



34th LEGISLATIVE DISTRICT NEWS LETTER

September, 2015

Set your DVR. The Republican presidential candidates' debate is on the same night as our LD34 meeting. Wednesday, September 16th. At 3PM the second tier candidates talk. And at 5PM the top tier. Time permitting, we may show part of the debates after our agenda. Also depends of coordinate a laptop, WiFi connection and digital projector.

Lincoln Park LD34 Picnic

Our picnic was a great success. Word got out and we had visitors from the East Coast and Dallas attend. Some faces of PCOs who we have not seen in a while showed up. And an new Burien PCO recruit attended. Thanks go to John Denault, Craig Keller, Chuck Rangel and his son-in-law for the heavy work of the BBQ grill, food and coolers. Also to those who brought food and beverages. Special thanks to John Denault for chairing and organizing the event.

MINUTES of AUGUST 2015 MEETING Separate pdf attachment.

AGENDA for SEPTEMBER 2015 Separate pdf attachment.

MOTIONS for CONSIDERATION for SEPTEMBER 2015

Last month we passed a motion to permit the group to endorse local candidates and issues. Here are two for the September's meeting for consideration.

Motion to Endorse Darla Green for Burien City Council Position #6. Separate pdf attachment.

Motion to Endorse Lucy Krakowiak for Burien City Council Position #4. Separate pdf attachment.

Motion to Endorse Bob Edgar for Burien City Council Position #2. Separate pdf attachment.

Motion to Endorse a NO VOTE on City of Seattle Proposition #1. Prop #1 Raises the transportation taxes.

<http://keepseattleaffordable.com/facts/>

Motion to Endorse a NO vote on City of Seattle Initiative 122. I-122 would raise property taxes to provide public funds to candidates in Seattle elections. It would force people, through taxes, to give money to political causes they oppose.

<http://seattle.legistar.com/LegislationDetail.aspx?ID=2371961&GUID=6DFBE8AC-CCEE-4DA7-ACDF-D58304A19072>

DOOR BELLING

I mentioned in the July Newsletter that I attended a King County training session. One of the topics of was the effectiveness (or lack thereof) of various types of methods of marketing and garnering votes for candidates. Here is a repeat of the methods:

- A live solicitation call costs \$38/ vote.
- Direct mailing and e-mailing have 0% impact on increasing voter turn-out.
- TV ads increase turn out by 0.5%.
- Radio by 0.8%.
- **A door to door bellling increases participation by 53%.**
- **For every 14 doors knocked on, you reap 1 added vote.**

The County GOP is set a goal of identifying 100% of Republican voters by conducting PCO walks. It is now at 30%. And insure that those R's vote 100% of the time. We just have to look back at the Dino Rossi election and can understand what just a small change can make. Part of the meeting's agenda for September is to devote time to a discussion on door bellling.

CAN YOU BELIEVE IT?

My mom taught me if you spit in someone's eye, call him The Great Satan, and threaten to kill him, you should not consider that person a friend. But likely your worst enemy. So how does our government respond to such behavior and accusations? Bribe them with **\$150,000,000,000** in US taxpayer dollars. I did the math, here is what **\$150B** would buy:

- Buy 15,000,000 tickets to a Seahawks game at \$100 each.
- Construct 3,000 high schools at \$50M each.
- Buy 10,000 Boeing 787s.
- Construct 185 hospitals at \$800M each.
- Build 75 Big Bertha tunnels.
- Fund the SeaTac Airport expansion 15 times over
- Send \$1230 checks to 12.3 million Social Security recipients
- Fund the FAA for 15 years.
- Fund the US Transportation Department for 2 years.
- European Union bailed out Greece to the tune of \$94B. The total bailout now exceeds \$295B.
- If we'd given the money direct to the 77.5M Iranians, they'd each have \$193,548. Has your government given you a one-time check of that size?

I guess I need to insult our government more. Now who got the better end of this deal. I guess if it not your money, it is easy to give away.

