Beyond Traffik

Preview Edition



By David N. Johnson

Start here

This is a free preview of Beyond Traffik. I have added three 2026 updates so you can see where the book's numbers stand today.



Figures are as of 2012 unless a 2026 box says otherwise.

If you read nothing else

I sold pharmaceuticals around New York for 20 years, and I estimate I spent over two of them alone in my car. In this preview I test our car-first way of getting around against three numbers: deaths, oil money and obesity. The full book then looks at what could replace the car for the trips we take alone.

Want the whole book?

The full Beyond Traffik is on Kindle for $9.95.

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Introduction

My name is David N. Johnson; I was born in the old millennium, and grew up in the working class section of the town F. Scott Fitzgerald referred to as East Egg in The Great Gatsby. In the movie with Robert Redford as the Great Gatsby, there are scenes depicted of 1920's in which he drives from NYC out to the country, East Egg. I marvel at that scene because I know the modern reality of that very same trek. Port Washington is located only 20 miles from midtown Manhattan. Off, off peak it takes 25 minutes or so of fast driving to get to midtown. During "rush hour" which now means all day that trek averages over an hour each way and can take up to 3 hours each way—rarely predictably. That section of the LIE was recently awarded one of the 2 Worst Traffic Roads in the USA with nightmare traffic and was run by www.Yahoo.com on their homepage scroll bar stories 3/9/11. Traffic wasn't this bad as I remember growing up here back in the 1970's. Cars were all over back then as well but, not omni-present like they are today.

In the last 20 years I've sold, mainly pharmaceuticals all over the greater NY metro area. In those decades I conservatively estimate that 10% of my time was spent as let's say—"end user" in our automobile society. That means over 2 years of my life in the last 20 was spent on my ass (end user), on my own, in my car, inching around the inner/outer all over boroughs, counties, bridges, tunnels, merges, overpasses, breakdowns, construction zones, detours, downed branches, fatal accidents, intersections, red lights and toll booths, stuck behind school buses, oil trucks, garbage trucks, cement trucks, snow plows, lost church vans, mail trucks, railroad crossings, city buses, out-of-towners, jaywalkers, yellow cabs, double parkers, triple parkers, gypsy cabs, delivery

trucks, 18 wheelers, fire trucks, trucks on fire, flood zones and pothole patrols, while I'm stuck with other commuters "75%+ on their own"[i] on their ass, as well as the rubberneckers, road ragers, speed racers, yellow cabs, red light runners, slow drivers, drunk drivers, student drivers, drunk student drivers, gypsy cabs, yellow light stoppers, cut off artists, box blockers, box you in—errs, tailgaters, nose pickers, and Johny Law, all so I can start looking for parking. During my time "in the box" (yes, that's a prison reference) over those decades I went from complete head shaking disbelief, to forehead pounding on the steering wheel, road raging anger to eyes glazed over, mind numbing lemming marching. I think it was getting stuck behind that lost Church Van in '08 that sparked my transition from angry driver to the *carstitutionalized* glazed over look. As I sat year after year after year after year after year after year after year after year after year…, on my own, on my increasingly fatter ass, I would spend much of my time pondering better ways to get around. It turns out there are many ways to start alleviating traffic immediately. However, we as a people are so conditioned to our automobile society that we've allowed the unquestioned dominance of the car drive us to the brink of our nation's limits.

In deciding to write Beyond Traffik my initial goal was to help usher in the Era of Personal Air Vehicles (PAV's) but, researching traffic to bolster points I wanted to make regarding the advantages of PAV's I found more than I bargained for. I wasn't expecting it to be this bad, and I was expecting bad. Now my goal is traffic reduction via the incorporation of 3 different categories of existing technology that simply make for better use or no use of our crumbling infrastructure. Ultimately, to return to using horseless carriages for what they were designed for—hauling multiple people or loads.

Another mentionable that I find confusing is that the automobile industry is getting away with murder and they're answering to no one. As a pharmaceutical representative I've seen numerous products taken off the market overnight when the "Post Marketing Surveillance Data" indicates that people die or may die. Using Vioxx as an example, that drug helped tens of millions of Americans suffering from pain, had a double digit "post marketing surveillance data" death toll associated with it and that product was removed, taken off the market. Merck, the manufacturer of Vioxx has since paid out 1 billion dollars in settlements and Merck still has the FDA to answer to. The cigarette industry is used later to compare cars in a similar fashion. So, I'm confused why the automakers have immunity, why packs of lawyers aren't driving to Detroit to make the Industry that Kills, the Industry that is Government funded and too important to Fail, the Industry that doesn't have to answer to anyone--- **PAY**. Hey Lawyers, wouldn't class action law suits result in massive settlements that are paid by a government funded industry that can't fail? I'll swear on a stack of Bibles in front of the Supreme Court that my 8th Amendment right is violated because of the imposed "cruel and unusual punishment" that the automobile society and the only option—our vehicle forces us to endure. A medication with double digit death tolls and it's a billion dollar feeding frenzy—just think about a government funded industry that can't fail with death tolls in the hundreds of thousands per year= $$$$$$$$$$$$$$$$$$$$$. How about that wealth redistribution! That's the capitalistic view of wealth distribution. But, what do I know—I'm just a stuffed suit salesman.

I also want to say that I'm a practitioner of the 1st Amendment. My style is not like Nostradamus, I don't write in quatrains that can mean different things to different

people. My style is more like—*reggulS ellivsiuoL*—that's the tattoo I'll leave on your forehead after I swing my—*Louisville Slugger*—bat of information to your cranium. I'll present the way I see things, support it with research, challenge you the reader and suggest many ways to decrease traffic starting now. If my ideas are to "radical" for you, I say there has never been a plan more Radical than our status quo, then I challenge you to come up with better. The Status Quo must go.

