



Digital Engagement Tool: Mayor of Bayville
 Online from Nov. 6, 2019 to Dec. 16, 2019 (6 weeks)
 Available in English, Spanish and Chinese

#	Date	Text: Free Response Comments
1	Dec. 26, 2019	Fun game! The back button didn't always work for me (safari 13.0.1)
2	Dec. 17, 2019	This exercise doesn't make sense. I can't seem to choose more than one solution in each group of solutions even though I have the "coins" and I can't go back and change my choices. Because of the order that you present choices the answers seem forced. I'm not going further.
3	Dec. 17, 2019	We need to invest in transit and disincentivize Uber and Lyft rides and toll single occupancy cars going into our most congested areas
4	Dec. 17, 2019	Provide free shuttles for the short but highly demanded paths
5	Dec. 16, 2019	The gamification architecture and inability to select one strategy per challenge seemed to interfere with getting the priorities right. Still, the better options got more, but not necessarily the most, votes.
6	Dec. 15, 2019	<p>We need to eliminate exclusionary zoning and build new housing throughout the Bay Area, especially near high opportunity areas and transit. We should include density bonuses and more funding for affordable housing. Then, we need to utilize existing infrastructure to create a network of bus rapid transit and bikeways.</p> <p>Finally, we can pay for all this with new progressive property taxes (requiring revisiting Prop 13) as well as tax revenue that will naturally accrue from new development unleashed with less restrictive zoning. In addition, we should implement congestion pricing to charge for access to street space, as well as starting to charge for parking in more places.</p> <p>A note on the game-- I'm not sure why raising revenue (i.e. road tolls or on office development) has a positive cost rather than providing revenue?</p>
7	Dec. 15, 2019	All these challenges require interlocking strategies. For example, renter protections need to be in place in order to intensify housing density near transit without displacement. And while I do personally believe we should let some places flood when sea level rise becomes significant, if the people in those places are low-income, we should also be offering some sort of buy-back program or something. What if city-owned land became incubators- housing the homeless, who decided on a cooperative business they would run, and also were responsible for a community garden? I also recently learned that "affordable housing" doesn't mean what I thought, it uses some sort of formula of median income. We need housing that a person making minimum wage at a full time job could afford with no more than 50% of their income (less if they have dependents).
8	Dec. 15, 2019	The transportation problems will choke the whole Bay Area. We don't have enough investment to solve our transportation problems that caused the housing shortage crisis. We need to resolve this most critical problem first.
9	Dec. 14, 2019	Make 9-block areas of the city pedestrian/bike friendly by limiting automobile speeds to 6 MPH in those areas.
10	Dec. 14, 2019	Had trouble with the either/or option - instead of both --- but I guess that was the idea?
11	Dec. 14, 2019	Financial incentive for businesses to let employees telecommute or work from home. It would have a positive effect on traffic and the environment by getting cars off the road.
12	Dec. 14, 2019	<p>How about parking? Infill housing will put pressure on the on-street parking situation, so Bayville will likely need a resident parking permit system.</p> <p>Office jobs that provide free parking are a big contributor to traffic. Require employers to give their employees the option of opting out of employee parking, or paying by the day?</p>
13	Dec. 14, 2019	Who's collecting this data and why? No names or organizations are obviously displaying. I dont know and it's kinda sketch.

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14	Dec. 13, 2019	<p>Choices are artificially limited. There is no reason not to both increase the frequency of the existing rail network and extend it to new areas. Both can be done. The entire game is filled with false dilemmas. If the money exists, I should be able to choose multiple options.</p> <p>The game appears to be designed to produce an excuse for the MTC not to do what needs to be done. I'm also very unconvinced that the relative costs are accurate, and once again, seem designed to produce certain outcomes.</p>
15	Dec. 12, 2019	<p>I'd suggest:</p> <p>--Public transportation on the Peninsula in the Bay Area goes AERIAL, with gondolas & ski lift-type transport options that are retrofitted to withstand earthquakes/high winds, are solar-powered, and bring people down from the hills to downtown areas with their bikes and scooters but WITHOUT their cars. Gondola stations should first and foremost connect and get people to schools and parks, then downtown areas & large job- and residence-dense areas. Install locker facilities around public transportation stops so people can temporarily store things they buy since they won't have their cars downtown.</p> <p>--Massive efforts need to be made to prevent on-street parking by helping people reconfigure driveways and front yards to accommodate their vehicles. Bonus property tax decrease if you can attractively provide guest parking on your property. This is for saving the street for moving vehicles, which vastly improves visibility for everyone using the street--helping decrease accidents and ensuring pedestrians, cars, bikes etc don't have to pull up INTO crosswalks just to be able to look far enough down the street to see if a car/bike is coming. Also, eliminating or vastly decreasing ability of people to park on streets helps open up space for bike/wheel/bus-only lanes as well as gives more space for wider sidewalks for people to comfortably walk side-by-sides. Also makes space for planting more trees and more greenery along walkways (that needs to be trimmed regularly!). Concrete should be permeable so rain goes through.</p>
15a	Dec. 12, 2019	<p>I'd suggest:</p> <p>--Change vehicle code so bikes aren't vehicles, but rather categorized as "personal mobility devices" along with scooters, skateboards, segues, etc., and all those vehicles get to use the bike/wheel path, which has max speed limit 15mph.</p> <p>--Change the right of way at stop signs for who gets to go first by a) By what you're on--anyone on foot goes first, b) Bikes/wheels/personal mobility devices have second right of way, c) buses go have third. and d) cars/trucks/vehicles go last, according to size, with smaller before larger. Bikes/Personal Mobility Device Wheels HAVE to wait until pedestrians have all cleared the intersection, Buses HAVE to wait til all bikes/personal mobility devices have cleared the intersection. Cars HAVE to wait til buses (which can be marked with special sticker denoting them as priority vehicles) have cleared the intersection. Lastly, cars can go based on their size, with smallest cars/vehicles/trucks getting to go before the larger ones. If similar size, THEN whoever got their first.</p> <p>--Make sure all new housing that is built, including and especially ADU's, includes floor plans WITH space for storing personal mobility devices (like bikes, scooters, etc) IN the home for safekeeping, because they are so easily stolen.</p> <p>--Make sure bike/wheel/pedestrian friendly infrastructure CONNECTS 100% (no gaps) to high priority destinations like schools, transit stations and parks.</p>
16	Dec. 12, 2019	Housing built on public land should be prioritized for buildings with higher percentage of affordable units provided at deepest levels of affordability.
