

LIVE TRAFFIC - THE PHOENIX PROJECT

THE CITIES RISING FROM THE ASHES

(I do not speak English very well, so forgive me any errors in the text below)

The positive result obtained by the drastic reduction in the number of vehicles on the streets would bring a less time spent in transport, reducing pollution, less stress and therefore reduce public health expenditures, because there would be fewer car accidents! The post office, trucks, shippers of perishable food, deliveries, organ donation and transport of animals would flow more quickly through the city streets. The traffic of ambulances and firefighters happen faster and more would be saved! The sirens would not often linked, since there is more congestion! Police cars would meet as soon as it occurs, reducing urban banditry! The Police force is well divided the city and there is no need for new hires in the coming years!

Companies could work with better forecasting of delivery of their products and their suppliers receive precise times. Stocks were working in a lower limit, reducing investment and making the system more efficient business, cheaper and more sensitive to changes in trade demand. The commercial sector will also work lower inventories, because the industry can quickly and without delay to replenish their shelves.

So when the problem of urban congestion is resolved we will be benefiting many other sectors of the economy that depend on a steady flow in the city!

New businesses will be created or improved by reducing the number of vehicles on the streets! We will deliver the product before it is quite unthinkable, new types of vendors will be right next to the pedestrians as they move quietly to their homes or to work. Time spent on public transport will be used to make purchases, pay bills, withdraw money, cut hair, shine your shoes or simply enjoying your novel or movie, while back home! Many things can occur while people move around in the streets. This is a new concept of living life every minute!

A new city will rise from the ashes of pollution. The city will be moving, alive, vibrant, efficient, more economically powerful and more agitated than ever! A city that will love itself, making their citizens happier, less sick and more consumers, increasing tax collection and all that the new system will pay for itself in a very short time. Using the car will be boring in a city like this! On the other hand go to work or return home through the new public transport will be very fun and useful! It is even likely that tourism will increase, in this great city, just to know the new concept of living life intensely, and every minute! Maybe other companies wishing to have their business in big cities to adopt the Phoenix project, because everything will be available here soon! And everything is moving, tracking the population from day to day. The rush will be a true "financial party" where the most business marketers will occur!

Solving the problem of traffic is also thinking of rain and floods! A plan that does not consider these items as part of the road problem will never be a good plan! A new concept in exchange for jobs and residences will also be adopted. Thus most people will live closer to their work, reducing a little the volume of vehicles and persons in need across the city at rush hour!

How to solve the problem of traffic in a gigantic city? What is really hampering the movement of vehicles in this city? What causes blockage of the city with cars, buses and trucks? Are the vehicles themselves, the streets, the rush of drivers education, education of pedestrians, traffic lights, floods, rains? What? The answer is everything! And each item should have a proper action. At the end of the deployment of the Phoenix project will integrate all these aspects and will complement perfectly! Let's divide the problem of traffic in various topics to be improved. Let's talk about each item and solve one by one! The full implementation of each phase of the project will improve gradually transit. In the end we will have solved one of the most complex social problems of today in big cities. And we will win gain a modernized city to live worthy of the twenty-first century!

Items to be considered in this project are:

- **Small Floods**
- **Relocation of Jobs and Residences**
- **Public Transport - buses and vans**
- **Cargo Transportation - trucks, subway and train**
- **Private transport - cars and motorcycles**

Small Floods

IMPORTANT ISSUES:

Small floods blocking the traffic locally. The volume of vehicles will accumulate and soon the entire city's traffic stops! Why are there floods? As nature is the excess water? Modern society has profed a huge area: the city! If a very large volume of water rushes in this place the only possible way it is spread to the local paved lower! How to avoid this volume to accumulate in specific locations? How to prevent the hillsides turn into waterfalls? How to prevent the lower part of a neighborhood turns into a lake dirty and dangerous to health?

SOLUTION FOR THE ACCUMULATION OF RAIN WATER LOCATED

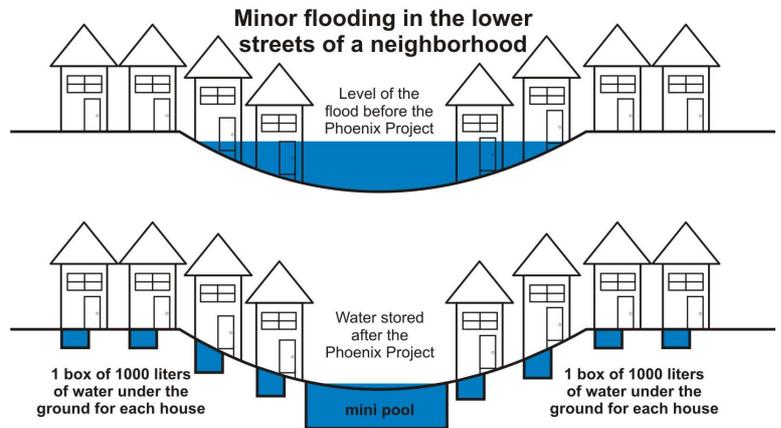
As we are all part of the problem, we must be part of the solution too! To combat the problem of small floods every suburb should have a Community system to capture rainwater. Each house would accumulate a bit of rain water and the city would raise the rest in a kind of "poll" under the soil of the lower regions of the district. When this "pool" reached a critical level,

the water pumps would send the excess water to the reservoirs of the neighborhoods next highest, avoiding or minimizing local floods! Pumps to reallocate these waters would run on solar power, wind power, electric generators and electric grid. Thus it would never flood the site because the system was prepared for the days of heavy rains and power outages. We have to transform the city's vast underground network in uptake and transport of water from rain, so remaking the natural function of soil concrete, preventing the kind of dial with this matter appropriately.

