0.03	103.01.28
2	松山區寶清街 17 號 (南京新鑽經貿大樓範圍) No. 17, Songshan District, Baoqing Street (Nanjing Xinzhuang Business Building)	0.01	103.01.28
3	中正區中華路 2 段單號側 (443 巷 - 寧波西街) Zhongzheng Section 2 Zhonghua Odd Number Side (Lane 443-Ningbo West Street)	0.11	103.02.26
4	萬華區中華路 2 段雙號側 (國興路 -606 巷) Wanhua District Section 2 Zhonghua Road Even Number Side (Guoxing Road - Lane 606,)	0.1	103.02.26
5	萬華區中華路 1 段 (216 號 -218 號) (玉山首邸大廈) Wanhua District Section 1 Zhonghua Road (No. 216~218) (Yushan Shodi Building)	0.01	103.02.26
	萬華區南寧路 (1 號) (玉山首邸大廈) Wanhua Nanning Road (No.1) (Yushan Shoudi Building)	0.02	103.02.26
6	萬華區和平西路 3 段單號側 (89 巷 -109 巷) Wanhua Section 3 Heping West Road Odd Number Side (Lane 89 - Lane 109)	0.05	103.02.26
7	文山區辛亥路 4 段雙號側 (166 巷 -260 巷) Wenshan District Section 4 Xinhai Road (Lane 166 - Lane 260)	0.3	103.02.26
8	大安區延吉街 (175-179 號) (仁愛路皇家大樓) Daan Yanji Street (No. 175~179) (Renai Road Royal Building)	0.04	103.02.26
9	松山區光復北路西側 (八德路 - 南京東路) Songshan Road Guangfu North Road West Side (Bade Road- Nanjing East Road)	0.14	103.02.26
10	北投區榮華二路中華電信旁人行道 (明德路 - 榮華二路 29 號旁無名巷) Beitou District Ronghua Second Road Sidewalk next to Chunghwa Telecom (unnamed lane next to No. 29 Mingde Road-Ronghua 2nd Road)	0.07	103.02.26

11	松山區八德路 2 段北側 (八德路 2 段 391 號 - 八德路 2 段 451 巷) Songshan District Section 2 Songshan Road North Side (No.391, Section 2, Bade Road –Lane 451, Section 2, Bade Road)	0.12	103.02.26
12	士林區忠誠路 2 段 207 巷 (忠誠路 2 段 - 東山路) Lane 207, Section 2, Shilin District, Zhongcheng Road (Section 2 Zhongcheng Road-Dongshan Road)	0.46	103.02.26
13	松山區慶城街 55 號 -57 號 (文華苑社區前範圍人行道) No. 55~57, Songshan District, Qingcheng Street (Wenhuayuan Community Sidewalk)	0.04	103.02.26
14	中正區南昌路 2 段 (和平西路 1 段 - 同安街) Section 2, Zhongzheng District, Nanchang Road (Section 1 Heping West Road-Tongan Street)	0.4	103.03.31
15	中山區新生北路 3 段東側 (農安街 - 德惠街)(增列人行道範圍) Section 3, Zhongshan District, Xincheng North Road East Side (Nongan Street-Dehui Street)	0.19	103.03.31
16	內湖區康樂街 136 巷 18 弄 19 號聯邦合家歡社區吉祥區社區 範圍 (含康樂街 136 巷 18 弄、康樂街 110 巷、康樂街 136 巷 30 弄) No.19, Alley 18, Lane 136, Neihu District, Kangle Street Federal Family Community Jixiang District Community (including Alley 18, Lane 136, Kangle Street, Lane 110 Kangle Street, and Alley 30, Lane 36, Kangle Street)	0.09	103.03.31
17	北投區裕民二路 43 號天璽大廈範圍 (含裕民二路、裕民二路 49 巷、裕民二路 33 巷) No. 43 Beitou District Yuming 2nd Road Tienhsi Building (including Yuming 2nd Road, Lane 49, Yuming 2nd Road, and Lane 33, Yuming 2nd Road)	0.12	103.03.31
18	松山區塔悠路西側 (塔悠路 188 巷 - 延壽街) Songshan District Tayou Road West Side (Lane 188, Tayou Road to Yanshou Street)	0.07	103.03.31
19	萬華區西寧南路 (內江街 - 長沙街) Wanhua District Xining South Road (Neijiang Street to Changsha Street)	0.18	103.03.31
20	士林區天玉街西側 (中山北路 7 段 81 巷 - 中山北路 7 段 141 巷) Shilin District Tienyu Street West Side (Lane 81, Section 7, Zhongshan North Road to Lane 141, Section 7, Zhongshan North Road)	0.14	103.04.30
21	松山區民權東路 3 段 140 巷單號側 (民權東路 3 段 106 巷 3 弄 - 敦化北路 244 巷) Lane 140, Section 3, Songshan District Minquan East Road Odd Number Side (Alley 3, Lane 106, Section 3, Minquan East Road to Lane 244, Dunhua North Road)	0.04	103.04.30
22	文山區羅斯福路 6 段 142 巷 (羅斯福路 6 段 - 景福街) Lane 142, Section 6, Wenshan District, Roosevelt Road (Section 6, Roosevelt Road-Jingfu Street)	0.94	103.04.30
23	大安區臥龍街 (安居街 - 和平東路 3 段 346 巷) 、和平東路 3 段 406 巷 (臥龍街 - 和平東路 3 段) Daan District Wolong Street (Anju Street-Lane 346, Section 3, Heping East Road), Lane 406, Section 3, Heping East Road (Wolong Street-Section 3 Heping East Road)	1.35	103.04.30

