

Mission Bay Parking Management Implementation

Overview

Background

The SFMTA is responsible for overseeing all aspects of surface transportation in San Francisco. Parking plays a large role in city transportation, and good parking management helps to keep cars, transit, cyclists, and pedestrians moving safely and smoothly. For the past decade, the San Francisco Municipal Transportation Agency (SFMTA) has planned to manage on-street parking in Mission Bay to make it easier to park and encourage transit, walking, and biking.

The original Mission Bay parking management proposal from late 2011 included parts of Dogpatch and Potrero Hill that are within walking distance of Mission Bay and therefore relevant for coherent parking management in the area. Based on requests from community members, the SFMTA has divided the Mission Bay parking management proposal into three separate proposals: Mission Bay, Dogpatch, and Potrero. The Mission Bay project area now includes only the area north of Mariposa Street, east of 7th Street, and south of Bryant Street.

Overview of parking management strategy

In November 2002 the City of San Francisco established Mission Bay as a metering district, meaning that all on-street parking spaces in Mission Bay would be metered. In addition, in 2008 Mission Bay was included as part of the *SFpark* pilot project, allowing for demand-responsive pricing, extended time limits, and special event pricing in order to better manage high parking demand during special events at the stadium (e.g., during baseball games). This document provides specific details about parking management strategies in Mission Bay. The key points are:

- Install new parking meters that accept credit cards at all on-street parking spaces within the metering district.
- Implement special event pricing. Hourly rates will be higher during special events at or near AT&T Park to help manage the extremely high parking demand associated with those events.
- Operate meters adjacent to Port areas into the evening to enable special event pricing during evening events.
- The SFMTA has worked with the community to refine the parking management approaches to find solutions that both meet parking management goals and work as well as possible for the community.

Context

The Mission Bay redevelopment area consists of 303 acres on the east side of San Francisco. The northern edge is less than one mile from downtown and the western edge borders the rapidly evolving Showplace Square, lower Potrero Hill, and Dogpatch mixed-use communities. Mission Bay is a transit-oriented, mixed-use neighborhood with residential, commercial, retail, healthcare, office, biotech, and

academic uses all within one square mile. As of March 2012, more than half of the parcels in Mission Bay have begun or completed construction, with the remainder slated for development.

Mission Bay was specifically designed to be a dense, transit-first community to encourage employees, visitors, and residents to access the neighborhood without using an automobile. A large investment in the T-Third light rail running along Third Street supports this goal.

A key parking demand generator in the area is AT&T Park. In 2011, each Giant's game attracted nearly 42,000 visitors. The SFMTA runs special transit service during games and has a street closure plan in plan to help address transportation demand during these special events. Similarly, the SFMTA plans to better match parking meter rates with high parking demand during special events.

The SFMTA, the Port of San Francisco, and the Redevelopment Agency have been working together for over three years on a comprehensive proposal for parking management in Mission Bay. Parking management, including meters, is part of realizing the original vision for Mission Bay.

Current Parking Management

Currently, most on-street parking within Mission Bay proper is unmetered and managed with two-hour time limits. This two-hour time limit was put in place as a temporary measure to manage street parking during construction of surrounding parcels. These restrictions are in effect between 7 a.m. and 10 p.m. every day. The purpose of these temporary time limits is to prevent commuters or patrons of AT&T Park from monopolizing on-street parking in Mission Bay rather than parking off-street or taking transit to get to the stadium. The majority of the streets surrounding Mission Bay proper have no parking regulations except street cleaning. Portions of Mariposa and Illinois Streets have game-day-only tow-away signs (see figure 1).

Figure 1: Current game day no-parking signs



Parking demand

Due to ongoing construction and current time limit regulations, Mission Bay experiences a wide variety of parking conditions on different streets. The streets which are surrounded by finished construction and occupied buildings have low parking availability, especially on weekday days. On other streets where parking demand is managed by two-hour time limits, too few of the parking spaces are used, which is an inefficient use of the existing parking supply.

A consequence of the current parking management is that some drivers who want to park for longer periods circle to find parking in the unregulated areas. This driving behavior is inconvenient, wastes fuel and time, and circling cars decrease safety for pedestrians and cyclists and reduce Muni reliability. Figures 2 – 5 below show parking occupancy in July/August 2010 and 2011 within the Mission Bay area at the following times: weekday mornings, afternoons, evenings, and during an evening baseball game. High occupancy is strongly correlated to unregulated parking; low occupancy is strongly correlated to areas relying on two-hour time limits as a parking management strategy.

Figure 2: Weekday morning parking occupancy, July & December 2011 (plan area and context)

