

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, August 22, 2021 2:56:50 PM
Last Modified: Sunday, August 22, 2021 3:03:17 PM
Time Spent: 00:06:26
IP Address: 67.183.50.137

Page 1

Q1

Name:

nikkita oliver

Q2

District/Position:

Seattle City Council City-wide Position 9

Q3

Campaign manager and their contact info:

No campaign manager. Info@nikkita4nine.com

Q4

Campaign/candidate website:

www.nikkita4nine.com

Q5

Phone/Email/Twitter/Facebook:

nikkita@nikkita4nine.com Twitter, Instagram: @Nikkita4Nine Facebook: facebook.com/Nikkita4Nine

Q6

What's your favorite biking experience or story? (Doesn't have to be about you personally.)

As a child I loved riding my bike (until it was stolen). We would divide up in teams and bike all over the neighborhood competing against each other and playing games. As an adult I have really wanted to get into cycling, but, honestly, I have been terrified to get out on the road. Northstar Cycling is a BIPOC-led cycling crew that is encouraging BIPOC residents to get out there and ride! At a community event a few youth on bike's stopped me. We first started talking about art and music, but quickly started talking about cycling. I told them I want to learn to ride on the road and they invited me to cycle with them at Northstar. I promised to riding with them the following Sunday. It was the weekend of the first heatwave that hit Seattle this summer. Despite every one I know telling me to go another weekend I a) made a promise and 2) really wanted to overcome my fear of riding my bike on the road. (Side Note: I was very inspired by all of the cyclists who supported the BLM uprisings of 2020. They helped keep me personally safer. They truly inspired me to get over my fears and ride!) So, I got myself and my bike all ready to go. Did a couple test rides in the Washington Hall parking lot and then made my way into the Central District to meet up with the Northstar Cycling group. I was so scared, the hills were terrible and I was pouring sweat in the heat. Nonetheless, I made it to the meetup spot, only to find they cancelled the ride. So after a bit of conversation with some Northstar Cycling leadership, I hopped back on my bike and made my way back to Washington Hall. While I didn't get to ride with Northstar that day I learned a few very valuable lessons. First, I can cycle in Seattle. Secondly, riding support groups like Northstar Cycling need to be resourced and encouraged. For novice riders like myself just having a group to meet up with got me on bike. The more we can provide people with access to skill sharing and support the more people we can safely get on the roads together. Additionally, we need more protected bike lanes. It is terrifying and dangerous when cars are just a few feet from you moving at 30+ miles per an hour.

Q7

Are you a member of a local, state, or national biking, walking, or rolling-related club or organization?

No, but I have met up with Northstar Cycling as described above.

Q8

What are the primary issue areas of your campaign platform?

The top three issues of priority for this campaign are: 1) Green, equitable, affordable and social housing development and ending homelessness: We must stop the sweeps, end exclusionary zoning, build affordable housing, expand urban villages and build "missing middle" housing. 2) Public health & safety and how that is connected to meeting people's basic needs: To create the safer city we imagine, we need equitable transportation, affordable childcare, school counselors, restorative justice coordinators, health services, culturally responsive accessible youth programs, accessible mental health, community-based options for supporting domestic violence survivors and restorative responses for those who cause harm, civilianized 911, community-based drug user supports, and thriving wage employment opportunities. 3) Progressive taxation: The burden of taxation is inequitably distributed. We need to tax the wealthy and corporations who have benefited most from the economic boom in our region. Pursue taxes such as Local Estate Tax, exceptionally high compensation, an augmented B&O, raise the REET, and reinstate the City's Housing Growth Fund.

Q9**Yes**

A growing number of studies recognize that bike riders are good for business. Businesses located on streets designed for walkers and bikers, instead of solely for vehicles, witness increased spending and property values, which attracts even more economic development to the street. Speed-calming and walking/biking improvements result in more foot traffic and heightened desire by patrons to spend time in the space. As an elected official, will you support projects in your community that transform streets and roadways from places designed for cars to places designed for people and business patronage?

Q10**Yes**

Research from the 2014 Task Force on State Parks and Outdoor Recreation shows that the single best way to transfer wealth from urban areas to rural areas in Washington state is through outdoor recreation. Additionally, walking, jogging, and bicycling are three of the four top recreational activities as measured by how many days per year people participate in the activity. Bicycle riders alone spend over \$3 billion in the Washington state economy annually. Do you support local and state investments and policies supporting bicycle travel and tourism, so local chambers, tourism bureaus, and businesses can grow the \$3 billion that bike riders currently spend each year throughout Washington's economy?

Q11

Additionally, what strategies do you think are most important to grow our economy through outdoor recreation, specifically bicycling tourism?

