

## The Urbanist Seattle City Council Endorsement 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 the commitment and goals of vision zero. We should be reducing speed limits, and acting more urgently to slow down driving on our streets. I was just canvassing near Leschi on 29th and was stunned to see people who drive cars speeding north on 29th. It felt dangerous. These neighbors have been advocated for traffic calming measures but they have not had an advocate for them in the city, which is what a council member should do. Legislative strategies, financial strategies, and environmental design should all be considered and pursued to urgently get us to our goals of vision zero.*
- **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 absolutely support the bicycle master plan. Let me share a story: just recently, I was passing out diplomas to our graduates at the Garfield High School graduation. During the ceremony, the 18 valedictorians gave a shared speech. It was in this speech that our young people--Seattle Public Schools students--implored all of us, especially us adults, needed to act urgently because we need to dramatically reduce our greenhouse gas emissions by 2030 to well below 2010 levels. We are graduating our young people, each year, into a world more harsh and warmer than before. So, to be crystal clear: we need to expand and heavily invest in our bike infrastructure both to reduce congestion, but also as part of a longer-term strategy to address greenhouse gas emissions and the climate crisis. I just read this incredible article about how this neighborhood in an urban city in South Korea held a “month without cars”--elderly people were safely strolling the sidewalks and had no trouble crossing at intersections, people walked more and they talked to each other more. I would love to pilot this in District 3 because, as we know, even retail sales go up when we remove cars because more people are out and walking around shopping. This pilot will illustrate both the work it takes and the benefits of disrupting car supremacy. This pilot was \$10m, which seems like a lot and could be modified, but would be able to not only close streets to cars but improve and widen sidewalks, introducing traffic calming curves into roadways, and turn vacant areas in pocket gardens and provide biking lessons to those who need it. Change is scary for people we need to show NOT TELL people what and why change isn’t bad. I know we will talk about this later in the questionnaire but I would be interested in congestion pricing to supplement our transportation funding needs.*
- **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?** *I absolutely support the STBD. It should be expanded, and for the various ways to expand, we should center people most impacted and highest users of transit, as well as centering people with low to moderate income about their ideas. One thing we should absolutely consider is retaining the Ride Free Zone downtown.*
- **The Move Seattle levy expires at 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 levy should strongly and ambitiously center the climate crisis as the thing we are addressing, and should center those furthest from transpiration equity. The*

*lessons I'm learning now are that we have to double down on making transit and more mobility options, particularly our bike infrastructure, a larger share of the investments we make in our city.*

- **Do you support the construction of the Center City Connector streetcar and why/why not? I do.** *I utilize the Streetcar to get to and from work often and we need to have diverse modalities and transportation options. Having a fully connected streetcar would be extremely meaningful to reducing congestion and addressing the climate crisis, for example.*
- **What considerations should inform the discussion around finding additional funding for a light rail tunnel to West Seattle? To Ballard?** *The fiscal impacts and impact on timing of completion of these critical and exciting light rail expansions. My main concern is cost and that it will add more time to getting light rail to these communities. I also believe an elevated light rail is not inherently bad--we're an urban and metropolitan city so we should absolutely not be afraid to have raised light rail lines, especially because we're okay with having open-air light rail in South Seattle, why are these communities priority for tunneling, for example.*
- **For what purposes should impact fees on development be used?** *I have some concerns about impact fees and have understood that they would bring in only-per City of Seattle study-between \$15m and \$17m, and it could have a negative effect by adding more to housing costs for renters and homeowners. So, I am interested in this approach as long as it's precise and is dedicated to one part of making sure our city is livable and safe whether paying for sidewalks, etc. It is a revenue stream to explore, I just believe we need to be really thoughtful about the benefits and the consequences and have a plan to address them.*
- **Do you support imposing additional fees on ridesharing services like Uber and Lyft?** *I do. We need to disincentivize car supremacy. And we also need to allow them to unionize and collectively bargain.*
- **Do you support a congestion pricing program downtown? If so, what considerations should be made when setting up such a program?** *Absolutely. But we can't just copy and paste from other communities, like New York, London, or Singapore! We need to first identify the why: is it to reduce congestion, is it to address the climate crisis, or is it to raise revenue for transportation?*
- **How do you feel about the current allocation of street space in Seattle? Under what circumstance would you support converting general purpose lanes to other uses?** *I strongly believe that the vast majority of our roads are dedicated and prioritized for cars--that's no secret and it is a lopsided value we have in this city with the climate crisis at our door. I think we need to get really creative and dedicate transit only roads, as well as coupling it with bike only roads. For example, MLK Jr Way South could have it's east lanes dedicated to transit/buses, and the west side of the street could be for bikes only. By pursuing these ideas with precision-where it reduces harm, improves safety and transit access, and helps us to shift our culture, as we need to, given the climate crisis-is a step in the right direction of an urban city.*
- **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?** *We need to ensure we're prioritizing near our transit and transportation hubs, as well as in neighborhoods that have traditionally and historically been underserved by these mobility options. Again, centering people most affected by an issue in the solution--so asking those communities so often left out what they need and how they need it.*
- **What lessons did you take away from the head tax vote/debate? Would you support bringing back the head tax?** *The biggest lessons I took away from the EHT episode is that 1) we were*

*unsuccessful, and it's not surprising since it lost in 2006, three times in 2014, 2017 and 2018, but in being unsuccessful, we stopped pushing forward—we should have used it to fail forward and learn from the experience because I will tell you, people in crisis do not care about our feelings or process. They need results. They need services and support. We need to be a society that doesn't allow folks to live without shelter. I think the lessons learned provide us an opportunity to certainly try again but I would want to make sure that it will pass and win. And be permanent and non-controversial. We need to seriously explore and bring to committee and public hearings the Progressive Revenue Task Force report ideas. They can generate revenue.*