I hope Beyond Traffik inspires you to take personal responsibility for your daily personal transportation choices. I ask all to join the "Movement for Movement" by signing up or spreading the word or most importantly, purchasing and using the technology. If we all work together on solving traffic first by recognizing the problem it has become and then taking action—that will result in the type of change that puts traffic in the rear view mirror. Let's hand the nation over to the next generation in better shape than it was handed to us. Our children and grandchildren **can** have a society that has moved Beyond Traffik—here's why we should and how to do it.



Section1. "Test the Model."

Death Tolls

In the last few generations the USA has gone from having a family car to everyone in the family has a car, literally. The 50 year span of time from 1960 thru 2010 is explored and defined as the *"proliferation of the auto mobile."* It's this proliferation that has caused the modern phenomena known as traffic. Traffic is the daily ritual millions of us partake in while commuting. It's the result of generations of adapting to the automobile and expansion of our country through building roadways, towns and cities designed for the automobiles.

The unforeseen and overlooked consequences that stem from an overdependence on a machine that has same basic design it did 3 centuries ago include wide ranging financial and health implications for us as individuals and as a Nation. In the old millennium, when Henry Ford established his assembly line Model T's, he was freeing his countrymen of a life dependent on horses for personal travel. Henry Ford didn't realize that 100 years later his machine would be according to the United States Center for Disease Prevention, "the leading cause of ***Death among children*** in the USA."[ii] Also, according to the World Health Organization, "the leading cause of ***Death among young people*** (ages 10-24) in the world."[iii] When President Eisenhower built America's envy of the world, Interstate Roadway System, he was expanding our nation and increasing the flow of goods and services to give the USA an international competitive edge. He didn't realize that 60 years later the 2010 Census would show that the number of deaths on American highways "exceeds 40,000 annually when averaging 1990 through 2009."[iv] In a comprehensive study by Dr. Phineas Baxandall's A Better Way to Go cites

the U.S. Center for Disease Control and Prevention "Motor vehicle accidents are the ***leading cause of death*** for Americans aged 5 to 44." However, keep in mind that these vehicles are aerodynamic, fuel efficient, shiny and very, very safe. Buckle Up!

Think about prior to the automobile, before the Sunday stroll turned into the Sunday drive, there were no personal transportation death toll numbers available. That's because horses and bicycles don't burst into flames when they collide like the unquestioned car. The staggering modern death toll numbers for our automobile society are an unforeseen and seldom talked about consequence. However, our unquestioned need for the automobile overrides the value of hundreds of thousands of American children, women and men lives every year when considering the direct and indirect fatalities attributable to cars reviewed later. Heck, like I hear all the time—We have to get from here to there, we have to get around and everyone knows there's no other way.

Automobile fatalities are the worst case scenario and that happens over 100 times daily to all of us here in the US. In addition to that the car crashes can leave victims burned, mangled, broken physically and mentally. According to the WHO report, The Injury Pyramid, for every motor vehicle injury resulting in death in the US, 13 people sustained injuries severe enough to require hospitalization.[v] The Bureau of Transportation Statistic shows in excess of 40,000 people killed annually from 1975 to 2000 and in excess of 3 million injured over the same period with the cost to the US economy for automobile accidents that occurred in 2000 was $231 billion.[vi] How many millions of us here in the US have had life changing car crashes that altered everything through the unexpected loss of a loved one or a paralyzing accident?

It was factors like the assembly line and the Interstate Highway System that caused the *proliferation of the automobile*. To further define the proliferation—in 1960 there were just fewer than 75 million registered vehicles in the US which grew to 255,917,664 registered passenger vehicles in 2008.[vii] This shows vehicles have tripled in fifty years.

"The United States Department of Transportation's Federal Highway Administration as well as the National Automobile Dealers Association have published data in regard to the total number of vehicles, growth trends, and ratios between licensed drivers, the general population, and the increasing number of vehicles on American roads. Overall passenger vehicles have been outnumbering licensed drivers since 1972 at an ever increasing rate, while light trucks and vehicles manufactured by foreign marques have gained a larger share of the automotive market in the United States. In 2001, 70% of Americans drove to work in cars."[viii] Now take into consideration that the current worldwide population has just exceeded 7 billion with the USA's population at 310 million. Worldwide there are 680 million cars and light vehicles according to Ward Automotive Group in 2008.[ix]

To drive the definition of the *proliferation of the automobile* home, according to our 2010 census; there are 310 million Americans but, only 243 million Americans over the age of 16. We have 255,917,664 million vehicles and 243 million driving age citizens. We're the only nation on earth with an internationally disproportionate ***1:1 ratio of registered vehicles: driving age citizens*** hence, we've gone from the family car to everyone in the family has a car. The *proliferation of the automobile* has passed

saturation in the United States. Also consider that although we represent less than 5% of the worldwide population we own close to 40% of all vehicles on earth.

Let's relay these facts back to the Model—our personal transportation model allows for the current #1 Child Killer nationally and internationally, a machine that directly kills 40,000 Americans by Americans per year while hospitalizing millions more per year as the unquestioned standard. So, if you defend the status quo, if you take an automobile proliferator's stance you'll be defending the #1 Child Killer and a machine that (excluding weapons) has killed and maimed more humans than any other machine ever created by man. If air conditioners or refrigerators were the #1 Child Killer and killed 40,000 people per year in the USA—would you have one in your house? I didn't think so. So why do you designate such a large % of your house or property for your vehicle? Probably so you can have a nice, shiny, mobile, polluting, veal box that kills more American children, women and men than anything outside of weapons, ever created. That's a machine to be proud of and wash and to allow too become your identity on the street. Don't leave home without it!

