



Clinton Bliss Urbanist Questionnaire 2025

Seattle Mayor

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

My top priorities are to restore public safety and civility, use public funds to benefit all and end economic favoritism in government. My campaign does not rely on donations from any group or business and is entirely volunteer driven so I am free to fully represent you the voter. If elected I would work to:

Build shelter space so anyone experiencing homelessness has somewhere to go; help those struggling with addiction and mental illness; arrest criminals; end graffiti; end the wasteful and ineffective war on drugs; use our libraries and community centers as a resource for students where our public schools fail to educate; create zoning that values density, green spaces, planting trees, and mixed use with close proximity of housing, businesses and shopping; and, last but not least, replace noisy, dirty, and unsafe transportation with clean, quiet affordable transportation now!

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?

This is a much more difficult problem than most people realize. Even for individuals with sizable means, finding affordable housing in Seattle is extremely challenging. The value of property in cities is generally high and the cost for goods (building materials) and services (construction worker hourly wage) is high as well, so housing



is necessarily more expensive. To subsidize housing for all people who work in the city and can't currently afford to live here would be extremely expensive and beyond our means. Our best approach is to increase supply which means allowing more density. Our best approach to increasing supply in my opinion is to Create Zoning that values density, green spaces, trees, and close proximity of housing, businesses and shopping. This is the scale of most liveable large cities like New York, London, and Paris.

When people live, work, play, congregate, and shop in the same neighborhood, they have a much smaller carbon footprint, spend less time commuting, and overall have a better quality of life. I envision whole neighborhoods of owner occupied housing in buildings with retail businesses at the street level, offices on the second level, and housing in levels three to five. This is the scale of most liveable large cities like New York, London, and Paris.

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. Any progressive tax is fine with me. Income taxes are my favorite, but not an available option for the city. I think a big win would be to get rid of regressive taxes like bridge tolls as well. Sales taxes are also regressive. Spending tax dollars on special campaign donor projects is even worse, basically reverse Robin Hood, stealing from the poor and giving to the rich. That in my mind is the most immoral and takes away a huge amount of our revenue that could be much better spent. An excellent example is the light rail project that was supposed to be 1.67 billion, and take 6 years to build, followed by many other routes. I voted for this 30 years ago and it has cost tens of billions of dollars, and currently has just one line that serves a small minority of Seattle. High paid consultants that offer little value is another



example. And supporting zoning that favors developers who tear down affordable housing to build unaffordable housing is another.

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

Provide adequate shelter beds and offer treatment to those who are ready to make changes in their lives. If the city wants to provide for basic needs, the people need to vote for funding to do so. End the practice of encouraging people to steal and live in city streets and parks as a way to meet their basic needs. This is what I call Wild West Socialism, and it develops a culture of crime, compassion fatigue, and animosity. I would move everyone living on the streets into shelters and those that refused I would arrest. Of course for this to work, the city attorney also has to support trying these cases. I believe all criminals should be held accountable for their behavior, rich or poor, and believe that everyone has a right to equal representation and a fair trial. Our justice system runs on money and if we want wealthy criminals to be held accountable, we need to fund a robust prosecutors office and if we want our poor and minority to have an adequate defense, the people need to vote to support more public defenders.

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?

Pedestrians contend poorly against autos and buses. The higher the speed the greater the risk. Ideally they would be separate altogether. Unfortunately, subway tunnels are very costly to build. I support elevated public transportation along our existing main thoroughfares like Aurora and Ranier Ave. We already have mixed use zoning and building heights of 55 feet, so we wouldn't be interfering significantly



with private views. Also, these properties are relatively less expensive because currently they are noisy with car and bus traffic. Ideally I would like to take cars, buses, and delivery vehicles off these streets altogether, and reclaim the streets as pedestrian green space. This is probably impractical, but I would be glad to route auto traffic through areas that use autos and use elevated mass transit for high density pedestrian areas.

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?