17	Dec. 12, 2019	The Transit app already exists in the San Francisco Bay Area and is excellent. It is not complete with every cities information, including free buses and other smaller and newer services.
18	Dec. 12, 2019	The Research Triangle area of North Carolina includes the residential and education hubs of Raleigh, Durham and Chapel Hill, with a huge business park in the center. As the jobs are booming, traffic congestion is terrible. The cities run rapid buses from the downtowns to the business park, but then first and last mile transit is terrible. To decide the most impactful ways to expand first and last mile, they had a limited time program where you could get a free, on-demand shuttle that could be a group shuttle if others were on your route too. The interface was simple and made available within the most commonly used transit apps in the region. Over time, they could determine the routes with greatest demand and I believe they plan to fund additional transit for those routes first. I think this would be a great idea because Uber and Lyft for first and last mile are just not affordable to everyone and are environmentally unsustainable.

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19	Dec. 11, 2019	Congestion pricing in downtown SF and a per mile fee for driving in the Bay Area. Reinvest all revenue in state of good repair and transit services.
20	Dec. 11, 2019	We need to have stronger green house gas emission reduction goals, for example, completely electrify all Bay Area transportation by 2030, or to be really bold, announce a rule that will gradually reduce to zero the amount of fossil fuels allowed to enter California through Bay Area ports.
21	Dec. 11, 2019	I wanted to explain my lack of an answer for the first transportation question giving the options of creating an app (which feels frivolous), lowering cost of public transit rides for low-income residents (high cost for poor transit companies and free programs for their only riders - while I believe low-income residents should have access to reduced costs for transportation, I don't think this is the way to do it), time of day tolls are a good way to disincentives driving (but put too much pressure on low-income drivers with no viable alternatives, and express lanes is just not a smart option for getting people out of their cars. I would suggest focusing on investing in improving existing and adding additional transportation options to make it a reliable option for residents. This money can come from residents or local government who should be contributing significantly to these programs.
22	Dec. 11, 2019	1. Improve transit 2. Improve conditions for people biking and walking 3. Discourage people from using personal vehicles using mechanisms like high costs of parking, tolls, surge pricing, congestion pricing etc
23	Dec. 11, 2019	It's vital to remember that disabled folks affected by transit alternatives are not just people with mobility issues. "Unfamiliarity, inconvenience, or perceived risk" is a huge deal for folks with anxiety, some neurodivergent folks, folks who are targeted for harassment for whatever reason. I cringed when the mayor/I got on BART, because that has never been a place where I feel safe. While I would love to ditch my car, I need the community (and law enforcement) to convince me that I will not need a place to retreat from violence.
24	Dec. 10, 2019	I would love to see a point to point mass transit system completely replace cars and return the roads to green spaces with bike trails. Especially by 2050! Our climate crisis is urgent and we need to educate people so that they can be prepared and be responsible in their day to day actions. This is the only responsible thing to do. I would like to see more restaurants in San Mateo offer plant based options on their menus and reduce food waste. I would also like to see single use plastic banned.
25	Dec. 10, 2019	I wish there were a way to complete all the "challenges" for one result in the end -- a complete vision for the city you built based on the strategies you chose for all categories. But this was still fun and thought-provoking!
26	Dec. 10, 2019	1) vacancy tax on empty businesses & empty homes. 2) commercial rent stabilization for displaced businesses.
27	Dec. 10, 2019	Add Tax to new economy apps such as airbnb and uber that operate in city and use resources and take rental properties off the market
28	Dec. 10, 2019	Question 2-Shift Location of Jobs - doesn't mention zoning limitations on building offices or other larger scale commercial developments in residentially zoned areas. When we're talking about changing the location of jobs, zoning is a huge part of that. Charging a fee on new office space (to be used for what?) or capping office square footage in certain areas only makes the cost of construction higher and could result in fewer new jobs, period, as tech and other emerging industries flee to lower cost areas. Policies should focus on 1) allowing and 2) encouraging office development or other job-rich land uses in a variety of locations.
29	Dec. 9, 2019	Require building a housing unit before adding another job.
30	Dec. 9, 2019	Acknowledge the fact that most people use cars, and deal with it. Stop all jobs development where there is a housing shortage (EVERYWHERE in the Bay Area.) Quit the bicycle fantasy (that people will stop driving and using bicycles)--it has peaked at 2% of the travel mode share in the Bay Area. Deal with the major transportation modes, cars and transit, and make them move smoothly instead of creating impediments.
31	Dec. 9, 2019	There is no option to shift job locations by encouraging new business construction closer to current residential areas. This would help solve the commute problem with causing employers to love the city.

