



On the Move:

The Future Mobility of People, Products, and Ideas

**Edited by Shannon Wheatley Hartman
Fellow of the Interactivity Foundation
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IF...



On the Move Route

Only Major Stops Listed

Photo Credits

Policy B: *Support the Integrated System*

Pg 12 Title: SkyCycle

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Policy E: *Advance Eco-Conscious Movement*

Pg 24 Title: Go Greener

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Title: Suited man on cool retro bike

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Policy Overview

 Policy Possibility	Concerns	Implementation
	This policy emerged from the following concerns:	This policy could be implemented in the following ways:
A. Move the Body and Spirit	<ul style="list-style-type: none"> • How can we enable movement for all bodies of different abilities and ages? • How can we foster movement that is joyful and engaging? 	<ul style="list-style-type: none"> • Treat cybernetic extensions and prosthetics like body parts and not devices. • Promote adaptive environments that respond to the needs of individuals. • Incorporate performance art and intentional design into our transportation systems.
B. Support the Integrated System	<ul style="list-style-type: none"> • How can we address increased congestion, inefficiency, and inequality of movement? • How can we increase connectedness between communities and enhance an overall sense of belonging? 	<ul style="list-style-type: none"> • Install smart infrastructure—more efficient and environmentally friendlier systems for managing movement. • Rival the dominance of human-operated automobiles.
C. Allow People to Keep Mobility Moving	<ul style="list-style-type: none"> • How might we support everyday ingenuity and informal systems of movement to address the needs of the people? • How do we empower people to take control of their movement? 	<ul style="list-style-type: none"> • Deregulate formal transportation schemes. • Support transportation-on-demand initiatives.
D. Embrace Slow Moving	<ul style="list-style-type: none"> • How do we strengthen our sense of self, connection to place, and a sense of responsibility to others? • How do we improve public health through mobility initiatives and reforms? 	<ul style="list-style-type: none"> • Prioritize human-generated movement. • Support slow initiatives such as the slow road movement, slow freight, slow food, slow tourism, and slow homes.
E. Advance Eco-Conscious Movement	<ul style="list-style-type: none"> • How do we move and move things around in accordance with our environment ethos? • How do we become more informed about the environmental costs of movement? 	<ul style="list-style-type: none"> • Create incentives and regulations for environmentally responsible movement of people and products.
F. Maximize Virtual Mobility	<ul style="list-style-type: none"> • How do we employ virtual mobility to address many of our physical mobility needs? • How do we better prepare for the social, political, economic, and legal implications of increased virtual connectedness? 	<ul style="list-style-type: none"> • Democratize virtual communities. • Encourage a sense of ownership in virtual spaces.
G. Support Mobile World Citizens	<ul style="list-style-type: none"> • How do we support global hyper-mobility of the future? • How will we protect the rights of people to stay put and not be displaced against their will? 	<ul style="list-style-type: none"> • Challenge traditional notions of citizenship and belonging. • Support the rights of people to move or to stay put as they like.



Introduction

It feels like the whole world is on the move. People, products, goods, information, ideas, values, and money are all moving at unprecedented rates. In 2013, there were more than 230 million international migrants. In the same year, there were more than 1 billion international arrivals in cities around the world. Travel and tourism is the largest global industry. Domestically, people are commuting greater distances for work, school, and to visit family. Products are also on the move. Manufacturing is now a multinational operation that involves moving parts from around the world before the assembled good is available on store shelves. Global economies respond to demands for international flavor, design, and media that come in a variety of legal, illegal, counterfeit, or pirated forms. The Web has made the movement of information instantaneous. There are more than 1 billion Internet users with mobile technologies that have reshaped our idea of community and allowed us to be on the move without ever actually going anywhere.



All of this movement invites a series of questions:

What are the environmental costs of mobility? What impact does hyper-mobility have on our sense of self, family, and community? Who is able to travel? Who is forced to relocate? What are the long-term implications of a “transportation divide”? How will technology and technologies yet to emerge impact the future of mobility? What sort of rights do we have or want when it comes to mobility? How is virtual mobility reshaping everyday life? Should we slow down?



We could wait for these questions to be addressed by our politicians or mobility experts, but we invite you to discuss this topic with your friends, neighbors, or classmates. These concerns affect all of us and shape how we interact with one another and live within our communities. Thinking about this topic and anticipating the future of mobility (in its many forms) will help us all be more engaged and deliberate participants in our democratic societies.

This discussion guidebook was created to help facilitate conversations about mobility. It is the product of two discussion panels that met over the course of a year to explore this topic. Discussants had a wide range of expertise in the field of mobility as well as a variety of experiences. In the spirit of exploration and collaboration, we began our work by broadly defining the areas of concern and imagining conceptual policies that could be implemented in a variety of ways to address these concerns.