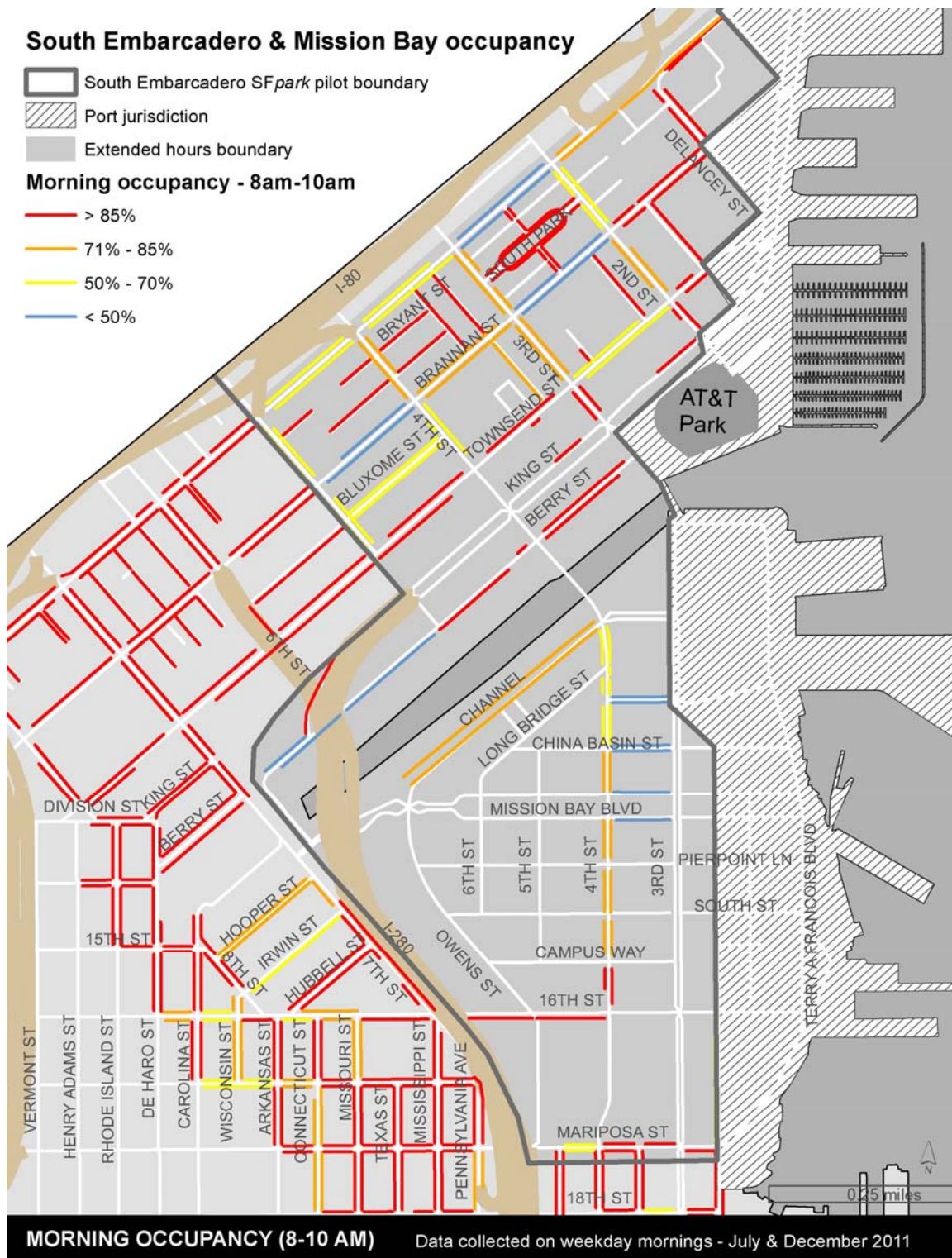


Figure 3: Weekday midday parking occupancy, August 2011 (plan area and context)

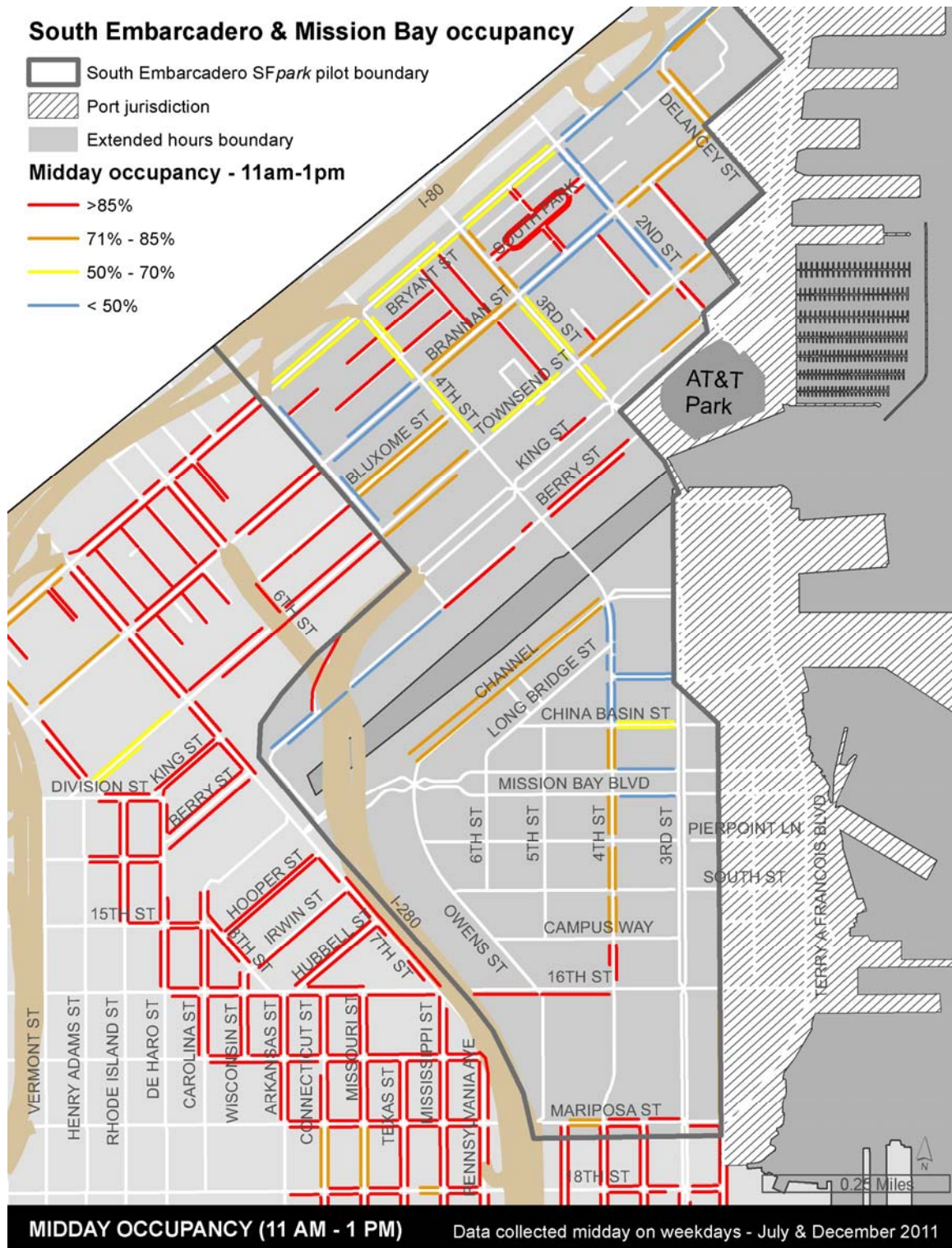


Figure 4: Weekday afternoon parking occupancy, August 2011 (plan area and context)