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32	Dec. 9, 2019	In item 1 Housing Affordability choice 2 and 3 are not mutually exclusive, both should be implemented. Item 2, Regional Policy. Items 2 and 3 can be used together. There can be rules put into place to address most neighborhood concerns (parking, traffic, etc).
33	Dec. 9, 2019	I would like to see more on street bike lanes that connect to each other -- not protected bike lanes. Increasing the frequency of bus and rail service, adding connector buses to help people reach rail would help. Increasing the on-board capacity for bringing bicycle on bus and rail transit will increase ridership.
34	Dec. 9, 2019	Would it be possible to see how much funding I have left across all the challenges after all of the strategies are chosen? I was negative 10 coins for one of them but feel like I had surplus coins from another.
35	Dec. 9, 2019	On housing & Economy, why not require employers who bring new jobs into an area to pay a per-new-employee fee that will go towards building & maintaining affordable housing?
36	Dec. 9, 2019	Greater participation in the electoral process, forging partnerships with private sector and non-profit organizations; and immigration policies that support new communities with the resources needed to acclimate and contribute to our economy and society, in stark contrast to the Drumpf regime terrorizing immigrants of all stripes.
37	Dec. 9, 2019	Many options in this game are too activist and compulsive. Future generations will not judge this time period kindly. Wasn't printing \$3T enough? Now we have a \$1T deficit, and there is no end in sight. When John Maynard Keynes advocated for increased public spending, the government quota was 3% of GDP.
38	Dec. 9, 2019	The best way to solve California's expensive housing would be to find that zoning rules designed primarily to disadvantage a younger generation are an illegally exercise of the state's police power. It will probably take a court to do so. That will be social justice.
39	Dec. 9, 2019	This game does not present all challenges up front and therefore biases all answers depending on whether someone is conservative or liberal with money. You should not use the results to implement policy.
40	Dec. 9, 2019	This is not a great way to have us balance different policy options with a budget constraints. We weren't able to consider all the options, and the budgets were not realistic (comparing the costs of complete streets to expressways, for example).
41	Dec. 9, 2019	It's very strange in this game that we can't go back and revisit past challenges after we know what the other options to spend coins are.
42	Dec. 9, 2019	Transit should be free for everybody. I would have picked that one if it wasn't unnecessarily turning transit into a two-tiered system that demonizes the poor. The toll option was written wrong, too. The tolls should be on all streets, not just freeways.
43	Dec. 9, 2019	To shift location of jobs, consider also rewarding companies that develop new offices in jobs-poor locations (opposite of limiting offices in jobs-rich locations).
44	Dec. 9, 2019	I saved some coins in one challenge area and so have them for an area where I was -10. This should be shown in the final tally.
45	Dec. 8, 2019	'Affordable housing' is a band-aid that benefits a select few while artificially driving up prices for everyone else. If you want to stabilize a local market, limit foreign investment into the market. We need infrastructure improvements more than housing involvement.
46	Dec. 8, 2019	Invest in infrastructure - always. Expand and improve public transportation to the point that it becomes the most preferred method of travel. By 2050 we should rid ourselves of the dozens of transportation agencies and unify service under one primary organization.
47	Dec. 7, 2019	Why can we not select free transit for ALL residents to lower cars on roads
48	Dec. 5, 2019	I been a #bayarea resident and so have all my family. Unfortunately. its myself and my sisters remaining in single apartment to survive these bay area prices .I have a newborn baby boy and I would like to continue to live here but the way things are with prices all around sooner or later possibly sooner more anything we will have to move out of the bay area continue a comfortable life for my family. My mother and grandmother and all other relatives have already moved out of the bay area and it's sad to be away from them when I have a child that I want him to grow up around the family so he knows his family but the distance keeps us away. Let's bring back our community back to where families can continue living in this beautiful diverse community.

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49	Dec. 3, 2019	Interesting to know how the results would change if you switch the order of questions, or the order of responses for each question. It's possible a lot of people passed on Earthquake Strategy 1 just because they ran out of money on the other two strategies. If you put the Earthquake question first, you might see that more people choose it.
50	Dec. 2, 2019	Housing units can be provided VERY cheaply outside the Bay Area. Use a small fraction of SF homeless budget to fund FULL housing, medical care, social services for all homeless people in a community that has abundant physical space or agricultural land, like Livermore, Tracy or Brentwood. Provide residents with free transportation passes to get to the city. SF doesn't and won't ever have space for them. It's time to swallow that hard truth.
51	Dec. 1, 2019	The Bay Area is over regulated when it comes to housing. It's insanely expensive to develop housing and you often end up getting punished for it. It takes years to get permits, all the while you are losing money. And for the economy the biggest issues are the homelessness, crime, and drug use we see in cities like Oakland, and San Francisco. As a business owner this makes me want to move. And if the city cannot get it together they risk losing all of this industry to more stable cities. DEREGULATE. We have too many stupid laws
52	Nov. 30, 2019	Please focus on Transportation and Housing
53	Nov. 29, 2019	Invest in transportation and housing over others.
54	Nov. 25, 2019	Thanks.
55	Nov. 25, 2019	Commercial rent control will allow resident-owned and small businesses to stay in place, keeping the Bay Area unique!
56	Nov. 24, 2019	<p>Transportation, esp. public transportation, and Construction must mandate using renewably energy to phase out fossil fuel use.</p> <p>These are plans for the future, and abetting and solving the climate crisis demands the switch to renewable enery.</p> <p>I wonder why none of your strategies suggested this?!</p> <p>Speed and Scale is important. I hope that your organisations can move fast to implement these plans. Our future depends on it.</p>
57	Nov. 23, 2019	Would really appreciate some more attention towards reducing carbon footprint in the Environment section. This is great otherwise!!!