Recent research has shown that businesses with bike lanes or public spaces instead of vehicle parking get more foot traffic. More pedestrian spaces are a good thing for small businesses. This campaign will advocate for an urban design strategy that creates more public spaces where people can build community without being in danger of being struck by cars. Public spaces where people can connect are not only good for quality of life, they are good for the small businesses that surround them.

As we end exclusionary zoning, develop an accessible, affordable, connected and rapid transit system, and increase our supply of affordable workforce housing we must include plans for public spaces, protected bike lanes and bike paths, multi-modal transportation options, childcare, and small businesses development opportunities.

Lack of Access to Green Spaces and Urban Tree Canopy. Those communities most impacted by a lack of urban tree canopy & nearest industrial areas are also those who suffered the gravest impacts during the recent heat wave. These are also the communities that have absorbed the most density & experience the highest levels of gentrification & displacement. If we want to protect the urban tree canopy in our City then the density that is needed to both build affordable housing & achieve our climate goals has to be shared in the City (excluding industrial lands). All communities deserve affordable housing, trees & green spaces. Density will help stop urban sprawl; one of the greatest threats to the tree canopy. Urban sprawl further contributes to the climate crisis as it pushes residents farther out; which requires more people to drive greater distances further contributing to carbon emissions from transportation. Lastly, all new developments can be built with our urban tree canopy in mind by incorporating them in the design of buildings.

Q12

Yes

Washington's Safe Routes to School program funds improvements and educational programs that give more children opportunities to bicycle and walk to school safely. These programs include sidewalks in neighborhoods, safer street crossings and trails, as well as physical education classes that teach children the basics of safe bicycling and walking. As childhood obesity rates have tripled since 1963 (and rates of children walking and biking to school have plummeted from 48% to now 13%), creating safe routes to walk and bike to school is crucial for helping our children get the CDC-recommended 60 minutes of physical activity each day. Do you support growing Safe Routes to School investments - including sidewalks, trails, and engineering for safer speeds - in your community?

Q13

Additionally, what safety improvements do you see are important in your own city/town to help encourage and teach children to safely walk and bike to school?

Wider sidewalks, protected bike lanes, and high visible crosswalks are three necessary safety improvements to encourage families getting to school by rolling or on foot. The more distance from vehicle traffic, the more appealing for usage the spaces will be. For good reason, being near cars is very intimidating, especially when they are traveling more than 30mph. It's very hard to enjoy rolling or walking when attention is focused on avoiding getting struck by a car.

Increasing opportunities through community based programs like Bike Works and Northstar Cycling and cycling programs at our local community centers and in our schools can increase safe cycling information. As more bike share programs are available throughout the City the more we can increase access to information and resources for cycling safety for children, youth and young adults the better.

Through the City we can provide funding for cycling clubs, groups that provide free to affordable access to bikes and safety equipment, and community center and/or school based cycling safety training programs.

Q14

Yes

We know that access to biking is not equitably distributed and that barriers to biking are felt more acutely by people with lower incomes and people of color. Do you support policies that will help dismantle barriers to biking and walking safely, such as changing punitive and disproportionately enforced traffic laws?

Q15

Investments that promote active living help reduce rates of obesity, cardiovascular disease and diabetes, while providing big health and economic benefits for communities. Studies have found that health care costs associated with physical inactivity decrease by almost \$3 for every \$1 invested in safe pathways for people walking and biking. How will you grow investments in bikeways, sidewalks and trails in your state/county/city/town budget?

Investing in the community is a top priority for our campaign, especially when it comes to measures that create safety. More public space for people walking and rolling is very important, not only for helping people thrive but also for physical safety. Just like any other individual member of the council, Nikkita's impact would be limited in dictating legislative and budgetary results, but they will work with other like-minded council members to grow investments. They will rally council members and public opinion in favor of something that is very popular, creating urban spaces that put people first. They will advocate reallocating a portion of resources used for police, courts, and jails and instead use them to help fund public health and safety programs including safe streets and public spaces. (Also, see earlier response regarding the stay healthy streets.)

Q16**Yes**

In 2012, Washington Bikes championed legislation in Olympia that gave cities and towns the authority to set speed limits to 20 miles per hour on non-arterial streets. The legislation encourages neighborhood safety improvements by removing the requirements for traffic engineer studies and simply allowing jurisdictions to make the decision to set safer speed limits in their communities. Reducing speeds by just five miles per hour can be important to ensure the safety of all street users, especially children and the elderly. Studies show dropping the speed limit from 25 mph to 20 mph in neighborhoods has the greatest impact for the lives of children under 14. We know reduced speed limits result in fewer collisions, a reduction in injury severity due to slower speeds at impact, and safer streets for everyone. Do you support setting safer speed limits on non-arterial streets to 20 miles per hour in your community?