All houses in the street slope or grade of a region that usually floods should have at least a concrete box of 1000 liters, under the ground front of his garage, to store water captured in its own grounds. These homes also would use later this accumulated water to wash your garden using a simple filtering system and reducing the day-to-day consumption of the precious liquid.

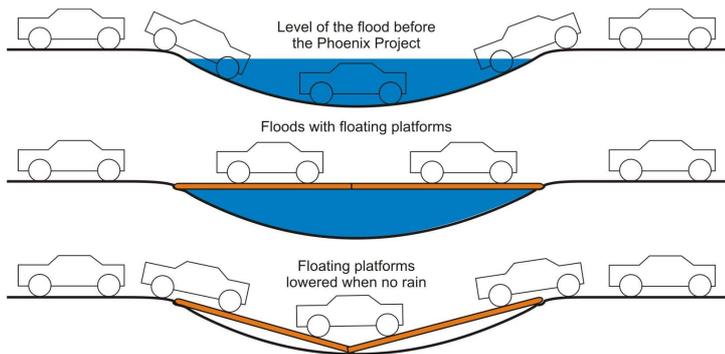
Thus a large number of residences would be responsible for amassing thousands of gallons of rainwater. Imagine how many thousands of gallons of water would be captured, before there was a flood! In places where there are always more floods due to heavy rains, the homes should have two concrete boxes of 1000 liters of water at the entrance to their land.

The city would make a great underground reservoir, the lower part of the neighborhood, for the installation of a reservoir that could accumulate rapidly over the waters. The downhill street could have several drains on the sides to redirect much of the underground storm water directly into the large underground reservoir positioned in the lower region, reducing the effect waterfall in the streets!



The system would alone or with distant follow the competent organ of the city! The department public could quickly check the situation there with video cameras or sensors, water level. They then decide whether or not the pumping of this water to the nearest dam, reducing problems of future shortages. The system could also be automatic, thus avoiding the constant monitoring. Parallel tanker trucks could be sent to places most critical to remove excess water before it overflows.

Automotive platforms floating (left) for cars and pedestrians, available at points of greatest problem! They would rise above 50 cm or 1 meter of water, thereby maintaining the continuous movement of cars and people through the site, even if some water got left on the streets.



Under the platforms could be simply sealed PET bottles to make them float!

BIG FLOODS:

There is not a simple idea that can solve the accumulation of massive amounts of water. Floods that cover homes up the roof in a huge area is a demonstration of nature that this place is not meant to live as usual. In these places all the residents should have two or more water tanks of 1000 liters to accumulate as much water as possible before they lose their homes. This will not be enough to contain the absurd volume of water, but avoid a full major, because everyone would collaborate holding thousands and thousands of gallons of water.

If this neighborhood that has flooded 100 houses and each one available embedded in their yards, two boxes of 1000 liters, people will have accumulated 200,000 liters of water before losing their things. The city would build several underground reservoirs in several critical areas. So all work together to ensure that problem is definitively solved or reduced. If even then the volume of water is impossible to be captured, I see only four possible options:

- People leave the area and a large square will be prepared on site;
- The city will build a huge underground reservoir that will contain all this volume of water;
- The houses would be built on concrete columns and floor area would be free. The house would have external stairs. The garage would be too high to preserve the vehicle during a flood;
- The residences will be floating and everyone would have a small boat especially for those days. Their cars would be stored on a floating platform and also anchored next to each home.
- A national agreement could create a system similar to oil pipelines, creating new pipes connected only to pump water from massive flooding toward other drier regions of the country, thus making it feasible to solve two problems: drought and flood simultaneously.

None of these solutions is cheap or easy to do! But no one of these people will continue living as amphibians: part of their lives inside and outside the water! With the last suggestion above, we can minimize the problem of drought as well. With a structured plan we can use the surplus of rain in Sao Paulo and the Pantanal to supply the southern part of the country. We may use the excess rainfall in Minas Gerais and northern part of the country to meet the problems of drought in the northeast. A two-way street that can help balance the excesses and shortages of liquid needed.

Relocation of Jobs and Residences

IMPORTANT ISSUES:

This is an innovative concept that will change the labor laws, creating new types of business to manage the whole idea and offer free, a good many people, something that remains to us all: time! We could relocate the people in the workplace so that they can make their services closer to their homes! A housekeeper can do your job at a company near her! Why does she need to take three conductions, spend a long time to go and come back, getting up earlier than she needs, spending money and health to make money? And all this Just to clean the floor of an enterprise of the other side of town! The same thinking goes for a lot of work as a cook, laundress, mailman, hairdresser, manicure and many other basic activities!

CHANGING JOBS:

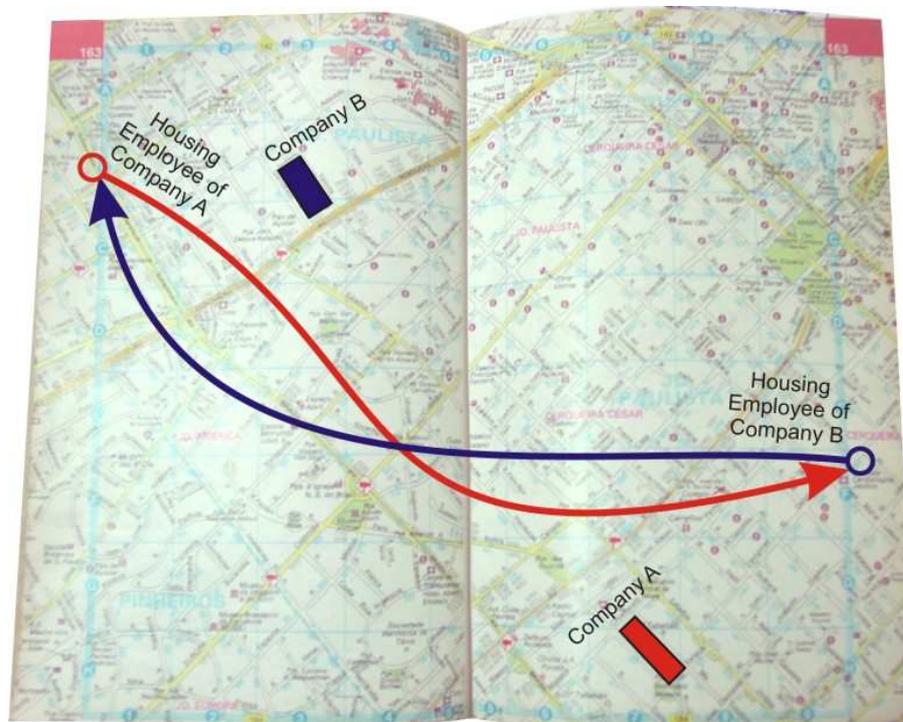
The exchange between companies reduces a useless flow of human movement and transportation in the city! For these people there would be no reason to arrive late! The company would pay the salary of his employee, who now works across the city and another firm. Whatever the problem with the employee transferred, the new company, where he now works, report the incident to the former company, which will take the appropriate action. After an evaluation period, if both companies agree, they could confirm the exchange of officials. This means that labor laws need to be reassessed as well, for enabling the formalization of this new concept!