24	士林區德行東路雙號側知田大廈 (德行東路 104 巷 - 德行東路 132 巷) Shilin District Dexing East Road Even Number Side Zhitien Building (Lane 104, Dexing East Road to Lane 132, Dexing Road)	0.06	103.04.30
25	大安區辛亥路 3 段 21 巷 (含健康服務中心退縮地) Lane 21, Section 3 Xinhai Road (including beside the health center)	0.06	103.05.31
26	文山區木柵路 1 段單號側 (景興路 -59 巷) Section 1, Wenshan District, Muzha Road Odd Number Side (Jingsin Road~Lane 59)	0.47	103.05.31
27	大安區延吉街 (市民大道 - 信義路與光復南路口，除延吉街單號側 175-179 號仍維持人行道禁停) Daan District Yanji Street (Civic Boulevard-Xinyi Road and Guangfu South Road intersection; other than Odd Number Side No. 175~179, parking is still prohibited on the sidewalks)	2.3	103.05.31
28	北投區致遠二路 127 至 143-1 號 No. 127 to No. 143-1, Zhiyuan Second Road, Beitou District	0.06	103.05.31
29	內湖區瑞光路 583 巷 22-32 號 (富蘭克林大樓) 周邊洲子街雙號側 No.22~32, Lane 583, Ruiguang Road, Neihu District (Franklin Building), Even Number Side of Zhouzi Street	0.03	103.06.30
30	北投區中央北路 4 段 532 號 (楓丹白鷺社區公寓大廈) 周邊 (包含中央北路 4 段 540 巷東側、中央北路四段 540 巷 - 中央北路 4 段 528 號) Area around No. 532, Section 4, Zhongyang North Road, Beitou District (Fengdan Bailu Community Apartment Building), including the east side of Lane 540, Section 4 Zhongyang North Road; Lane 540, Section 4 Zhongyang North Road; and Lane 540, Section 4, No. 528 Zhongyang North Road	0.14	103.06.30
31	內湖區舊宗路 1 段西側公有人行道 (民權東路 6 段 - 新湖三路間) Section 1, Neihu District, Jiuzhong Road West Side Public Sidewalk (Section 6 Minquan East Road~Hsinhu Third Road)	0.27	103.06.30
32	內湖區新湖三路南側公有人行道 (堤頂大道 1 段 - 舊宗路 1 段間) Neihu District Hsinhu Third Road South Side Public Sidewalk (Section 1, Tiding Boulevard- Section 1, Jiuzhong)	0.39	103.06.30
33	大同區延平北路 2 段 197 號 (延平第一大廈) 周邊保安街單號側 (延平北路 2 段 - 延平第一大廈防火巷) Datong District Section 2, No 197, Yanping North Road (Yanping First Building) surrounding Baoan Street Odd Number Side (Section 2, Yanping North Road-Yanping First Building Fire Lane)	0.02	103.06.30
34	大安區師大路 (87 號消防栓 -89 號門牌) Daan District Shida Road (No.87 Fire Hydrant-House Number No.89)	0.01	103.06.30

