



Dan Strauss Urbanist Questionnaire 2023

Seattle City Council, District 6

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

As the Land Use Chair I continue to work with OPCD to select the alternative that best meets the needs of our growing city. Our past Major Updates to the Comprehensive plan have fallen woefully short of our Seattle's growing needs, and we cannot afford to choose another plan that fails to address this crisis head on.

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?

Yes I support the Housing Levy. We need to be investing at least \$200 million per year on affordable housing which is what I have helped make happen since coming to office.

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

I continue to work with SDOT to use Ballard Avenue as the pilot and policy framework to create a "Cafe Street" designation within Streets Illustrated. Safe streets have proven more effective than greenways and we need to merge these programs. I was instrumental in the Green Lake Outer Loop completion specifically between the Put Put Golf and HWY 99.

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

I was one of the original four sponsors of the Jumpstart Revenue. I look forward to the report from the Revenue Stabilization Task Force and am hoping that the Washington State Supreme Court Ruling will give Seattle a better ability to utilize a Capital Gains tax.

What is your position on impact fees?



Impact fees are currently under appeal with the Hearing Examiner.

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

Developing vision zero improvements, expanding safe streets, and creating safe pedestrian crossing and traffic slowing in neighborhoods are essential to the next Seattle transportation levy. We need to vastly improve the pedestrian connections in and out of the Brewery District to connect Ballard and Fremont, alongside the need for additional funding to complete the Missing Link of the Burke-Gillman trail (SDOT does not currently have enough funding to complete the Shilshole Alternative that remains tied up in Court). Aurora Avenue and Rainier Avenue safety improvements are priorities of mine that I want to be addressed.

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?

Our two streetcar lines need to be connected or we need to re-evaluate the individual lines themselves. I support extending the streetcar network of our city and in order to do so, all of the corridor options to connect the two lines need to be analyzed alongside the changes that need to be made to 3rd Avenue, along the Waterfront, and connecting the new Convention Center.

Under what circumstances are homeless encampment removals appropriate?

We must continue moving to a system that resolves encampments by providing the right resources of shelter/housing, the time needed to make the move from the streets to a safer place, and relationships that allow people to trust outreach workers' offers to move off the streets. My work at Ballard Commons and Woodland Parks resolved encampments without sweeps and helped restructure the way Seattle responds to homelessness by using three important pillars: creating a census, a needs assessment, and taking the time to get people inside. I have been an outspoken supporter about expanding this model to be neighborhood based teams so that each neighborhood has a team they work with and rely on, creating stronger relationships, and increasing trust.



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?

In District 6, I have created Public Safety Task Forces implementing outcomes in real time by connecting small business owners, residents, and departments that implement these solutions. When it comes to homelessness, HSD and the Regional Authority are the right departments to respond. When it comes to crime prevention - Crime Prevention Coordinators, Community Service Officers, and Police Officers are the correct responders. When it comes to high behavioral health needs, the highest acuity service organizations (Co-LEAD and Trueblood) and Mobile Crisis Team are the correct programs to use. When it comes to parks, park rangers and activation concierges are the right programs to utilize. When it comes to criminal activity the police are the right response and despite staffing shortages Priority 1 calls have a 7 min response time in part because we have stopped asking them to respond to homelessness, mental health, and the parks.

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?

We need to focus police time on crime and interrupting criminal activity while continuing to expand public safety responses that do not require an armed officer to resolve. Collective bargaining cannot be used to hold back police accountability. We need officers' pay to be competitive to assist recruiting and although I do not think it will happen, I believe police pay should also be salaried rather than hourly.

How can Seattle encourage more people to ride transit?

Seattle should use STBD funds to hire Transit Ambassadors to ride the bus and help people navigate transit stops. This would help the operators get people on and off the bus and helps everyday people know how to navigate transfers. It will give children access to a safe person who is outside the driver booth, and will allow ambassadors to pick up the bottle that keeps rolling around and the trash that accumulates. Another way Seattle can encourage transit ridership is to make corridor improvements to make transit service frequent and reliable with consistent



arrival time, travel times, and transfers, because when transit is reliable, everyday people can rely on transit.