The salary issue should also be thoroughly evaluated. This seems a problem, but the company paid less for equal work, it will level up the wages of the employee transferred, as it will not pay the more expensive transport of this official, because he lives closer now.

EXCHANGE OF PROPERTIES:

For persons unable to be relocated professionally, there would be another option: change of residence with someone who lives close to your current job! This is one more item to be administered initially by the city. In the future administration of the new concept could be made in real estate, or for some new kind of company that specializes in this kind of radical changes of jobs and homes.

Of course there will be problems as the school the child of the person concerned, the activities of this young, the employment of the wife or husband, the health problems of parents who live nearby and will live further on the transfer etc. Everything should be given the best possible way, matching the personal life with professional. It is important to decrease the amount of movement professionals in the city at rush hour. In the end everything will return it as a benefit to the society itself, improving the quality of life by reducing the time people lose moving to work daily, making it possible to spend more time with family or taking the opportunity to study, tourism and have fun!



THE FUTURE OF WORK:

In a not too distant future many other types of services will enable people to work directly in their own homes via the internet (many already do today). But this is a different level of work and specialized professionals. Some automation also replaces certain types of work and people need to be updated to do other things. This will lessen traffic problems, this will improve the health of the population due to lower pollution and fewer traffic accidents. People can live closer to their jobs. The city will be ready to adapt quickly to future human evolution!

Public transport - bus and van

IMPORTANT ISSUES:

How long a person waits for a bus, by train or subway? The system works? If it worked the bus stops would be holding points? Though efficient the subway generates huge queues at stations during peak hours! The concept behind a project that addresses the transportation of people is directly linked to efficiency. So public transport can not stop! Put more cars on the subway, most buses or vans on the streets will not solve the problem! This will only worsen the traffic! Banning cars clog from the roads on the streets and clog the city from other public transport vehicles will not solve the problem! The solution is to have a continuous and wisely spread around town that bear a disproportionate amount of people! To create a continuous mode of transportation that works very well and that absorbs all users of the other options (bikes, cars, buses, subway, trains and vans) will have to produce a foolproof system and the final cost and maintenance costing nothing! For public transportation is unique among all other options, you will need that daily means of getting around zero cost to those who use and do not generate tax income for those who pay for it! The system must be unquestioned quality, efficiency and no matter what happens in the city: rain, sun or terrorism! Nothing can stop a citizen to move about with safety, comfort and continuous flow throughout the city. Only this will convince the population that use the private car is a daily financial waste and a social loss.

INDUSTRY HAS THE SOLUTION FOR THE TRANSPORT OF PERSONS:

The creative and efficient solution to solve a traffic problem is closely linked to the assembly industries in general use for your products! Every day, industries can produce thousands of products in a very short time! And if we changed the products on people? Nobody else would come late to work, unless you wanted! We could move them quickly, without stopping through the city! No queues! Has anyone seen the waiting list treadmill? Rare! We could replace all existing means of public transport for free crawlers to the user!

IMAGINE RUNNING A PROPOSED SOLUTION:

Imagine a bus lane would today where two large mats, and another one that goes that back! These mats could never run a lot, so no one fell! People could, for example, walking on it! You've done it on the treadmill! You can rise or fall much faster! Imagine that the person is late! The person would rise slightly on the treadmill and run around. The speed of this person would be much higher than of a bus on the day of bottling which is around 12km/h. To avoid the cold wind and rain mats would be covered! The longer they could perhaps have industrial air conditioning! Again mimicking the industry! Many people will carry a folding chair to sit comfortably on the mat while she takes him to work or home! One could read a newspaper on the way! Who live far away could use the bike and take advantage of the treadmill to go to work soon.

FEEDING THE ELECTRICAL SYSTEM

Solar cells along the roof of the mat would assist to fuel the electric transmission system with excess energy! Generators could be installed to feed the engines of tracks longer, avoiding the total collapse of the transportation system, when a blackout! The smaller mats require no electrical generators. In the case of an electrical surge people would walk on it and also on the road by a few tens of meters to reach the other treadmill longer. This generator would continue loading normally and people. The system may be sensitive to the volume of people, increasing the speed slightly and auto mats to better serve the greater flow. But there are other options for clean energy such as wind, geothermal and piezometric!