35	松山區南京東路 5 段 200 號 (珍珠大樓) 周邊八德路 4 段單號側 (南京東路 5 段 - 八德路 4 段 245 巷) No. 200, Section 5, Songshan District, Nanjing East Road (Pearl Building) surrounding Section 4 Bade Road Odd Number Side (Section 5 Nanjing East Road- Lane 245, Section 4, Bade Road)	0.04	103.06.30
36	信義區松山路雙號側 (忠孝東路 - 松德路) Xinyi District Songshan Road Even Number Side (Zhongxiao East Road-Songde Road)	0.1	103.06.30
37	中正區中華路 2 段單號側 (西藏路 - 南海路) Zhongzheng District, Section 2, Zhonghua Road (Xizang Road-Nanhai Road)	0.43	103.06.30
38	內湖區港墘路 11 號 (卓越雙星社區) 周邊麗山街單號側 (港墘路 - 麗山街 165 巷) No.11, Neihu District, Gangqian Road (Excellent Twin Star Community) surrounding Lishan Street Odd Number Side (Gangqian Road-Lane 165, Lishan Street)	0.02	103.06.30
39	內湖區南京東路 6 段及潭美街交叉口兩側人行道 (包含潭美街人行道、南京東路 6 段高架橋橋下人行道) Section 6, Neihu District, Nanjing East Road and Tanmei Street Intersection, sidewalks on both sides (including Tanmei Street Sidewalk, Section 6 Nanjing East Road Overhead Bridge Sidewalk)	0.21	103.07.31
40	大同區長安西路雙號側 (承德路 1 段 - 太原路) Datong District Changan West Road Even Number Side (Chengde Road-Taiyuan Road)	0.14	103.07.31
41	萬華區西藏路雙號側 (萬大路 - 中華路 2 段) Wanhua District Xizang Road Even Number Side (Wanda Road-Section 2 Zhonghua Road)	0.35	103.07.31
42	萬華區中華路 2 段雙號側 (汀洲路 1 段 - 西藏路) Wanhua District Section 2, Zhonghua Road (Section 1 Tingzhou Road-Xizang Road)	0.33	103.07.31
43	萬華區艋舺大道雙號側 (萬大路 - 汀洲路 1 段) Wanhua Monga Boulevard Even Number Side (Wanda Road-Section 1 Tingzhou Road)	0.37	103.07.31
44	中山區中山北路 2 段 45 巷單號側 (中山北路 2 段 - 林森北路) Zhongshan District Lane 45, Section 2 Zhongshan North Road Odd Number Side (Section 2 Zhongshan North Road-Linsen North Road)	0.26	103.07.31
45	南港區南港路 3 段 360 號周邊北側 (南港路 3 段 330 巷 - 南港路 3 段 360 號) Nangang District No. 360, Section 3, Nangang Road North Side (Lane 330, Section 3, Nangang Road to Lane 360, Section 3, Nangang Road)	0.08	103.07.31
46	文山區木柵路 1 段雙號側 (和興路 - 木柵路 1 段 76 巷) Wenshan District Section 1 Muzha Road Even Number Side (Hexin Road-Lane 76, Section 1 Muzha Road)	0.42	103.07.31
47	中山區長春路單號側 (長春路 303 號 - 長春路 327 巷) Zhongshan District Changchun Road Odd Number Side (No. 303 Changchun Road-Lane 327 Changchun Road)	0.09	103.08.28

48	中山區朱崙街 (建國北路 - 復興北路) Zhongshan Zhulun Street (Chienguo North Road-Fuxing North Road)	1.38	103.08.28
49	內湖區金湖路雙號側 (金湖路 358 巷 - 金湖路 394 號) Neihu District Jinhu Road Even Number Side (Lane 358 Jinhu Road- No.394 Jinhu Road)	0.13	103.08.28
50	大同區環河北路 1 段單號側 (民生西路 - 南京西路) Datong District Section 1 Huanhe North Road Odd Number Side (Minsheng West Road-Nanjing West Road)	0.36	103.08.28
51	大同區華陰街單號側 (華陰街 33 號 - 華陰街 45 號) Datong District Huayin Street Odd Number Side (No.33 Huayin Street-No. 45 Huayin Street)	0.04	103.08.28
52	松山區延壽街單號側 (民生東路 5 段 138 巷 - 三民路) Songshan District Yanshou Street Odd Number Side (Lane 138, Section 5, Minsheng East Road-Sanming Road)	0.18	103.08.28
53	大安區敦南街 51-87 號對面和平國小預定地人行道 (敦南街 51 號對面 - 敦南街 87 號對面) No. 51~87, Daan District, Dunnan Street sidewalk across from Hoping Elementary School (across from No.51 Dunnan Street-No.87 Dunnan Street)	0.21	103.08.28
54	士林區基河路 369 巷雙號側 (基河路 - 士商路) Lane 369, Shilin District, Jihe Road Even Number Side (Jihe Road-Shishang Road)	0.15	103.08.28
55	士林區兒童新樂園周邊 (包含基河路側、士商路側、承德路 5 段側) Shilin District surrounding Taipei City Children' s Amusement Park (including Jihe Road, Shishang Road, and Section 5 Chengde Road)	0.9	103.08.28
56	萬華區長沙街 2 段單號側 (長沙街 2 段 171 號 - 長沙街 2 段 179 號) Wanhua District Section 2 Changhsia Street Odd Number Side (No.171, Section 2 Changhsia Street-No. 179, Section 2 Changhsia Street)	0.03	103.08.28
57	萬華區西昌街雙號側 (內江街 - 長沙街 2 段) Wanhua District Xichang Street (Neijiang Street-Section 2 Changhsia Street)	0.09	103.08.28
58	士林區士商路 (承德路 5 段 - 中正路) Shilin Street Shishang Road (Section 5 Chendge Road-Zhongzheng Road)	0.96	103.08.28
59	松山區敦化北路 199 巷 5 號 (民生副中心大樓) 周邊 (包含民生東路 4 段 56 巷側及敦化北路 199 巷側) Area surrounding No. 5, Lane 199, Songshan District, Dunhua North Road (Minsheng Secondary Center Building), including Lane 56, Section 4, Minsheng East Road and Lane 199 Dunhua North Road	0.07	103.08.28
60	北投區石牌路 2 段單號側 (石牌路 2 段 151 號 - 石牌路 2 段 195 號) Beitou District Section 2 Shipai Road Odd Number Side (No. 151 Section 2 Shipai Road- No. 195 Section 2 Shipai Road)	0.13	103.09.29

