

臺北市自行車道建置型式 Bikeway Types in Taipei City.

臺北市交通管制工程處 陳處長學台

Chen, Shyue-Tair

Director of Taipei City Traffic Engineering Office

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河濱自行車道 Riverside Bikeway

1997年起，開始建置河濱自行車道
Began to build riverside bikeway since 1997

河雙21號河濱公園 Heshuang No. 21 riverside park



市區自行車道-敦化南北路及北安路自行車道建置經驗 Urban Bikeway-The experience learned from DunHua and BeiAn Rd. bikeway

2009年起，試辦市區自行車道
Launching urban bikeway since 2009

敦化南北路自行車道
DunHua bikeway



自行車道設置於路側
Type: Lanes on roadside.

北安路自行車道
BeiAn Rd. bikeway



以拓寬人行道方式，將自行車道設置於人行道上
Type: Lanes on sidewalk (by widening sidewalks)

敦化南北路自行車道建置經驗

The experience learned from DunHua bike lane

- ◆ 自行車道設置於路側。
- ◆ 因鄰接活動頻繁，民眾既有用路習慣不易改變，致佈設與管制方式尚無法滿足用路人需求，2012年檢討調整為「慢車道」型式並劃設「速限30」，減少機車與自行車之速差。



- ◆ Type: Lanes on roadside.
- ◆ Analysis of causes: Users' driving habits cannot be easily changed. The bike lane has been changed into the slow lane with a 30 km/h speed limit in 2012.

自行車道設置於路側之成功案例

The success stories of bikeway on roadside

原因 key factors

1. 土地使用特性較單純
land use characteristic is
uncomplicated

2. 臨停需求較低
lower business parking demand



長興街
ChangXing St. Bikeway



芳蘭路
FangLan Rd. Bikeway

拓寬人行道(縮減車道)建置自行車道 Widening Sidewalks (e.g. narrowing traffic lanes)

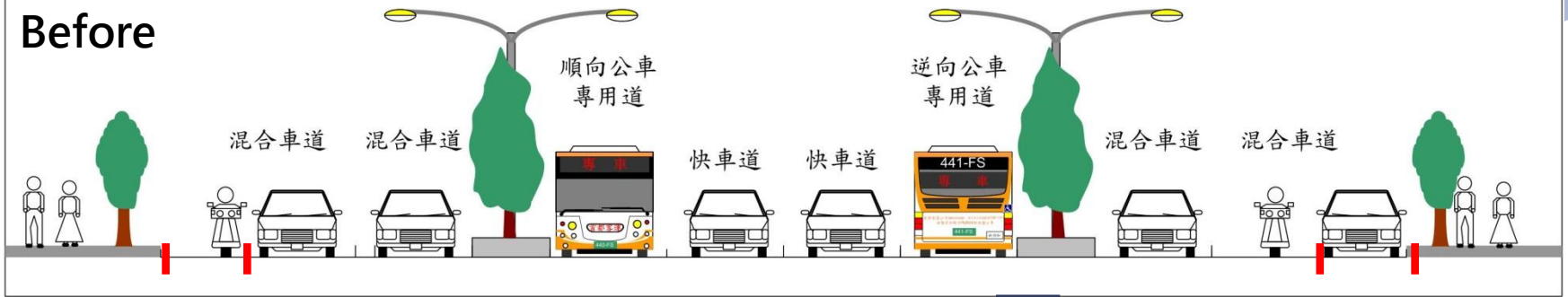
規劃配置 Principles of Planning

- 自行車道 Separated Bikeway
2公尺為原則 preferred width is 2 meters
- 人行淨寬 Clear Width of Sidewalk
2公尺為原則 preferred width is 2 meters
- 樹穴 pit planting
1.2~1.5公尺 preferred width is 1.2-1.5 meters
- 設施帶 reserved for designating specific facilities
0.5~1.0公尺