That seems like quite a task, and one that Sound Transit should be primarily responsible for. The mayor has just one seat on the 17 member board. Sound Transit is a regional Transit provider and it appears to me that it mostly focuses on expensive projects paid to private contractors for transportation to and from Seattle, with transport within Seattle more of an afterthought. When I voted to form Sound Transit and fund the Light Rail in 1996, the line from Seatac to Northgate was projected to be completed in 6 years at a cost of 1.7 billion. Instead it took 25 years and tens of billions. Also, I did research and we seem to be paying about 420 million per mile of track which is twice the expected of 200 million. My impression is that if Seattle residents and businesses want to replace noisy, dirty, and unsafe transportation with clean, quiet affordable transportation in a timely fashion, either Sound Transit will need to change its practices or we will need to look to ourselves for a solution.

How do you plan to improve public safety for transit operators and riders, and boost ridership and transit accessibility?



My goal is to decrease dependence on all forms of transportation by creating zoning that values density, green spaces, planting trees, and mixed use with close proximity of housing, businesses and shopping; and, replacing noisy, dirty, and unsafe transportation with clean, quiet affordable transportation.

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?

Overall, this plan appears to be reactive to the mandate of House Bill 1110 that cities provide more housing rather than a proactive plan to increase capacity. While there is endless talk about providing affordable housing, we continue to tear down affordable housing to build unaffordable housing. I personally would like to see green spaces preserved and potentially consolidated, allowing building up rather than out in Urban zones as well as in former single family zones. I think the trend of spreading out population will add to congestion of buses and cars. I favor growth of true urban corridors that have work, home, and services all in close proximity.

What are your transportation priorities in light of budget limitations?

I want to build on what we have, adding housing density around the existing light rail corridor, and then adding additional public transport along our main thoroughfares. While ideally I would prefer a tunnel rather than elevated transport, I think elevated transport is likely to be much more cost effective and able to be built in a much shorter time frame. I also would favor any technology that is very light as it would require less retrofitting of our bridges and ultimately be less costly to build. While I see the value of using existing technologies for speed of construction and ease of maintenance, I am aware that we have some of the best transportation engineers in



the world already living here in our region and I would be open to a public private partnership similar to other public utilities, with the goal of creating both manufacturing and tech jobs as well as products for export.

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

I want to see more focus on the needs of businesses and residents, focusing on transit of people and goods. If we plan to move beyond the automobile, we will need to think about things like transport of goods both large and small and how to get them where they need to go, not just in the middle of an Urban Hub. Also, not everyone can walk or bike to an urban center. We need to think about how we fill these gaps or they will be filled with ever more cars and trucks and buses as the region grows and it will get progressively less safe and appealing to pedestrians.

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

So far I have not been impressed that these kinds of measures have resulted in any meaningful development of affordable housing in Seattle. Either the affordable housing units developed are very selectively rented or it is just another tax with the city building relatively few units. Mostly it seems like a way of saying we're providing affordable housing while we go on building unaffordable housing. If we want affordable housing, we need to zone for it and make it practical to build. Overall, I think increasing density in former Single Family Zones will add to congestion rather than relieving it, and where we are mandated to allow it, I would allow building up rather than out. I would foster growth in zones that are close to Urban Corridors with easy access to safe, clean, quiet, efficient transport of goods and services.



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

I think Seattle appears to be waging a war on cars, rather than trying to develop a comprehensive plan to limit the need for them. I believe the plan to increase density throughout the city is going to lead to many more cars on the streets and less support for public transport rather than more. I recommend focused density which will be easier to serve with public transport. I am a strong believer in the saying that what you resist persists, meaning that if you focus on what you don't want, you will ultimately get more of it because you are allowing yourself to be defined by it instead of making real plans for a different future. This is why we need to stop fighting with the opposition and find ways to collaborate and meet everyone's needs. Only when we develop a comprehensive and inclusive plan for clean, quiet, efficient, and safe transportation will the automobile become obsolete. This is an example of my campaign's first priority which is to replace hostility and fear with a positive paradigm of safety and civility.

Thank you for the opportunity to share my vision for Seattle with answers to thoughtful questions.