LIFESTYLE CHANGES:

The conveyor would eliminate the vans, bus transportation and the hawkers of traffic. The numbers of vehicles on the streets will be reduced naturally, because with a system that works well and free, many will opt for the comfort and agility of the mats. Thus there would be more road space for the bikers! Public transport would then be free, with no queues and much faster at what we have today! Imagine the streets that do not provide access to cars, pedestrian only, with treadmills! After the introduction of this system will eliminate polluting buses, vans and efficient subway, which at peak hours reaches its maximum capacity (the new role of the subway in the city will be addressed in item freight transportation). Therefore we can slightly reduce the number of vehicles on the streets due to the new public transport more functional, comfortable and free. I believe that with such a system many people, who now use motorcycles and cars, will opt for convenience and speed of track. People can ride a bike on the streets and use the mats to complete your route home or to work. Perhaps we can have specially designed mats just to ride a bike: the bike lanes mobile! Accordingly the speed increase a lot of people walking and cycling in the city would be much faster than by car these days with rush!

SPECIAL REPORTS TO BE MADE FOR EACH STREET WITH BELT:

The cars cannot cross the streets where the tracks pass. The idea is to discourage their use in the city. Drivers will have to walk more to return to the road across the street with a treadmill. If the mats have to stop for passing cars, the system will lose efficiency and return to the same condition prior to transport media, which ultimately will not solve the problem! At the beginning of the introduction of smaller mats, installed in adjacent streets, we will probably have to synchronize them with the local traffic lights. Mats in red and green lights along with a soft tone, as in the subway, to inform the pedestrian walking or treadmill will stop. Everyone will hold the handrail or to remains quiet this time, sitting in their folding chairs reading their newspapers.

SHIPPING SPECIAL:

Elderly, pregnant women and disabled people will continue using mini-buses and vans are specially adapted for them. These vehicles would be electric in the future and further reduce the pollution of the city.

PUBLIC SPENDING REDUCTIONS:

With the conveyor system running throughout the city some public spending will be minimized as a result of significant reduction in the number of vehicles. For example, public health will benefit from reduced pollution (4,000 die every year in São Paulo, Brazil, as a result of pollution). There will be fewer accidents motorcycles and cars (all day pedestrians and motorcyclists are killed or maimed). The number of ambulances is never enough to meet all cases quickly. Some hospitals are using helicopters to meet the most severe cases. The fire has always been hampered by excessive traffic. Often firefighters arrived too late and the damage to public property or private end up being larger. The stress of day-to-day in traffic causes many bad physical and psychological disorders by altering the quality of life and job performance. The sum all this generates excessive public spending that will reduce naturally with the implementation of Project Phoenix.

NEW CONCEPT - TRADE ON THE MOVE:

The street vendors will become professionals, and small businesses they acquire furniture and food products on sale cheap. They monitor the speed of smaller mats to sell various products, while people go to work or go home.

The city launch an official plan for these professionals, giving them courses to address their customers better, uniforms that are consistent with the activity, non-perishable and of good quality that can be sold on the mats and make them recorded at a small street vendors taxes on products sold. This is one way to guarantee work for these staff and also to generate more income for the city with the best customer service.

In a wider track micro-mall born to closely monitor the path of people on the mats longer the city, where everything will be sold on the streets, all flowing! These new businesses will be moving premises. Some furniture stores will have two or three tables with chairs for people to make coffee, eat sandwiches for them or take a beer, while still "walking" to work.

The stores already established in the streets with mats, will have priority to acquire the local mobile shops, and your sales will occur in full public transport. It is likely that the permanent establishment that they use today, only to become their stock to supply small shops along the moving belt. These same stores will deliver products at the home of this new concept of customer, at the agreed time and after work, because the traffic is no longer an impediment to daily deliveries. When the person gets home the product will come along.

In the area of services and trades some interesting possibilities occur as mobile cyber coffee, public restrooms, barber shops, shoeshine boys, fast food, rental DVD stores, recharge their cell phones, newsstand, photocopying, laminating, folding chairs for sale, sale of umbrellas etc. The banks offer their mobile ATMs, which will be among the shops of the mat for a personalized mobile. In the lottery people will pay their bills and will draw money, because it will become a late life out of the mats to do anything while they go to work or go home!

All these mobile shops will pay a little extra for mayor, which will finance the local cost of maintenance of conveyors public transport and shops! Everything following the trend of new public transport! Nobody else will be wasting time to go to work or return home. Small live shows take place in the way of track. A new medium will come with TV's that accompany the big screens in public transportation or buildings show novels, films, documentaries and news, while people travel by day or night home.

What today is asphalt for cars run on a wide boulevard with mats, some of it will be a huge wading pod that behaves in a beautiful garden area with many small trees and flowers. The rainwater will be absorbed, captured, stored in the garden, filtered and returned for reuse of shops nearby that can wash the facades without chemicals, obviously.

These waters then return to the garden. The city will not need to send a water truck to this location, only one employee who will use the new system of free public transport. Once there it will open the lock, turn on the water pump and use the hose to water the whole garden again. This system may also be automatic, with sprinklers or distance driven by the Municipality, would monitor the mats throughout the city and consequently the gardens of these sites. The cars still roaming the streets nearby and the city will get new sidewalks and huge mobile, more wooded!

For replenishment of stocks of stores, and small electric carts or small cargo trucks will bring the sidewalks abandoned by pedestrians products in boxes. While the products are loaded or unloaded electric vehicles will be plugged into in order to restore charge their batteries constantly. If the time required to recharge the batteries is not enough, the battery pack can be exchanged in the store and all will remain until the full charge will apply. This may occur two to three times a day, depending on the frequency of the supply store.

The small module that will serve as a mobile shop will have a metal floor to support the entire weight. This room will have four rounds wheels to move. The store will then be dragged by a set of hooks that pull the module, following a closed circuit that will mimic the format of the number zero. The store will monitor the movement of pedestrians and mat finish when the route will make a return to store and monitor the other side of the mat. The speed of movement of these stores will be slightly below the belt speed of pedestrians. A good many of these people can enjoy better business opportunities while on the move!

At the end of this document is a more detailed description of the technical operation of the new conveyor design and how it should be installed on streets where work.