Q17**Yes**

Seattle's citywide transportation network contains numerous "pinch-point" bridges. Currently all are, to varying degrees, hostile to people biking, walking and rolling - requiring people of multiple modes and speeds sharing very constrained space - in the exact places where no alternate routes exist. Upgrades to several bridges are in various funding and planning stages. Will you work to ensure that as upgrades to Seattle's bridges occur, functional multimodal elements including robust protected bike lanes or shared use paths are included?

Q18**Yes**

Streets illustrated acknowledges paint and post are interim bike lane treatments. Yet most new “protected” bike lanes in Seattle use this treatment. Do you support adding real protection to the citywide bike network?

Q19**Yes**

Will you support identifying funding in your first term to advance these projects: - Georgetown to Downtown bike connection. - Protected bike lanes on Martin Luther King Jr. Way (Rainier Ave to Henderson Ave).-Beacon Ave. bike connection.

Q20**Yes**

Since 2014, SDOT has been planning for protected bike lanes on Eastlake as part of the Rapid Ride J Line project. The bike lanes will fill a long-standing gap in the bike network between north Seattle and downtown. SDOT has exhaustively evaluated all alternate options to connect these two areas of the city by bike, and determined that protected bike lanes on Eastlake are the safest and most intuitive route. Do you support building protected bike lanes through Eastlake, for the entire route, and will you work to ensure that the project is not further delayed?

Q21**Yes**

In 2015, voters approved the Levy to Move Seattle to provide funding for, among other investments, a citywide network of protected bikeways. The 2018 “levy reset” scaled back commitments to some Move Seattle programs, including the biking, Vision Zero, and pedestrian programs. If elected, during your term you will vote to place the Move Seattle Levy’s successor onto the ballot. Will you support a transportation levy that more aggressively funds projects and programs that will make it easier to walk and bike in Seattle?

Q22

The Vision Zero movement is based on the belief that roadway deaths and serious injuries are unacceptable and preventable. Yet, in 2020 alone 24 people died on Seattle streets, 14 of whom were walking, biking, or rolling. Already this year 13 people have been killed in Seattle while biking, walking or rolling. Over half were in District 2 (statistics as of July 22, 2021). Seattle is failing to deliver on Vision Zero commitments. If elected, what will you do to put Seattle back on track to eliminate traffic deaths and serious injuries in the city of Seattle?

24 people were killed by traffic violence on streets last year, 14 of whom were walking, biking, or in at least one case rolling. 26 in 2019 and 21 in 2015. Slower is safer and SDOT has confirmed that this has made our streets safer. We need to continue to decrease speeds throughout the City. Only 30% of our intersections are programmed for pedestrians first. We need to increase this number to decrease the likelihood of people being hit. In areas where we know people tend to speed we can add speed bumps and electronic speed monitors that show people how fast they are going.

People tend to drive at speeds that feel comfortable for the road. So we also need to make changes to roads. For example, wide arterials tend to encourage people to speed. Looking at streets like NE 65 street, a Vision Zero project in Roosevelt, reduced the general purpose lanes on a 1.5 mile stretch of the arterial road, added a bike lane and improvised pedestrian infrastructure. An SDOT study said the redesign meant fewer collisions and injuries, slower driving, and more people walking and biking, and minimal travel time (likely withstanding that many who live in this area can afford to live close to work and school). N. Aurora, Beacon Ave, and Rainier Ave are some of the most dangerous in our City (and all in predominantly BIPOC and/or low-income areas).

Sidewalks and curb outs are essential for an accessible city for everyone, especially those in wheelchairs. Universal and accessible design isn't just good for folks with disabilities, it is ultimately good for us all.

We should also maintain the stay healthy streets. Taking the stay healthy streets seriously means finding ways to limit mixed modalities if we are going to truly create pedestrian safety in these areas.

We also need to ensure safety for folks by creating barriers for bike lanes, creating opportunities for people to learn how to cycle (shoutout to North Star Cycling), doing the community education, improving public transit because better free access means less people driving, and we need to driving less attractive and public transportation, walking, cycling, and other modalities more attractive.

We are half-way through the 9 year levy to MOVE Seattle that voters approved in 2015. The MOVE Seattle report outlines (levy oversight committee) the impacts of the COVID 19 pandemic and recession on the portfolio reports that while there were some impacts to funding, about \$84 million (and it is projected these impacts will continue for a bit) the funding was not as deeply impacted as other tax based funding in the City because it is based on property taxes. The overall Levy budget is anticipated to decrease by 6.7%, or \$84M, from 2020-2024, from a pre-COVID baseline of \$1.25B.