61	士林區中山北路 6 段 785 號 (日僑學校) 周邊 (天母西路 - 中山北路 6 段 763 巷) Area surrounding No. 785, Section 6, Shilin District, Zhongshan North Road (Japanese School) (Tienmu West Road-Lane 763, Section 6,Zhongshan North Road)	0.35	103.09.29
62	南港區玉成街南側 (忠孝東路至玉成街 140 巷) 、玉成街北側 (忠孝東路至玉成街 149 號) Nangang District Yucheng South Side (Zhongxiao East Road to Lane 140 Yucheng Street), Yucheng Street North Side (Zhongxiao East Road to No. 149 Yucheng Street)	0.2	103.09.29
63	南港區東新街 (忠孝東路至市民大道間) Nangang District Donghsin Street (Zhongxiao East Road to Civil Boulevard)	0.4	103.09.29
64	內湖區康寧路 3 段 75 巷 (康寧路 3 段 75 巷 137 號 - 康寧路 3 段 75 巷 207 弄口) Lane 75, Section 3, Kangning Road (No. 137 Lane 75 Section 3 Kangning- Alley 207, Lane 75, Section 3 Kangning Road)	0.5	103.09.29
65	內湖區內湖路 1 段 659 號 (文心移動光城大廈) 周邊 (包含內湖路 1 段側、內湖路 1 段 667 巷側) Area surrounding No. 659, Section 1,Neihu District,Neihu Road (Wenhsin Moving Light City Building), including Neihu Road Section 1 and Neihu Road Section 1 Lane 667	0.25	103.09.29
66	內湖區金龍路單號側 (內湖路 3 段 - 內湖路 3 段 59 巷) Neihu District Jinglong Road Odd Number Side (Section 3 Neihu Road-Lane 59 Section 3 Neihu Road)	0.1	103.09.29
67	內湖區新湖三路北側公有人行道 (堤頂大道 1 段 - 舊宗路 1 段間) Neihu District Hsinhu Third Road North Side Public Sidewalk (Tiding Boulevard Section 1-Jiuzong Road Section 1)	0.39	103.09.29
68	大同區民生西路 (環河北路 1 段至西寧北路間) Datong Minsheng West Road (Section 1 Huanhe North Road to Xining North Road)	0.09	103.09.29
69	內湖區民權東路 6 段南側 (民權東路 6 段 206 巷口 - 民權東路 6 段 248 巷口) Neihu District Minquan East Road Section 6 South Side (Minquan East Road Section 6, 206 Lane-Minquan Section 6, Lane 248)	0.82	103.09.29
70	萬華區桂林路北側 (康定路 - 昆明街) Wanhua District Gueilin Road North Side (Kanding Road-Kunming Road)	0.2	103.09.29
71	士林區中山北路 6 段 800 號 (美國學校) 周邊 (包含中山北路 6 段側及中山北路 6 段 776 巷側) Area surrounding No. 800, Section 6,Shilin District, Zhongshan North Road (American School), including Section 6, Zhongshan North Road and Lane 776, Section 6, Zhongshan North Road	0.54	103.09.29
72	中山區天津街 (長安東路 - 市民大道) Zhongshan District Tianjin Road (Changan East Road-Civil Boulevard)	0.35	103.09.29