- **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?** *Corporations need to be paying their fair share. Plain and simple.*
- **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?** *I would have, yes. I don't believe the plan was nearly as ambitious as I would have liked. And I was really disappointed in the lack of bold or forward thinking ideas from our own council member, particularly in one of the fastest growing parts of our city. We were being uninspired with trimming at the edges—we need to increase density and eliminate the proliferation of apartment bans across much of this city.*
- **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 was grateful to work with Speaker Chopp, then Senator Jayapal, Representative Walkinshaw and countless organizations to design a law that requires 65% of air rights above light rail stations to affordable housing. I am passionate about prioritizing affordable housing and affordability at or near our transit hubs. One important way to ensure we're not displacing communities is to bring them on in the development and planning of the TOD. I was part of the Capitol Hill Champion that advocated for community priorities and needs at our Capitol Hill Light Rail station and with that*
- **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?** *Schools are community hubs, and our Council should treat them as such, and be working on building up around these schools. Increasing housing types—missing middle, such as duplexes, triplexes, fourplexes, courtyard apartments, mom and pop 4-6 unit buildings, and more—within a four block radius of each of the 105 schools in the Seattle Public Schools. It would help with increasing housing options, affordability, and getting creative about increasing services in these areas, which is a great way for us to be bringing needed services and resources to our families right where they live. And I firmly believe it would create priority for our transportation. Plus, we can prioritize our teachers and our students and their families who most need affordable housing options to live right near their schools—leveraging the MHA payment in-lieu dollars for non profit develops to build affordable units right here.*
- **What would you do as a city council member to address evictions and the displacement they cause, particularly in communities of color?** *A unique idea I am interested in pursuing are shallow rent subsidies, these are named in the King County Regional Affordable Housing Task Force as well as the report for our consolidation from Future Labs. I even wrote a proposal for shallow rent subsidies for*
- **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 the consolidation and centralization of our regional authority into one entity. I work in homelessness, I experience the frustration every day of many of the partners not having authority, decision making power, or power over where our funding goes. As your city council member, I will continue centering those most impacted by the issue in the solution and make sure the restructure works for people experiencing homelessness, and I will advocate for revenue and funding that adequately and appropriately addresses the crisis because unfortunately, we are not putting as many resources into that crisis as is needed.*

- **What causes people to experience homelessness in the City of Seattle?** *Racism, exclusion, redlining, apartment bans in most of our city, income inequality, other systems just dumping people into homelessness (think jails, hospitals, and foster care, for example), high rents, unexpected financial circumstances like a health emergency or other accident that completely wipes out any savings or financial resources, rising housing costs, job loss, low minimum wage--you need to make \$36/hour for a 2 bedroom apartment in this city. We know that 40% of our neighbors have no more than \$400 to their name, and 50% of our neighbors are rent burdened.*
- **What, specifically, should the city do to address racial disparities in housing opportunity?** *Increase enforcement. We need to expand civil legal aid so landlords don't feel a power over tenants. New York expanded free civil legal aid to all tenants who need it and I think we should model and try this as well. I worked with council members Gonzalez and Herbold to study these ideas and would be grateful to continue exploring these options. Expand home ownership. Prevent evictions. Provide shallow rent subsidies.*
- **How would you define "historic character", and in what ways do you feel your definition is inclusive of Seattle's indigenous communities?** *Historic character to me feels fairly subjective. Especially, given our history: in 1865 when the first five white property owning men created our the boundary lines of this little hamlet, they also created an ordinance, number 5 to be exact, they effectively banned all native Americans from the city limits. So I am deeply committed to recommitting to a historic character that centers our indigenous history and the traditional tribal nations that originally inhabit this land. One thing I want to immediately begin looking into and exploring is something similar to what Vancouver has done by declaring themselves a city of reconciliation, whereby they commit to their relationship to First Nations. One easy idea is in their renaming of plazas and streets in traditional language.*
- **What approaches would you consider to ensure that multi-generational, affordable housing is located in high-opportunities neighborhoods?**
- **What role should Safe Seattle and like-minded groups play in our public discourse?** *Every neighbor deserves to have the freedom of their opinions--no one deserves to be discriminated, prejudiced, marginalized, or stigmatized based on those opinions. I'm no fan of their perspective but I respect their right to have it. Thankfully, they seem to be just another vocal minority in our discourse. By and large, the people I have met on the doors are compassionate and want the city to act on the homelessness crisis.*
- **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?** *Racial equity IS the work. From my time on the Capitol Hill Community Council where we prioritized as part of our four focus areas, race and social justice, to fighting for eliminating racial disparities as one of our core goals at All Home, to embedding racial equity in our work at Seattle Public Schools--in how we chose projects for our BEX 5 Levy, to requiring racial equity training for volunteers all across the district, for committees*

*and task forces, to how we chose black young males as the center of our strategic plan. I will stand firm in my commitment to racial equity and continue to be a strong champion of racial equity on the city council.*

- **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?** *First, we need to go where communities are and meet them there-for our school board work, we went directly to Chinese Information Services and using an interpreter, we listened to what they needed and made adjustments to meet those needs as best we could. Also as part of my school board role, I promised we would move work sessions out into the community. And as of this year, we have moved work sessions into the community. Then, we need to listen to what they need and act on those ideas. Our neighbors know best what they need and deserve and our job is to deliver results based on those needs.*
- **What are ideas for progressive revenue sources for transportation and housing that do not burden low-income communities?** *One idea I would love to implement very soon after income based fees and fines. Again, reiterate my support of congestion pricing that would work for Seattle, particularly with exemptions for low income folks. A payroll tax is another option I see as being a way to raise substantial revenue, expanding local REET, or expanding our local estate tax.*