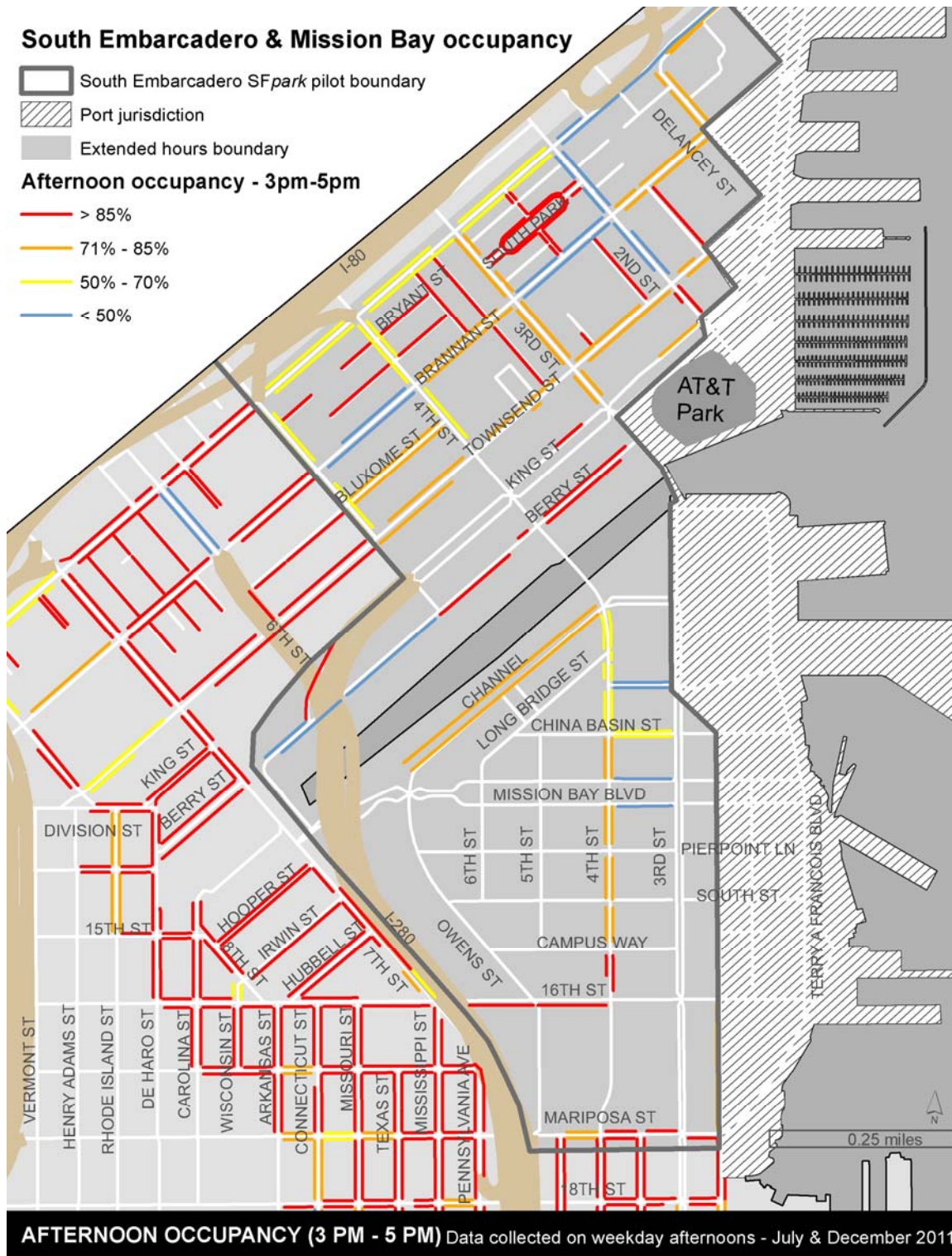


Figure 5: Weekday evening parking occupancy, August 2011 (plan area and context)

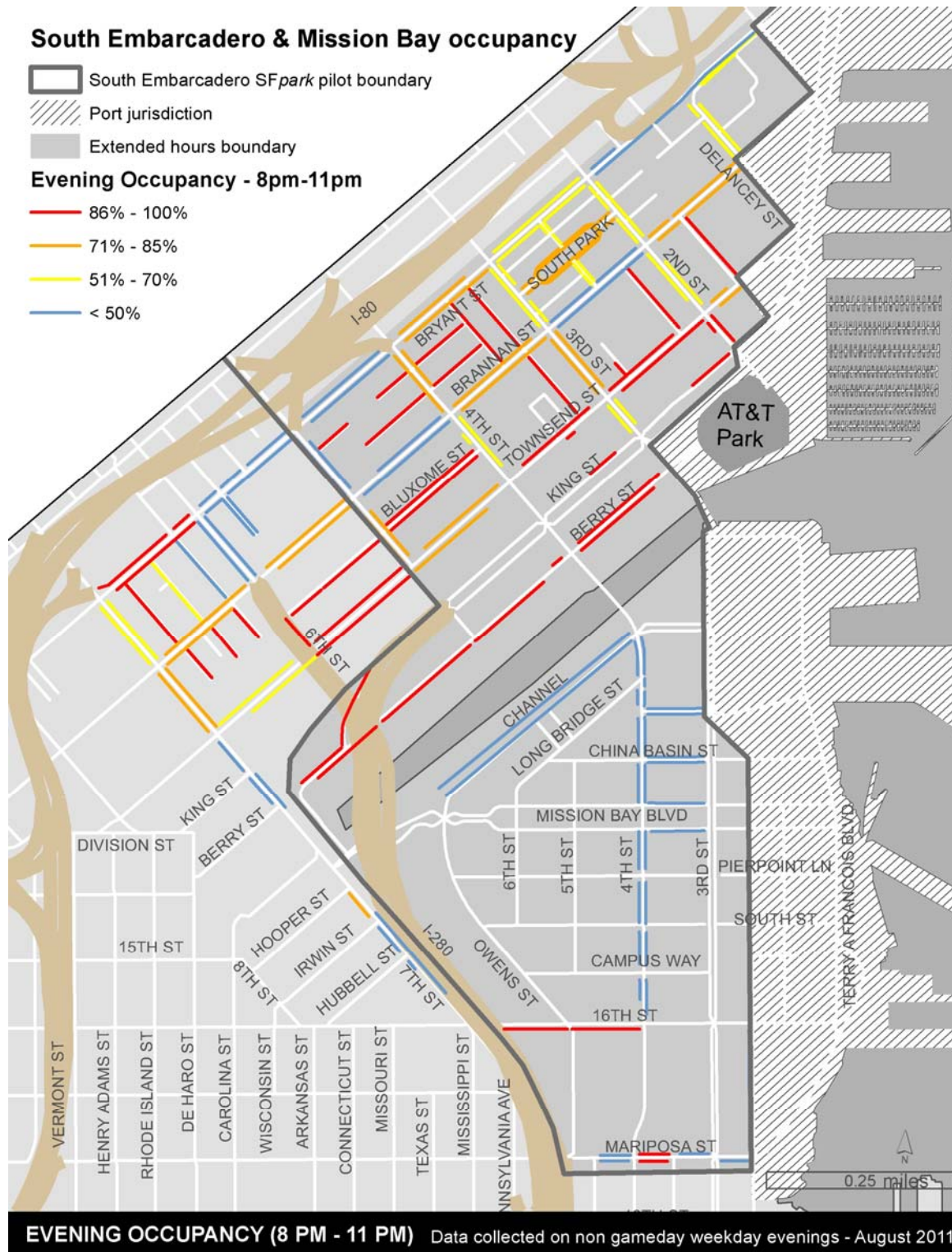


Figure 6: Morning weekday parking occupancy, July/August 2010 (plan area and context)

