

Phyllis Porter Questionnaire

- Do you support Seattle's commitment to Vision Zero, and what legislative strategies would you seek to implement the goal of reducing serious injuries and fatalities on our streets to zero within the next decade? Do you think legislative strategies are sufficient to achieve this goal?

I support Seattle's commitment to Vision Zero and I am in favor of legislative strategies such as block the box which will make pedestrian street crossings safer.

- Do you support the completion of the current bicycle master plan? If so, what strategies, both political and financial, do you propose to ensure its completion?

I support the completion of the bicycle master plan. I am an avid cyclist and have been an advocate for safer streets, and completing the mast bike plan is critical to ensuring cyclist safety. I also think we should continuously revisit the plan to make sure make sure we didn't overlook routes that would improve the plan.

- The current Seattle Transportation Benefit District funding bus services and transit access expires at the end of 2020. Should it be extended and do you envision any changes to the programs it funds?

It should be extended and i don't see any major changes at this time.

- The Move Seattle levy expires as the end of 2024. What features should the next transportation capital project levy have? What lessons do you take away from the way the current levy has gone?

The next transportation levy should focus on expanding the number of bus routes, as only 3 of the 7 in the original levy are going to be implemented. As Seattle continues to grow, our transit services must also expand to keep up. The main lesson I took away from the way the current levy has gone is that we need to do a better job communicating to the public what funding is being used for which mode of transportation.

- Do you support the construction of the Center City Connector streetcar and why/why not?

I support the construction of the Center City Connector streetcar. There's \$75 million of federal funding at risk and it fulfills the commitment made to First Hill for removing their Link Light Rail System.

- What considerations should inform the discussion around finding additional funding for a light rail tunnel to West Seattle? To Ballard?

In terms of considerations for informing the discussion around finding additional funding for a light rail tunnel to West Seattle and Ballard, we need to find out if it will increase ridership, whether it might cause construction delays across the entire light rail system, and how much it will actually cost.

- For what purposes should impact fees on development be used?

If Seattle were to do impact fees, those funds should go toward transportation and infrastructure projects.

- Do you support imposing additional fees on ridesharing services like Uber and Lyft?

This should probably be part of a larger congestion fee conversation, but I'm not against looking into it.

- Do you support a congestion pricing program downtown? If so, what considerations should be made when setting up such a program?

I am open to considering congestion pricing downtown if the funds generated go directly towards funding transit and infrastructure projects, and if there are adequate exemptions for low income households that have no choice but to drive. While this has the best of intentions, I want to make sure that should it be implemented its done in a way that ensures input from the communities potentially most impacted.

- How do you feel about the current allocation of street space in Seattle? Under what circumstances would you support converting general purpose lanes to other uses?

We need to dedicate more street space to alternative modes of transportation like buses as our city grows. This will be an ongoing process, so there will most likely always be a need to convert more general purpose lanes to other uses.

- What approaches would you take to ensure that emerging mobility options (bikeshare, rideshare, e-scooter, etc) are implemented in a manner that increases access to our mobility hubs?

I think the first thing we can do is more marketing around mobility hubs, as this is something I don't think most people are even aware of. If people don't know about something we have to do a better job of educating the public.

- What lessons did you take away from the head tax vote/debate? Would you support bringing back the head tax?

The main lesson I learned is that the city council did not do enough outreach on this issue and did not anticipate the pushback from the public and business community gave.

- What responsibilities do you think that corporations doing business in Seattle have to the city, and are they meeting them? If not how would you get them to do so?

I think corporations doing business in Seattle have a responsibility to the communities in which they are based, and I think we should work with business to come up with solutions to address the issues facing our city like housing affordability, homelessness, and a lack of affordable transportation options.

- If you had been on council at the time it was considered, would you have voted for Mandatory Housing Affordability, Seattle's version of inclusionary zoning? In what ways did the final approved plan differ from your ideal policy?

If I had been on the council at the time I would have voted for MHA. I would have liked to see additional upzoning though I understand why they went with 6%

- Do you support transit-oriented development? If so, how do you ensure TOD is affordable and doesn't displace communities around new transit infrastructure?

I support transit oriented development, and we can help keep it affordable by ensuring that any new developments do 1 for 1 replacements of affordable housing units.

- What do you think is the most important strategy or set of strategies Seattle can pursue to make the city affordable to live in? What assumptions about affordability do those strategies rely on?

It's going to take a range of smart-upzones, subsidies, and incentives to combat the housing affordability crisis. Housing affordability is just one factor though, the cost of transportation, daycare and many other things also needs to be considered.

- What would you do as a city council member to address evictions and the displacement they cause, particularly in communities of color?

We need to divert far more resources to rental assistance as well as creating an emergency resource pool for people who are on the verge of being evicted. I myself have struggled to pay rent in the past, so I understand first hand the challenges and worries of people in these situations.

- Do you support the proposed creation of a city-county authority to address homelessness in Seattle/King County? If so, what steps would you take to support it on city council?

I do support a city-county authority to address homelessness and I believe the majority of my potential council colleagues would support it as well.

- What causes people to experience homelessness in the City of Seattle?

The leading cause of homelessness in Seattle is increased rents. People can experience homelessness if they lose their job, get sick, or a whole host of potential issues.

- What, specifically, should the city do to address racial disparities in housing opportunity?

Do a better job of making tenants and landlords aware of fair housing laws. This is an issue that needs more concentrated focus.

- How would you define “historic character”, and in what ways do you feel your definition is inclusive of Seattle’s indigenous communities?

Historic Character is a term that gets thrown around a lot to try and justify the need for single-family housing everywhere in the city as well as opponents of housing developments or any change to their neighborhood.

- What approaches would you consider to ensure that multi-generational, affordable housing is located in high-opportunities neighborhoods?.

As a council member, one of my main objectives will be to make every neighborhood a mixed-income neighborhood. ADU’s and DADU’s are a good start and we need to expand the MFTE program to include more areas.

- What role should Safe Seattle and like-minded groups play in our public discourse?

Groups like Safe Seattle that pander to people’s worst assumptions and fears while spreading misinformation serve to remind all of us who are working hard to address these issues that we must be ever vigilant in standing up and speaking out against this type of behavior.

- To what extent has pursuing racial equity been a priority in your work to date? How do you plan to continue that work on city council?

As a Black woman, racial equity is at the forefront of everything I do. I have also spent the last several years advocating for safer streets in South Seattle which is the most racially and ethnically diverse area of the city yet is continuously left out of city projects. I will continue to be a strong voice for communities of color here in District 2.

- What approaches do you feel are most-important to ensuring that programs, policies, and practices are prioritized in historically underserved and underrepresented communities, who may not have the loudest voice in a public forum?

The single most important thing we can do is go to communities and meet them where they are at. Too often we wait for people to come to us with problems when instead we should be proactive and meet them instead.

- What are ideas for progressive revenue sources for transportation and housing that do not burden low-income communities?

A state income tax combined with a sales tax reduction.