58	Nov. 23, 2019	I think we should build commuter rail lines that cross the bay around the current Route 92 bridge. The large number of people who commute via car from east bay to Silicon Valley cause massive traffic jams every day—they might choose to ride the train if it's a faster alternative. Additionally, building the new bridge and rail lines could provide jobs to local tradespeople and other blue collar workers.
59	Nov. 23, 2019	Free transit now! Do more for the poor! Tax the rich!
60	Nov. 23, 2019	Would like to know how results will be used.
61	Nov. 22, 2019	Sell bay area to google and give up
62	Nov. 22, 2019	Close the loophole of proposition 58! This puts undue privilege and advantage on homeowners that are not paying their fair share in taxes, while the rest of us now are burdened with it.
63	Nov. 22, 2019	<p>I think these options are great short term solutions to problems in a capitalist system. However, it would be better if there were more policy options that are structured to shift power back to community members. For example, economic policies that promote co-operative ownership structures or solutions to housing that promote land trusts/land banks and things like that.</p> <p>Overall though, from one urban planner to another, this is an amazing engagement tool!</p>
64	Nov. 22, 2019	Make the stupid game set up so folks can go back and remove prior decisions; allow viewing of all issues before giving in chits - your game is not realistic in that it's not allowing a full view before decision making, but piece mealing it - again, budgets are developed as a whole each year - so make this more real, rather than to cherry pick what might be seen as popular without seeing all options
65	Nov. 22, 2019	<p>Loved this game, especially since you have to balance costs with what you want to do.</p> <p>One thing. I think you underestimate how much income people need for housing. In my case, it is 2/3 of my paycheck (in San Jose). In addition, number of people in the household is often misconstrued. Single people like me have one income but must still pay the same rents.</p>

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66	Nov. 22, 2019	<p>First, I think this was a really cool way to get community input on planning issues, and I applaud the effort. I'd love to see more cities/regions use tools like this for their community engagement.</p> <p>That said, I feel like some of the modules were oversimplified, and included several false dichotomies. For example, why is it that we have to choose between funding production and preservation and protecting tenants in the housing module? Why do we have to choose between Protecting UGB's and increasing greenways? Many of these things are not mutually exclusive. I think another way you could structure this is to give one lump sum of 400 coins to be spread between all the buckets instead of giving 100 coins to each of the four.</p>
67	Nov. 22, 2019	Tax wealth. Give the poor, and the city, more money.
68	Nov. 22, 2019	Strongly support limiting new office construction, and/or requiring developers to document where new employees will live and how they will get to work. The problems in the bay area from housing to traffic, no one to fill service jobs, degradation of the environment and lack of opportunity in other parts of the state and country is due to overbuilding of offices in concentrated areas. No housing/transportation plan, no new commercial buildings.
69	Nov. 22, 2019	<p>This is incredibly stupid. First, you won't let me spend my full 100 coins -- can't select more than one strategy. Second, because there's no way to review all the challenges before deciding how to spend the coins, you can't actually do any real planning, or even fake planning.</p> <p>I will call you all out if you try to present ANY of the "findings" of this game as a real poll in any, way, shape or form.</p> <p>Perpetuates the model that we're too dumb to actually think.</p>
70	Nov. 22, 2019	Drastically streamline permitting for low income housing. Just get it built!
71	Nov. 22, 2019	Love this! Please make it an app in the App Store. All you need is an iPhone SDK kit
72	Nov. 21, 2019	<p>Transportation: limit local cities ability to cap or ban innovative transportation companies, add a congestion charge, and heavily invest in heavy rail and rapid busses in a unified transit system (merge all providers)</p> <p>Housing: remove DR and racist local co troll policies. Upzone the entire region,</p> <p>Jobs balance: allow jobs to exist in housing areas.</p>
73	Nov. 21, 2019	Great tool for civic engagement!
74	Nov. 21, 2019	<p>Cool job soliciting opinions. But we should be able to finish the "game."</p> <p>Also tax the 1% out of the Bay. Change Malls into industrial parks with manufacturing jobs.</p>
75	Nov. 21, 2019	I would never advocate for limiting office construction or applying fees to new development in an area already so damaged by excessive regulation on building. I like the idea of spreading out offices over a wider area but are residents thrilled by this? I think simply upzoning certain transit-rich areas away from downtown could cause this to happen, plus maybe throw in tax breaks in the short term.
76	Nov. 21, 2019	The best offense is a good defense. Investing in prevention is much better than retroactively trying to fix things. With regards to the highway - spending money to fix that now only prevents that money from being spent preventing FAR more problems that could happen down the road...
77	Nov. 21, 2019	Absolute priority needs to be making it easy and profitable for people to build new housing. We have a supply shortage right now. Upzoning and deregulating are key.
78	Nov. 21, 2019	These choices were false ones and there was no integration among these four areas. I found this exercise pretty pointless
79	Nov. 21, 2019	We have to fix infrastructure.
80	Nov. 21, 2019	In issue 1 - I don't feel like any of these are great solutions. The app idea is pretty much already happening in the private industry as more and more transit-focused apps are competing against each other, I think this will happen eventually without government input. Time-of-day tolls sound like a bad idea to me, wealthier people would absorb the cost and poorer people would be forced to as well - as they'd probably already be taking public transportation if they had that option. Building new express lanes is definitely never a good idea, more traffic just comes in to fill the new roads + it destroys whatever communities it's built over. The BRT solution is a super scalable and affordable way to improve transit problems and I think would help solve the first issue more than any of the options.