These policy possibilities do not embrace any particular political perspective nor do they advocate for any particular political agenda. On the contrary, this guidebook offers contrasting policy possibilities to help explore the breadth of this issue. Some policies reflect values that center on individual freedom while others revolve around community interests and the public good. Some policies call for regulation and others call for bottom-up action. Our hope is that these policy possibilities will encourage the exploration of ideas and the expansion of thinking around the discussion topic. We hope that this guidebook will serve as a jumping-off point for your thinking and inspire civil discussion about the future of mobility.

To learn more about the Interactivity Foundation and our mission to promote democratic discussion, visit our website at www.interactivityfoundation.org. If you would like to organize your own discussion on this topic or one of our many other discussion topics, download our step-by-step discussion kit and discussion guidebooks. All materials are available for free through our website.



MOVE THE BODY AND SPIRIT:

Enhance individual freedom by enabling all human bodies to move with the help of technology and art.

COME WITH US.



Imagine that all human bodies are able to move with ease and precision. Robotics, body augmentation, and prosthetics are available to those who need or desire them. All bodies can be enhanced using technology. No longer do we make a distinction between bodies that are “abled” and “disabled.” All bodies can benefit from extending sense perception and mobility. The individual’s relationship with the environment is magnified through art. Intentional design encourages a deliberate sensory environment that enhances feeling and emotion. Movement is not about getting from point A to point B. Instead, movement is an aesthetic and independent experience accessible to all people.

THE DRIVING IDEA.



This policy is motivated by the belief that all human bodies should be able to move independently, thoughtfully, and joyfully. By making emerging technology available, we will be able to offer greater movement and, thus, freedom to all people. Likewise, through embracing the role of architecture and art, the sensory experience of movement will be enhanced for all people. This policy developed from our shared concerns about the potential exclusion of the aging population, veterans, children, and persons with physical limitations from participating fully in our democratic societies. In addition, this policy also addresses our growing concern that movement is becoming a burdensome task rather than a life-affirming experience.

LOOKING AHEAD

What might this policy look like? How might it be implemented?

1. Treat cybernetic extensions and prosthetics like body parts and not devices. They should never be sold.
2. Enable people to make their own sensory or mobility extension through openly shared designs, instructions, and materials.
3. Make available and affordable 3-D printing for the purpose of extending prosthetics to people around the world.
4. Support the rights and social acceptance of cyborgs and others who have chosen to enhance their bodies.
5. Promote adaptive environments that will be able to respond better to the needs of individuals. By using new technologies that can be wired to the brain, individuals will be able to transform or adjust surroundings to improve general mobility, such as automatic light adjustments, hearing aids, kneeling buses, and so on.
6. Create local, national, and international contests to promote the use of art in publicly used hubs of movement.
7. Incorporate performance art in public transportation by sponsoring writer, poet, actor, artist-in-residence programs for train lines, bus routes, airline carriers, etc.

How else might this policy be implemented?



MOVE THE BODY AND SPIRIT:

Enhance individual freedom by enabling all human bodies to move with the help of technology and art.

PROCEED WITH CAUTION

What concerns do we share about enhancing the body and altering the environment for heightened movement and sensory experiences? For example:



