

Bicycling in the US

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We are constantly told that the US is the best nation on Earth, but on the question of cycling that simply isn't true. According to published statistics on bicycle safety, the US is the *worst* nation on Earth. Why? Car culture.

I lived in Taos, New Mexico, for fourteen years, and New Mexico is the worst of the worst, again due to car culture. Even more than rich whites, Hispanics believe bicyclists have no right to be on the road. They apparently missed that day in driver's ed where we all learned that bicyclists *do* have the right to be on the roads. They haven't read the laws that state bicyclists have equal rights to cars, and that—beyond that—they are due *more* than equal consideration due to their fragility. In every state, there are laws which explicitly lay out the hierarchy: pedestrians have first right of way always, bicyclists second, and cars *third*. Cars have no right to harass pedestrians or bicyclists, *no matter the circumstance*, for obvious reasons.

This is also true in other countries of the world, but the difference is in other countries they enforce those laws, while in the US they don't. I lived in Belgium for three years, and Belgium—along with Holland—is one of the safest places to ride. Why? Not because everyone wears helmets or orange clothing, but because penalties for hitting bicyclists are steep and always enforced. If you hit a bicyclist you get your license permanently yanked, and have to ride a bike everywhere yourself. No one thinks bicyclists shouldn't be on the roads, and so no one drives aggressively around them. Everyone drives with extreme caution. They know their own mothers and kids are on the roads, so they wouldn't think of buzzing someone or throwing shit out the window at them or yelling at them. Because it is safe on the roads there, everyone rides, so there is a feedback mechanism. Lots of people on the roads means drivers are used to driving with cyclists and giving them right of way no matter what.

In the US it is the opposite. As on every other question, the regulatory agencies are owned by the big companies, so they are gutted. They don't do what they were created to do, which is regulate and increase safety. Instead they promote products. In this case cars. The car companies torpedoed the trolleys and then the trains, and then they targeted bicycles. If everyone is afraid to ride, everyone will have to drive, increasing car sales, tire sales, and so on. So our car culture is no accident: it comes down from the top and is determined by the plutocrats. Local police are instructed by their superiors to look the other way when bicyclists are harassed, hit, and sometimes killed. Licenses are never yanked in this country, and often nothing happens to motorists who harass or hit cyclists.

I know this firsthand. I was hit twice in Taos, losing my bike to damage both times. One time the motorist fled, and although I gave the police the license plate, nothing was done. Because I wasn't seriously injured, the police didn't even bother to follow up. They refused to give me the address of the motorist, so that I could request compensation or file a lawsuit. They told me I should have been riding on the sidewalk, although that is contrary to local laws, which state the opposite.

I was harassed almost daily on my bike in Taos, for no reason except that I dared to be there. I had stuff thrown at me, threats screamed at me, and constant near misses with people's rearview mirrors, including schoolbus drivers—EVEN WHEN I WAS IN A BIKE LANE! People there made a game out of *trying* to hit cyclists with their mirrors. They thought it was funny. I had more than one person admit this to me, not realizing I was a cyclist when they said it. When I flipped people off for buzzing me or throwing stuff, sometimes they would come back to start a fight. Which I why I carried bearspray and later carried a gun. Yes, New Mexico is an open carry state, so I began openly carrying a loaded pistol on my bike, strapped to the frame. That kept a few people off. And I wasn't the only one. I knew several other cyclists who had had enough and were also packing heat. That is what we were up against. It was that dangerous. Even before I was packing, those who came back to mess with me regretted it. One guy in a Jeep got my stick through his plastic window, taking off in terror before I could crack his head with it.

It isn't much better here in California, since I am in cowboy territory. I might as well be in Texas, since I seem to be surrounded by a bunch of guys in pick-ups dipping Skoal. Because I ride in lycra they seem to think I am expendable. “Just a damn faggot from San Fran” as one of them said. I see the bumpersticker “No Hippies” here, and I guess a longhair in cycling clothes is a hippie to them. I am subhuman.

So this is what cyclists are up against in the US, whether it is New Mexico, California, or New York. It doesn't matter. Just imagine what sort of mentality it takes to harass a cyclist for sport. In my book it indicates the lowest levels of cretin. You have those people all over the world, but again, the difference is that in other countries they have laws against this and enforce them. Whereas here they overlook it or encourage it. If you call the police here and try to report someone for using a car as a weapon, they won't even file the paperwork, much less talk to the person or give them a warning. If you tried to sue anyone for assault you couldn't find a lawyer to take the case or a judge that would look at it. While in Belgium if you did anything like threaten a cyclist in any way, you would have many witnesses willing to testify and the police and judge would side with the cyclist. That sort of behavior isn't tolerated over there.