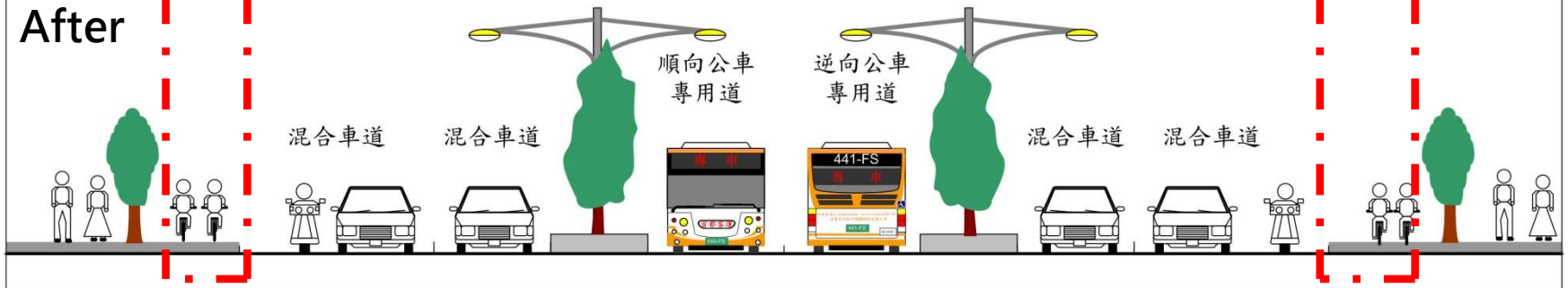
配合捷運路型復舊建置自行車道 Reallocated Bikeway with MRT Construction (eg. Tamsui-Xinyi Line)

原路型
Before

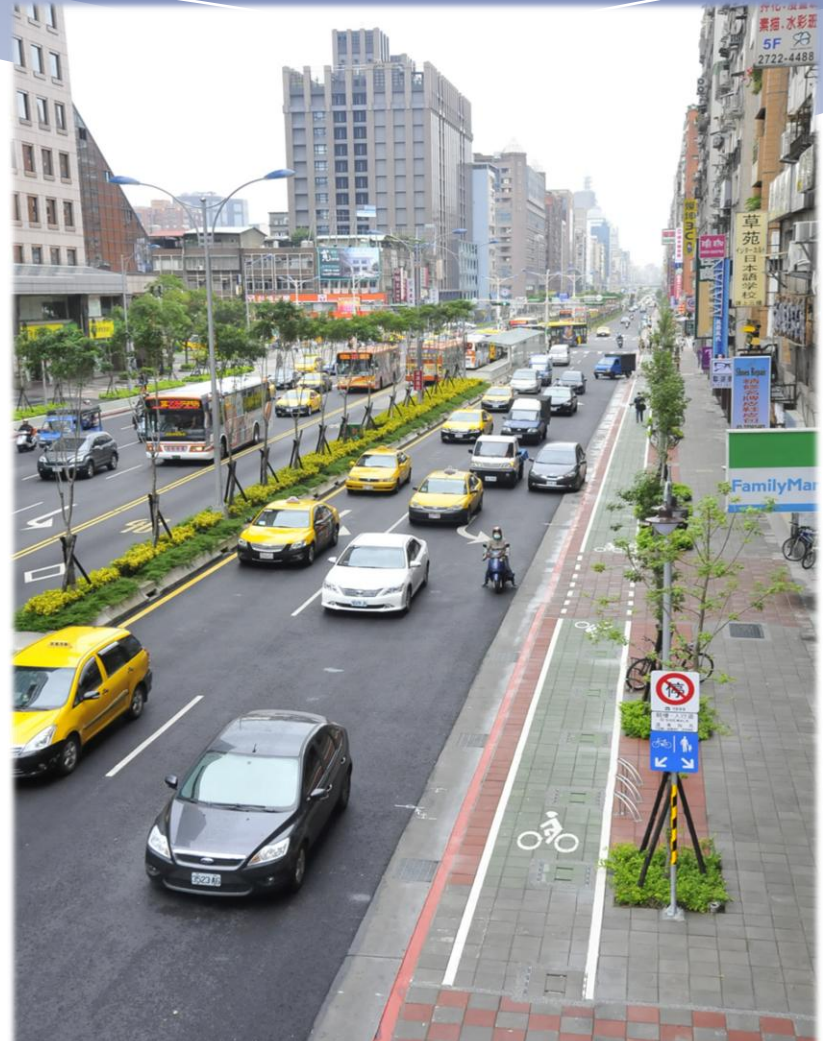
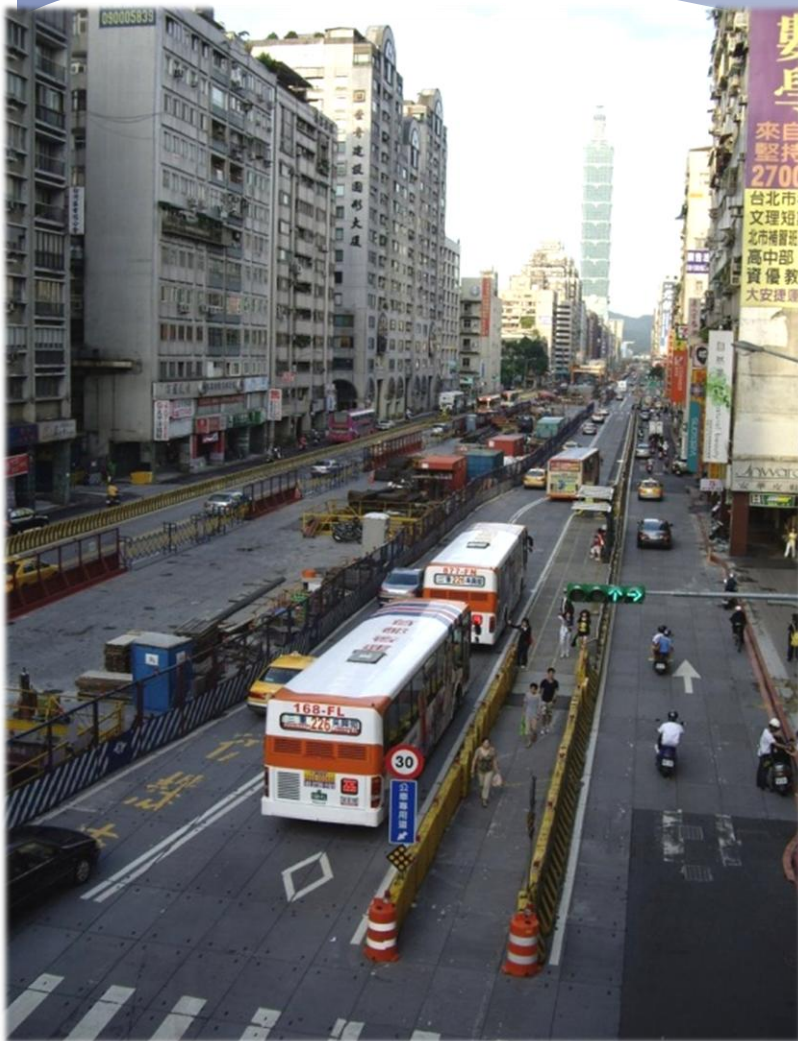