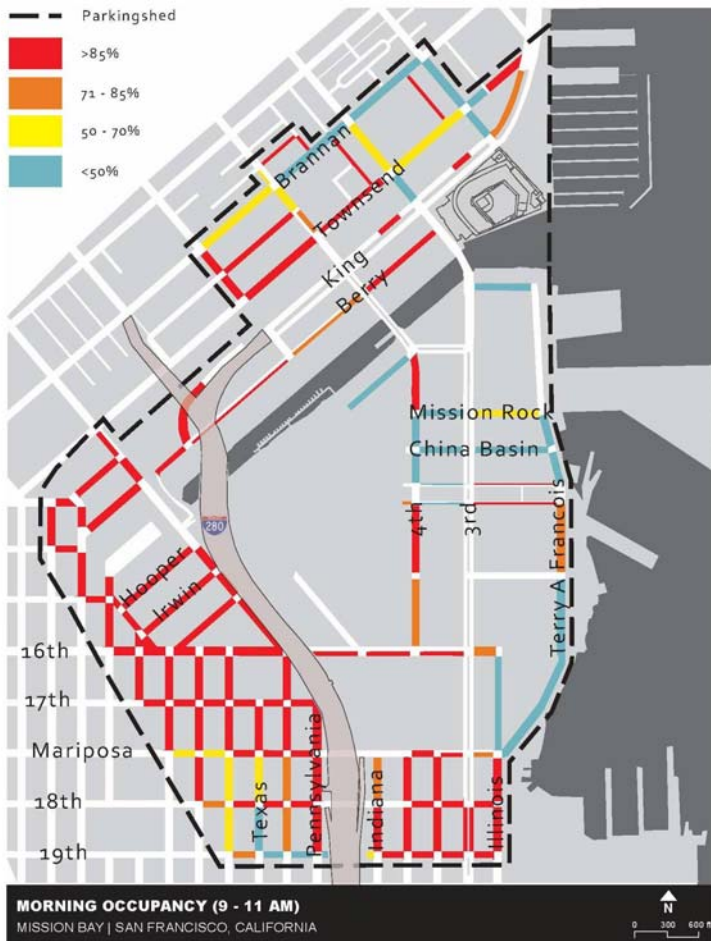


Figure 7: Afternoon weekday parking occupancy, July/August 2010 (plan area and context)

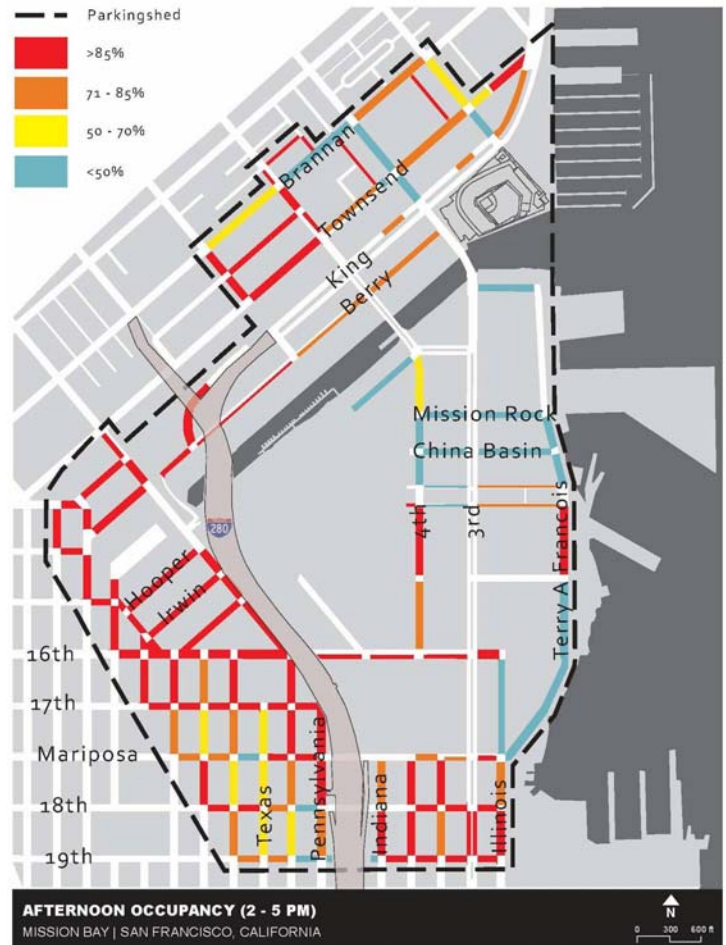


Figure 8: Weekday evening parking occupancy, July/August 2010 (plan area and context)

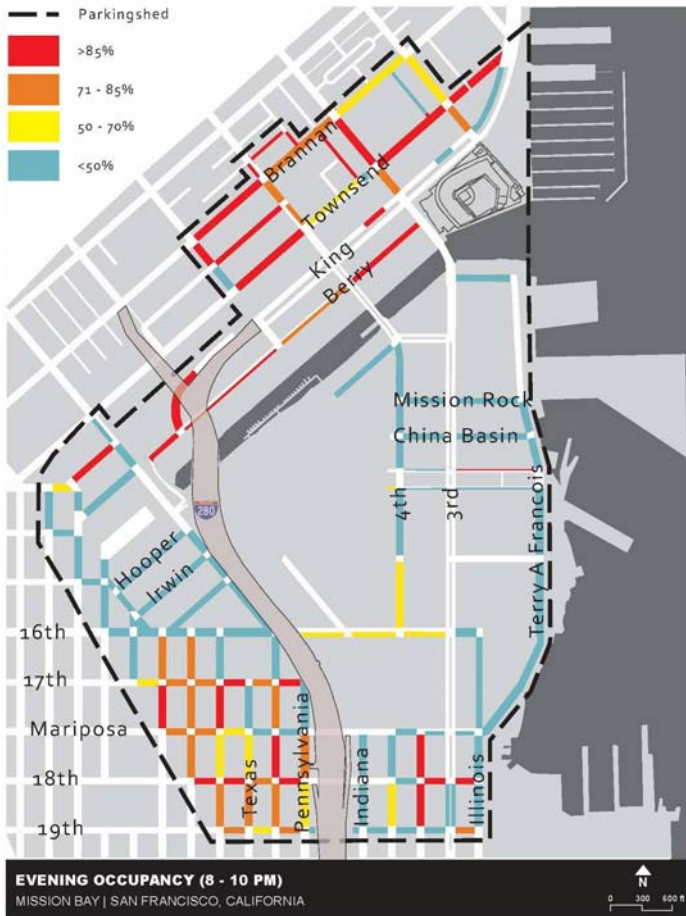
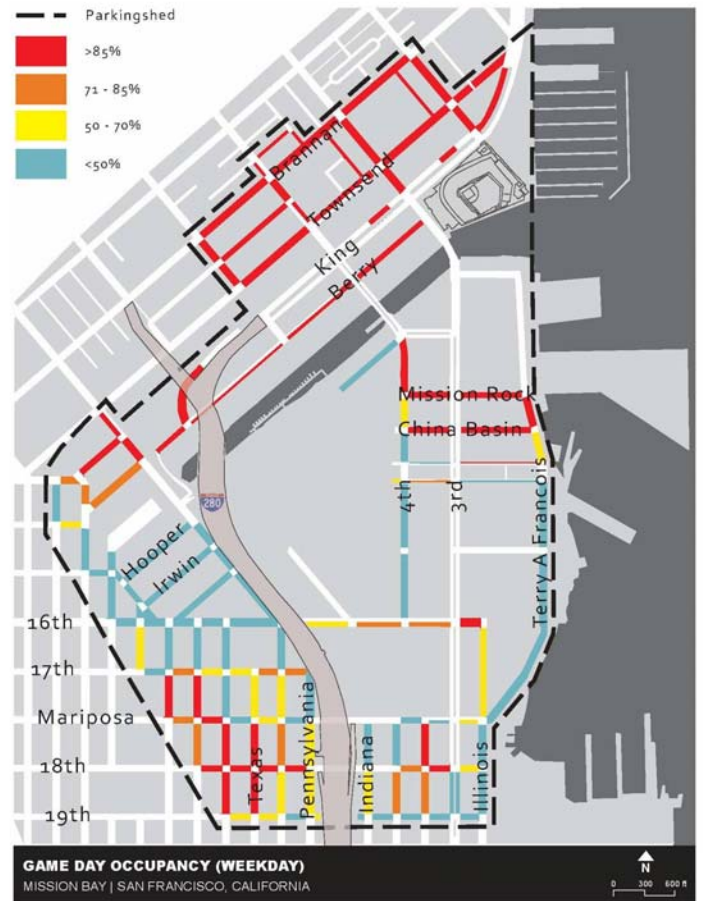