I'll never understand why driving in a car is more important than the lives of children. However, since 40,000 Americans killed by Americans every year is the unquestioned accepted norm—I will use and expect you to accept the 40,000 per year death toll as the baseline death toll # for acceptability for any of the other options reviewed later. Of course people will die using all of the other options listed—cars directly kill 40,000 and hospitalize millions of Children, Women and Men per year—it's the accepted status quo and has been for decades. Cars also indirectly kill hundreds of thousands more per year—reviewed later.

I ask all who have unexpectedly lost their loved ones to automobile fatality; I ask all of those who were unexpectedly run over, paralyzed, burned alive or rattled and broken in "The Accident" — to join the Movement for Movement. For all those who died, honor your lost loved ones by recognizing that our automobile society needs to change and then make a change yourself. I ask all who are under the age of 44 and as shocked as I am that the most likely way we'll die is automobile fatality, I ask all of those who were left alive but just not the same for the rest of their lives by their "safe" mobile polluting veal box-- to join the Movement for Movement and--



***Now will take the first of our quick breaks to hear from our proliferators……..



That's right America—get one for everyone in the family! Ooops, we already did that. So, "What's in it for YOU? How about,



Yes that's right folks—40,000 "Weather-sealed bodies per year are important to Rare Riding Comfort" in the back of a hearse. That's a number that should be Rarer. No folks, that's not the monthly lease payment listed—that's how much these machines used to cost.

***Now back to our regularly scheduled reading…..

2026 UPDATE

Road deaths

THEN (BOOK, 2012)

> *the number of deaths on American highways "exceeds 40,000 annually when averaging 1990 through 2009."*

Book, p.8

NOW

39,254

people died on US roads in 2024. Early estimate for 2025: 36,640. The 2024 number is a single year; the book's number is a 1990–2009 average.

The book's 200,000 and 240,000 figures (pp.21–22) are my own estimate, made in 2012. I have not updated them here.

SOURCE

NHTSA annual data, announced 1 April 2026

nhtsa.gov/press-releases/traffic-deaths-2025-early-estimates-2024-annual

WHY IT MATTERS

Tens of thousands of people still die on US roads every year.

CRUDE OIL

The next aspect of our personal transportation model that we'll look at is crude oil. Crude Oil's financial as well as Death Tolls. Money first—yes, the $100 a barrel, $5 per gallon of gas that we buy shitloads of shiploads every day to burn in our own personalized, mobile, polluting, furnace, veal box we can't leave home without. We buy predominately from the 12 OPEC Nations who put the crude in oil, of whom the only residents who even pretend to like Americans are the ones who directly profit from the hundreds of billions we spend every year. Typically, the countries Algeria, Angola, Ecuador, Iran, Iraq, Kuwait, Libya, Nigeria, Qatar, Saudi Arabia, United Arab Emirates and Venezuela range from mildly disliking us—Venezuela types. To the countries where large gatherings—still sit en mass and chant Death to America! Death to America! Death to America! Death to America! Death to America! This includes Iran, Iraq, Libya, Saudi Arabia, UAE and probably others. I don't want their product. But, twice a day like clockwork, tens of millions of Americans including me, line up to burn their product without a second thought. The question is, not if—just, how long until its $10 a gallon?

Americans spend over a trillion dollars a year as a nation on oil according to the Department of Energy the 2009 Energy Expenditures per person was $3,640.[x] The map on their site breaks down each states average spend per person and cites $3,460 per person as the national average that was spent in 2009. This was all usage including heat. So, our grand total would be 310 million people **X** $3640 = $1,128,400,000,000.00 a.k.a. 1.1 trillion just in 2009.

In 2008 Dr. Phineas Baxandall wrote in his US PIRG Educational Fund's study **A Better Way to Go**, "Our transportation system consumes more than two-thirds of the

oil America uses each year, with more than 40 percent of the oil we consume used in the gasoline tanks of our personal vehicles."[xi] So, let's take our 1.1 trillion from 2009 and calculate 40% of that, equals-- $440,000,000,000.00 approaching half a trillion per year we burn ourselves every time we turn the key in the ignition on. Is there anyone reading this book who thinks that the price will go down? It never will. Our usage can go down, that's our controllable factor and that will be demonstrated later in the book.

As I fill my gas tank usually once a week, I wonder how much of my money will find its way into the hands of the very people who verbally chant with their misguided angry comrades for the death of my country, for the death of my family, for the death of my friends and the death of you and for the death of me. I don't want their product. I wonder how much crude oil money found its way into Mohammed Attah's pocket so he could kill my lifelong friend Bart J. Ruggiere and the 2,976 other children, women and men on that horrible day? The hi-jackers lives don't count. I won't count their misguided suicides among the victims. They don't deserve to be counted—they don't deserve a fucking thing. I don't want their product. I don't want my fuel to financially fuel their plotting of our destruction. I have no quotes or data to support what I've expressed about crude oil money funding terrorists. My view is summed up in the old adage, if it looks like a rat, if it smells like a rat and chants Death to America! Like a rat…. I don't want their product.

Unfortunately, as President G.W. Bush stated, "We're a Nation that's addicted to oil." Dr. Baxandall writes, "Our car-dependent transportation system is the main reason why America consumes far more oil than any other nation on the planet. In 2006, the United States was responsible for 24 percent of global consumption of oil."[xii] I look at

the half a trillion dollars per year we spend in our tanks as a controllable aspect for all of us in the US. That's our money, I want as little as possible of my own money going to OPEC and so should you. As if the financial aspects of our crude oil supply side economics weren't bad enough, the price will only go up as the unknown, finite, supply dwindles and international demand rises. The USA doesn't need other suppliers; we need to decrease our overall usage—period. Another unforeseen and now overlooked consequence of our automobile society is that we pay OPEC who filters our money to our enemies. Prove they don't. Or just continue pretending it's not happening.