2013年底完成
Finished in the end of 2013

新路型
After

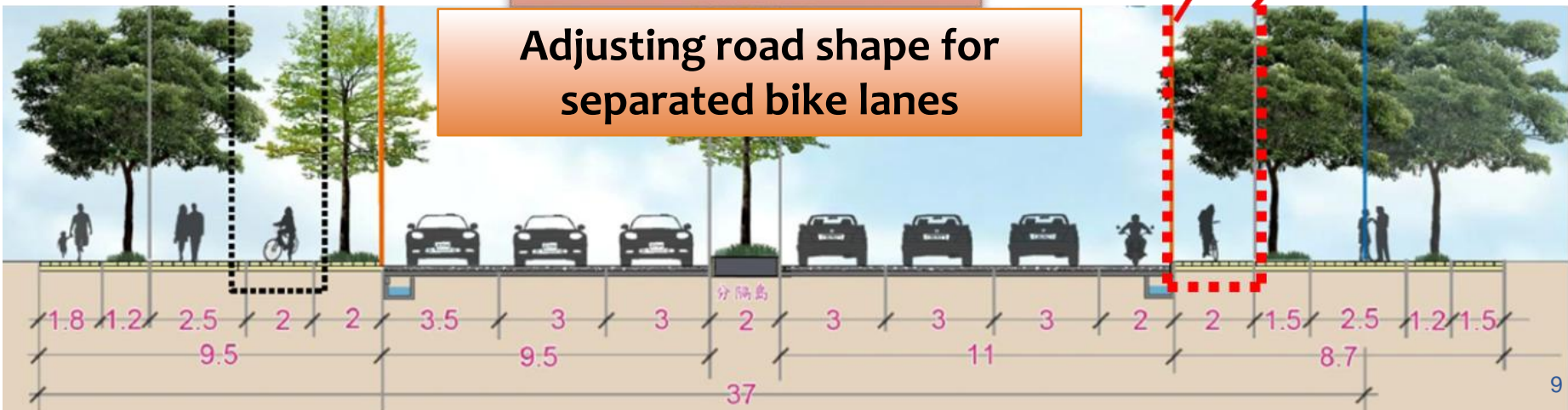


配合捷運路型復舊建置自行車道 Reallocated Bikeway with MRT Construction (eg. Tamsui-Xinyi Line)