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81	Nov. 21, 2019	Although I understand the idea of prioritization, some of these would definitely require more than one equally beneficial strategy.
82	Nov. 21, 2019	This is great. Keep it up please!
83	Nov. 21, 2019	An option should be to refund your unused balance to tax payers.
84	Nov. 20, 2019	If I had to do this over again I would maintain the urban growth boundary and use what I saved for seismic retrofitting!
85	Nov. 20, 2019	Additional subsidized learning of skills for young people
86	Nov. 20, 2019	We should listen to people who contribute more to the community than to those who don't contribute to our community, rather than just ask more than give back to the community.
87	Nov. 20, 2019	先解决现有问题 Prioritize addressing existing issues
88	Nov. 20, 2019	Love this cool site/ game!
89	Nov. 20, 2019	<p>Implementing a network of shared, electric, autonomous vehicles will have a far greater impact than anything discussed in this survey. It will make transportation dramatically safer than today, significantly REDUCE the number of vehicles needed to transport more people, eliminate the internal combustion engine as a major factor in environmental disaster, limit the need to pour vast funding into more road surfaces, and spur vast new arenas for the workforce. Transformation of garages to ADUs will be a major contributor to solving the housing crisis. Expending large sums on 20th Century approaches to transportation is wasteful when we see the opportunity emerging to utterly transform human transportation in the near future. We must put our resources into implementation of Autonomous Vehicles, and rebuilding our cities around this change.</p> <p>The vast majority of new construction should be multi-level, multi-use communities concentrated along existing transit corridors. These communities should be pedestrian-friendly, with multi-modal transportation baked in. There should be retail at ground level, commercial for one or two stories above, and a few levels of housing, resulting in 5-8 story communities. These developments need to be planned, sustainable communities designed to last for generations, with adequate parks, schools, entertainment, public safety, and a full sense of community established as part of the plan. Allow residents to have sustainable quality work, services, and living conditions at their doorstep, with easy access to transit when they need to go elsewhere.</p> <p>Committing to 'full' preparation for sea level rise is the inadequate minimum action to take. It will not be enough, as sea level will rise far more than the estimates used, and there will be individual seasons when the rise is far more catastrophic than can be handled. We will eventually be forced to implement strategic abandonment of low-lying areas, and cleaning up these areas before they are claimed by the sea will be critical for managing future sea pollution problems.</p>
90	Nov. 20, 2019	I'd like to see express buses on express lanes on freeways, with congestion pricing to fund it, and means-based fares to ensure equity.
91	Nov. 20, 2019	<p>Your first question in the transportation section has no option for free rides for all riders. Means testing creates over complicated programs. If they are free for all it will lower administrative costs, free low income people from constantly proving their poverty (which they already have to do for medicaid, university financial aid, etc.)</p> <p>I consider this oversight a bias by admission, which limits our imagination for what transportation and public services in general could look like.</p>
92	Nov. 20, 2019	<p>I like this exercise.</p> <p>I would continue to invest in mass transit. BART, Electric Rail (Caltrain), Buses, Buses, Buses... tolls to discourage cars in SF, whatever we can do to support low income people, and then of course quality of life with bike paths, etc.</p>
93	Nov. 19, 2019	We must do a better job of marrying transportation to land use. We must stop building job centers in areas that don't have transit. We should focus on infill and creating high density transit corridors within our cities (e.g. San Pablo Avenue corridor).
94	Nov. 19, 2019	See previous comments.

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95	Nov. 19, 2019	<p>Let's get real. THE problem with this 21st C is that the 1% have spent the last 40 years incrementally detaxing themselves and defunding the Public Commons for the 99%. Almost all of the options made in this scenarioing app are fatally compromised and meant to placate the wealth accumulation concerns of the 1%, the ruling class in the Bay and elsewhere.</p> <p>Massive published data on wealth inequality and hoarding has been coming out for public scrutiny since the Great Recession which continues unabated for the bottom 90% of society. Our public institutions, our politicians, and occupied public agencies seem dumb, deaf and blind offering little more than a shuffling of the neoliberal deck. Until planners remove themselves from the influence of these 1% priorities and advocate on behalf of the social needs of the bottom 90% nothing will change. And this requires a rippling through to national policy to reallocate taxation priorities away from centralized FED and State unto regional and local abilities to raise revenues from taxation of the 1% and a reformation away from War Empire (Defense/Spy/State Dept) and the socialism for Banksters.</p> <p>Money should be produced by the authority of the 100%, not Banksters. War, spying, and prosecution of US empire via State Dept on behalf of the 1% consumes roughly 85% of Income Tax Revenues and leaves a pitiful 15% for the Public Commons. Is there any misunderstanding why society and the Public Commons are defunded to crisis? No.</p> <p>Attempts like this PlanBayArea Game are admirable but may solve no more than 5% of the Bay Area's or any US localities problems. Let's get real!</p> <p>I lobbied the Oakland City Council for a local income tax on the top 2% to fund the City properly. The State does not allow local income taxes therefore the proper action for a future would be to change State Law. Elected officials are gutless to take this on.</p>
95a	Nov. 19, 2019	<p>The same problem exists at the national level. A restructuring of US society and constitution to direct democracy vote on Policy & Budget to the creation of a Peace economy of sustainability instead of obsolete capitalist growth, is mandatory. A game such as this one i just filled out could be made available to every resident with REAL options. Like:</p> <ol style="list-style-type: none"> 1) Direct Democracy vote all Policy, Revenue and Expenditure Directives the property and authority of direct democracy vote of the people. temporarily, until a new Constitution and Direct Democracy government can be designed, current elected officials become the employee of the People of the US and have no power of independent action not directly ordered and overseen by the People. Any freelancing or attempt to subvert the will of the people will result in removal. 2) Move \$600 billion in Defense Spending into Public Commons Spending and return all military to the US and immediately negotiate worldwide de-nuclearization of weapons and energy. 3) Eliminate corporate personhood in a 28th Amendment. 4) Nationalize the Banks and the FED into a non-profit Public Banking System with relocalized branch operations. 5) Return taxation rates for the 1% to pre-1963 rates, stop taxing labor, while heavily taxing unearned income and recycle all household income over \$1 million back to the Public Commons. Limit property ownership to one residence and one business property with universal rent control. 6) Use new Public Commons funding to place solar on all residential rooftops free, with businesses self funding theirs, and require universal skylighting in all new building in the US. 7) Free Public Transportation, Education and Health Care to be administered locally with Block by Block Direct Democracy Collectives. 8) Work with the world to eliminate poverty and maximize self-supporting sustainable local economies and eliminate corporate or 1% use of wealth for purely profit exploitation or ownership of ANY of foreign lands. 9) Abolish prisons, police, racism and create a system of restorative justice augmented with minimum living wage stipends.