Now, let's relay these oil financial aspects back to our personal transportation model. Our personal transportation model, the one we all partake in not only allows for the current #1 Child Killer and unparalleled human killer and maimer as the unquestioned norm. It also calls for the finite fuel to be purchased from enemies. If you defend the status quo, if you take an automobile proliferators stance— you argue to not only let the current #1 Child Killer, unparalleled human killer go unquestioned as the national standard. You also argue that we should fund our enemies an ever increasing price to do so.

If you are outraged by the fuel supply side of our automobile society and want to buy as little crude oil as possible—join the Movement for Movement. Let's defund the crude OPEC Nations by using as little of their products as you can and as little as we can. OPEC has put the Crude in Oil as they've had the USA over a crude oil barrel with our head in the sand as they pick our pockets and have their way with us for too long. For decades now all 12 OPEC Nations have put the crude in America as they take turns while smiling. The Saudi's like to hold our hand when it's their turn. Enough is enough. Stand

up America and for Christ's sake—pull your pants up. Let China be the conductor on the OPEC crude oil train—they'll love you long time. C'mon China, be a pal. Let India be the conductor on the OPEC crude oil train and see how long they'll say, "Thank You, please come again." Somebody please help America tell OPEC that the EURO is now stronger than the dollar and they'll make sure the crude OPEC train runs on time! Americans need to get off the crude oil nipple. If you want to kick or decrease your own addiction to crude oil—join the Movement for Movement and…



***Now let's take another quick break to hear from our proliferators….

Taking One for the Team.



Hi, my name is George, I like your beard. My Daddy told me you're nice. Do I pay you now or after you're done with me?

Or, more recently....

Leading from the Rear!



The new guy can't wait—line up and get the barrel

he's ready! Get his $$$$$ first. Just think about

under-inflated tires and regular tune ups—please!

America should apologize to you for its crude "position" on oil.

***And now back to our regularly scheduled reading.....

In addition to the volatility of dealing with the suppliers, crude oil has entirely bigger negative health and environmental air pollution aspects that are well documented. Crude oil's crude impact on the environment and the numerous ailments that are prevalent in our traffic ridden cities can also be chalked up as other reasons to begin realizing we are all too dependent on our cars.

To illustrate the next few points, let's relate to another area in our society where America has changed its perception over decades—Cigarettes. Think of the pollution caused from the second hand smoke from cigarettes. The impact of second hand cigarette smoke is minute when compared to the second hand implications of crude oil addiction through over usage of the mobile, polluting car. Cigarette usage is dwindling now not only because smokers die sooner but also because people finally realized the negative health implications for not only themselves but, the ones around them.

This national awakening took a few decades—but today, who could argue that smoking cigarettes is good for you or others? Over the last few decades the anti-smoking campaigns have educated Americans on the dangers of smoking. Smoking has now become synonymous with a self-destructive, self-absorbed, out dated bad habit. Smoking cigarettes was never even close to being the #1 Killer of Children currently held by the automobile. If the same position was taken with regards to cars, the machines that cause up to half the air pollution—within a generation we could decrease air pollution by double digits. This is one of the net results that Americans can strive for in the quest to move Beyond Traffik. We've kicked bad habits before and we can do it again. The anti-smoking campaign stands as an example of what the Movement for Movement wants to accomplish with traffic. Could you imagine the US today if 250 million people smoked

cigarettes? Frankly, that would be preferable to the 250 million of us having cars that produce vast more air pollution than a nation of nicotine addicts ever could. Heck, at least we'd burn our own, renewable resource, tobacco.

Looking at "Some Facts on Automobiles and the Environment," from the Federal Highway Administration, posted at www.bikesatwork.com "motor vehicles still account for a significant proportion of air pollution:

Air Pollutant	Proportion from On-road Motor Vehicles	Note
Oxides of Nitrogen (NO_x)	34%	precursor to ground-level ozone (smog), which damages the respiratory system and injures plants
Volatile Organic Compounds (VOC)	34%	precursor to ground-level ozone (smog), which damages the respiratory system and injures plants
Carbon Monoxide (CO)	51%	contributes to smog production; poisonous in high concentrations
Particulate Matter (PM_{10})	10%	does not include dust from paved and unpaved roads, which are the major source of particulate matter pollution (50% of the total)
Carbon Dioxide (CO_2)	33%	thought to be primary contributor to global warming

source: Federal Highway Administration Transportation Air Quality: Selected Facts and Figures 2002"

If you're under the impression that a quarter billion cars, **more than one** for every driving age citizen, dominating the streets with their mobile polluting machines doesn't impact others—then you to have become *carstitutionalized.* Another overlooked and unforeseen consequence of our automobile society is the fact that cars cause one third to

half of the air pollution. Air pollution causes and exacerbates numerous ailments, kills hundreds of thousands and damages the environment.

Let's take a look at some of the known effects of air pollution on the death tolls. Keep in mind that 30-50% of the people who died and will die can be attributed to our automobiles and our need to get from here to there—and the imposed mode for personal transport currently in place—our vehicles. The World Health Organization states that 2.4 million people die each year from causes directly attributable to air pollution, with 1.5 million of these deaths attributable to indoor air pollution.[xiii] "Epidemiological studies suggest that more than 500,000 Americans die each year from cardiopulmonary disease linked to breathing fine particle air pollution…"[xiv]

So, the total number of deaths that can be attributed to the "second hand smoke" implications attributable to personal vehicles we all have and use daily without question= I'll use 40% as the average between 30-50% of the air pollution caused by cars. So 40% of the 500,000 that die annually from air pollution in the USA = **200,000** can be attributed to cars. My car, your car all of us in the US contribute to this death toll. What's your killing contribution?