THE COST OF THE SYSTEM:

The city can borrow in the future program of carbon credits due to continuous reduction of pollution can and to partially recover the amount initially invested in the mats. Companies today bear the costs of exclusive buses our with bus passes to meet their employees. The companies would pay for these same values for mayor. This will help to quickly recoup their initial investments. In future this money will pay the monthly maintenance of the new public transport system with mats. But what really makes it possible to finance all this change in public transport will be the furniture shops. These stores are very close to the public that uses the tracks and be able to earn more than before in their establishments static. It is therefore important for the withdrawal of bus routes after the mats are working. This will force the population to opt for treadmills. The public will be encouraged to consume more because they're next to small shops daily.

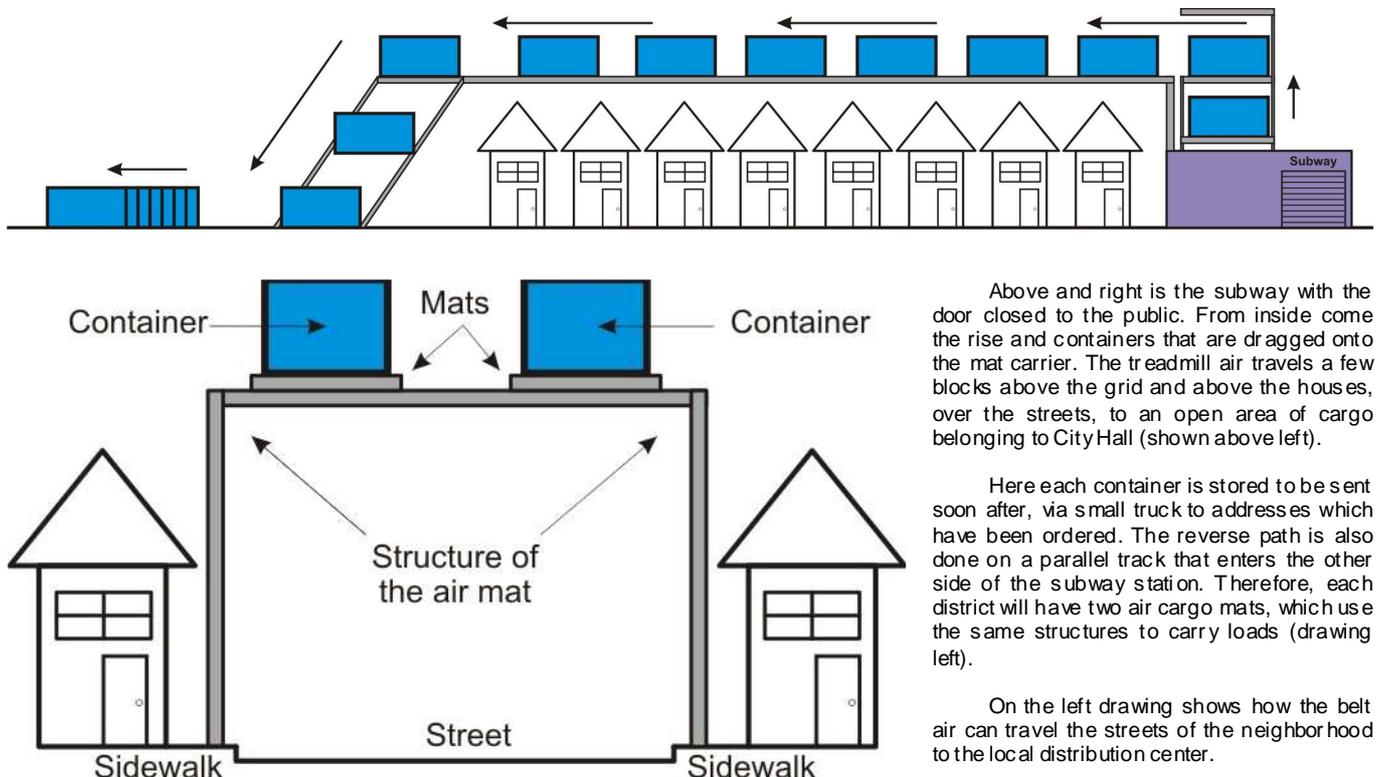
Cargo Transportation - trucks, subway and train

IMPORTANT ISSUES:

The current system of cargo transportation in big cities does not work well! Besides polluting the very transport system load current helps to clog the streets or simply blocks traffic. Imagine that a new system of charges was in the whole city and not used floor to the streets to be transported! Imagine the whole charge of the city would be taken directly to a distribution center in each neighborhood or in a strategic location to serve nearby neighborhoods! Imagine all this transport would be electric and automated! No truck, coming from another city, need to enter the city with mats, for all cargo will be transported continuously for 24 hours for all neighborhoods and not occupying the streets. This will considerably ease the traffic!

INDUSTRY HAS THE SOLUTION FOR THE TRANSPORTATION OF CARGO:

Many industries use conveyor carriers to transport their products. The work at different levels possible to diminish the competition for a space already heavily loaded by transferring the "problem" to another level entirely free and that had never been used before. If the entire burden of the city could be taken by the rail tracks and subway transportation could seize this best slow and cumbersome. The cargo arrives at its intermediate destination in the various subway stations in the city. The cargo will now be transported by air mats that will be entrusted to take it out the tunnels and into the neighborhoods nearby. The cargo will be transported to local distribution centers in each district. Now the companies would receive the material, taken from the interior of small containers and placed in buckets of small biodiesel trucks to take them to the address of the business subscribers. Some small empty containers await distribution centers in the same courtyard to receive new loads to be sent back to the subway. So the coming and going of the materials would not derail the city's traffic.



Above and right is the subway with the door closed to the public. From inside come the rise and containers that are dragged onto the mat carrier. The treadmill air travels a few blocks above the grid and above the houses, over the streets, to an open area of cargo belonging to City Hall (shown above left).