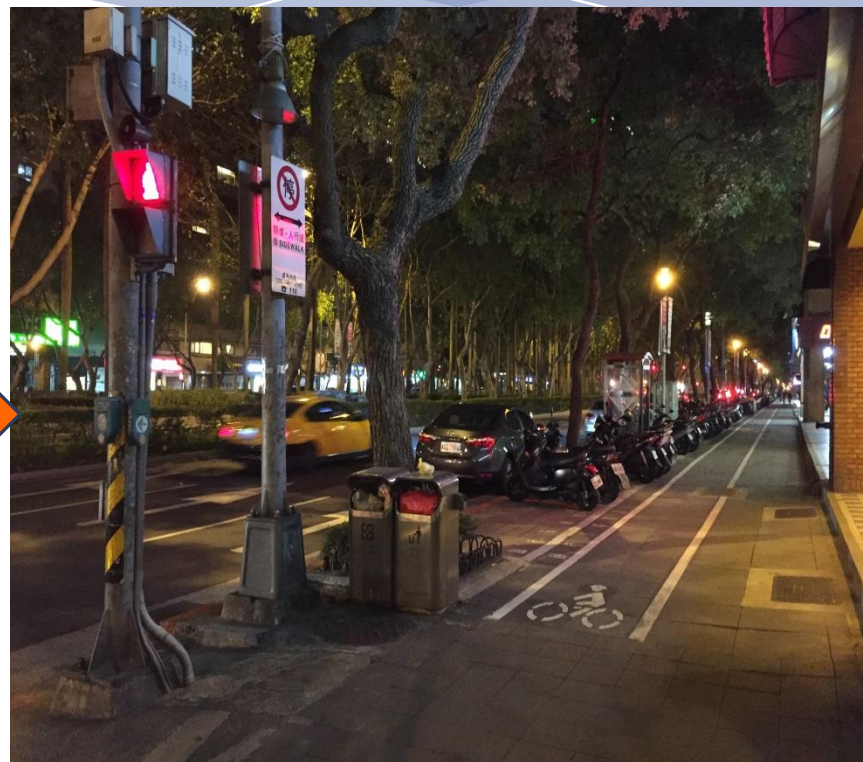


配合林蔭大道建置自行車道

Reallocated bikeway with major infrastructure projects (eg. Boulevard Plan)



於現有人行道上劃設自行車道標線 Marking bikeway on existing sidewalks (eg. RenAi Rd.)