The "second hand smoke" effect of our oil addiction through our cars kills an additional **200,000** American children, women and men every year. That brings the US's current, unquestioned, acceptable death rate for personal transportation up to **240,000 children, women and men per year**. Or, think of it this way—automobiles indirectly kill 5 times as many children, women and men (200,000) as compared to the children, women and men directly killed by automobiles (40,000) per year. Also remember we

pay OPEC almost a half-trillion dollars a year so that we can fuel the machines that kill 240,000 Americans by Americans per year while hospitalizing millions. That works out to Americans paying OPEC for crude oil, over $2 million per American killed by Americans every year. Another unforeseen and overlooked consequence of our automobile society is that we've ended up paying OPEC to collectively gas our own citizens. We're not sending people to the gas chambers—we're surrounding our people with mobile gas chambers. I'm not putting it this way—this is the way it is. Our money needs to be better spent.

Our personal transportation model calls for tens of millions of polluting machines to spew death fumes 24 hours a day, 7 days a week 365 days a year resulting in an additional 200,000 automobile attributable deaths per year. Beyond Traffik calls for the Surgeon General to demand Warning and Caution labeling for all vehicles the same way cigarette makers are required to print on every pack. Every single pack of cigarettes has the following mandatory labeling:

- Caution: Cigarette Smoking May be Hazardous to Your Health (1966–1970)
- Warning: The Surgeon General Has Determined that Cigarette Smoking is Dangerous to Your Health (1970–1985)
- SURGEON GENERAL'S WARNING: Smoking Causes Lung Cancer, Heart Disease, Emphysema, And May Complicate Pregnancy. (1985–)
- SURGEON GENERAL'S WARNING: Quitting Smoking Now Greatly Reduces Serious Risks to Your Health. (1985–)

- SURGEON GENERAL'S WARNING: Smoking By Pregnant Women May Result in Fetal Injury, Premature Birth, And Low Birth Weight. (1985–)
- SURGEON GENERAL'S WARNING: Cigarette Smoke Contains Carbon Monoxide. (1985–) [xv]

The Surgeon General Warning for automobile usage should be printed on the outside of the driver side door of every quarter billion cars registered on an 8.5 x 11 inch black box containing large print, positioned right under the window, so users have that constant reminder. The Warnings and Cautions should contain the following:

- SURGEON GENERAL'S WARNING: Automobile fatality is the leading cause of Child Death.
- SURGEON GENERAL'S WARNING: Automobile fatality directly kills 40,000 per year in the USA.
- SURGEON GENERAL'S WARNING: Driving causes 30-50% of air pollution. Air pollution results in serious health problems up to and including death for you and others. The USA can attribute 200,000 deaths of the 500,000 from air pollution per year directly back to vehicles.
- SURGEON GENERAL'S WARNING: Driving is sedentary. Sedentary activities cause obesity. Obesity causes diabetes, hypertension and high cholesterol resulting in premature Death.

- CAUTION: Fueling your vehicle results in the funding of enemies' intent on destroying America—the Great Satan! Death to America! Death to America! Death…
- CAUTION: Ignoring these facts may result in unexpected high speed combustible burning, paralysis, amputations and death for you and others.
- CAUTION: Extended exposures to CO in closed environments causes unconsciousness and death—crack your window.
- CAUTION: We are raised to believe cars equal freedom, it's our status symbol and our personal representation on every street. WHY?

If you feel that this is an extreme measure—then how many people have to die before it's addressed? We already kill over 1 million people every five years so we can get from here to there. We don't need other crude suppliers—we need to stop burning so much crude oil sitting individually in lines of enormous machines that haven't changed much since the late 1800's. It's time to stop "thinking outside of the box" and begin changing the "box" altogether but, we'll get to that later.

Now let's relay the even cruder impact that crude oil has on our air quality back to our Model—the current unquestioned personal transportation model. The model that allows for the international and local #1 Child Killer, the machine that directly kills 40,000 Americans by Americans per year and hospitalizes millions while indirectly killing another 200,000 Americans killed by Americans through its pollution from a finite crude fuel that is bought and brought from enemies at an ever increasing price. So if you defend the status quo, if you take an automobile proliferators stance you'll be defending the #1 Child Killing, unparalleled human killer and maimer so we can pay our enemies to

pollute our air and collectively kill ourselves and our neighbors. The sleaziest ambulance chaser out there should already be recoiling at the thought of defending this. But unfortunately, there's more.

I ask all of the people who are suffering from our polluted air, I ask all of those who cared for loved ones who struggled and struggled until the machines that helped them breathe were overpowered by the machines that pollute and they could gasp our polluted air no more, to take action, to decrease your own crude oil addiction and killing contribution by taking personal responsibility for your personal daily transportation. Do it not only for yourself but for the 200,000 people per year that are indirectly killed through the air pollution caused by the unquestioned mobile polluting car. Join the Movement for Movement and….



*** Now for some breaking news from 2005 on this matter….

"Auto emissions 'omission' porky in car ad rumbled



The counter advert hopes to put policymakers and consumers right on false information about car emissions published by the Auto Alliance at a time when key clean air decisions are being made by Congress

"Thousands of consumers have complained to the US Federal Trade Commission about a misleading auto advertisement claiming that cars are virtually emission-free. Following a campaign run by the Alliance of Automobile Manufacturers (AAM) stating that cars were less polluting today than a few decades ago, an overwhelming 22,757 people complained that statements made by the organization were false.