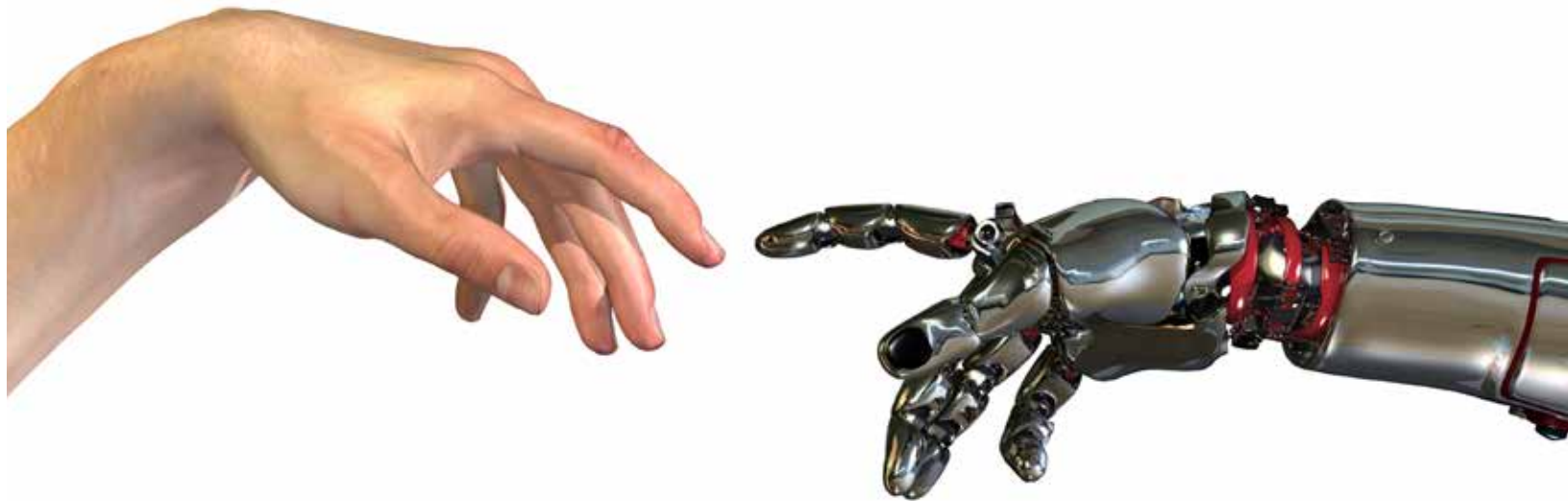
1. Without proper political responses to protect the rights of individuals with enhanced capabilities, this policy could create a minority group that is marginalized and excluded from society.
2. This policy may change how we think about athletes and sports in general. If all bodies can be enhanced, we may no longer value the so-called physically gifted.
3. Body enhancements may increase competition between individuals and disadvantage those who do not desire modifications.
4. Body enhancements may include technology, such as Google Glass, which offers immediate access to data. The commercialization of this technology may create a greater information divide, which will have long-term social and economic consequences.
5. The aging population will become mobile for much longer, which will have direct consequences for various industries such as the health industry and the general labor force.
6. Body enhancements could be used for the purposes of dominating others, such as the creation of a "super soldier."

What other concerns and consequences come to mind?



Additional questions to consider:

- A.** Who decides the type of sensory experience for those on the move? Which feelings and emotions should be enhanced? Would this feel too much like manipulation? What impact will it have on the “natural” environment?
- B.** Might this policy lead to an increase in “artificial human beings?” What about those who might be physically challenged but do not see themselves as disadvantaged or in need of being “fixed”?
- C.** Perhaps bodies should break down. How might this policy disrupt the natural progression from youth to old age? What sort of economic, social, and political effects will this have? When might enhanced movement be a bad thing?





SUPPORT THE INTEGRATED SYSTEM:

Expand individual choice and establish greater community connectedness through centrally controlled systems of movement.

COME WITH US.



THE DRIVING IDEA.



Imagine a future where highly individualized transportation and collective transit move together with precision and an unprecedented safety record. People and products flow through and between cities without interruption, congestion, or accidents. People have the freedom to choose the mode of transportation that best reflects their values and beliefs. All parts of the community are connected and no one is excluded due to transportation needs or limited infrastructure. The centralized system makes movement democratic, efficient, clean, and safe.

This policy embraces the importance of coordination through technology and architecture. Within an integrated system of movement, everyone will have the freedom to move through all parts of the community using their preferred mode of mobility. Those who might otherwise be dependent on others for getting around, such as the elderly, young, poor, and physically challenged, will experience greater freedom and opportunity to participate in society. This policy is motivated by the belief that technology and design can solve many societal concerns about equity, safety, and efficiency. In particular, this policy addresses our shared concerns that movement of the future will be increasingly congested, interrupted, and neglectful in less affluent areas. Left unchecked, this will contribute to a “transportation divide” and limit social mobility for some and decrease overall connectedness within communities.

LOOKING AHEAD

What might this policy look like? How might it be implemented?

1. Create a central control operation, such as the Federal Aviation Administration, to manage the movement of all people and goods.
2. Install smart infrastructure—more efficient and environmentally friendlier systems for managing traffic, product distribution, electric grids, and waterways. These systems utilize wireless sensors to collect and transmit information to computers for the purposes of better managing movement.
3. Incorporate automated cars (driverless cars), as well as other modes of movement like biking highways, pedestrian walkways, and public transportation into city designs that can be managed by area control centers.
4. Flip the current model of funding transportation. Allow governments to primarily fund public transportation and infrastructure while drivers fund the costs of individualized transportation.
5. Establish a “Technology Council” to oversee research, streamline new technologies, and address ethical concerns related to emerging technologies. This council would be made up of a broad range of experts as well as interested people who use this system of movement.
6. Properly fund and coordinate public transit within this system so that all people can move with ease and according to their beliefs.