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96	Nov. 19, 2019	Analyze job location externality costs: the cost of time delay from congestion and and the increase in housing prices caused by extreme job surpluses in SF and Silicon Valley that also impose housing and service burdens on other cities. Impose a moratorium on new basic/primary jobs in those locations. Promote movement of jobs to areas with adequate housing and transportation .
97	Nov. 19, 2019	Increase transit, walkability and mixed use development of the unused neighborhoods i.e. retail beneath housing
98	Nov. 19, 2019	This game is good
99	Nov. 19, 2019	Wack
100	Nov. 16, 2019	The game flow is broken, and far too restrictive. I get trapped in a blind alley, rather than having full selectivity of the options across the domain after having reviewed all of them. It is highly frustrating. I will be happy to coach you on how it should be to enable whole systems thinkers to function within it, and to support residents in thinking holistically.
101	Nov. 16, 2019	What a waste of time and money! MTC should be abolished!
102	Nov. 15, 2019	Prefabricated homes, apartments and mobile units really need to be made use of and streamlined.
103	Nov. 15, 2019	<p>Not sure how this would work or what a law like this would look like but there needs to be some of policy where every able body person is required to work, be going to school or be doing some with themselves. Where I live I see to many people just not doing anything and some of them certainly look like they would be able to do some kind of simple job. But whether it's because they are uneducated, or people of color, or ex jail-mate whatever the reason they don't have a job. That is not okay.</p> <p>Like wise the minimum wage should be \$30 an hour or as least higher then any other place in the USA, \$25/hr, \$20/hr.</p> <p>Healthcare cost is also an issue that needs to be addressed can have an healthy economy if the people themselves aren't healthy.</p> <p>New York City has a Special One-Time Assistance Program provides one year's rent upfront for eligible people to move anywhere within the United States. Not saying this is right but I think it's worth looking into</p>
104	Nov. 15, 2019	<p>Having low cost partial earthquake insurance for homeowners and renters. I say partial because full coverage assume that the whole house and/or everything in your house could be destroyed. But newer home could probably handle the earthquake better, so having full super expensive annual premium and high deductibles wouldn't be necessary.</p> <p>I think Education and Prevention is huge, especially education. Just like financial literacy is something that should be taught in school, even more important to me is Environmental studies and literacy needs to be taught. I think this is a good example, like I myself wouldn't buy a beach front home even if I had the money. Sea level rise, coastal erosion, more intense storms, tsunami, salt water issues, humidity mold, trash. I think most would make the conscious decision of not evening living or choose to built near water/beaches. Which would hopefully avoid problems before they can occur. People can be told/taught low cost things they can do to help protect their homes and prepare for sinkhole,mudslides, earthquake, wildfire, blackouts and why it's important to protect the environment.</p>
105	Nov. 15, 2019	<p>I think providing not free, but very low cost transit to low-income riders would be ideal. Should be able to pay for parking, bike, scooter, transit and anything else with clipper card and get a discount in return. Also needs to be more Transfer/Fare Credit between all of the Bay Area Transit Systems/Agencies.</p>
106	Nov. 13, 2019	The environmental cost of climate change impacts have not been quantified. We do not have a levee plan to protect our existing capital investments in the bay area, yet we decide to focus on transportation networks without this in mind? Let's develop a better plan to build our bay area that encourages land use job-housing balance initiatives like the City of Mountain View so boldly attempted. If cities continue to approve job centers without adequate housing and public transit - the traffic congestion will not substantially improve and climate change impacts will be irreversible in 11 years. Why 11 years? the United Nations declaration in Spring of 2019 is climate is irreversible in 11 years is astounding and we need to develop a cost matrix that folds this into the scoring/ point system.
107	Nov. 12, 2019	There needs to be an option for renewable energy, this can help prevent natural distaster after effects, like lack of access to electricity. And its vital to include a preventative oriented solution rather than only emergency relief funds.

#	Date	Text: Free Response Comments
108	Nov. 10, 2019	Basically, Shifting Jobs is unnecessary. Just enforce the CEQA VMT requirements more strictly.
109	Nov. 10, 2019	Combine Earthquake Financing to specify that we would not unduly subsidize improvements in flood zones and fire zones, and would NOT rebuild in these areas after homes are destroyed.
110	Nov. 10, 2019	Tell me if 10-20% affordable housing will actually pencil out in Bayville or if it's just "talk." For regional policy, uh, I want to click a nonexistent "BOTH" button.