GUEST COMMENTARY

From USA Today by Dr. Ben Carson, Republican presidential candidate

"The 'BlackLivesMatter' movement is focused on the wrong targets to the detriment of blacks who would like to see real change and to the benefit of its powerful white liberal funders using the attacks. The notion that some lives might matter less than others is meant to enrage. That anger is distracting us from what matters most. We're right to be angry, but we have to stay smart. The notion that some lives might matter less than others is meant to enrage. Of course protesters are right that racial policing issues exist and some rotten policemen took actions that killed innocent people. Those actions were inexcusable and they should be prosecuted to deter such acts in the future. The problems violence and unemployment also plague inner-cities, leaving many people facing hopelessness.

"I grew up in neighborhoods most Americans were told to never drive through. I saw bullets, drugs and death in the same places I played tag and ball with my friends. Both of my older cousins died on the streets where I lived. I thought that was my destiny.

“But my mother didn’t. She changed all of that. She saved my brother and me from being killed on those streets with nothing but a library card. The Black Lives Matter protesters should be marching to: 1.) local board of education 2.) entertainment industry 3.) city hall 4.) local hubs for drug dealers 5.) both political parties.”

From YouTube video by 27-year-old black ex-Marine, Michael Whaley.

“This Black Lives Matter movement only promotes racism. And now they’re encouraging black people to go and kill white people, because they want white people to feel what we felt 400 years ago. Newsflash: Were your living 400 years ago? Nope.

All lives matter. That police officer that got killed by that black man because that black man listened to what y’all were saying about going out and killing white people. That police officer’s life mattered. That 9-year-old girl in Ferguson, Missouri that got shot in the head while doing homework.

“I had drill instructors in boot camp that had better insults than Uncle Tom. The reason I don’t have a lot of black supporters is because black people can’t accept the truth about themselves. Black people admitting to the truth is like them snitching on themselves, and black people have this no snitching rule.”

GUEST ARTICLE by Tom Shafer, LD34 PCO

My name is Tom Shafer. My home is in West Seattle. I’m a dyed-in-the-wool small government conservative and a spandex-wearing cyclist.

I’m 54 years old and have been riding “push bikes” nearly all of my adulthood. My tally sheet is 21,347 miles since 2011, and I bike-commuted about 2,500 miles in 2014. Door-to-door, one way, my cycling commute is 25 miles and about 1,100 feet of climbing. The route navigates roads and bike trails through West Seattle, Sodo, Rainier Valley, Mercer Island, Bellevue, Kirkland and Redmond.

For recreation, about 50 to 60% of my other cycling miles are with a small cadre of “fast-paced recreationalists”. We ride Wednesday evenings and Saturday mornings, typically, with distances from 50 to 100 miles, depending on the season. The only thing that stops us from riding is the trifecta of dark/cold/rain. Two of the three doesn’t stop us, usually. And, in late June, we take a four-day weekend to go ride somewhere in the Pacific Northwest. Just bikes, coffee, beer and three squares. It’s a dream come true for 96 hours.

I tell you this so that my street-cred is firmly established to make some personal judgment about government policy in King County when it comes to cyclists. I know what it’s like and am sympathetic to being a cyclist in our metropolitan area. But for the most part, the bike-friendly policies stink. Politicians have way too sympathetic an ear for cyclists, wearing their bike-friendly attitudes like a badge of honor. Drivers in general, have gotten the shaft at the expense of cyclists. They pay all of the taxes, and have seen very little that has helped them. And a lot that has been done lately to promote alternative transportation has generated more animosity between drivers and cyclists.

Bicycles are a valid mode of transportation. The safest way for cyclists to share the road with cars is to be visible, predictable and not make drivers feel like the bike riders are exacting preferential treatment. For example, these bike boxes that you may have encountered from time to time – they’re terrible! The idea that at a controlled intersection cyclists can sidle past all of the cars, roll to the front and slow the movement of drivers...talk about generating hostility. On the other hand, I don’t think cyclists should show submission to cars, like riding all the way to the side with only inches between them and the curb (or line of parked cars). That’s unsafe as can be! Do you know what the phrase “getting doored” means? It’s happened to me. It’s best that a cyclist behave like an equal to the autos. Get in line at the intersection. Don’t blow the lights. Ride predictably. Respect the drivers, and they’ll respect you. That’s been my experience for the most part. Obviously, this rule set is more appropriate for city streets than out in the suburbs, but much still applies.