Here each container is stored to be sent soon after, via small truck to addresses which have been ordered. The reverse path is also done on a parallel track that enters the other side of the subway station. Therefore, each district will have two air cargo mats, which use the same structures to carry loads (drawing left).

On the left drawing shows how the belt air can travel the streets of the neighborhood to the local distribution center.

IMAGINE RUNNING A PROPOSED SOLUTION:

We eliminated the subway of people's lives and we now have an enormous array of surface and underground railroad that cuts across the city, totally useless at the moment! We now carry all products of society through the tunnels, which are now used by the subway! Within each station automated systems would read the bar codes affixed to containers of wagons, to determine which subway station for train load shall be taken. Once confirmed that this cargo belongs to the station where it is already, carvings withdraw the container wagon and positioned in the elevator that will lift the assembly out of the station.

Mats external air would carry the loads directly into the center of the nearby neighborhoods or strategic centers that serve several neighborhoods. The cargo would travel over the light poles and electric wires above the streets. The mats would carry the goods continuously, day and night to distribution centers, installed in the central region of each of the various districts. Small trucks would load the materials through the streets of the neighborhood to local industries, businesses, offices, homes, buildings of gated communities and vice versa.

When the mats airways carry the cargo until the distribution center of the neighborhood, where it will be discharged, an automatic email will be sent to the company, responsible for the cargo, stating that the material is available in the neighborhood and will soon be sent. All establishments in each district (businesses, offices, shops, service providers and condominiums) will be detailed in the bar codes of these containers. This will help to quickly inform them that the cargo is available and will be delivered within 24 hours. The pace slowed work on mats on the weekends or extended holidays to prevent clogging of the court in the distribution centers. The option would be to stop the entire system. But that depends on the type of cargo.

The post office can take advantage of this automatic system for cargo transportation and pouches! They could have a unit installed in each of these distribution centers. They could take away even small loads! They could also send smaller loads there for all addresses that neighborhood, without the need for vehicles running continuously throughout the city. In each center, a postal clerk would finish the delivery, using a service car, bike or on foot, as they do today. The population of each district would have a unit available when the post office nearby.

SECURITY SYSTEM BURGLAR

With the transportation of cargo under the ground, it would be almost impossible for a group of looters entering the tunnels to steal the cargo. In any case the police could monitor these sites with cameras and alarm system to deter this kind of assault. The police could have video cameras throughout the city to monitor air mats preventing cargo theft in the city. With the end of the congestion, police cars arrive quickly to places of occurrences, restraining from action instead of bandits in the new big cities.

FEEDING THE ELECTRICAL SYSTEM

In addition to electrical generators that ensure continuous operation of air mats, these systems can also take advantage of solar cells and generators to assist the entire grid. If the upper air mats were covered with solar cells power consumption during the sunny days would be reduced very well and probably these new generation plants would reverse their offers extras to the electrical network, thereby reducing future government investments in new power generating units. But it is necessary that the council include other energy sources such as piezometric, wind and geothermal!

THE COST OF THE SYSTEM:

Today the industries pay the freight for the trucks to transport their loads point to point. With this system fully functional parking of trucks along the outer limits of the city would receive all containers and pallets to send them to ports, other states or other cities. The freight would be divided into two parts: the one paid to trucks that run out of town, and partly to pay for the new urban freight transport. For businesses the cost of transport would not increase and the city would get this huge amount of money coming in from all businesses in the region where the subway to work

The post office would also be using this same system for sending cards and pouches of goods throughout the city. All companies located in neighborhoods where the system of cargo via air mats serves, would pay for this now as they already pay for trucks or carries. So for the truckers did not increase the cost and all together would fund the new transportation system.

This will reduce pollution, eliminate the continuous movement of large trucks by the great avenues of the city and also improve the urban traffic. Within a few years all would be paid, and after that return a profit to the municipality that will administer the entire system.

When the city to recover the initial investment for installation of track air cargo, private companies can obtain the concession of the delivery of goods. They manage neighborhood by neighborhood and receive the part referring to the freight, playing such a service. This will reduce the extra work performed by the city. Today there are enterprises specializing in managing large inventories. The private management of tracks air will be responsible for continuous coating of tracks with solar cells, completing the coverage in a minimum number of years combined. This will reduce the workload of the local power system and replenishing it back on sunny days. This will reduce the need for the future of the city for new sources of energy.

A NEW LIFE IN THE CITY WITH THE USE OF "FLYING TRUCKS":

At the conclusion of this phase of Project Phoenix is the urban world far more organized, using the subways and trains to transport cargo across the city. Urban life will begin to resemble an enormous factory. The entire city will also air and mats on the ground. Assaults and robberies are minimized given the ease of the police in getting around town. Twenty-four hours a day mats carry the cargo of all industry and commerce on a few streets of each neighborhood. The pollution will be reduced because we will not have the buses and trucks on the streets and cars will be less time stuck in bad traffic. The new transport system will be electric-powered generators with biodiesel as an insurance against blackouts.

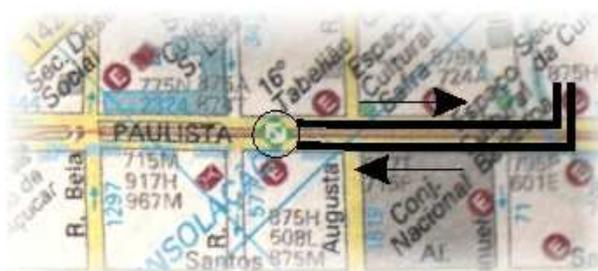
Small trucks shall walk only on the internal streets of the neighborhoods, to transport the materials to which companies will be releasing the main access corridors for bikes, cars and utility vehicles. The new "flying trucks" will bring loads quietly and continuously for all districts and over the public grid.