73	北投區立德路 (大度路 - 立功街) Beitou District Lide Road (Dadu Road-Ligong Street)	0.42	103.09.29
74	松山區敦化北路 166 號與 168 號間無遮簷人行道 Songshan District Shelterless Sidewalk between No. 166 to No.168 Dunhua North Road	0.25	103.09.29
75	信義區松隆路雙號側 (虎林街 - 松山路) Xinyi District Songlong Road Even Number Side (Hulin Street-Songshan Road)	0.18	103.09.29
76	中正區中華路 2 段單號側 (汀洲路 1 段 - 西藏路) Zhongzheng District Section 2 Zhonghua Odd Number Side (Tingzhou Section 1-Xizang Road)	0.3	103.09.29
77	萬華區康定路 382 號、319 號 (萬華車站) 周邊 (含康定路、艋舺大道、西園路 1 段 306 巷、康定路 317 巷) Area surrounding No. 319 and No. 382 Wanhua District, Kangding Road (Wanhua Station), including Kangding Road, Monga Boulevard, Xiyuan Road Section 1 Lane 306, Lane 317 Kangding	0.95	103.09.29
78	中山區新生北路高架橋側人行道 (民生東路 - 長春路) Zhongshan District Xinsheng North Road Overhead Bridge Sidewalk (Minsheng East Road-Changchun Road)	0.34	103.10.30
79	中山區新生北路高架橋側人行道 (民生東路 - 錦州街) Zhongshan District Xinsheng North Road Overhead Sidewalk (Minsheng East Road- Jinzhou Street)	0.24	103.10.30
80	中山區新生北路高架橋側人行道 (民權東路 - 錦州街) Zhongshan District Xinsheng North Road Overhead Sidewalk (Minquan East Road- Jinzhou Street)	0.26	103.10.30
81	內湖區舊宗路 1 段兩側公有人行道 (自民權東路 6 段至南京東路 6 段間) Neihu District Section 1 Public Sidewalks on both sides (from Section 6 Minquan East Road to Section 6 Nanjing East Road)	1.9	103.10.30
82	文山區羅斯福路 6 段 285 號 (羅斯福大廈) No. 285, Section 6, Wenshan District, Roosevelt Road (Roosevelt Building)	0.04	103.10.30
83	文山區景華街 3 巷 2 號至 12 號及景華街 5 號 (名人社區) No.2, Lane 3 to No.12 and No.5, Wenshan District, Jinghua Street (Mingren Community)	0.09	103.10.30
84	信義區、南港區中坡北路 (市民大道 - 永吉路) Xinyi District, Nangang District, Zhongpo North Road (Civil Boulevard-Yongji Road)	0.75	103.10.30

85	南港區玉成街雙號側 (八德路 4 段至玉成街 14 號路口) Nangang District Yucheng Street Even Number Side (Section 4 Bade Road to No. 14 Yucheng Street Intersection)	0.12	103.10.30
86	南港區南港路 1 段 2 巷 (南港路 1 段 - 經貿 1 路) Lane 2, Section 1, Nangang District Nangang Road (Section 1 Nangang Road-Jingmao 1st Road)	0.32	103.10.30
87	萬華區西藏路 113 之 1 號 (復華花園新城) [包含：西藏路 (中華路 2 段 300 巷 13 弄 - 西藏路 125 巷)、西藏路 115 巷 3、4 弄 (中華路 2 段 300 巷 13 弄 - 西藏路 125 巷)、中華路 2 段 300 巷 13 弄 (西藏路 115 巷 3 弄 - 西藏路)] No.113-1, Wanhua District Xizang Road (Fuxing Garden New City), including: Xizang Road (Lane 300, Alley 13, Section 2, Zhonghua Road - Lane 125, Xizang Road), Xizang Road Lane 115 3 and 4 Alley (Alley 13, Lane 300, Section 2, Zhonghua Road - Lane 125 Xizang Road), Lane 300, Alley 13, Section 2, Zhonghua Road (Alley 3 Lane 115 Xizang Road-Xizang Road)	0.3	103.10.30
88	北投區中央北路 3 段單號側 (中央北路 3 段 55 號 - 中央北路 3 段 67 號) Beitou District Section 3 Zhongyang North Road Odd Number Side (No. 55, Section 3 Zhongyang North Road to No. 67, Section 3, Zhongyang North Road)	0.15	103.10.30
89	中山區南京東路 1 段雙號側 (林森北路 - 新生北路) Zhongshan District Nanjing East Road Section 1 Even Number Side (Linen North Road-Xinsheng North Road)	0.21	103.10.30
90	大安區和平東路 3 段雙號側 (基隆路 3 段 - 和平東路 3 段 228 巷) Daan Heping East Road Section 3 Even Number (Section 3 Keelung Road - Lane 228, Section 3, Heping East Road)	0.30	103.11.27
91	大安區樂業街 (嘉興街 - 和平東路 3 段 228 巷) Daan District Leye Street (Jiaxing Street- Lane 228, Section 3, Heping East Road)	0.56	103.11.27
92	大安區臥龍街 151 巷雙號側 (樂業街 - 臥龍街) Daan District Wolong Street Lane 151 Even Number Side (Leye Street-Wolong Street)	0.28	103.11.27
93	松山區光復北路雙號側 (南京東路 4 段 -120 巷) Songshan District Guangfu North Road Even Number Side (Nanjing East Road Section 4-Lane 120)	0.04	103.11.27
94	松山區南京東路 5 段單號側 (331 巷 -389 巷) Songshan District Section 5 Nanjing East Road Odd Number Side (Lane 331-Lane 389)	0.20	103.11.27
95	松山區塔悠路雙號側 (基隆路 - 八德路) Songshan District Tayou Road Even Number Side (Keelung Road-Bade Road)	0.17	103.11.27
96	松山區松信路 (八德路 - 市民大道) Songshan District Songhsin Road (Bade Road-Civil Boulevard)	0.07	103.11.27