Figure 9: Game day evening parking occupancy, July/August 2010 (plan area and context)



Upcoming meter installation

Rationale and background

In 2002, the City of San Francisco established Mission Bay as a metering district, consistent with the vision for Mission Bay as a vibrant mixed-use neighborhood. The goal of these new meters is to manage current and future parking demand in an area that is zoned for high density development.

As part of the *SFpark* South Embarcadero pilot area, rates will vary with demand. Details include:

- Meters will initially operate Monday to Saturday from 9 a.m. to 6 p.m., and soon (no later than December 31, 2012) will operate on Sundays from noon to 6 p.m. as part of the citywide Sunday metering policy change.
- At newly installed meters south of the Channel, initial weekday rates will be set at \$1.25 per hour to match rates at existing adjacent meters. Weekend rates will start lower, at \$0.25 per hour, to reflect lower demand in some areas.
- Rates will be adjusted on a demand-responsive basis, no more frequently than every 30 days, to achieve parking availability goals. When and where demand is low, rates will decrease. When and where demand is high, rates will increase.
- These new meters will either have no time limit or a 4-hour time limit.

Installation schedule

Meters legislated in 2002 have not yet been installed pending completion of streets and parcel development in Mission Bay. The SFMTA is coordinating the installation of the parking meters based on construction schedules from developers and contractors, and all installations will be coordinated with remaining construction activity in Mission Bay to avoid construction-related conflicts. The preliminary phasing of parking meter installation is as described in Table 1 (next page). Meter installation is expected to begin in late summer 2012.

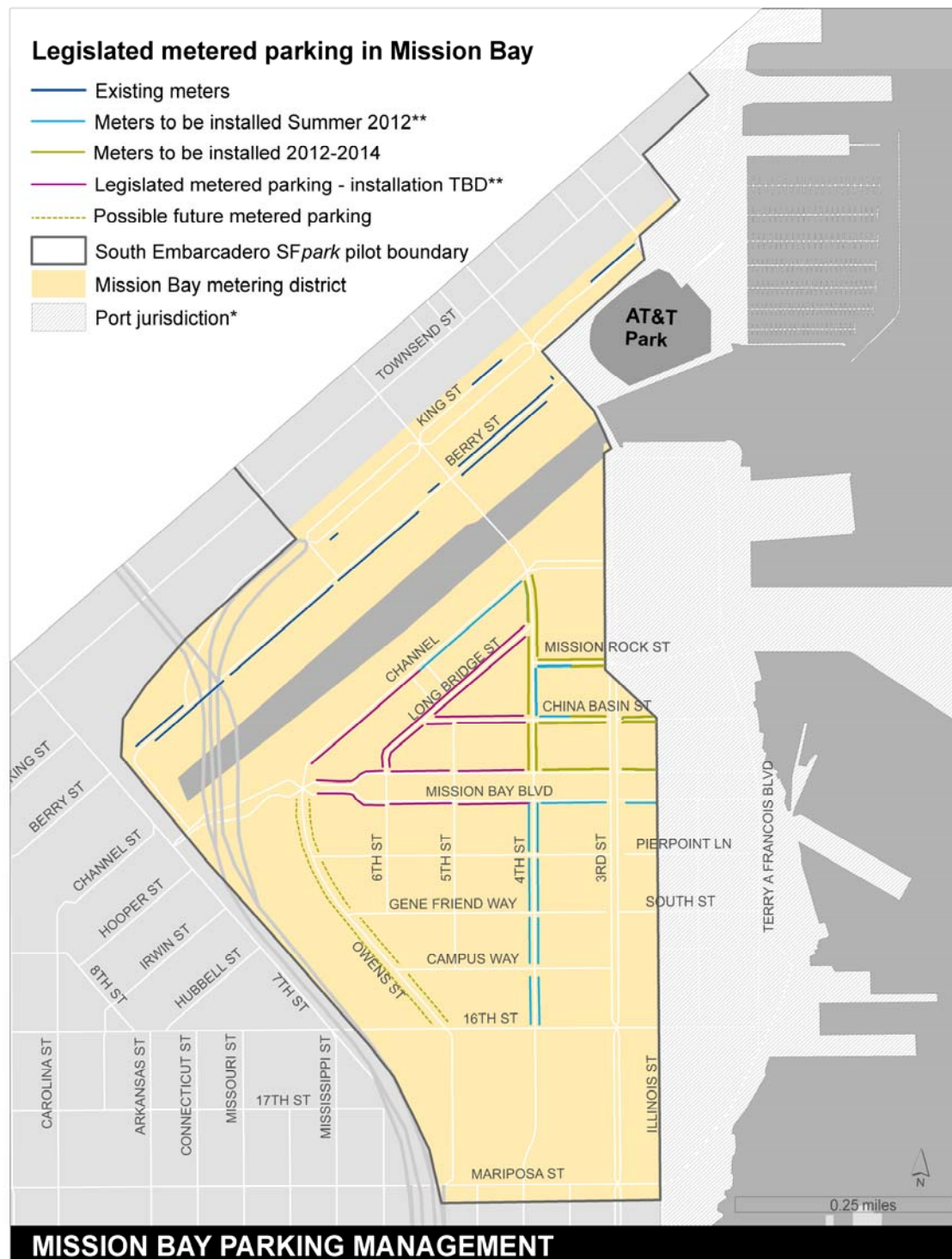
In addition, SFMTA is considering the installation of parking meters along Owens Street, where meters have been legislated but the street is currently being operated as two lanes in each direction with no parking permitted at any time.