Police, firefighters and ambulances will have the streets free to meet rapidly occurrences. Small vehicles will meet the customers' products and services in the city.

The traffic is flowing better now and public transportation in functional and finally spread throughout the city. The people will applaud the new system totally free. We can now enter the final stage of reconstruction of the concepts of transit of a big city.

On the right we see a map of the subway stations of Avenida Paulista in São Paulo, Brazil, from where the two air cargo mats (black lines) to the distribution center nearby.

One of the crawlers sends the subway boxes and containers to the distribution center site, which is a large parking lot from Avenida Paulista in the open. The other track brings back subway boxes and containers that local businesses advertise to other neighborhoods in the city, to other states or for export, using the subway and train for it.



The city should find the open land near subway stations. Perhaps the close stations need not be prepared for entry and exit of air mats. It depends on the volume of materials that arrive and leave the region. If the volume is too large, the city may use one or more subway stations and one or more open areas close to the filing of charges. A large survey at each site should be done to determine the best deployment plan. Each subway station and each district will be thoroughly evaluated before execution of the project.

Individual Transport - Cars and Motorbikes

IMPORTANT ISSUES:

Considering the results obtained by rotation urban, we can conclude, without fear of contradiction, that this did not solve the problem of traffic. In fact, the city of São Paulo has been breaking its own records of monthly. Now in São Paulo began custer trucks. This also does not solve the problem. In France, the custer automotive gotten it to work with the ban on 50% of the fleet! The problem is not solved! What we would then withdraw from the streets to the cars, which account for more than 80% of the pollution?

The conveyor belt of pedestrians is now dominating the expanded center of São Paulo. The urban bus fleets no more circulate in the region. Because of the efficiency of public mats many who had previously used their cars began to use the mats free to go to work. The mats high load connected to trains and subways are carrying all products. Now there are no trucks in the same area of the city. The number of vehicles circulating on the streets during the day is greatly reduced, but this will still not be enough to solve the urban chaos at peak times! We need a solution even more drastic and smarter this time.

SOLUTION TO TRANSPORT STAFF:

There is not much to do! There is no new idea that dribbles urban chaos in the maintenance of that status quo! In nature when a plague spreads start lacking food, space and disease spread. The end of this story is well known by biologists! Large-scale slaughter! Few specimens of such species will remain alive! The car has become a plague in the city!

He dominated every corner! Neither the sidewalks escaped the fight for more space for this vehicle, which for good or for evil charm us all! Besides all this, the auto industry has been producing and selling more and more! Unfortunately we now prohibit the traffic of private cars during the day in this city! They will operate only between 19 am and 7 am.

The motorcycles will continue this rotation released for or not occupy much space, but must reduce the air pollution they emit. Of course it's predictable that there is an explosion of the sale and use of bicycles and motorbikes, and a slight decrease in the sale and purchase of new and used cars. Daytime parking would not be more good deals, because with few moving cars in the city would remain more vague in the streets to stop. Prohibited from using their cars during the day people will choose to walk the bike. The bike schools earn big money for a while.

In a city with few cars, traffic accidents will decline considerably. Perhaps one of the runways at major avenues could be exclusive to the bikes, making it a little safer means of transportation. Another clue would be used only by police, fire departments and ambulances. A third runway, where these exist, for service vehicles.

Taxis are automobiles that will walk in greater volume in this city during the day to transport people who do not wish to use the mats and even motorcycles. The cost of using a taxi will be much less well with the streets empty. The point to point transportation, via taxi, take less than half the time than previously spent and therefore a lower cost than those charged today.

If most of the taxis were electric rates would be even cheaper. With that, hardly anyone would order a taxi that was not electric, forcing the conversion of the entire fleet in that direction. Taxis would be used for anything and they would take and bring people to or from, bus stations, airports, cinemas, theaters, shopping malls, supermarkets, events and more. These vehicles would be recharged at the point of taxis and during periods when the taxi drivers did not traffic in the streets, that is, especially at night. There would be a big reduction in carbon emissions in the urban atmosphere.

IMAGINE RUNNING A PROPOSED SOLUTION:

On main roads the speed limit may be increased. This will ensure that services can be conducted in shorter time, thereby generating more business throughout the city and more resources at City Hall.

In this way the streets would be released during the day only to taxis, motorcycles, utility vehicles, carriers, couriers, ambulances and the public vehicles as Police and firefighters, municipal trucks and vans and buses to meet the special transportation for the elderly, disabled people and pregnant women. Private motorists will have a special license to run the city during the day as well as people using armored cars, even for reasons of personal safety! Disabled people who need their cars to get around may have the same benefit from using their cars during the day.

Moreover, the concept car will change dramatically and very soon in this century! This will greatly affect the future of cities! Small vehicles, electric and individual will require the right to move the urban streets will be free after the full deployment of the Phoenix Project!

The auto industry's arguments rely upon the fact that the streets are released to the bikes that take up little space, as well as their new cars. Perhaps there is a need to release a few hours of the day using these small vehicles! Or determine custers every three hours for each plate during the final day (see example proposed in the next section below on "extended holidays in urban traffic). But this is a problem to be analyzed by the city in the future!

We can transform the current car into a vehicle just for the roads! For travelling people can rent cars at the exists of cities, huge parking lots available for this purpose. Other parks exist to maintain a huge fleet of trucks waiting to receive the containers coming via air mats urban enterprises, to send them to other cities or countries. The bus stations continue getting people to take them to other cities or countries. So we would have to optimize the roads leaving the city. Because these sites need large parking lots to accommodate thousands of vehicles parked between buses, trucks and cars that arrive and depart daily from the city.