7. Nationalize all highways and public transit to maximize coordination and efficiency.
8. Replace the driver's license with the “mobility card.” This symbolic gesture will help rival the dominance of human-operated automobiles.
9. Instead of a symbol of freedom, re-symbolize human-operated cars as symbols of containment that are inefficient, expensive, and unsafe. The choices available within the integrated system will come to symbolize freedom.
10. Teach mobility literacy and how to best navigate the coordinated system of movement.

How else might this policy be implemented?



SUPPORT THE INTEGRATED SYSTEM:

Expand individual choice and establish greater community connectedness through centrally controlled systems of movement.

PROCEED WITH CAUTION

What concerns do we share about centrally controlling and coordinating various modes of movement? For example:



1. The driverless car and smart infrastructure should mark a major shift in our transportation system. Individuals will become passengers rather than drivers. This creates a myriad of concerns about responsibility. Who is responsible within this system? What happens when there is an accident? How will conflicts be resolved?
2. Increased connectivity will put people in closer and constant contact with one another, which may not be desirable and have unintended consequences such as increased urban sprawl.
3. As with any new technology, this shift will create a new workforce and make many existing jobs obsolete. For example, taxi drivers and truckers might become unnecessary within this system. How else might this policy change the economy? The working class?
4. Perhaps “smarter” is not always better. Less technology and simple movement are sometimes more reliable and efficient. Technological glitches and cyber terrorists might compromise this system.
5. The integrated system may further encroach on green space, displace wildlife, and contribute to various types of pollution.
6. This policy does not eliminate the automobile system, but it does challenge its unrivaled dominance in society. The car industry and transportation lobbyists may resist this policy.

What other concerns come to mind?



Additional questions to consider:

- A.** Who should operate the centralized control system and who should have oversight concerning the operators? Should they be controlled by technology developers, such as Google, or the federal government?
- B.** How should this system be funded? Is this a public good that is appropriately funded through taxes alone, or should a system of user fees be employed? Or another system of funding altogether?
- C.** There will also be a need to extend and make accessible this new system of transportation to all people. How might this be done? Who might be excluded from this system? How might they be better included?
- D.** How might increased connectivity improve society? What might be the downside?





ALLOW PEOPLE TO KEEP MOBILITY MOVING:

Empower peer-to-peer cooperation by supporting decentralized, informal transportation systems.

COME WITH US.



THE DRIVING IDEA.



Imagine a future with robust, informal systems of moving people, goods, and services. Individuals can hop on a pedicab, redirect the city bus, or coordinate a neighborhood rideshare with the use of a phone app. Person-to-person marketplaces will allow individuals to rent out their stuff or labor while also empowering people to address various movement needs with limited government interference or regulation. This system will ultimately encourage people to trust and depend on fellow human beings to get around.

By deregulating and decentralizing aspects of transportation, movement will become more convenient, affordable, reliable, and accessible. This policy is driven by the belief that individuals and companies are more innovative than governments. People and companies are capable of organizing movement and should have more control over it. This policy builds choice, competition, and resiliency within our current systems of mobility that are currently highly regulated and centrally controlled. The sharing economy, which allows businesses to create a marketplace for individuals to rent out their stuff and labor, offers an informal approach to movement that empowers those moving to be directly involved in its functioning. For example, people can rent a ride with a stranger by accessing online sites like Lyft, Sidecar, or Uber. They can rent their neighbor's car or boat by using sites like RelayRides, Getaround, or Boataround. Even power tools can be informally shared by using Zilok. This policy is a response to our concerns that governments of the future will not be able to meet mobility demands. Technology that puts people in constant communication, and the ingenuity of sharing economies, are better equipped to adapt to the needs of the people.

What might this policy look like? How might this policy be implemented?

1. Update current transit systems with new technologies that will enable individuals to better connect with public buses, collective vans, and fellow movers—all of which can be contacted and rerouted to provide transportation on demand.
2. Distribute smart phones so that all people can be connected to new transportation on demand initiatives and sharing economies.
3. Support less common transportation systems, such as bike brigades or pedicabs, which can be used to take people, goods, and services to areas that are impenetrable due to unforeseen circumstances or congestion.
4. Support the deregulation of car-sharing schemes that promote neighborly cooperation.
5. Create informal collective transportation, such as buses, shuttles, and “dollar vans,” that are organized on a local level and not strictly regulated.
6. Create “Community Corps” that respond to the mobility needs of assigned neighborhoods. Incentives or requirements could be created to encourage participation in this program, thereby preparing and mobilizing individuals to address the needs of the community. Retired citizens as well as young citizens exploring a gap year in education could be the primary agents of this program, but all citizens could be trained to be more active and responsible for the common good.
7. Bring the goods to people instead of the current system of moving people to the goods. Increase mobile clinics, grocery delivery services, mobile classrooms, mobile businesses, food trucks, mobile government offices that circulate populated areas and communicate schedules through smart technology.
8. Implement safeguards within this system to enhance safety, such as: online rating systems, submission of credit card information, security provisions, insurance, and analytic systems to create trust within this system.
9. Launch campaigns that aim to inform citizens about various modes of movement, new technology apps, sharing economies, and developments in the informal system.

