



Bruce Harrell Urbanist Questionnaire 2025

Seattle Mayor

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

1. Continue taking action on affordable housing and homelessness through compassionate solutions that get people indoors and build more housing faster. We've dedicated over \$1 billion toward affordable housing, cutting red tape to accelerate new housing, doubling housing capacity over the next decades, and reducing unauthorized tent encampments by 80% with record numbers of shelter referrals and placements.
2. Keeping residents safe. We've made great strides— rebuilding our police department to reduce crime, improve response times, decrease gun violence, and increase police staffing. Through our new health response unit trained in de-escalation, and targeting drug trafficking, we're helping people in crisis and removing fentanyl from our streets. We'll accelerate these strategies to bring peace of mind to every resident.
3. We'll continue prioritizing a transportation system focused on safety, sidewalks, road infrastructure, bus and light rail; accelerate climate solutions; plant and protect trees; and build the future of Downtown and Seattle Center.

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?



Housing is the number one priority of my administration.

During my term, I've made record investments in affordable housing, including dedicating over \$1 billion dollars to create thousands of homes; decreasing red tape to make it easier and quicker to build housing; leading development and passage of the largest Housing Levy in city history, co-created with affordable housing leaders, labor, service providers, and other stakeholders.

I introduced a Comprehensive Plan Update that doubles Seattle's housing capacity—maximizing potential under state law. I support efforts to increase multi-family housing in neighborhoods across the city through expansion of zoning for ADUs, duplexes, triplexes, stacked flats, and mixed-use apartments that include businesses, childcare, and other needs, critical for better ensuring more affordable, walkable and bike-able communities.

Specific to homelessness and helping people into needed shelter and services, we have invested in transitional housing – and the staffing to support it– through the Housing Levy and through our partnership with the Regional Homelessness Authority. I personally intervened to help Tent City 4 relocate to city property when bureaucratic channels failed. I am a champion for the Fort Lawton redevelopment plan that will provide transitional housing, as well as affordable rentals and home ownership opportunities.

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?

We need all options on the table to meet budget needs– including housing. I personally lobbied the legislature this past session for more local revenue tools,



from lifting the 1% property tax cap, and supported the broader city legislative agenda that includes progressive revenue policies.

At the city level we have fewer mechanisms at our disposal, with greater volatility as evidenced by the decline of PET revenues. But that doesn't mean we walk away from consideration of any ideas that both bring needed resources into our city, and stabilize critical programs.

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

As mayor, I have enacted a comprehensive approach to public safety that has reduced levels of violent crime, delivered help to those in need, and focused police efforts on those committing crimes of violence and trafficking deadly drugs on our street. We created the Community Assisted Response and Engagement (CARE) department – recognizing that a gun and badge is not the appropriate response to every public safety call. The CARE Department is a new model and a new paradigm in public safety – with behavioral health responders equipped to support people in crisis, and a mayor with the political will, vision, and commitment to continue to refine and expand this approach.

At the same time, we have worked to establish a dual public health and public safety approach to the crisis of fentanyl, by tripling our spending on substance use disorder solutions, including new strategies like the Health 99 Post-Overdose Team, ORCA Center, treatment beds, and services like contingency management; investments in SFD's staffing and Health One; and enforcement efforts that are contributing to an over 20% reduction in fatal overdoses. If reelected, I will continue to make strides to ensure that we live in a safer Seattle for everyone.



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?

No one should feel unsafe riding transit, walking, or biking in Seattle. I am proud of the work we have done, reflected in sole endorsements from ATU 587, representing Metro and Sound Transit operators, as well as Transportation 4 Washington, and WA Bikes– the leading advocacy voices for multimodal mobility options and safety in our state and city. .

My team and I are investing millions in transit safety as a part of Seattle's Transportation Levy. We are increasing cleanings and place-based improvements near transit stops, with a particular focus along 3rd Avenue and in the CID. Going forward, the City of Seattle is working closely with Sound Transit and King County Metro to implement strategic measures such as increased security presence, improved lighting at transit stops, and community outreach programs. Our coordinated efforts prioritize the needs of vulnerable populations, and ensuring that everyone feels comfortable and confident while using public transportation in Seattle. The City is investing in Metro's Transit Ambassador program. Ambassadors provide in-person assistance, way-finding, and general support to transit riders.

The most recent transportation levy– doubled in size– also makes historic investment in overdue sidewalks, lit crosswalks and traffic calming, and “hardens” and maintains critical bike infrastructure.