Here it is always the cyclist's fault, even in the media. When a cyclist is killed, they often say something like “he wasn't wearing a helmet”. As if that makes it OK. It is OK to murder someone, as long as they aren't wearing a helmet, and as long as they look like a weirdo to you.

But you know what, helmets weren't made for bicycle/car accidents. If you are hit by a car, a helmet won't help you. Helmets are light and flimsy, and they are made for a specific event: the cyclist taking a low-speed spill and striking his head on the pavement. They are made for people who are very young or very old, or who are recreational cyclists and don't know how to fall in that instance. They don't know how to catch themselves with an arm and protect their heads. I have fallen like that dozens of times—at all speeds—and never once struck my head on the pavement, except with a little road rash. So those helmets aren't going to help me. If you fly off the road and strike anything solid, like a tree or a post or a rock, those helmets won't help, since they aren't made for those sorts of impacts. Even a motorcycle helmet wouldn't help you, because you would probably die of a broken neck. And if you are hit by a car, the modern bicycle helmet is even more worthless, since you are most likely to die of blunt force trauma to your torso, blood loss, or again a broken neck. A one-inch layer of styrofoam on your skull isn't going to change anything.

But the media, paid off by the car companies and tire companies, wants you to think that the whole

question of cycle safety revolves around those stupid helmets. It is just one more eyes-off event: they want eyes off them and their century-old plan to destroy cycling, trolleys, trains, and every other competitor for the car, and eyes on the cyclist—who is always to blame for his own death or mauling. Just search on the question: you will find a million articles and shows about bicycle safety centered around helmets or flashing lights or flags or orange clothing or orange triangles, and almost none about dismantling our insane car culture and trying to match the successful example of Europe and Asia in public transportation and cycling access.

Everytime helmet laws are passed, cycling rates drop dramatically, so you may want to consider the possibility that isn't an accident. The car companies and tire companies want to discourage cycling, and what better way to do that than to make it ever more scary, dangerous, expensive, and inconvenient? Major corporations are always promoting bike helmets, but they are never promoting bike lanes, huge fines for harassment, or yanking of licenses for hitting cyclists. The amount spent on promoting cycling, or actually making it safer, is vastly negative.

At the same time, western European countries have both the lowest rates of helmet wearing *and* the lowest rates of accidents. The US has the highest rate of helmet wearing and the highest rate of accident and death. You don't really need any other statistic or set of data to tell you what is going on. It has nothing to do with crappy, expensive, lightweight helmets and everything to do with car culture versus people culture.

You may be interested to know the US also has the highest rates of roadkill. We are murdering animals at even higher rates than we are murdering cyclists and pedestrians. Do you know why? Because nobody cares. It is all considered collateral damage. We are in a hurry to get to Starbucks or the gym or the country club, so if a deer or a cat or a little girl gets in the way, that is just too bad. They should have been wearing a helmet or flashing lights or a suit of armor.

Added October 25, 2022: Didn't take long for [the spooks to respond to this paper](#). Two days after it was posted they manufactured this event in Florida, where a black guy allegedly killed a white guy on a bike for no reason with a tire iron. It is being publicized at Breitbart, which I also just hit. Notice that a **Bennett** killed a **Chapman** here. Bennett is said to be 26, but doesn't look 26 in his photo. Instantcheckmate has *six* Jermaine Bennetts of Clearwater, FL, but none are 26. The youngest is 34. Two are scrubbed. Several appear to be the same guy, so we are probably looking at an agent. Jeffrey Chapman is said to be 43, but according to the big computers he is 49, with other addresses in Maine. His wife or sister is Elaine Leavitt of Maine, aka Chapman and Sedgwick, indicating she is Jewish. Also to the **Morrisons** of Rockport. Lisa **Owens** gives an interview as a close friend of Chapman, but doesn't seem too broken up about his death. She says she is in shock, but she doesn't look like she is in shock. They worked together “in the finance industry”. Very vague. She says “he loved the beach, he loved nature, he loved animals”. Yeah, who doesn't. Did he also love chocolate and sex? Then they tell us North Beach “was the safest place Chapman could find”. Which is exactly why they staged this there. It can happen anywhere! Be very afraid! Don't you dare think of riding your bike, not even in your little gated whitepicket neighborhood of millionaires. Black dudes are lurking with tire irons, waiting to bash your head in for no reason. And there is a second suspect who escaped. He could be coming for you!



For those who don't know, Clearwater Beach is *extremely* exclusive, being on Diamond Isle, with nothing but five-star hotels and top beaches. There is no way black guys in Ford Escorts are roaming around with tire irons there, trying to pick fights with rich white dudes on their bikes. You might as well be told this happened in the Hamptons.

A reader also informed me that Clearwater is the international headquarters of Scientology. So a spook hub. That figures.