How else might this policy be implemented?



ALLOW PEOPLE TO KEEP MOBILITY MOVING:

Empower peer-to-peer cooperation by supporting decentralized, informal transportation systems.

PROCEED WITH CAUTION

What concerns do we share about decentralized movement? For example:



1. This policy may create a false sense of agency. Maybe people are not capable of organizing movement.
2. This policy may have a greater significance for urban areas than rural areas. Communities in rural areas are accustomed to taking care of themselves and their neighbors. It may not be possible or necessary to implement this policy in rural areas. Alternatively, this policy may be more significant for rural areas with less developed centralized systems of public transportation.
3. The informal system will be very confusing for those who are not in “the know,” such as travelers, visitors, new arrivals to the community, the elderly, etc. This may have a significant impact on local economies and decrease overall movement.
4. Informal transportation systems may be unsafe. Transportation is regulated to protect individuals.



What other concerns come to mind?



Additional questions to consider:

- A.** This policy relies upon citizen participation as well as knowledge of the informal system. How do people get access to information that is constantly changing? How are people made aware of a seemingly underground system of movement? How do you build trust within this system?
- B.** What role, if any, should the government play in developing and supporting the decentralized efforts to build resiliency in the mobility system? Would governmental involvement undermine this policy?
- C.** What checks and balances might we build into this policy to prevent a consolidation and misuse of power? How might we protect the informal transportation system from corporate take over? Or protect it from corrupt community members?
- D.** How should we think about responsibility and liability in this system? For example, who is responsible when an accident occurs? The driver? The smart app that connected the driver with the rider? The rider?



What other concerns come to mind?



EMBRACE SLOW MOVING:

Increase local connectivity and public health through Slow Movement initiatives.

COME WITH US.



Imagine that we all slow down. People walk to work, grow some of their own food, purchase the rest from local farmers, sleep more, undertake DIY projects, play. Imagine success being synonymous with leisure. Economies do not strive to grow indefinitely, but desire to achieve sustainability. People desire quality over quantity of experience. Imagine a cultural shift toward slowing down the pace of life.

Pause.

Breathe.

Read slowly.

THE DRIVING IDEA.



This policy values deep appreciation of our experiences and surroundings. A thriving democracy requires a sense of connectedness between citizens as well as the services and goods that a community provides. This policy will encourage people to move slower within the community to be able to better appreciate local goods, production, culture, and people. This policy will also enhance public health by encouraging human-generated movement and a generally slower paced lifestyle. This policy stems from the concerns that we will be moving too quickly and too often in the future, which will weaken our sense of self, connection to place, and a sense of responsibility to others.

LOOKING AHEAD

What might this policy look like? How might we implement this policy?

1. Prioritize human-generated movement by connecting shared public spaces through various walkways, pathways, tunnels, and biking lanes. This would require protecting and reclaiming green space within cities while also re-designing cities to be more accessible to those moving by their own energy.
2. Offer market incentives and develop public campaigns for the slow freight movement, which might include sail power or slowing down the speed of barges, large container vessels, and trains.
3. Advance the Slow Road Movement. A 50-year-old crumbling interstate system brings opportunity—a chance for a giant retrofit that might slow down cars by offering narrow, meandering roads and scenic stops for people to get out of the car. This might also include radically decreasing the speed limit.
4. Support the Slow Food Movement by creating incentives for cooking more, buying local, creating neighborhood gardens, sharing meals, and allowing more time to eat and appreciate food together.
5. Promote Slow Tourism through campaigns to connect with a particular community rather than moving quickly through multiple cities. Offer incentives for week-long rental properties and create community programs to engage the visitor rather than appease the fast-paced tourist. Utilize slow trains and other modes of travel to advance this initiative.
6. Support the Slow Homes initiative, which includes using sustainable materials, constructing where people work and live, building small, and employing independent, local builders.
7. What other Slow Movement initiatives might be implemented?

How else might this policy be implemented?