111	Nov. 10, 2019	Combine benefits of BRT with express lane options. Add environmental costs to transportation with more clarity.
112	Nov. 8, 2019	I did all 4 challenges but it doesn't seem to have an ending. I enjoyed this game and found it interesting and informative
113	Nov. 8, 2019	These "games" aren't a good reflection of budget priorities because we can't compare each issue before allocating funds. The game forces us to make a decision before knowing which other issues we'll need to address with our remaining 100 coins. Considering how you'll use these results to justify whatever policy proposals you have, I think this is an important error in your methodology.
114	Nov. 7, 2019	Incentivize companies that allow employees to telecommute from home at least 1 day per week. Old vacant malls are often close to residential areas in the suburbs. Incentivize developers that turn this into office space, and incentivize the tenants as well. Keep the food courts!
115	Nov. 7, 2019	The game doesn't seem to be working properly. For example, I have completed all four challenges, but the screen shows all three of the previous challenges as not completed and that I have a 100 coins left for each when I have already completed all four. There should be some sort of final analysis screen that combines all of the answers, coins, etc. used to give you a final score analysis.
116	Nov. 7, 2019	Challenge topics do not take into account environmental factors for the choices. Challenge topics do not say the degree to neighborhood impacts from different angles. Hard to agree with everything here.
117	Nov. 7, 2019	Would like to know how many of the respondents have lived in their cities, what their gender is, age group (e.g. 20-29, 30-39, etc.), how they took the survey -- via smartphone app, paper? (probably not available), other means? Survey in and of itself has bias to choose the answers even if not what survey taker wants. Can't give alternative or tweak the proposals.
118	Nov. 7, 2019	Love this! I'm the best mayor bayville has ever seen!
119	Nov. 7, 2019	Equity - race, gender, age, disabled, cultural, displacement potential Survey pigeon-holes respondents and coin values higher to maintain existing vs. lower values for what PlanBayArea2050 executive decision-makers already want. This survey does not work on certain computer platforms so a portion of the population may not have been given an opportunity to take this at all.
120	Nov. 7, 2019	Interesting game, but it creates a lot of false dichotomies. We can do all of the above on many of these items. Also certain things that are expensive in this game (e.g. tolls on freeways) would actually be revenue generating. In terms of transit, we need to be doing all of the above: congestion/freeway pricing, BRT, improvements of local rail lines, expansion of rail (but prioritizing the urban core rather than exurban areas). Same thing in terms of housing--more affordable housing, REASONABLE inclusionary requirements for market rate developments (not too high), and BUILD, BUILD, BUILD in transit rich areas. We need to unleash the market in terms of housing production.
121	Nov. 7, 2019	1. Under sea level rise, Progressive Relocation is not shown as a strategy. After this 3', is another and another going forward in time. Inevitably, flooded areas will have to be abandoned. Relocation is inevitable . 2. Under Economy, Strategy #3 is a Transportation strategy! This is telling, in itself. 3. This game does not allow unused funds in one area to be used in another, a common practice. 4. We are stuck with the options offered; some of which are not viable. For instance, there are profound environmental consequences to a fossil fuel OR electric individual vehicle highway commute. There are extraordinary costs in resisting ongoing sea level rise; your options will all go underwater! Since the State is taking on fossil fuel use with SB 100; sea level rise is the most expensive threat, on balance. This game barely touches on building toward resilience. The salient question being; "What are the most resilient, long-range strategies?"
122	Nov. 7, 2019	I like how this game gives the varying costs, though I don't necessarily agree with how it's rated on cost, I do think that it's a good way to prioritize.. this is very clever. Gold star to you all. :)
123	Nov. 7, 2019	I love this!!!

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124	Nov. 6, 2019	It is silly to list choices that generate revenues and then charge it against the coin balance. Players should be able to select multiple strategies. What's the point of warning us not to go over budget when it's almost impossible.
125	Nov. 6, 2019	Congestion price parking and all freeway lanes. Return the money as a dividend. Make Planned Development Areas pedestrian friendly with no cars- park once and walk districts.
126	Nov. 6, 2019	Please prioritize and include in every decision, for every category, the protection of wildlife and natural settings. Especially in dense urban areas that lack human nature connection. Data shows contiguous patches if habitat can support wildlife. Protect riparian habitat, water, and air quality. We need eco balance with development—require majority native landscaping to support life.
127	Nov. 6, 2019	Can we solve the key challenges with our current government structure? And does it make sense to make resilience and transportation decision separately for Bayville? We need bigger picture solutions but somehow ensure local buy-in and participation.
128	Nov. 6, 2019	Explore consolidation of transit operators like they do in much of Europe. Makes planning easier, critical data gathering more streamlined, the transit brand overall much stronger / unified and the user experience much more consistent.
129	Nov. 6, 2019	If you're really interested in Equity, Nondiscrimination, and Inclusion, DO NOT restrict the Advisory body to "Citizens" only -- very offensive. Just call it the Community Advisory Council, if you need to keep the acronym. And if we have budget still available to spend, why can't we add strategies, or increase the level of Affordable Housing? Be realistic.
130	Nov. 6, 2019	No
131	Nov. 6, 2019	Great game. Thanks for the creative way to provide input on real policy issues with which ABAG is struggling currently.
132	Nov. 6, 2019	For public transit: Along with Bus Rapid Transit, some areas may benefit from "Metrocable" like Medellin, Colombia has done. Also - futuristic idea for traffic congestion: Work with auto manufacturers to develop "Trans-pods" - vehicles that are about 1/3 to 1/2 as wide as current cars. Make them electric and cheap. For solo riders (or with a passenger on the back). Make special narrower lanes for them on freeways. (Turn two regular lanes into three slim lanes). Make them super smart so they can "talk" with each other so they can arrange themselves into "trains" based on destination, linking to each other as they travel to the same general area, then decoupling for exiting. Cool idea, no?