97	松山區南京東路 5 段雙號側 (286 巷 - 寶清街) Songshan District Section 5 Nanjing East Road Even Number Side (Lane 286- Baoqing Street)	0.1	103.11.27
98	松山區八德路 4 段單號側 (731 號 - 饒河街) Songshan District Section 4 Bade Road Odd Number (No. 731-Raohe Street)	0.07	103.11.27
99	松山區八德路 4 段雙號側 (758 號 -762 號) Songshan District Section 4 Bade Road Even Number Side (No. 758-No.762)	0.09	103.11.27
100	信義區松信路單號側 (永吉路 -145 號) Xinyi District Songhsin Road Odd Number Side (Yongji Road-No. 145)	0.20	103.11.27
101	文山區景隆街雙號側 (38 號 -58 號) Wenshan District Jinglong Street Even Number Side (No.38-No.58)	0.09	103.11.27
102	文山區景興路單號側 (1 號 -15 號) (含興隆路 1 段 258 號) Wenshan District Jingsin Odd Side (No.1-No.15) (including No.258, Section 1, Xinglong Road)	0.07	103.11.27
103	信義區松德路 (1 號 -25 巷) Xinyi District Songde Road (No.1-Lane 25)	0.06	103.11.27
104	信義區福德街 84 巷與林口街 38 巷交岔口東側新設道路 (福德街 84 巷 - 大道路) Xinyi District Lane 84 Fude Street and Intersection of Linkou Street Lane 38 East Side New Road (Lane 84 Fude Street-Dadao Road)	0.46	103.11.27
105	北投區裕民六路 110 號 (三豐傑園公寓大廈) 周邊 (裕民六路 106 號 - 裕民六路 110 號) Area surrounding No.110, Beitou District, Yuming 6th Road (San Feng Jie Yuan Apartment Building) (No.106 Yuming 6th Road-No.110, Yuming Sixth Road)	0.02	103.12.29
106	大同區南京西路單號側 (太原路 - 寧夏路)、南京西路雙號側 (太原路 - 南京西路 262 巷) Datong District Nanjing West Road Odd Number Side (Taiyuan Road-Ningxia Road), Nanjing West Road Even Number Side (Taiyuan Road-Lane 262 Nanjing West Road)	0.21	103.12.29
107	大同區南京西路雙號側 (承德路 1 段 - 太原路) Datong District Nanjing West Road Even Number Side (Section 1 Chengde Road-Taiyuan Road)	0.14	103.12.29

108	大同區承德路 3 段 1 號 (克里翁大樓) 周邊撫順街側 (承德路 3 段 - 承德路 3 段 51 巷) Area surrounding No.1, Section 3, Datong District, Chengde Road (Keliwong Building), Fushun Street (Chengde Road Section 3-Chengde Road Section 3 Lane 51)	0.06	103.12.29
109	士林區重慶北路 4 段雙號側 (重慶北路 4 段 202 號 - 重慶北路 4 段 220 巷) Shilin District Chongqing North Road Section 4 Even Number Side (No.202, Section 4, Chongqing North Road-Lane 220, Section 4, Chongqing North Road)	0.06	103.12.29
88 年到 103 年 12 月底共計實施 957 處路段，長度 581.59 公里 The project was implemented along a total of 957 road sections from 1999 to December 2014, a total length of 581.59km			
合計 Total	103 年度累計共 109 處路段，長度 30.56 公里 In 2014, the project was implemented along a total of 109 road sections, a total length of 30.56km		

項次 Item	提報名稱 Award-winning Item	獲獎單位 Unit Awarded	名次 Name of Award	備註 Remarks
1	「智慧交通一指通－臺北超好行」 “Smart Transportation with One Touch- Super Easy Travel in Taipei”	臺北市政府交通局 Department of Transportation, Taipei City Government	「2014 年智慧城市創新應用獎」 2014 Smart City Innovative Application Award	台北市電腦商業同業公會 Taipei Computer Association
2	「清淨空氣 - 來自你的行動」 Clean Air-It's your move	臺北市政府 Taipei City Government	「2014 年城市氣候領導獎」 City Climate Leadership Awards 2014	德國西門子公司（Siemens）及 C40 城市氣候變遷領導小組 C40 and Siemens City Climate Leadership
3	「臺北好好行」 Smart & Easy Travel in Taipei	臺北市政府 Taipei City Government	「最佳電子化政府服務獎」Best e-Government Service Award	世界電子化政府組織 World e-Government Organization
4	「結合悠遊卡與 e-bus 推估公車運輸旅次起訖需求之應用」 Integrating the Easycard and Estimated e-Bus Usage Needs	臺北市政府交通局 Department of Transportation, Taipei City Government	「智慧運輸應用獎」 Smart Transportation Application Award	社團法人中華智慧型運輸系統協會 Intelligent Transportation Society of Taiwan
5	「臺北市公車動態資訊於營運管理之應用」 Application of Taipei City Dynamic e-Bus Information and Operational Management	臺北市政府交通局 Department of Transportation, Taipei City Government	「2015 智慧城市創新應用獎」 2015 Smart City Innovative Application Award	台北市電腦公會 Taipei Computer Association