"The advert stated that cars were "99% cleaner than you think", adding that "autos manufactured today are virtually emission-free" and that this was "a dramatic improvement over models from just 30 years ago".

"However, as the Union of Concerned Scientists (UCS) pointed out, an average car today will release far more environmentally damaging emissions into the atmosphere than 20 years ago.
"Moreover, it states that figures show there are currently only four nations in the world that emit more heat-trapping carbon dioxide from burning fossil fuels than are released

by cars and transport alone in the US.

“But the advert implies that new cars do not produce harmful carbon or greenhouse gas emissions, when in fact around 1,300 million 27arri of carbon dioxide pollution is emitted by cars in the US each year.

“With this deceptive ad campaign, automakers are now attempting to hide the harmful nature of their products much like cigarette makers did,” research director of the UCS clean vehicles program, David Friedman said. “New vehicles produce too many harmful emissions for automakers to misrepresent the facts. Instead, they need to put technologies to work to clean up their vehicles and protect our families and kids.

“Data from the Environmental Protection Agency (EPA) demonstrates that the dirtiest vehicles made today actually release around 40 times more smog-forming emissions than a Ford Escape Hybrid, and even under tighter government regulations, cars will still emit about 350,000 tonnes of toxic pollutants even if all vehicles met tougher Tier 2 standards.

“To counter the auto lobby’s untrue claims, UCS has launched its own advertising campaign that will run in the same media outlets as the original advert correcting the misrepresentations by the AAM.

“Controversially, the counter ad shows a child holding a cigarette. However, the AAM version deceptively implies that their products are clean and healthy for children, and the UCS says its own ad points out that the Auto Alliance is trying to hide the harmful contents of their products much like cigarette makers have done in the past.

“The Auto Alliance must think that if you repeat a lie often enough, people will start to believe it,” Mr Friedman warned. “Their strategy is an irresponsible attempt to shift the focus of the pollution debate completely away from cars and trucks.

“The AAM is the lead group suing to stop landmark state regulations on global warming emissions from vehicles currently underway in California.”[xvi]

***Now back to your regularly scheduled reading…..

2026 UPDATE

Gasoline spending

THEN (book, 2012)

> *$440,000,000,000.00 approaching half a trillion per year*

Book, p.15. My calculation, using 2009 figures.

NOW

$436.6 billion

US transportation-sector spending on motor gasoline in 2024. Gasoline only; diesel is not included. This is a different measure from the book's, so the two numbers are not a like-for-like comparison.

SOURCE

EIA State Energy Data System, Table F16, 2024 estimates

eia.gov/state/seds/sep_fuel/html/pdf/fuel_pr_mg.pdf

WHY IT MATTERS

The fuel bill is still counted in the hundreds of billions of dollars a year.

Cars Cause Obesity!

The time span for the *proliferation of the automobile* 1960-2010 could also be called the *proliferation of US's waistlines*. That's because not only has our registered automobiles more than tripled—so has the obesity rates. The United States overdependence on personal vehicles **is** the reason why we still and will hold two undisputed #1 international rankings. The United States is the #1 International Consumer of Crude Oil and the United States is the #1 Fattest Nation on Earth. The two rankings are currently crammed side by side into a convertible sports car in the crumbling speed lane with a State Trooper escort, traffic free to the economic collapse of our Great Nation. That's because our automobile society and our complete reliance on a shiny relic of the 1800's has led to yet another unforeseen and currently overlooked consequence—Cars Cause Obesity! Cars cause obesity in two ways—not only is driving a completely sedentary activity but also, the sheer volume of cars has resulted in people feeling trapped in their residences.

The "trapped feeling" is part of a modern paradox that Beyond Traffik will call the *Auto Trap*-- that's when people are afraid to leave their house and when they do it's never without their cars because, there's so many cars out there on the streets that you "need" a car to feel safe. We all have our vehicles and we hardly leave our houses without them. To illustrate, very often when I'm riding my bicycle people tell me to—"be careful out there." I've begun to reply by saying "Be careful of what?" Their response invariably involves not to be hit by a car. So, I tell them that's why I'm riding my bicycle, to demonstrate that there are too many cars on the road. To show people that you shouldn't have to be afraid to leave your house without your car. If more people left

their cars at home and took any other form of transport profiled later in the book, then there would be less people in cars. It's really that simple. Later in this chapter an *Auto Trap* example using the modern daily ritual of chauffer driving children to and from school every day will also be analyzed and deconstructed. It's sad and shocking what we're teaching our children to do. It needs to change.

Before the analysis of the impact cars have on our waistlines'—let's look at another automobile proliferators' point of view. Posted at 8/20/10 www.autoguide.com "News Article: Obesity Effects Automobiles Safety and Fuel Economy." Of course the article has a picture of an obese man in a wife beater sitting on a bench so you can't see his face… (it could be me)….(it might be you)….(much greater chance it's going to be our children)….(OK, it's me)….

Report: Obesity Effects Automobile Safety and Fuel Economy



"(caption)We all know that obesity has an adverse effect on our health, but did you know that is also has a detrimental effect on fuel economy and car safety? Those are the findings coming out of a new report released by the Centers for Disease Control and Prevention (CDC).

"General findings from this new report on obesity showed that there was a 1.1 percent increase (an additional 2.4 million people) in the self-reported prevalence of obesity between 2007 and 2009, and the number of states with an obesity rate over 30 percent has tripled to nine states (compare that to 2000, when there were no states that had an obesity rate of 30 percent). Not only does this become a concern for health, but also has repercussions when it comes to automobiles. The rise in obesity has forced these people, out of necessity, to buy larger vehicles, which increases gasoline consumption in the U.S. and fuel consumption increases with more weight in cars.