Additional questions to consider:

- A.** Slow Movement tends to encourage local production and local consumption. This policy, however, might also allow for international corporations, such as Amazon, to use delivery services to free up time for individuals to practice a slower pace of life. Do you see a contradiction in this approach?
- B.** Would the Slow Movement initiative make us more provincial while the rest of world is becoming more interconnected and cosmopolitan?
- C.** Is slow better? How might the Slow Movement discourage better health and even undermine a sense of connectedness? For example, can Slow Food really feed our communities?





ADVANCE ECO-CONSCIOUS MOVEMENT:

Promote environmentally sustainable movement of people and products through regulation and incentives.

COME WITH US.



Imagine a future where movement is environmentally responsible. The environmental cost of getting around is as seriously considered as the economic cost of movement. All movement requires an environmental calculation. This new mobility ethos discourages inefficient movement and encourages a greater appreciation for how we move—and move things—in harmony with our environment.

THE DRIVING IDEA.



The movement of people and products has environmental consequences. Individuals should do more to decrease and offset the environmental cost of getting around. This policy is driven by the belief that living within a community—and moving within that community—should be in harmony with environmental sustainability. Individuals should modify their behavior for the greater good of the entire community, which includes the environment. This policy develops from our concern that people will not know the true cost of their products or their movement. This will become a heightened problem in the future as we see increased movement and expectations for increased speed of delivery.

LOOKING AHEAD

What might this policy look like? How might we implement this policy?

- 1. Create incentives for environmentally responsible movement, such as a tax credit for car sharing or using public transit. Administer reverse-parking tickets for cars that stay put for a certain amount of time. Car owners earn bonuses for not moving their cars.**
- 2. Reward employees for coming to work using human-generated movement, like biking or walking.**
- 3. Turn commuting into a publicly available video game. Input individual information about daily commutes and “win” the game by figuring out the most eco-friendly daily routines that can then be implemented in real life and with the support of other “players.”**
- 4. Regulate human movement by monitoring carbon usage and allotting a maximum number of “carbon points” a person can use over the course of a determined period of time.**
- 5. Create a Department of Clean Movement to monitor “carbon points” or “transit credit” for all people. Driving to work would cost a certain number of carbon points, whereas biking or walking to work might earn someone more points. The cost of air travel, for example, would be a considerably greater number of points and, thus, encourage people to offset high carbon travel with more eco-responsible movement throughout the year.**
- 6. Allow informed purchasing power to influence eco-responsible movement of products. Use a “carbon footprint label” or a “movement label” to track the distance a product travels, the mode of transport, and the overall carbon footprint of the product.**
- 7. Task corporations with making available information about product movement and sharing this information with consumers and regulation agencies. Corporations could even be taxed for the inefficient movement of products and rewarded for producing products with low carbon ratings.**
- 8. Application software, or apps, can be made available that trace the movement of products via barcodes. Embedded information on the history of a product, from production to shelf, can be made available to consumers.**

How else might this policy be implemented?



ADVANCE ECO-CONSCIOUS MOVEMENT:

Promote environmentally sustainable movement of people and products through regulation and incentives.

PROCEED WITH CAUTION

What concerns do we share about this eco-centered policy? For example:



1. Tracking products may create a disproportionate, negative effect on geographically isolated economies. Producers located farther away from centers of consumption might be unfairly impacted.
2. Encouraging eco-friendly movement of people may disenfranchise those who cannot afford low carbon movement and further entrench the “transportation divide.”
3. Many consumers depend on the production of cheap products that are often made in far-off locations. This policy could discourage the consumption of such products and change global consumerism.
4. Encouraging people to travel less may devastate national and international tourism industries.
5. Less travel may also have an effect on how we see ourselves and develop our own identities as well as how we see others and understand our place in the world.