Table 1: Parking meter installation phases

Phase	Where	Blocks	From	To	Notes
Summer 2012	4th St	1300-1700	16th St	Mission Bay Blvd S	Streets completed/accepted. Parcels developed, including west side of 1300 4 th St.
	Mission Bay Blvd S	500	4 th St	3 rd St*	
	China Basin St	500	4 th St	mid-block	Streets completed/accepted. Parcels developed, including just over half of 500 China Basin St and 500 Mission Rock St.
	Mission Rock St	500	4 th St	mid-block	
2012-2014	4th St	1100-1300	Mission Bay Blvd N	Channel St	Streets completed/accepted. Parcels mostly under construction; some empty. Meter installation will follow construction schedules.
	Mission Bay Blvd N	500	4 th St	3 rd St*	
	China Basin St	500	mid-block	3 rd St*	
	Mission Rock St	500	mid-block	3 rd St*	
	Channel St	300	5 th St	4 th St	
TBD	Channel St		west of 5 th St		Streets not completed/accepted. Meter installation will follow completion of streets and development of parcels.
	Longbridge St		west of 4 th St		
	China Basin St				
	Mission Bay Blvd S				
	Mission Bay Blvd N				

*May include a portion of the 400 block west of 3rd St.

Figure 10: Map of current parking regulations and upcoming installation



* Meters under Port jurisdiction not represented in this map.
 ** Shuttle stops not represented in this map.

Special event pricing & longer operating hours

The SFMTA has been working with the community for the last year to refine two aspects of this management proposal: an existing special event rate setting policy and a complementary proposal for extending operating hours for meters. The following sections reflect discussion of the policy options the SFMTA considered and the resulting implementation strategy.

Policy overview

Special events can cause a spike in parking demand in one area, causing severe congestion and other transportation issues. It is a well-established practice to increase the price of parking during special events, especially at or around stadiums, in order to manage parking demand, reduce circling, and maintain minimum occupancy levels to help preserve access to local stores and/or other public spaces or resources. Washington D.C., Vancouver, Portland, and Brookline, Massachusetts (a suburb of Boston near Fenway Park) are examples of other cities which use special event pricing to manage high parking demand near sports stadiums.

As part of the *SFpark* pilot project, the SFMTA will use demand-responsive pricing for special event parking to better achieve parking space availability targets during special events. The SFMTA will first implement special event pricing (only at spaces managed by *SFpark* meters) in a limited area around AT&T Park that experiences very high parking demand during special events. Because most special events in Mission Bay occur in the evening, the SFMTA is extending meter operating hours in order to manage the high congestion and parking demand associated with special events.

In order to achieve parking availability of at least 10 percent (meaning at least one or two spaces are open most of the time on any given block), SFMTA staff will periodically evaluate parking availability during special events to determine how to adjust special event rates and time periods. In evaluating the parking sensor data, staff will use the following guidelines to determine rate changes for meters during special events:

- When availability is less than 10 percent, the hourly rate will be raised by \$0.50.
- When availability is 10-35 percent, the hourly rate will not be changed.
- When availability is greater than 35 percent, the hourly rate will be lowered by \$0.50.

Depending on the demand for parking, rates may vary by block. This means that some blocks may have different parking rates than others during special events.

Policy options considered

The SFMTA considered various options for implementing special event pricing using longer hours of operation. The table below summarizes four of the options considered, followed by a discussion of their strengths and weaknesses.

Table 2: Policy options considered

Option	Days and hours of operation	Rates
1	<ul style="list-style-type: none"> Mon-Sun 9 a.m. – 11 p.m. 	<ul style="list-style-type: none"> \$1.25/hr. from 9 a.m. – 7 p.m. \$0.25/hr. after 7 p.m. (depending on location) Higher rates during special events
2	<ul style="list-style-type: none"> Mon-Sat 9 a.m. – 7 p.m. Operate meters during special events Mon-Sun as late until 11 p.m. 	<ul style="list-style-type: none"> \$1.25/hr. Higher rates during special events
3	<ul style="list-style-type: none"> Mon-Sun 9 a.m. – 9 p.m. 	<ul style="list-style-type: none"> \$1.25/hr. from 9 a.m. – 7 p.m. \$0.25/hr. Mon-Fri 7 p.m. – 9 p.m. and Sat-Sun 9 a.m. – 9 p.m. Higher rates during special events
4	<ul style="list-style-type: none"> Operate longer hours only during Giants season 	<ul style="list-style-type: none"> \$1.25/hr. from 9 a.m. – 7 p.m. \$0.25/hr. after 7 p.m. Higher rates during special events

Summary of options

- Option 1 represents the Port's current legislation and is consistent with the operation of the Port's other on-street metered spaces. This concept was originally proposed for the area because it is best in terms of consistency of user interface and ability to manage special event parking demand. Despite longer daily operating hours, rates would match demand, meaning rates will be very low if occupancy is low, and demand-responsive adjustments would allow the rates to evolve as necessary as evening parking demand in Mission Bay grows in the future. One criticism of this option is that current evening parking occupancies on non-event days are low on blocks in the southern part of the plan area.
- Option 2 most closely matches the current conditions in Mission Bay. However, it has the following major disadvantages:
 - It is not consistent with the SFMTA and the Port's goal of simplifying parking management rules and improving customer experience, and will likely cause significant confusion and frustration on the part of the public.
 - Due to its complexity, it would require extensive and detailed signage (likely on every metered space) and outreach to communicate to the public that parking is not always free in the evenings and weekends. Meter screens can be programmed to display custom rates and hours of operation, but the screen's ability to communicate is limited, and customers would need to know to look at the meters. This significantly increases the

number of citations that would be given to people that were simply unaware of a special event, which is a major customer service and experience issue.

- Create significant additional internal operational complexity for parking meter and data management.
- Option 3 is not as effective as Option 1 or 2 for managing parking demand during evening special events, but does retain the simple and consistent rules of Option 1, helping drivers to know that they are expected to pay every day before 9 p.m., rather than potentially being surprised by an unknown special event. The nominal rates and reduced operating hours more closely matches current parking demand in Mission Bay.
- Option 4, operating evening operating hours only during baseball season, would allow the SFMTA to manage parking demand for the majority of special events, while reducing operating hours during the off-season when there is less evening demand. Unfortunately, this option would still miss managing demand for some off-season special events, and the number of year-round special events is expected to increase over time. The option does not address the eventual density and mixed-use nature of Mission Bay.