項次 Item	提報名稱 Award-winning Item	獲獎單位 Unit Awarded	名次 Name of Award	備註 Remarks
6	臺北好好行 Smart & Easy Travel in Taipei	臺北市府交通局 Department of Transportation, Taipei City Government	103 年臺北市府服務品質獎特優 (交通類) 2014 Taipei City Government Service Quality Awards - Award for Distinction	
7	臺北市府 103 年度各機關資訊業務評核「市政執行成效」項榮譽獎 2014 Taipei City Government Evaluation of All Agency Services "Municipal Achievement" Awards	臺北市府交通局 Department of Transportation, Taipei City Government	—	
8	「臺北市府創意提案會報實施計畫」- 市政金頭腦獎 Taipei City Government Innovative Proposal Implementation Plan-Municipal Golden Brain Award	臺北市交通管制工程處規劃科 Taipei City Traffic Engineering Office Planning Division	亞軍 Second place	
9	103 年度上半年為民服務電話禮貌測試 First Half of 2014, Serving the Public Telephone Courtesy Test	交通事件裁決所 Taipei City Traffic Adjudication Office	第 1 名 first place	
10	103 年度下半年為民服務電話禮貌測試 Second Half of 2014, Serving the Public Telephone Courtesy Test	交通事件裁決所 Taipei City Traffic Adjudication Office	第 2 名 second place	



◆新式獨立式智慧型公車站牌／
New independent intelligent bus stops



◆獨立式智慧型公車站牌 (市政府松壽站)／
Independent intelligent bus stops (City hall
Songshou Station)

■公車新式智慧型站牌 New Intelligent Bus Stops

臺北市公車動態資訊系統自 98 年建置完成以來，頗獲民眾好評，103 年民眾滿意度達 90.5%。為利候車民眾查詢需要，公運處與文化局合作，配合 2016 世界設計之都推出新式獨立式智慧型站牌，結合雙面、多色 LED 面板，並增設服務燈及搭配趣味公車動態動畫之設計，104 年預計設置共 180 座。

Ever since the establishment of the Taipei City e-bus system in 2009, it has received favorable feedback from the public; in 2014, the satisfaction rate reached 90.5%. In order to fulfill the needs of people waiting for buses, the Public Transportation

Office and Department of Cultural Affairs worked together with World Design Capital 2016 to promote new independent intelligent bus stops. These involved integrating double-sided and multi-color LED screens, and adding service lights and fun moving bus designs. In 2015, a total of 180 intelligent bus stops will be introduced.

智慧型站牌因應設置條件不同，而有附掛於候車亭、獨立桿件等型式，原有獨立式智慧型站牌因顯示內容有限，因而設計新式獨立式智慧型站牌，新式站牌具有以下創新特色：

In response to the different design conditions, two versions of the intelligent bus stop were designed: attached bus shelters and independent signposts shelters. The content of the displays of original

independent intelligent bus stops are limited. The new independent intelligent bus stops have the following innovative characteristics:

- 一、多樣化顯示資訊：雙面式設計讓民眾不論由哪個方向進公車站都可獲知公車資訊動態，而每面以 6 條公車動態資訊輪播，顯示內容多於現有獨立式站牌（僅能顯示固定 4 條路線）；另顯示則改變原來僅以文字方式，改以簡單趣味動畫，搭配方便辨識之 LED 色彩規劃。而相較於現有獨立式站牌，亦增加提供相關交通管制或改道資訊。

Diverse information display: Two-sided design allows the public to access dynamic e-bus information no matter which direction they enter the bus station. Each side repeatedly displays six screens of dynamic e-bus information. The display content is more than that of the current independent bus stops (they can only display 4 regular routes). In addition, the displays use simple and fun moving pictures instead of the original character displays, integrated with convenient and easily distinguishable LED color plans. In comparison with the current independent bus stops, the new stops also provide relevant traffic control and alternative route information.