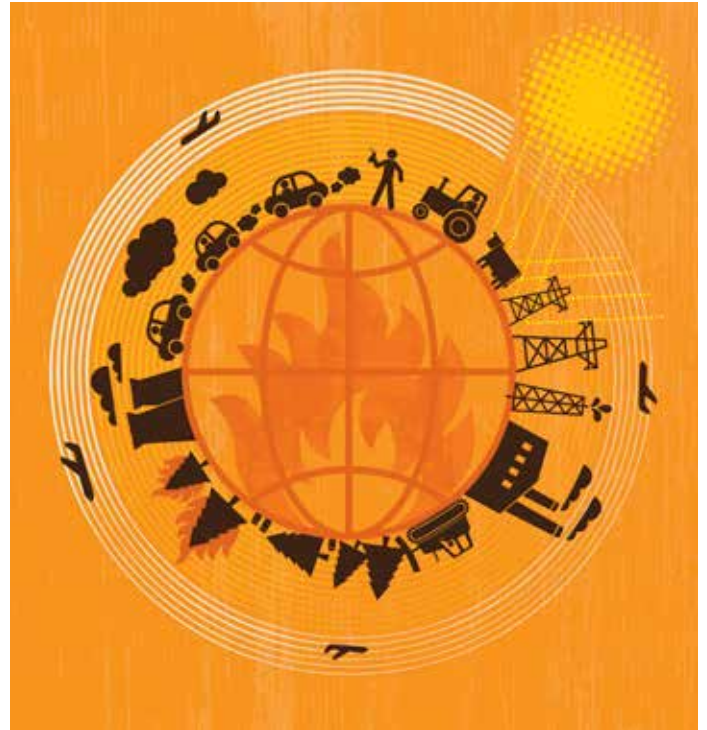


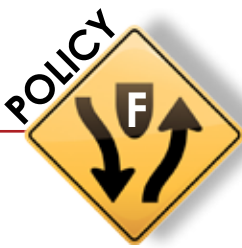
What other concerns come to mind?



Additional questions to consider:

- A.** Why do people travel? What might be lost in our individual or national identity if we limit our movement due to environmental concerns?
- B.** Beyond the movement of people and products, what other types of movement should be addressed in accordance with the underlying values of this policy?
- C.** In addition to carbon emissions, how else does movement negatively affect the environment? How might these concerns be addressed by local, national, or international policies?





MAXIMIZE VIRTUAL MOBILITY:

Make physical mobility more efficient and deliberate by maximizing virtual mobility.

COME WITH US.



THE DRIVING IDEA.



Imagine a future with greater virtual connectedness. Telecommuting is the norm. Education is conducted predominately online. People get together in the “real world” when they want to—not because they have to.

This policy acknowledges the importance of virtual interaction and promotes the need to improve, govern, and give access to these new sites of contact. This policy is driven by the value of equality of opportunity. Those who have access to virtual mobility will be better enabled to participate fully in local and global interactions. This policy acknowledges that virtual mobility is as important as physical mobility and should be extended to all. Moreover, virtual mobility can address many of our concerns with physical movement and improve our way of life. This policy addresses our fear of a greater “digital divide” in the future, as well as our general concern that we will not be prepared for the social, political, economic, and legal implications of increased virtual connectedness.

LOOKING AHEAD

What might this policy look like? How might this policy be implemented?

- 1. Democratize virtual communities by providing universal broadband, Wi-Fi hubs, and free public devices to access virtual reality. Give all people equal opportunity to access and thrive in virtual communities. This could also include offering free classes in virtual etiquette and safety to both children and adults.**
- 2. Improve virtual technology so that virtual connectedness can be maximized and will decrease the need for daily face-to-face, work-related interactions. For example, business meetings or even classrooms could become unnecessary if virtual technology was sharp enough to foster a real sense of connectedness and a space to exchange ideas.**
- 3. Under these circumstances, businesses might need to justify face-to-face conferences, meetings, and even permanent building structures.**
- 4. Create a virtual public service system that addresses social and legal concerns located within virtual communities. For example, a virtual police force could be created to address virtual concerns. Virtual economies would also be regulated.**
- 5. Make transparent the movement of capital.**
- 6. Encourage a sense of ownership in virtual spaces. Currently many virtual spaces are public spaces that are privately owned. Create publicly owned virtual spaces.**

How else might this policy be implemented?



MAXIMIZE VIRTUAL MOBILITY:

Make physical mobility more efficient and deliberate by maximizing virtual mobility.

PROCEED WITH CAUTION

What concerns do we share about the increase of virtual connectedness and mobility? For example:



1. Although virtual communities are on the rise, they are not necessarily an ideal form of interaction. Social skills, “thick relationships,” and physical communities might be lost as we promote virtual communities.
2. Can privacy rights be protected in virtual communities? How might our expectations about privacy change under these new developments?
3. Who “owns” the virtual world? Many virtual communities are public spaces that are privately owned and make money on freely given information. Can we all become stakeholders in the virtual world?
4. How can the aging sector of the population be included in this policy and kept from feeling left behind? Who else might feel excluded from this policy?



What other concerns come to mind about enhancing virtual connectedness?



Additional questions to consider:

- A.** What are the trade-offs of existing in a virtual community rather than a physical community? How might dual existence flourish?
- B.** How will such policies change the home structure? Will all homes have a media or office room? How will it change family time? Relationships? Cities? Are these positive changes?
- C.** How might increased virtual mobility improve or discourage social mobility?





SUPPORT MOBILE WORLD CITIZENS:

Enable individuals to be in control of their own movement or lack of movement within and between countries through national and international reforms.

COME WITH US.



Imagine a future where movement is fluid. People can move within and beyond national borders without hassle. People move or stay put according to their desires and needs. Now imagine that governments not only allow for such movement, but actually facilitate it.