於人行道淨寬達2公尺時開放人車共道 Share-used path if the sidewalk is wide enough



在無人行道或人行道寬度不足時，調整最外側車道為慢車道並劃設速限30

Changing curb lanes into slow lanes if not wide enough sidewalks



慢車道 + 速限30
the slow lane with a 30 km/h speed limit

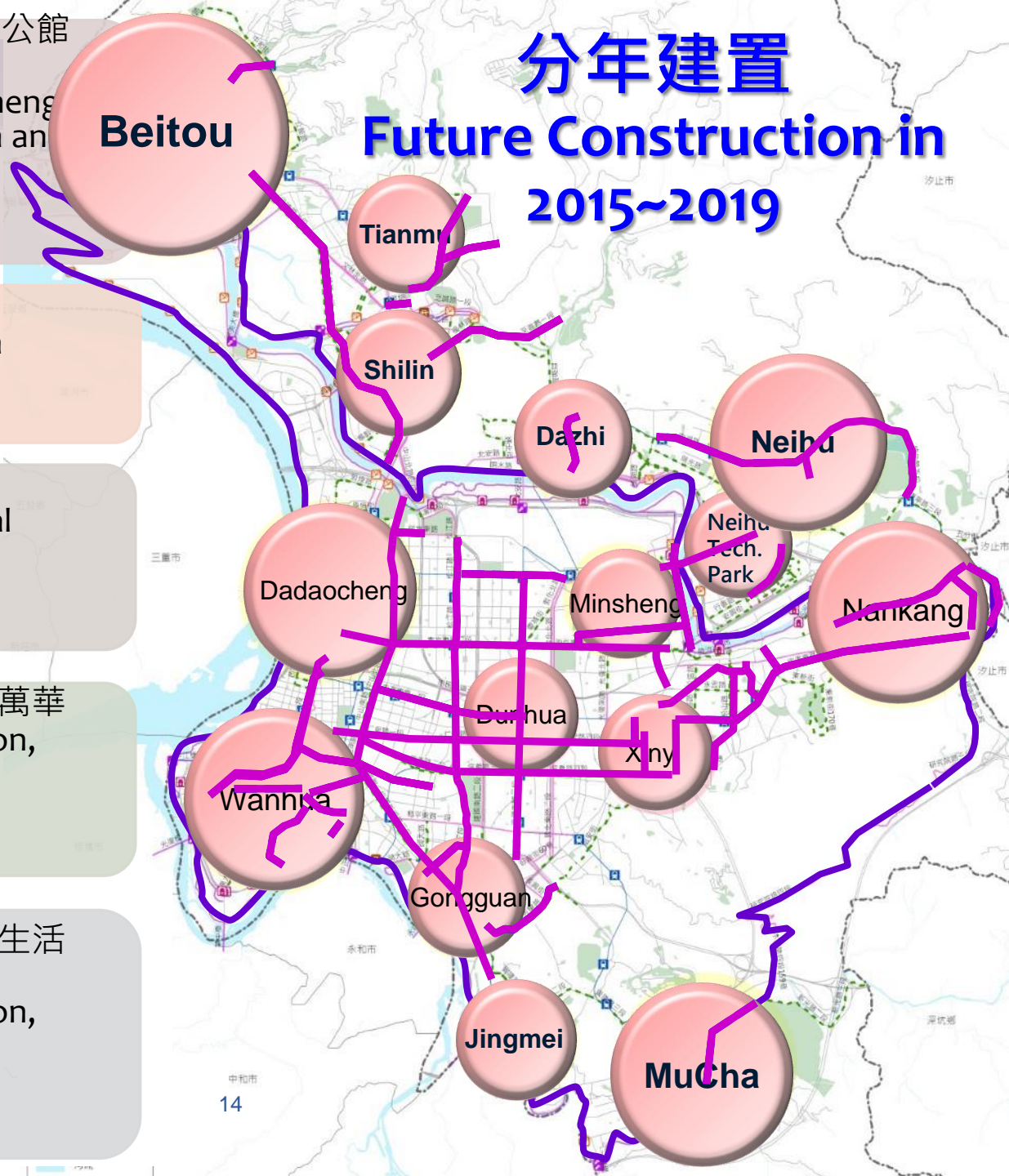
結語

Conclusion

- * 未來自行車道之建置 Principles of planning in the future
- * 1. 以「人車分道」為原則 preferred separated bikeway
 - * 人行道寬度足夠時，直接劃設自行車道標線
Marking bikeway on existing sidewalks
 - * 拓寬人行道建置自行車道
Widening Sidewalks (e.g. narrowing traffic lanes)
- * 2. 人行道淨寬達2公尺以上，開放「人車共道」
Share-used path if the width of sidewalk is above 2 meters
- * 3. 在無人行道或人行道寬度不足時，調整最外側車道為慢車道並劃設速限30
Changing curb lanes into slow lanes with a 30km/h speed limit if not wide enough sidewalks

分年建置

Future Construction in 2015~2019



2015

- 串聯大稻埕、民生、萬華、公館生活圈以及敦化、信義商圈
Connect Dadaocheng, Minsheng, Wanhua, Gongguan, Dunhua and Xinyi Dist.
- 14路段 · 44.75Km
14 bike lanes, 44.75Km

2016

- 古亭萬華生活圈
Connect Guting and Wanhua
- 16路段 · 32.84Km
16 bike lanes, 32.84Km

2017

- 天母商圈、故宮遊憩帶
Connect Tianmu and National Palace Museum
- 8路段 · 23.09Km
8 bike lanes, 33.60Km

2018

- 松山車站與信義商圈、古亭萬華
Connect Sungshan Rail Station, Xinyi, Guting, Wanhua
- 12路段 · 19.25Km
12 bike lanes, 25.98Km

2019

- 松山車站與信義商圈、內湖生活圈
Connect Sungshan Rail Station, Xinyi, Neihu Dist.
- 8路段 · 18.12Km
8 bike lanes, 18.12Km

2019年，完成自行車路網計畫之後

After construction 2015~2019, Taipei will...

	市區人車分道 Urban: separated bikeway	市區人車共道 Urban: share-used path	河濱自行車道 Riverside bikeway	總計 Total
in 2014	58.93 km	327.45 km	112 km	498.38 km
in 2019	187.77 km	243.95 km	112 km	543.72 km

Thanks For Your Attention!

