

# Setting The World To Rights

*Ideas have consequences.*

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## More Or Less

Oooh, how exciting! One of our regulars, **a reasonable man**, he says (well he always did have a good sense of humour),

has started blogging. Knowing Gil, we were expecting to find some deep thoughts about the latest political situation, or a glowing tribute to Microsoft. Instead, we found toilet paper. And as it's on blogspot, whose archive links might as well be toilet paper, visit it soon or search for "toilet paper".

Wed, 05/21/2003 - 03:09 | [permalink](#)

## In a similar vein -- any comm...

In a similar vein -- any comments on **this** ?

by a reader on Wed, 05/21/2003 - 04:13 | [reply](#)

## It Makes Sense

Heh. I think it makes sense. Brake lights and complete stops can have long-lasting effects on traffic, so avoiding them should improve the average flow. I've been driving like that for a long time (avoiding frequent stops). It should save gas, too.

It's interesting that some people seem to always be looking for the best ways to do things while others never seem to.

by **Gil** on Wed, 05/21/2003 - 20:51 | [reply](#)

## I've seen some work on trying...

I've seen some work on trying to ameliorate the effects of a flood surge in a river by breaching dykes \*downstream\* of the area one wishes to protect - it's a similar kind of thing, in some sense.

In a two lanes-merging situation:

Numerous experiments in various areas of the country have led me to believe that rolling down the window and pointing at the lane that is about to disappear will help dissuade drivers from jumping up to the front; it's got a 25-30% success rate in preventing

queuejumping. But I have a large and hairy arm, if not an imposing

car; YMMV. In some areas of the country it's more about people not putting their clicker on to merge - even if there *\*is\** space.

Traffic flows definitely have a critical point - once fluidity is lost (a sort of critical 'temperature') capacity drops.

by a reader on Thu, 05/22/2003 - 21:24 | [reply](#)

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