THE DRIVING IDEA.



This policy acknowledges that movement is a universal right. All people should be allowed to move or stay put as they like. Moreover, as economies and people become more interconnected, this policy recognizes the likelihood of transient lifestyles. Anticipating this trend, this policy will require governments to redesign structures of political participation, systems of education, laws about migration and hospitality. The underlying claim of this policy, or set of policies, maintains that individuals are increasingly mobile and both national and international governance should support this phenomenon. This policy developed from our concerns that hypermobility will become an elitist activity of the privileged while millions of other people are being forced to move or relocate against their own preferences.

LOOKING AHEAD

What might this policy look like? How might this policy be implemented?

1. No longer will one need to be a permanent resident of a place to be a legitimate political agent. For example, one could be a political agent with specific rights (such as the right to vote) in places where he or she may live temporarily, commute, telecommute, or relocate. One might need to demonstrate knowledge of the community and a sense of connectedness to that community but need not be physically settled in that community for long periods of time to be considered a full member of that society.
2. K-12 curriculum could become standardized on a national or even international level to accommodate hypermobile students. In addition, remote-learning platforms can help stabilize education by ensuring consistency even during times of movement. Online classrooms could also offer the opportunity for cultural communication through globally networked classrooms.
3. The tax system could be reformed to account for hypermobility and the disconnect between work and lived spaces. In addition, subsidies for permanence, like home ownership, could be dismantled.
4. International laws and codes of conduct that interpret and protect international movement could be further developed. These laws would be enforced by an international police force and judicial system.
5. State governments, international organizations, nongovernmental organizations, or a coalition of governments would provide the infrastructure for movement. For example, government supported youth hostels or travel credit.

How else might this policy be implemented?



SUPPORT MOBILE WORLD CITIZENS:

Enable individuals to be in control of their own movement or lack of movement within and between countries through national and international reforms.

PROCEED WITH CAUTION

What concerns do we share around hypermobility?
For example:



1. Hypermobility lifestyles will create a broader, albeit thinner, sense of connectedness.
2. Hypermobility will significantly change purchasing patterns. People will rent more and buy less. People will accumulate less out of necessity. This will affect the global economy.
3. This policy could increase both domestic and international conflict due to cultural clashes, competition for limited resources, and the general inability of governments to manage the movement of large groups of people.
4. New infrastructure will be required to make possible the right to move. In addition, local needs must be met to make possible the right to stay.
5. This policy could create global health concerns as disease and chronically ill people will also become more mobile.



What other concerns come to mind?

Other Publications of the Interactivity Foundation

Discussion Guides

- Invention, Innovation, and Intellectual Property (2014)
 - What Might Childhood Look Like in the Future? (2014)
 - Shaping Our Towns and Cities (2013)
 - Crime and Punishment (2013)
 - The Future of the Family (2013)
 - The Future of the Arts & Society (2013)
 - The Human Impact on Climate Change (2013)
 - Human Migration (2013)
 - Helping America Talk (rev. 2012)*
 - The Future of Higher Education (2012)
 - The United States' Democratic Promise (2011)*
 - The Future of Energy (2011)
 - Helping Out: Humanitarian Policy for Global Security (2011)*
 - Democratic Nation Building (2011)
 - Future Possibilities for Civil Rights Policy (2011)*
 - The Future of K–12 Education (2011)*
 - Food: What Might Be For Dinner (2011)*
 - Health Care: The Case of Depression (3rd ed. 2010)
 - Privacy & Privacy Rights (2nd ed. 2010)
 - How Will We All Retire? (2010)
 - Anticipating Human Genetic Technology (2009)
 - The Future of Regulation (2009)
 - Property (2009)
 - Science (2009)
 - Rewarding Work (2009)
- * Also available in Spanish

Other IF Publications

- Let's Talk Politics: Restoring Civility Through Exploratory Discussion (2013)
 - Julius "Jay" Stern: A Biography (2010)
- Contrasting Possibilities and the Interactivity Foundation Discussion Process (2nd ed. 2009)
- Facilitation Guidebook for Small Group Citizen Discussions (2nd ed. 2009)
 - Support Materials for the IF Discussion Process (2009)
 - Teaching Tips (2009)
- Guidebook for Student-Centered Classroom Discussions (2008)
- Public Discussion as the Exploration and Development of Contrasting Conceptual Possibilities (2008)
- Facilitation Guidebook (2005)



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A stylized, minimalist map of a city grid. The streets are represented by white and yellow lines on a light gray background. Green areas represent parks or open spaces, and a small blue area represents a pond or lake. The map is oriented vertically.

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