Despite COVID-19-related budget reductions, 27 of the Levy's 30 programs are still projected to meet or exceed their 9-year goals in the 2018 Work Plan according to the City. That being said we are falling short and a portion of this is because we are relying on privatization, the funding while not deeply impacted by covid may not have been adequate to begin with, and there are simply not enough crew availability (arterial signals and signs). Programs affected by COVID-19 budget reductions include arterial roadway maintenance targets and new sidewalks; which are key for achieving our vision zero goals.

We also have a deteriorating bridge problem which could require its only levy if we do not find more viable options for progressive taxation and state funding to support key infrastructure improvements that impact freight and industries that are key for the entire region. That being said, bridges (outside of their safety) are the most pressing infrastructure if our goals are to have a more walkable, bikeable, public transit friendly city. This is a policy decision the mayor has made to reduce the budget of the Pedestrian Master Plan (which impacts many in our disability community) meanwhile the police budget and the court budgets are a major portion of the budget. We need more work crews. This is an opportunity to increase apprenticeships and pre-apprenticeship programs.

Lastly, we do not have to pit bridges, transportation and other types of infrastructure against each other. These dichotomies assume we will continue being a City primarily for cars rather than a city that prioritizes pedestrian safety, public transit, walkability, and carbon neutrality. All of our residents deserve to be able to move through our City safely and with ease. This means prioritizing the needs of disability communities which will inherently benefit us all because universal design and accessibility is inherently great for everyone. Secondly, we must recognize that budgetary decisions are also policy decisions, the choice to cut funding for sidewalks and curb cutouts is a conscious choice and one that negatively impacts community members who use wheelchairs or other forms of mobility. One should understand this to mean our budget is inherently ableist and we must actively do something to uproot ableism and prioritize accessibility for everyone.

Q23

Transportation emissions make up a quarter of fossil fuel emissions in our region. Addressing the climate crisis requires a reduction in vehicle miles travelled along with vehicle electrification. What policies and investments will you champion to encourage more people and more trips by foot or by bike?

The highest impact action that City Council can take towards cutting the City's emissions is implementing a Seattle Green New Deal. Climate and environmental justice are woven into every one of my policy priorities. Building thriving communities requires meaningful investment into eliminating environmental harm, environmental injustice, and environmental degradation and immediately implementing policies that meet the climate crisis's scale. Our BIPOC communities and neighborhoods experience environmental degradation and resulting harms, like high childhood asthma rates, at higher rates than our white communities. In Seattle, environmental justice means direct community investment in green spaces, quality public transportation, and healthcare to help mitigate these disparities. In addition to addressing local environmental harms, we must address the oncoming climate crisis's global existential threat. We are already experiencing fires, extreme weather, and human displacement caused by the climate crisis, and no realistic vision for Seattle's future can exclude a Seattle Green New Deal.

Safe streets for all users and free, reliable, and high quality public transportation options are a top climate priority. Where SDOT can improve public transit or bike and pedestrian safety by removing parking spaces, they should. I support completing and expanding Seattle's protected bicycle network, redesigning intersections and roads that make pedestrians unsafe, and expanding RapidRide service with dedicated bus lanes, expanded service areas, and more frequent service. Additionally, we know that adding more motor vehicle lanes leads to more traffic and unsafe streets. I support implementing traffic calming measures, including removing motor vehicle lanes where necessary, to protect all road users in Seattle. Upcoming bridge replacements and redesigns also must prioritize transit, bicycling, and walking over driving to end our city's addiction to driving and ensure that all road users can get around our city safely and efficiently.

Q24**Yes**

The Burke-Gilman Trail is the most used non-motorized transportation corridor in Seattle. It runs continuously from Golden Gardens to Bothell, except for a dangerous 1.2-mile gap through Ballard known as the "Missing Link." The litigious debate about how to complete the Missing Link has stretched for two decades. In 2015 the city embarked upon an EIS process to thoroughly evaluate multiple options to complete the Missing Link. Based upon rigorous analysis, the substance of which has been upheld against legal appeal, the city selected as its preferred alternative to complete the Missing Link along the original Shilshole route. Throughout the EIS process and among thousands of public comments, 77% of commenters supported the route along Shilshole – it being the most simple, safe, and connected route. Since then, the city has undertaken further analysis that has shown no safety or economic impacts to business along Shilshole, should a trail be built. Do you support completing the Missing Link along the city and community preferred route, at grade along Shilshole?

Q25

Please share any work that you've done to make your community more bike-friendly?

The extent of work I've participated in to make our communities more bike-friendly has been assisting youth in getting connected with Bike Works. Through my work at Creative Justice and work as a support worker in Seattle Public Schools, many youth have participated in the Bike Works program.