One of my cycling buds and I had a spirited discussion about the extent of monetary policy when it comes to spending on cyclists versus cars. Obviously, it’s still a miniscule amount compared to autos, but one cannot help notice how much pavement is being wholly-devoted to bikes lately. And that has garnered a rather sizeable budget – far out of proportion to the number of cyclists using these lanes. My friend contends that it isn’t enough money. In response I did my own layman’s analysis, taking into account revenue collected by the Washington State, King County and Seattle in car tabs, gas taxes and real estate taxes (a portion of which goes to the DOT); and, without a doubt, it is drivers who are funding the build-out of these bike lanes, bike boxes and other bike-friendly features. Feeling sympathy towards drivers, I feel like we cyclists should be footing more of the bill. Or we should expect less. I don’t

have an answer for how to get cyclists to pay their fair share. Most of them own cars too. So they're already paying. My point here is to highlight the inequity.

And before I get off my soap box, let me make an observation about how area roads are getting so jammed-up, that it feels like an intentional effort by our politicians to force us out of our cars. I'm well into the middling years. It would be a dream if I could ride 50 miles round-trip, five days a week. I'd probably have less around the mid-rift and be able to justify a beer every evening. But my line of work finds employment on the East Side, and so I drive 60 to 80% of the time, not being physically able to ride every day. But, God help me, my car commute has gotten so bad lately. One cannot fault politicians for everything. Obviously, the steady population growth of King County means more cars on the road. But things like... a five dollar toll to cross the 520 Bridge, one way. That had a sudden and demonstratively-negative impact on traffic patterns on the I-405 corridor. Who can justify the additional \$50 per week to use 520? Only the desperate or those with a lot of discretionary income. Now we are weeks away from the I-405 carpool lane being turned into a hot lane. And guess what? You're no longer a legit carpool with just two people. Either get a third, or pony-up. At this moment, I rejoice if my commute home is less than an hour. When it's really bad, I take surface streets and bypass 405 and 90, except where I have no choice, like crossing Lake Washington. Every day may become like Friday afternoons, where traffic jams never really dissipate, and southbound 405 looks red on my Android all the way from NE 85th. Once the hot lane becomes a reality, I don't know what I'll do. Take the bus? That's a laugh. Last time I tried, it was a quarter-mile walk from my house to the first bus stop, then three bus routes going all the way out to Bear Creek in east King County, and a half-mile walk on the other end, before I got to my office in Totem Lake. I figured out later that it would've gotten to work about ten minutes slower if I had ridden my bike. Stupid...

I write this essay so you can get a sense of who I am and to firmly establish that someone can be a small-government Conservative and be a cyclist. Most people on the other side of the political spectrum perceive us as big-business, climate-denying, Bible-thumpers, with no vision beyond the hoods of our cars. I hope to dispel that image. But I want to encourage the dialogue that cycling policy needs to be fair-minded and recognize that commerce and life moves mostly by internal combustion. What's going on now, with regards to local policy and bicycles, will only end up creating more loathing between drivers and cyclists and do little to improve the lives of both, or save the Planet.

BUMPER STICKERS

"At least we are winning The War on the middle class."

"I don't want a corporation between me and my doctor."

"Dear Kim Davis, The fact that you can't sell your daughter for three goats and a cow means we've already redefined marriage." Sponsored by LGBTQ rights advocates in Kentucky.

NEWSLETTER EDITOR

Got a story? Interesting point of view? Item for the Schedule? Send them to me by the first week of the month for the next newsletter. c/o Steve Schmidt at steven.alan.schmidt@comcast.net

LD34 CREED:

All that is necessary for the triumph of evil is that good men do nothing.

Edmund Burke, Irish orator, philosopher, & politician (1729 - 1797)