- 二、站牌造型設計：以模擬行人「招手」攔公車之動作為造型發想，由底部往上延伸作一個彎折，除了模擬行人向外攔車的手臂之外，也代表向外招手「Say hi」的友善表現。

Bus information board design: the motion of waving to stop a bus was our inspiration. The curve upwards from the bottom of the screen not only imitates the motion of a hand hailing the bus, but also symbolizes a friendly wave of someone saying hi.

- 三、設置候車按鈕：採使用者導向設計，按鈕後亮起紅色燈，突顯民眾乘車需求，另亦可提醒行經該站位之駕駛員注意是否有民眾候車。

The 'stop bus' button: designed with the user in mind, the button turns red when pressed, clearly indicating to passing drivers that there are people waiting for the bus.

智慧型站牌為民眾取得公車到站時間最常使用的方式，兼顧使用者需求及便利美觀的理念，共同設計新式獨立式智慧型站牌，以期提高公車資訊服務之便利性。

The intelligent bus stops tell everything the passenger needs to know, balancing convenience with eye-catching aesthetics. We hope these new intelligent bus stops will provide an even more convenient service for the public.



◆信義新生路口站太陽能候車亭／Xinyi-Xinsheng road intersection station solar-powered bus shelter

■公車候車亭 Bus Shelters

一、新式倒懸式候車亭

New “back-to-front” bus shelter

新式候車亭兼顧民眾需求和便利美觀，主要有四大特色：

The new bus shelters fulfill the needs of the public and are convenient and pleasing to the eye. There are four main characteristics:

1. 倒懸式設計

Reversed (back-to-front) design

新式候車亭與現行制式候車亭最大不同為「倒懸」之設計，主要是將候車亭結構支撐落於人行道設施帶，使其增加人行道之寬度，還給民眾寬闊的人行步道。

The major difference between the new bus shelters and the current standard bus shelters is the “reversed” (back-to-front) design. The

bus shelter structural supports are planted on the sidewalk facilities zone, increasing the width of sidewalks.

2. 設置服務燈鈕

Service light buttons

從使用者導向出發，設置乘車服務燈及服務鈕，一按鈕即亮琥珀色的光燈，提供公車司機辨識民眾候車，另公車 LOGO 亦可提供民眾清楚知道這是公車候車亭。

By focusing on the users, we came up with service lights and service buttons. When you press the button, the amber lights will shine so the bus driver can see that the people are waiting. In addition, the bus logo will also let the people know the structure is a bus shelter.

3. 雨庇環繞 LED 光帶

Canopy-surrounding LED light band

候車亭雨遮四周設有藍綠色 LED 燈帶，並加強候車亭照明設備，增進候車亭夜間辨識度，而且藍綠色設計的柔和光線，成為城市獨特夜景，民眾夜晚也可安心候車。

The canopy of the bus shelter is surrounded by aquamarine LED light bands, and the lighting facilities of the bus shelters were reinforced in order to increase the visibility at night. The soft lighting of the aquamarine design is a unique night scene for the city, and allows people to wait for the bus safely at night.

新式候車亭規劃於人行道空間較不足及使用量較高的站位優先設置，並於 103 年 10 月起陸續施工，期提供給更多的候車民眾有一個休憩等待的場所，打造更優質的候車空間。

The new bus shelters were first installed on sidewalks with limited space and high use rate. In October 2014, we expanded construction, and hope to provide more people with relaxing waiting areas while they wait for the bus, and create a better space for their wait.

二、太陽能候車亭

Solar-powered bus shelters

為推廣「健康有氧，提倡綠能」概念，龍門扶輪社已於 102 年 6 月中在信義新生路口站（大安森林公園旁）捐贈設置全台第一座太陽能節能環保公車候

車亭，為都市景觀與市容注入一股新的風貌；103 年再次選定仁愛新生路口站捐贈新穎設計的「太陽能候車亭」，使候車亭兼具有太陽能節能供電系統、雨水回收澆灌系統及植栽綠化等設施功能，並予以美化，除提供民眾更為舒適與美觀的候車環境外，更也兼顧宣導綠化環保、節能減碳的重要性，為愛護地球盡一份心力。

The Longman Rotary Club donated and established the first solar-powered environmentally friendly bus shelter at the Xinyi-Xinsheng Road Intersection Station (Next to Daan Forest Park) in June 2013, in order to inject new features into the city landscape and to promote the concept of healthy air and green energy advocacy. In 2014, we selected the newly-designed solar-powered bus shelters for the Renai-Xinsheng Road Intersection Station. These bus shelters came with a solar energy conservation supply system and a rain-recycling irrigation system, and were planted with greenery to beautify the city. As well as providing the people with a more comfortable and pleasing environment in which to wait for the bus, we have also advocated the importance of environmental protection, energy conservation and carbon reduction, to do our bit to help to protect the Earth.



◆仁愛新生路口站太陽能候車亭／ Renai-Xinsheng road intersection station solar-powered bus shelter



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