



Adonis Ducksworth Urbanist Questionnaire 2025

Seattle City Council, Position 2

What are your top three priorities to achieve in your term?

My top three priorities are ending gun violence, building more housing people can afford, and stopping people from speeding on our arterials and side streets. By addressing policy in these three areas, we can work to make South Seattle and Seattle as a whole a better place for everybody. In South Seattle gun violence, housing accessibility, and opportunities for youth are significant issues that I seek to address while in office.

How will you boost housing options, particularly for families of all incomes to live near where they work? How will you expand shelter space, emergency housing, and permanent supportive housing? How do you weigh community objections with the housing goals for your jurisdiction, while encouraging engagement from neighbors?

Me and my mother lived two blocks off of Beacon Ave in a triplex on Beacon Hill. She worked for the City of Seattle as an Administrative Assistant and also worked on the weekends in Ballard. Our rent was affordable, and we had easy access to transit.

I'm running to give families the same opportunities. This means implementing changes to the city's housing and growth plan to equitably expand affordable, workforce, low-income, transitional and social housing.



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Specifically, this means fighting to increase the number of Neighborhood Centers throughout Seattle; increasing the density around high-transit corridors - going from 800 feet to 2 to 3 blocks - reducing barriers and red-tape for developers; and funding the Social Housing Developer.

When it comes to working with the neighbors who have lived here their whole lives, are new to the area, or are thinking about making South Seattle their permanent home, they all deserve a voice in shaping what their neighborhood feels like; however, we cannot continue to be bogged down by the "Seattle Process". This is why we need strong leadership on the City Council to say once a plan is made, we are going to see that plan through!

Do you support adding progressive revenue sources? Which ones would you support to fund your priorities? Or what cuts would you make to balance budgets facing increasing strain under Trump?

Yes - in a time of political uncertainty, we have to fight to protect our most vulnerable neighbors and keep our city functioning at its highest level. When elected to City Council, I will be a strong supporter of progressive solutions to balance our budgets and I will continue to fight for the funding that is rightfully ours - whether it's a Capital Gains tax or existing Payroll Expense Tax, I believe the City needs to look into implementing or continuing to support these. We need to explore additional revenue options to make up for lost revenue and to keep Seattle's programs and essential services running.

While we look to generate new revenue, I will fight to protect much needed departments and programs such as housing and human services. I will also fight to



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protect the people who plan, design, and implement projects. I will fight to protect the city workers who are currently employed that keep our infrastructure moving, functioning, and working.

What is your approach to improving public safety over the next five years? How will you actualize it?

It's time for the violence to stop! Ending gun violence is my number one priority. District 2 makes up 12% of the Seattle population but accounts for over 30% of the gun violence in the city. Gun violence recently surpassed car accidents as the leading cause of death for children and teens. Young black males are disproportionately impacted by gun violence. Poverty, income inequality, poor education, housing instability, lack of good jobs, lack of affordable healthcare, mental illness, and exposure to violence are all causes for the disproportionate impacts of guns on the community. We can end gun violence by: Partnering with proven gun violence prevention advocates to fund and build out programs that are needed to help young people choose different paths in life; Partnering with the trades to support parents and caregivers with livable wages and meaningful job opportunities through worker retraining programs and apprenticeships; Advocating for our fair share of state and city assistance to ensure more affordable childcare and mental health support in Southeast Seattle schools; Expanding opportunities for kids to get involved with meaningful and engaging activities by completing the construction of the Rainier Beach Skatepark.

How do you plan to improve public safety for transit operators and riders, and boost ridership and transit accessibility? What is your approach to making our streets safer for all users, especially with pedestrian traffic deaths rising?



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We need strong leadership at the highest levels to ensure our streets and transit are safe. My approach to making streets safer, especially for pedestrians, is to empower the smart and creative professionals at SDOT to implement the solutions they know work. This means showing leadership and directing funds to the right programs to make that happen.

As you know, I've spent the last decade working to improve transit access and services throughout Seattle and improve safety and mobility in our neighborhoods. I'm proud to have been one of the architects of last year's voter-approved Transportation Levy – and on Council I'll make sure we get the right resources to the right programs to make the streets safer.

Public safety on transit, and around transit stops, is a priority. People aren't going to ride the bus if they don't feel safe. Drivers and operators aren't going to drive our buses and trains if they don't feel safe. In the last year of STM, I will direct funds to the right programs to improve lighting, landscaping in the ROW, sidewalks, and other pedestrian amenities near stops to make them more inviting for people. Finally, I will use my soft powers to advocate for the renewal of the STM. These funds are needed to continue funding transit investments in Seattle.

Goldilocks questions on the neighborhood growth centers in the Mayor's One Seattle housing plan: about right, should be more, or should be less? And why? In what ways could your city's comprehensive plan go further, and what would you push for to improve it during your tenure?



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DO MORE! Specifically, with the Comp Plan, I will push for more neighborhood centers as well as to expand the neighborhood centers to go out 2 to 3 blocks along frequent transit routes versus 800 feet.

What are your transportation priorities in light of budget limitations?

The good news for SDOT is that the 2024 Transportation Levy passed and does not rely as much on federal dollars as previous transportation levies. I was one of the key architects of the voter-approved Seattle Transportation Levy. This means the funds are there to stop people from speeding in their cars on Rainier and MLK and prioritizing transit, pedestrians, and bike safety along our arterials and side streets.

What outcomes do you want to see from the Seattle Transit Measure up for renewal by early 2027?

With the renewal of STM, I want to see these outcomes. I want to see increased transit service, routes, and ridership, a reduction in greenhouse gases, and more of our children, students, workers, and caregivers accessing transit for free or a significantly reduced cost.

What is your stance on the Mandatory Housing Affordability program and particularly if it should apply to middle housing in formerly single family zones?

While I do support MHA, we need to also be honest about the potential unintended consequences on "middle housing" needs. I want to learn more, work with experts and stakeholders, and ensure that we both maximize MHA potential while creating flexibility to also maximize middle housing capacity.



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How do you think the city should approach the idea of reallocating space away from parking and single-occupancy vehicle travel?

The first place we should start is by reducing parking minimums at new developments. This not only encourages more transit ridership but also has the potential to create more housing. We also need to stop people from speeding on our arterials. This means working with the SDOT to deploy engineering strategies that change the roadway environment to discourage high speeds and encourage pedestrian and bike travel.