The SFMTA also considered other options which were discussed at the June 16th community meeting:

- *Providing a resident discount on special event rates.* Unfortunately, this concept would not manage increased parking demand during special events, particularly in areas north of the Channel that are already developed. The goal of demand-responsive pricing is to achieve parking availability, and the policy will not work if certain drivers face different prices. This concept is also not logistically viable, as there are technical limitations to implementing this type of discount, and there would be no way to design such a program to fit the precise intent of providing a discount only to certain people at particular times. Additionally, many residents acknowledged that they accepted the high demand for on-street parking during special events as an inevitable outcome of living near a major attraction.

Phasing implementation of evening hours to enact longer hours only when particular blocks are fully built out and occupied. One concept considered was only operating meters in the evenings on days with special events, and/or phasing the implementation of evening hours based on occupancy triggers. The SFMTA weighed a variety of phasing approaches in light of the ongoing development of Mission Bay. Ultimately, the SFMTA believes that consistent operating hours, with very low rates during low demand times, is the best approach for parking management in Mission Bay, both now and in the future. This approach, rather than implementing longer operating hours in a piecemeal fashion, will allow the SFMTA to manage parking demand during special events, provide a consistent user interface in the area, and clearly communicate meter operating hours to current and future drivers in Mission Bay. Because parking regulations affect household transportation decisions, putting parking management tools in place now is essential to support the development of Mission Bay and its transportation patterns as a dense, mixed-use area. Demand-responsive pricing provides the flexibility to price parking at very low rates (down

to \$0.25 per hour) where parking demand is currently low, and allows rates to evolve as the neighborhood grows.

Implementation strategy

Determining the best way to manage parking in a developing neighborhood with anticipated high demand was a primary issue during policy development. Parking demand in Mission Bay is extremely high during special events, many of which occur in the evening, but demand is currently much lower on non-event evenings on many streets because the area is still developing. Parking demand, including evening demand, is expected to increase significantly over time as Mission Bay is built out.

This strategy is intended to meet current and future parking management goals for Mission Bay and prioritizes consistent customer interface. Key components include:

- Longer operating hours (starting in 2013)
 - Operate meters Monday-Saturday from 9 a.m. to 10 p.m., and on Sundays from noon to 10 p.m.
 - Start lower evening rates (\$0.25 per hour) at 6 p.m. rather than 7 p.m.
- Demand-responsive rates
 - Demand responsive pricing will be used to ensure the SFMTA uses the lowest rate possible to achieve availability targets, as low as \$0.25 per hour where warranted. Rate adjustments will be implemented periodically based on parking demand data. The adjustments are incremental, going up by no more than \$0.25 per hour and down by either \$0.25 or \$0.50 per hour with each adjustment.
 - At new meters installed south of the Channel, rates will begin at \$1.25 per hour on weekdays from 9 a.m. to 6 p.m. and go down to \$0.25 per hour after 6 p.m. Weekend rates will start at \$0.25 per hour.
- Special event pricing
 - Demand responsive pricing is also applied to special event rates, so that the rates on each block eventually accurately reflect parking demand per block during special events.
 - Special events start at higher base rates due to the spike in parking demand during special events such as Giants games. During special events only, the SFMTA will start on-street parking meter rates at \$7 and \$5 per hour, depending on proximity to AT&T stadium. The goal of this policy is to reduce the extreme congestion associated with special events.

Special events

The Port of San Francisco has used special event pricing near the ballpark for two baseball seasons. Now that the SFMTA has been conducting demand-responsive pricing during normal operating hours for several months, the agency is preparing to implement special event pricing in this area.

Initial implementation of special event pricing will occur during San Francisco Giants ballgames in the South Embarcadero pilot area in spring 2013. Special event prices will begin at *SFpark* smart parking meters south of Bryant Street, and initial rates will vary depending on proximity to the stadium. The initial rates for special events will start at \$7 per hour at spaces near the stadium and \$5 per hour at meters slightly farther away. These rates are still below market rate as compared to nearby parking facilities but will reduce the incentive to circle the streets for vastly cheaper parking. Demand-responsive pricing for special event rates will allow the SFMTA to find the appropriate rate on each block over time, defined as the lowest rate possible that achieves minimum availability targets. Because *SFpark*'s South Embarcadero pilot area extends to Folsom Street, the SFMTA may coordinate with the Port prior to implementation to potentially activate the Port's special event pricing to at least Folsom Street as well. Future rate changes will be determined by periodic analysis of parking availability during special events. As in other *SFpark* areas, rates will increase or decrease depending parking demand. All rate changes will be coordinated with the Port to create a coherent special event parking management strategy.

Included events

The SFMTA plans to begin special event pricing, including longer operating hours, for San Francisco Giants home baseball games in spring 2013. In addition to Giants home baseball games, other events held at or near AT&T stadium will be included in the special event parking rate schedule. The SFMTA will periodically update and publicly post a list of special events that will be included.

Figure 11: Special event pricing near AT&T Park (starting April 2013)



* Different rates during special events.

** Motors under Port jurisdiction not represented in this map

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Extending hours of operation

Rationale

Operating the parking meters around AT&T Park into the evening and on Sundays will better match the operating hours of existing Port meters and allow the SFMTA to better manage parking demand during events at or near AT&T stadium. For example, approximately 70 percent of Giant's games occur in the evening or outside of current meter operating hours. By helping make sure that parking is available for customers, extended meter hours will help support local businesses during Giant's games, and will preserve access to public open space in the Mission Bay area.

Driver opinion survey

The San Francisco County Transportation Authority (SFCTA) commissioned a study conducted in summer 2006 by Godbe Research. The random household mail survey, completed by 3,000 City residents assessed users' perceptions and experiences with parking and found that San Francisco drivers rank aspects of their parking experience in the following order of importance:

1. Availability (ability to find a parking space)
2. Meter time limit (sufficient time to complete business)
3. Safety around the on-street parking location
4. Convenience (proximity of parking space to the users' destination)
5. Cost of metered parking
6. Condition of the on-street parking spaces
7. Availability of different payment options (coins, credit/debit, other cards)
8. Effective enforcement of parking time limits and payments
9. Information about on-street parking

The survey suggests that finding a parking space easily and having sufficient time to complete one's business are most important to drivers. When specifically asked about the most important feature of parking during evening hours, respondents consistently named availability, convenience, and safety as most important.

Current practices in other cities

Table 3 list cities where parking meters operate past 6 p.m. on weekdays and/or on Sundays. These tables are not exhaustive; rather, they illustrate the variety of approaches taken by other cities. The hours listed on the tables sometimes apply to specific districts or neighborhoods and not necessarily to the whole municipality.