133	Nov. 6, 2019	FUN!
134	Nov. 6, 2019	This was an interesting experiment, but the range of choices seemed limited, simplified, or could benefit from a thorough economic or equity analysis in order to help understand the impact. Also, are you randomizing the presentation of options? There seems like a possible order effect that could influence answers. I would have preferred ranking the options, or choosing complementary options, rather than selecting one.
135	Nov. 6, 2019	Downtown congestion pricing in congested urban areas coupled with express lanes (free for 3+ carpools and transit). Use revenues to provide more transit and better bike/ped options. Couple lowered speed limits with automated speed enforcement. That will save lives for people using any mode of travel and make our cities and towns nicer places to be.
136	Nov. 6, 2019	Does not allow additional out of box solutions for the mayor, as the mayor is inventive and can combine items like an apple and an orange and make a banana... ;)
137	Nov. 6, 2019	REDUCE TAXES ON VEHICLE FEES AND LOWER REGISTRATION COSTS
138	Nov. 6, 2019	If there is remaining money in the budget, then more on strategy can be implemented. That's how budgets work. Why frame it as a Sophie's Choice even when there isn't a shortage of resources? Part of judiciously using public funds is not putting all of your eggs in one basket, unless you're very sure that "basket" is the best one. This game mechanic is faulty and makes the game less effective as an educational tool.

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139	Nov. 6, 2019	<p>WORK FURLOW PROGRAMS</p> <p>AT WORK DAYCARE</p> <p>LOWER GAS TAXES</p> <p>FREQUENT BUSES AND EXPAND BUS STOPS</p>
140	Nov. 6, 2019	<p>Improve transit by mimicking how transit is run in Western Europe/Eastern Asia. Stop providing funding to transit organizations that have less than 10 cents fare-box recovery today, and open up management to public tendering with contracts of five years. In five years, increase this to 15 cents. Another 5 years, increase to 20 cents. Etcetera until reaching 30 cents per dollar spent.</p> <p>Make downtowns less bus-dependent and more mass-transit dependent. MuniMetro should be split in (underground) Metro and (above ground) streetcars. Economics, economics, economics. Transit is now run as if San Francisco has 350,000 people in it, and the Bay area 2.5 million people. The wrong transit is kept propped up, and that is expensive.</p> <p>Incorporated cities should have 50,000 people in them; if not, stop their funding, let them pay everything for themselves.</p> <p>Cities should vote their representatives in via proportional voting (something the US Constitution is actually asking for because it demands the better system be put in place by governments). Everyone is then at the table, and more questions can get asked, resulting in better decision making.</p> <p>In district elections, only the majority picks the rep. So a majority decision by the board is taken by members themselves all selected by majorities. Majority-of-majority decisions therefore.</p> <p>In proportional voting, all votes translate into the reps. So a majority decision is indeed simply a majority decision any which way you look at it.</p> <p>So many people are now not represented at the table. And it shows in the built environment: majority-of-the-majority rule does not make the better decisions. We should move away from the exclusive democracy we have now to the inclusive democracy we should have.</p>
141	Nov. 6, 2019	<p>Work from home programs, 32-hour work week get tax credits to businesses for these plus people will be healthier from less stress and roads less congested.</p> <p>Build mixed inter generational housing and business developments with transit stops. Schools, medical offices, shops, senior housing, affordable housing and middle with business centers and commerce. High end housing pays more taxes & permit fees and cannot be located close to commerce plus.</p>
142	Nov. 6, 2019	<p>Look at maps of major metropolises around the world and you'll see a dense, interconnected network of rail corridors that serve the entire region, then look at the Bay Area which mostly funnels rail into San Francisco at the expense of the job-rich, but suburban Silicon Valley. We need more bridges to carry trains, buses, bikes and cars across the Bay to Sunnyvale, Mt. View, Palo Alto, etc.</p>
143	Nov. 6, 2019	<p>For promoting active transportation, reducing speed limits on local and arterial streets makes a lot of sense, but reducing speed limits on freeways is really irrelevant to this problem since peds and bikes are prohibited from nearly every freeway.</p> <p>Regarding economy and supporting workers, I do not think it is the role of regional agencies such as ABAG and MTC to get involved with employee benefits programs and child care - even though I support these types of initiatives. I believe they should be addressed at the state level.</p>
144	Nov. 6, 2019	<p>Include devoting funds to advocacy for regional, statewide and interstate coordination to address some of these problems.</p>
145	Nov. 6, 2019	<p>It would also be more realistic if you could fully allocate the budget, rather than just being able to choose one option.</p>
146	Nov. 6, 2019	<p>Expanded school day/adjusted school year to match parent's work hours</p>

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147	Nov. 6, 2019	This game would be improved if you could see all the challenges and options at once and then allocate between them. It's difficult to know how much to allocate to one thing when you don't know what the other choices are.
148	Nov. 6, 2019	Too bad homelessness and non-citizens are not addressed in this "game."
149	Nov. 6, 2019	Transit is the only feasible option to reduce congestion and improve mobility. Express lane and VMT taxes are eyewash policies and create larger inequity. Every freeway and bridge should have a dedicated bus lane (at least in the peak hours) in each direction so that more frequent rapid bus services can be provided. In addition, a central authority should plan and schedule transit services and set fare policies for the entire region.