Planned upcoming expansions to Sound Transit services will reshape the transportation and connectivity of the region. How would you, as mayor, support



this regional effort to expand multi-modal transit? How will you foster a positive relationship between Sound Transit, local businesses, and residents?

As a Sound Transit Board member I am deeply engaged in these discussions and focused on expediting progress on this overdue system. As Mayor, I issued an Executive Order last month to support faster delivery of light rail expansion to West Seattle and Ballard. I am proposing legislation that could speed up delivery by more than a year and the City will create the Office of Waterfront, Civic Projects & Sound Transit, which will orchestrate up to 50 staff in supporting project design and engineering, station area planning, and more. I am personally committed to creating needed mobility and jobs for Seattle and our region.

To better connect the city to light rail, I ensured that transit access was a centerpiece of the Transportation Levy, including making current systems and access safer and more accessible, needed new sidewalks and bike lanes, and maintaining and modernizing existing streets, bridges, and other assets. This levy was designed with and for workers – both to create jobs and apprenticeships strengthening our transportation system, and to build a system that allows workers to get around safely and reliably, with a focus on strengthening transit connections.

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?

I am unflagging in my support for Neighborhood Centers, which I view as the primary driver of housing equity in the Comp Plan update– overcoming past



exclusionary zoning that harmed some Seattle neighborhoods in past zoning changes without regard to displacement, infrastructure, or community needs.

When assessing the number of Centers to include in the Plan, we listened to both advocates and critics, and increased the number between initial draft and final proposal. There is definitely capacity for additional centers, and I am open to those discussions. More importantly– we need to make sure we don't allow a Council process to cut the number of neighborhood centers and erode this opportunity to dramatically expand housing options throughout the city.

What are your transportation priorities in light of budget limitations?

Despite the incoming budget limitations, I have maintained a steadfast motivation to make safe, efficient, and green transportation a priority as Mayor. The proposal and passage of the “Keep Seattle Moving” transportation levy – an unprecedented \$1.5 billion investment in a safer transportation system, increased transit access, needed new sidewalks, and maintaining and modernizing existing streets, bridges, and other assets. I have announced plans to do whatever we can as a city to expedite Sound Transit light rail expansion in our city– underscoring my personal commitment to creating needed mobility and jobs for Seattle and our region.

Next year we will renew Seattle's Transit Plan, a special levy that “buys” additional Metro service for Seattle– a critical investment to help working people get to and from employment, education, and housing.

We were able to advance our shared priorities by uniting the people of our city together around common values. But there is more work to do – this is the time for proven leadership to stand up and keep Seattle moving forward as a city that is welcoming, accessible, and safe.



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

I see the renewal of the Seattle Transit Measure as a vital opportunity to expand equitable, reliable, and climate-forward transit across our city. Our current measure has delivered strong results—more frequent bus service, free ORCA cards for low-income residents, and improved access to opportunity. I want to build on that success. If renewed by Early 2027, I expect a fully expanded Sound Transit light rail, an increase in the amount of transit accessible by households within a 10 minute walk, to have all bus lines meet our target frequency goals, increase equitable transit in low-income areas, and make Seattle a more transit-friendly, sustainable city.

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

My One Seattle Comprehensive Plan expands the Mandatory Housing Affordability (MHA) program in areas that will experience a significant increase in zoning capacity. I believe in maintaining and improving MHA to ensure it continues delivering real community benefit. As we expand housing options in formerly single-family zones to allow for middle housing, we must be thoughtful about how MHA applies. I support extending MHA to middle housing in a way that balances affordability with community input. If re-elected, I'll work to strengthen MHA so it continues to align with our One Seattle vision: promoting equity, economic diversity, and housing choices in every neighborhood.

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



I believe Seattle must take a thoughtful, equitable, and data-driven approach to reallocating space away from parking and single-occupancy vehicle travel. As our city grows, we must prioritize efficient and sustainable transportation options including walking, biking, and public transit. The One Seattle vision means designing streets that serve everyone, not just cars. That includes expanding bus-only lanes, protected bike infrastructure, and safer pedestrian crossings. By investing in transportation infrastructure, we reduce congestion, lower emissions, and improve access to jobs, schools, and a sustainable lifestyle for all residents.

It also means reducing parking requirements in future zoning and land use changes— making housing cheaper to build, and reducing expectations that a car is a necessity for living in our City. We must build the infrastructure to serve everyone, but make it increasingly easier to reduce the need and costs associated with automobile ownership, use, and pollution.