"In 2006, a study done by Entrepreneur.com analyzed the amount of additional fuel consumed due to heavier drivers. They found that almost 1 billion gallons of gasoline per year can be attributed to passenger weight gain in non-commercial vehicles between 1960 and 2002. That comes out to .7 percent of the total fuel used by passenger vehicles annually. They also estimated that for every pound gained in average passenger weight, over 39 million gallons of fuel is used annually.

"One the safety side of things, the obesity problem also increases the risk of crashes and injury is more prevalent due to the fact that obese drivers are less likely to buckle up because seat belts may not fit properly."[xvii]

So, the automobile proliferators' stance is that our increasingly larger obese population is the reason for less fuel efficiency and causes worse crashes. To put words in the automobile proliferator's mouth they're telling us—Hey Fatty, loose some weight and buckle up! Or just read another follow up article by the same source with a revised title.

"Report: Americans Avoid Small Cars Because They're Fat"

Wow. That's like the cigarette makers moaning about those damn lung cancer patients that keep dying and making them look bad. Dead nicotine addicts can't smoke anymore. I pick on the cigarette makers not only because they deserve it but, everyone now knows and understands that people who use that product are going to die sooner. It would be extremely hypocritical for a cigarette maker to blame a lung cancer patient for dying when everyone knows that it's the cigarette that killed them. At least the cigarette makers have owned up to their deadly product at least the cigarette makers have made amends.

So, Mr. Ford, Mr. Honda and every other auto maker should take this opportunity to apologize for the people that have already died from cars, apologize to those who are dying from cars, which are 40,000 directly and another 200,000 indirectly every year. This blood is on your hands—as much as Nobel was responsible for every person blown away by his dynamite. I won't pop my airbag waiting for the apology so—you auto makers, you automobile proliferators just keep fattening Americans up while you profit by enabling Americans to kill each other and pay our enemies. Cars Cause Obesity! Not only because they are entirely sedentary, also because of the modern paradox called the *Auto Trap.*

Cars Cause Obesity because they are entirely sedentary. Using myself as an example— about 10 years ago my weight and my cholesterol were getting high enough that my doctor told me diet and exercise is the first line of treatment for my Body Mass Index of 28 and preventing my rising cholesterol. My doctor as well as most all doctors recommend diet and exercise as first line treatment for many illnesses. The expected

compliance for this "golden rule" is less than 5%. Doctors recommend diet and exercise all day long almost every day even though they know that 95% of the people aren't going to do it. Beyond Traffik will look at the "exercise" side of the doctor recommendation. The "diet" side of the doctor recommendation is subject for many other books— if you're inclined, read one after you finish this. I will add though, speak with anyone from the 1950's or 1960's and they'll tell you—they ate whatever they wanted. There were no such things as "diets." People also walked regularly back then in the old millennium.

Beyond Traffik proposes that the American Medical Association (AMA) advises its doctors to use reverse psychology. With regards to the exercise side of the doctor recommendation, doctors should tell their patients not to exercise but to sit in mobile metal boxes for 1 hour at a time, 2 times a day, 5 days a week, for the rest of their life. Furthermore, while you sit in your mobile metal box you'll be burning processed goo that spews death fumes that pollutes the air that you and all around you breathe. The good news is, there's no co pay for this recommendation but, the finite, polluting fuel source that propels your mobile metal box is supplied by enemies at an ever increasing price. Don't worry, the shiny mobile metal box is climate controlled and you can pick your own color and music. This recommendation can be called the "Mobile, Polluting, Metal Veal Box Treatment." If the AMA does this, I guarantee the compliance will go up. Children will be taught growing up that they'll get a "Mobile, Polluting, Metal Veal Box" of their own someday. I bet that doctors will get the exact inverse of that silly "diet and exercise" golden rule, first line treatment, say it or they'll sue me protocol.

If the AMA just changes their protocol to include the "Mobile, Polluting Metal Veal Box Treatment" they'd see 95% compliance and only 5% noncompliance. Just think of all the friends the AMA will make in the auto industry and OPEC and the unions and federal, state and local government and advertising agencies and every single media source that runs automobile advertising from the morning children's shows through late night TV and all the garbage in between and every other one of the automobile proliferators who look the other way to enable Americans to kill Americans so we can pay our enemy. It's time to change our ways. Stop bombarding us with same old brainwashed message that sold our grandparents in the old millennium. Times have changed and we need to as well.

Why are pharmaceutical companies required to include the worst possible side effects of each and every drug in every ad when they only extend or improve people's lives. While the car commercials endlessly spew their child safety airbag bullshit never once with a disclaimer—Cars are the #1 Killer of Children nationally and internationally! I guess it's more important to know which drug you're taking may cause shit stains than it is to know that the enormous mobile polluting machine that you can't leave home without, kills more of us in the US under the age of 44 than anything else— Free Pass. That's just another example of the blind *carstitutionalized* mindset of our Nation. More poster boys like Mr. Ford and Mr. Honda who represent the automobile proliferators' stance of the old millennium will be called out by name for their egregious decisions. Killing is killing and cars kill indiscriminately and often both, directly and indirectly.

In reality if my doctor told me to do something as outrageous as the "Mobile, Polluting Metal Veal Box Treatment," I'd be gone. Well, first I'd scoff then I'd laugh and point at him while I left thinking he was an idiot. The sad truth is if you haven't figured it out already? If you haven't, please read another book. The sad truth is that people are self-prescribing the "Mobile, Polluting, Metal Veal Box Treatment" in droves. If someone else told you to do this—even your doctor—you would not. You would not do it because it's completely outrageous. Yet, every day, every week, every month, every year after year after year after year after year after year….. the *carstitutionalized* masses line up to administer the self-prescribed "Mobile, Polluting, Metal Veal Box Treatment." It's resulted in many unforeseen and overlooked consequences that must be recognized, addressed and changed.

