



Bobby Goodwin Urbanist Questionnaire 2023

Seattle City Council, District 3

What is your preferred Comprehensive Plan housing growth alternative and why?

I haven't had a chance to comprehensively review these, but I definitely support adding alternative 6 to the study. The prior plan was drafted in a pre-pandemic world, before we were all introduced to the acronym WFH. Pretty obvious that we need to adjust our thinking.

What investments do we need to make to achieve our housing affordability goals, and what should those goals be? Do you support the Housing Levy?

We need to make a whole bunch of investments if we're going to get anywhere close to achieving our affordability goals. The Housing levy is a minimum.

Under what circumstances would you support pedestrianizing streets that are currently open to cars?

I am in support of pedestrianizing streets whenever practicable - doing so can revitalize a neighborhood. All the best European cities do it! I'm in support of the Capitol Hill Superblock and would also love to see Broadway born again -- that section of our district has fallen on tough times.

What is your approach to generating progressive revenue for the city?

The Jumpstart Tax was a great idea and I support increasing it. Separately I would like to explore the possibility of a progressive sales tax - one that increases based on the underlying transaction. Our reliance on sales taxes has been a big part of what makes our tax system so regressive, but what if the sales tax on items under \$100 was 5%, items between \$100 and \$1k faced 10%, and items above \$1k faced 15%? [mind you these numbers are illustrative only since most of our sales taxes go to the state]



What is your position on impact fees?

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I'm in support of them. Until our constitution is amended to include an income tax, we're going to need to be creative about finding resources for critical projects.

What items do you view as essential to the next Seattle transportation levy due in 2024?

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I think it is most important for us to prioritize the sort of transportation we value the most - which for me is pedestrian. There are sidewalks in desperate need for repair and bike lanes throughout the city that are incredibly dangerous. A pot-hole may mean a flat tire for a driver, but it can mean far worse for a bicyclist.

In terms of roads and bridges obviously this infrastructure is critical and we need to continue to monitor and repair as we are able while prioritizing safety over expediency.

The levy is also a good opportunity to invest in / finance further transit projects. Did somebody say "streetcar"?

Would you vote to approve completing the streetcar network via the Center City extension and work with the mayor to prioritize funding and building it?

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Probably, I don't know enough about this to say definitively. I had misgivings about the street car to begin with (and was annoyed that it disrupted my route to SBP), but I have seen the car used regularly for years now in spite of the limitations of the current network.

Under what circumstances are homeless encampment removals appropriate?

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Only when alternative, non-congregate housing has been made available.

Hiring incentives haven't worked so far to attract additional police officers to the Seattle Police Department. How can the City promote public safety in such an environment?

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Bridging the current trust gap between law enforcement and the community is perhaps my single greatest priority. There is far too much hostility towards folks in law enforcement and that has contributed to the overwhelming job dissatisfaction that led to this moment.

We need community-centric policing. This means getting cops out of cars. It means having a tremendous increase in the amount of time officers are spending on foot, patrolling through communities - and critically, we need to work to ensure that to the extent possible officers are patrolling in THEIR OWN communities.

So instead of offering hiring bonuses what we need to be doing is incentivizing officers by providing conditional housing assistance.

With my background as a public defender, spending 12 years advocating fiercely on behalf of the poorest and most vulnerable among us whilst simultaneously cultivating healthy relationships marked by trust and respect with prosecutors and others in law enforcement, I believe I am the best candidate for this difficult task. What is the appropriate role for the Seattle Police Department to play in creating public safety in Seattle? What would a police contract that encourages safety look like? What does the next police contract need to have in order to earn your vote of approval?

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SPD needs to lead by example - by being an organization of people committed to serving their communities. Community-centric policing means policing that is conscious of and committed to procedural justice. By getting out of their cars and into their communities, walking and biking about, over time SPD can once again be a welcome presence.

We have the power to dictate particular training modalities, and that is a critical part of any police contract. This means making sure that officers are being trained in the LEED model and ensuring officers receive annual training on crisis intervention for dealing with those in either substance induced or mental-health based crisis.

To the extent practical I would love to see a contractual commitment to getting officers from and into their own communities. The contract is going to have to establish expectations regarding community engagement - such as a requirement



that officers be given promotional preferencing for showcasing community engagement.

How can Seattle encourage more people to ride transit?

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If transit were more efficient, that would be the single most-effective strategy. The reality is for many of us who are left with a choice between a 20 minute drive or a 60 minute commute, there is little to think about.

Making it less convenient to drive would also be helpful, such as by increasing parking costs and parking enforcement, etc. but that would be a precarious plan.

I'm open to the idea of free transit but the truth is I do not believe money is a barrier for many people - we already have subsidized options.