Table 3: North American cities with extended metering hours (August 2011)

6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	midnight	2 a.m. or later
Detroit, MI	St. Louis, MO	Boston, MA	Champaign, IL	Bethesda, MD	Austin, TX	Chicago, IL
Houston, TX	Boulder, CO	Norfolk, VA	Long Beach, CA	Detroit, MI	Los Angeles, CA**	Old Pasadena, CA‡
Nashville, TN	Portland, OR	Los Angeles, CA*	Ventura, CA	Glendale, CA	Tampa, FL	Santa Monica, CA
New Orleans, LA		Phoenix, AZ	Montreal, Canada	Washington, DC	Milwaukee, WI	West Hollywood, CA
Oakland, CA		Old Pasadena, CA*		San Francisco, Port ***	New York City, NY	Charlotte, NC
Redwood City, CA		Park City, UT			Old Pasadena, CA**	Denver, CO
San Diego, CA		Seattle, WA			Toronto, Canada	Miami Beach, FL
San Francisco, CA		Vancouver, Canada		* Sunday-Thursday	Dallas, TX	Las Vegas, NV
San Jose, CA				**Friday-Saturday		
Sausalito, CA				***Operates until 11pm		
Silver Spring, MD				Shading denotes cities that meter on Sundays		

Many cities operate their parking meters Monday through Saturday until 10 p.m., midnight, or 2 a.m., as well as on Sundays. In the case of Mission Bay, Giant's games and special events tend to occur in the evening hours.

As discussed in detail in the previous section, the SFMTA and Port will operate meters in Mission Bay Monday through Saturday, 9 a.m. to 10 p.m., and from noon to 10 p.m. on Sundays. The Port currently operates its meters until 11 p.m. but the SFMTA and Port plan to coordinate hours of operation so customers are not surprised by changing parking regulations between jurisdictional boundaries that can shift from block to block and sometimes within the same block.

Figure 12: Map of Mission Bay evening and weekend meter operating hours (2013)



* Meters under Port jurisdiction not represented in this map.

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Appendix A: Summary of community outreach to date

SFMTA has communicated with stakeholders via meetings with individual community groups, large public meetings, phone calls with individual organizations and representatives, and regular updates via SFpark.org announcements, Twitter, Facebook, and an SFpark webpage on this topic. Formal outreach began in early 2011 to help develop and refine the proposal for December 2011. Outreach was restarted in February 2012 to meet with Mission Bay groups to further review the proposal and provide additional feedback. The SFMTA then held two public meetings, on April 19, 2012 and June 16, 2012 to further discuss specific policy options. The SFMTA has received a wide variety of feedback from many different stakeholders.

Summary of feedback from outreach meetings with individual organizations and representatives:

Below is a summary of comments received at individual community group meetings:

- The groups we met with individually this spring were either neutral or supportive of the proposals for special event pricing and extended meter hours, offering only minor modifications.
- The meetings with development groups focused on implementation details such as time limits to be used on particular streets, ensuring adequate shuttle stop and loading zone space, etc. During outreach, some requested metered spaces and a new crosswalk on Owens Street. The SFMTA is studying that request. The time limit during special events was also discussed, with people concerned about longer time limits attracting special event traffic. Overall, such groups were supportive of meters, special event pricing, and longer meter hours.
- The Giants are supportive of special event pricing and have expressed frustration with the delay in implementation due to continued outreach. They noted extended hours and market rate special event prices are necessary to the success of managing special event parking. They are concerned that the initially proposed \$4-\$5 starting hourly rate during special events will be too low to manage special event demand.
- Of the Mission Bay neighborhood groups we met with, the majority of attendees were supportive of the policies and of SFpark, and had no specific changes recommended. Several residents suggested that longer operating hours and special event pricing be expanded geographically to the north to Market Street and deeper into west SOMA.

The SFMTA contacted and/or met with the following groups in spring 2012:

- Alexandria Real Estate Group
- Caltrain
- Mayor's Office of Economic and Workforce Development
- Mission Bay Development Corporation
- Mission Bay Development Group
- Mission Bay Transportation Management Association (TMA)
- San Francisco Small Business Commission
- San Francisco Giants

- South Beach/Rincon Hill/Mission Bay Neighborhood Association
- UCSF
- Watermark HOA

Other groups, such as the Radiance building, were contacted during previous outreach efforts and have previously provided extensive feedback.

Summary of feedback at April 19 community meeting:

- The SFMTA received a variety of feedback on the issue of how to balance resident use of parking spaces with the high-demand (current and future) of nearby uses, such as AT&T stadium.
- Homeowners from the Radiance and from two blocks of Bluxome Street argued to have blocks adjacent to their properties included in the Residential Parking Permit (RPP) program.
- The SFMTA got some feedback on hours of operation and special event rates, which was the goal of the meeting, but most of the conversation was about other issues.
- Some residents asked detailed questions about construction phasing and the impact on meter installation, and provided detailed feedback.
- Some attendees had larger questions about outreach proceedings and meter/RPP placement policies in other (non-Mission Bay) neighborhoods.
- Based on the variety of feedback received, the SFMTA formulated additional policy options for special event pricing implementation to be considered at a second public meeting.

SFMTA response to feedback:

- Improve this document
 - Provide additional policy options for outreach and professional consideration, including options with shorter meter operating hours.
 - Add additional detail on construction phasing issues, to respond to questions about SFMTA's meter installation timing and its relationship to continuing construction in Mission Bay.
- Near to mid-term steps
 - Respond to individuals regarding specific RPP requests and previous meter installation complaints.
 - Study a request for additional meters on Owens Street.
 - Provide a document that summarizes existing policies for how meter and RPP placement is determined.
 - Assist with making shuttle stops permanent as streets are accepted.
 - Add a monitoring component to a special event proposal to ensure that time limits work adequately. The SFMTA wants to work with the Mission Bay TMA to ensure time limit changes do not cause adverse effects and that they can be adjusted later if needed.

Summary of feedback at June 16 community meeting

- SFMTA presented additional policy options for special event pricing and longer operating hours and shared additional details on the upcoming meter installation in Mission Bay.
- Residents discussed the need to manage for special event parking demand.
- Some residents proposed a resident discount on special event parking rates.
- Much of the conversation focused on how to balance longer operating hours with the still-developing nature of Mission Bay. Some of the policy ideas discussed included phasing of longer operating hours over time, as triggered by increased demand, as Mission Bay develops. The SFMTA discussed different ways to best match prices with demand.
- Some residents proposed the idea of having short time limits in place during special events in an attempt to prohibit special event visitors from parking on city streets.
- Other items discussed included: clarification of availability targets, report of possible parking abuse for the SFMTA to investigate, the future of public transit in Mission Bay, and discussion of the role of the Residential Permit Parking (RPP) program.

The final implementation strategy and further discussion of the policy options considered are included earlier in this document.