Doctors are a sub-segment of our population that represents the best and brightest. Only the smartest students even attempt medical school. The smartest group of people in the country—our Doctors, tell everyone –diet and exercise. They would never prescribe anything as crazy as the "Mobile, Polluting Metal Veal Box Treatment." Beyond Traffik is telling you to **get out** of your "Mobile, Polluting Metal Veal Box." I'm asking you to wake up; I'm asking you to think before you instinctively jump behind the wheel of your favorite car.

OK, back to looking at some data on how our sedentary personal transportation model impacts our waistlines. It doesn't take much digging to see that others are awakening to the assertion that was pointed out loudly and clearly earlier—Cars Cause Obesity! Let's start first with how the unabridged edition of The Random House

Dictionary of the English Language defines "**Sedentary;** adjective. 1. Characterized by or requiring a sitting posture: *a sedentary occupation.* 2. Accustomed to sit or rest a great deal or to take little exercise." This definition describes the activity of driving and commuting that we all do for increasingly longer periods of time. The driver of the horseless **car**riage has barely anything to do while the passengers (if there are any) can only stare out the window and ask, "Are we there yet?" or state, "I have to pee." Now a car that has a urinal, that would be a real innovation--- but I digress. Cars are completely sedentary and for our country to virtually require citizens to need a car to get around as an unquestioned practice is what needs to be recognized, addressed and changed.

While researching the topics of Obesity and Sedentary Lifestyles there was a link in the article for Active Travel…..

"Active travel is an approach to travel and transport that focuses on physical activity (walking and cycling) as opposed to motorized and carbon-dependent means. Over 50% of car journeys in the UK are under 5 km. Motor car journeys can therefore be easily replaced with more active forms of travel. This practice offers multiple benefits of increasing health and levels of physical fitness and reducing rates of obesity, whilst reducing the consumption of fossil fuels and consequent carbon emissions.

"Studies have shown that the recent global increase in levels of obesity can be attributed to the decrease in physical activity by children and adults. This is also as a result of an increase in more sedentary forms of leisure (TV, video games) and to low levels of walking and cycling.[xviii]

So, the UK is seeing similar trends and results, people have become *castitutionalized* in the UK and have developed problems similar to the US. Now some are beginning to see a way toward a solution for 3 problems that are connected 1. Oil addiction through overuse of the automobile causes, 2. Air pollution and 3. Obesity.

What's that guvnor? You say bollix to what's happening in the UK—OK, here's some interesting info regarding sedentary habits of all of us in the US.

"Americans have become less physically active overall between 1955 and 2005. While the rate of leisure-time physical activity has not changed significantly there has been a decrease in work-related activity, human powered transportation, activity in the home, and increasing sedentary activity. During 2000 and 2005 the number of adults who were never physically active increased from 9.4% to 10.3% while the number who were engaged in the highest level of physical activity decreased from 18.7% to 16.7%. Pertaining to leisure-time physical activity, people involved in no activity increased from 38.5% to 40.0% while those who spent most of their day sitting increased from 36.8% to 39.9%.

In 2000 the CDC estimated that more than 40% of the US population was sedentary, another 30% was active but not sufficiently and less than 30% had an adequate level of physical activity. There has been a trend toward decreased physical activity in part due to increasingly mechanized forms of work, changing modes of transportation, and increasing urbanization. Obesity rates have increased in relation to expanding suburbs. This has been attributed to increased time spent commuting, leading to less exercise and less meal preparation at home."[xix]

There's that time frame again, from the mid 1950's through 2005 this reference talks about the declines in physical activity. There are specific mentions of less human powered transport—walking and biking—while increases in time spent commuting because of the sprawl of our automobile dependent lifestyles. While our automobiles proliferated from 77 million in 1960 up to 255 million in 2010, our obesity rates have also skyrocketed and so has air pollution attributable to cars that kills 200,000 children, women and men every year. Is it really worth it?

Another unforeseen and overlooked consequence of our automobile society is that so many millions of our citizens are trapped by their sedentary automobiles for longer periods of time while lining up 2 times a day, 5 days a week, 52 weeks a year, every year, year after year after….. It's gotten so bad that our model, our current personal transportation model, the one that we all line up for everyday without a second thought, so we can roll around slowly (reviewed later) on our crumbling infrastructure (reviewed later) in the shiniest, most popular relic from the 1800's, that crazy killing **car**riage without a horse— our Automobiles have turned us into a Nation of *Car Potatoes!*

2026 UPDATE

Adult obesity

THEN (BOOK, 2012)

> *the number of states with an obesity rate over 30 percent has tripled to nine states (compare that to 2000, when there were no states that had an obesity rate of 30 percent)*

Book, p.30, quoting a 2010 article about a CDC report.

NOW

19 states
30% to under 35%

21 states
35% to under 40%

Adult obesity rate in 2025, self-reported. No state with available data was at 40% or higher. California, Mississippi and Nevada had insufficient data.

SOURCE

CDC Adult Obesity Prevalence Maps, 2025 data
cdc.gov/obesity/data-and-statistics/adult-obesity-prevalence-maps.html

WHY IT MATTERS

Obesity is the third test in Section I. This is where the national numbers stand now.

Your next steps

1 Join our email mailing list

Sent by a friend? Join here. Know someone stuck in traffic? Share the link, not the file:

FREE.BEYONDTRAFFIKBRAND.COM/PREVIEW

2 Get the full book

Beyond Traffik is on Kindle for $9.95:

AMAZON.COM/DP/B00A7ZMFIS