

# Portland Bureau of Transportation

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CBO has posted the online, interactive version of the bureau's performance dashboard here: <http://www.portlandoregon.gov/cbo/article/523258>

The following questions were asked during the bureau's budget work session.

1. How many miles of available streets haven't yet been fogged sealed?
  - a. 500-600 miles of potential streets meet conditions to fog seal.
2. If you had to, which KPMs would you eliminate and what would you add in its place?
  - a. Leah responded at Council Budget Work Session.
3. What are the capital costs of signal improvements to improve streetcar timeliness?
  - a. \$500,000 – this includes the equipment costs and other operational improvements.
4. What is the policy for allowing construction companies to close down a lane to park worker vehicles?
  - a. Contractors and utilities may close a lane (or sidewalk or entire street, and/or reserve a parking spot) for construction or maintenance in or adjacent to the right of way. City code allows a formal request be submitted, and PBOT, who regulates the right of way, in turn to issue such permits to contractors and utilities. For construction related work, City Code allows permit holders to reserve *parking spaces* adjacent to the jobsite for trucks, materials and equipment necessary for a job; it does not allow an applicant to reserve space for passenger vehicles. For our permits we instruct the permit holder to place a copy of the permit in the dash of the vehicle to identify it is there in conjunction with a permit. Parking Enforcement refers to the permit in the dash to determine if enforcement is required. When lanes, sidewalks, or entire streets are permitted to be closed an approved traffic control plan must be adhered to. Aside from laying out signs, barricades, barrels, etc. to reconfigure the space for their safe work area, this provides safe transitions for pedestrians and vehicles moving through the area. They also contain restrictions on hours of closures such that closures are avoided when possible during peak traffic commute hours. We recognize contractors need vehicles to deliver materials and store tools and supplies on jobsites; this often requires parking vehicles nearby. On many infill development sites limited on-site areas make access to supplies and tools for contractors challenging. When space allows, traffic control needs met, and local access provided, contractor vehicles may use these convenient lane closure areas “behind the cones” for parking, however on its own this is not a valid reason for granting a permit. For a breakdown of permit fees charged with each of these permits, refer to TRN 3.450.
5. What would it take to charge a higher fee for credit card use on a parking meters to support PCI compliance fees?
  - a. The card networks do offer a convenience fee program that requires use of payment cards be a true convenience (other payment channels must also exist), flat fixed fees (if Visa is included), disclosure of all fees at the point-of-sale, and the option to cancel the transaction if not wanting to pay the fee. So, legally we can charge customers a convenience fee for using credit cards, but not debit cards. However, this

is not technically possible given our pay station equipment. When a customer swipes their Credit/Debit card, the card reader at the pay station cannot not distinguish between the two payment card types. There is no way of applying a surcharge at the meter as we do not know what type of card the customer is using (credit vs debit) at the point of sale.