Each of emergency vehicles (Police, fire and ambulance) should have a control system of traffic lights in town! On the streets or avenues that they are walking around with sirens blaring would open automatically if the lights green! So this very important service would work even better. So all the traffic on streets where the emergency is happening would flow better. When a red light was thrown a blue light would flash intermittently. This will tell everyone that an emergency vehicle that is passing the crossing at this time.

IN URBAN TRANSIT EXTENDED HOLIDAYS:

For those who wish to travel during the extended holidays the city will mount a round robin scaled to the departure times of vehicles in the city. On the eve of the holiday traffic will not be released, as normally occurs every night. A rotation will be deployed tonight, releasing each hour the cars with the end of different plates.

This will ensure a more continuous flow in the city and also relieve traffic on the roads at night, avoiding the crippling congestion that day. Similarly the roads that connect the city will not be overloaded. This will make the meaning of holiday, something good and not tiring and stressful.

An example: from 7:00 pm until 8:00 pm in the city will run only the cars with end plate 0. From 8:00 pm until 9:00 pm would run only the cars with an end plate and so on until 5 o'clock in the morning of the holiday. The same escalation could resume during the day: from 5:00 am, or else the traffic would be fully released for all cars as it is a holiday and the town is very quiet! This decision will be City Hall. Example of rotation scaled the night before a holiday weekend and the next morning as well:

7:00 pm a	8:00 pm - released the cars end plate 0	5:00 am a	6:00 am - released the cars end plate 0
8:00 pm a	9:00 pm - released the cars end plate 1	6:00 am a	7:00 am - released the cars end plate 1
9:00 pm a	10:00 pm - released the cars end plate 2	7:00 am a	8:00 am - released the cars end plate 2
10:00 pm a	11:00 pm - released the cars end plate 3	8:00 am a	9:00 am - released the cars end plate 3
11:00 pm a	0:00 am - released the cars end plate 4	9:00 am a	10:00 am - released the cars end plate 4
0:00 am a	1:00 am - released the cars end plate 5	10:00 am a	11:00 am - released the cars end plate 5
1:00 am a	2:00 am - released the cars end plate 6	11:00 am a	12:00 pm - released the cars end plate 6
2:00 am a	3:00 am - released the cars end plate 7	12:00 pm a	1:00 pm - released the cars end plate 7
3:00 am a	4:00 am - released the cars end plate 8	1:00 pm a	2:00 pm - released the cars end plate 8
4:00 am a	5:00 am - released the cars end plate 9	2:00 pm a	3:00 pm - released the cars end plate 9

A small gap of five minutes may be allowed, or that the vehicle is allowed to run until 8:00 pm will be allowed to run without being fined up to 8:05 pm, because it makes no difference to the city if only cars with end plate 0 and 1 are running at the same time and for a short time. The vehicles tend to use all avenues of the city's exits these holidays. So are heading in different directions, better distributing the traffic.

Another interesting option for people to enjoy the holiday weekend would leave their cars at public car parks maintained by the city the outskirts of town on the eve of the holiday. The bags were already stored inside them. Upon leaving the job when someone was traveling, he could use a taxi or the efficient public transport. The family would meet, at set times, in this parking lot to continue the journey.

Anyone who wants can also call a taxi or rent a car via internet. A professional driver could cause the vehicle to you and your family (private drivers would be released for riding in town). The family put the luggage in the trunk and they would all back to public parking, located outside the city. There would be the driver because that's where he works. And from there the family would begin the journey with your rental car. They way back would be the same thing, but working in reverse. Upon arriving at the parking lot, a driver would be used to transport the family would be taken directly to your home.

Castor proposed above could also work in the back of the holidays, facilitating the movement of all within the city. People would have to plan to return home, again lessening the traffic back roads. News shops, restaurants and coffee shop close to the arrival in the city would be crowded around the holidays. Many people were waiting to be able to reenter the city in the correct times. This will be a way even to reorganize the traffic on the roads around these holidays!

PREDICTIONS FOR A FUTURE NOT FAR OFF:

Some other shops or service could radically change their way of doing business! Maybe people could buy a theater ticket via the Internet and watch it at home, with 3D technology and live in the time it was more convenient, through their high definition television on a cable channel exclusively for this purpose. The actors of the play could work in several hours or leave all pre-recorded and edited to offer the program to all via internet, prepaid. This will reduce the transit city at night.

Large supermarkets and several other groups of small establishments throughout the city could come together and become virtual. This will facilitate distribution and rapid product delivery. You buy their virtual products on the shelves and receive through the system of cargo transportation in the city or by private delivery. The virtual products could be selected and the housewife could virtually turn the product and expand the information described on the labels for an assessment (as women typically do!). Not necessarily all the same products would be available in the supermarket, but in any related group of supermarkets. These could be brought in from other supermarkets to meet the customer's request.

The helicopters would not be so necessary, because the access by land to various parts of the city would be much easier now. The speed of transport on land and cost & benefit of taking a taxi with a driver or have their own armored car will be much more appealing than maintaining a helicopter.

Life in a big city will change considerably after the implementation of Project Phoenix: less pollution, fewer people with breathing problems, fewer car accidents, fewer accidents, fewer children and elderly in hospitals, reducing public spending on health, public transportation do not stop and it's free; shops that accompany the pedestrians in the city, causing them to make better this time, increasing the public revenue with new small businesses on the move; best action of the firemen in the city, reducing the mortality of people for lack of attendance and property losses; mats cargo transportation via air, train and subway, reduction of excess trucks and buses in the city, and electric taxis cheaper, less helicopters flying over the city, improving air traffic also, less urban car parking, less theft due to a more rapid and overt police anywhere in the center of the city expanded, people living closer to work or working closer to home; fleets of electric vehicle, less localized flooding, lower personal consumption of water due damming part of rainwater to wash and reuse your car and watering gardens, reduction in oil consumption, more companies wanting to settle in this city to take advantage of these and many other possibilities that this new concept of living raises over the years: to live life on the go!

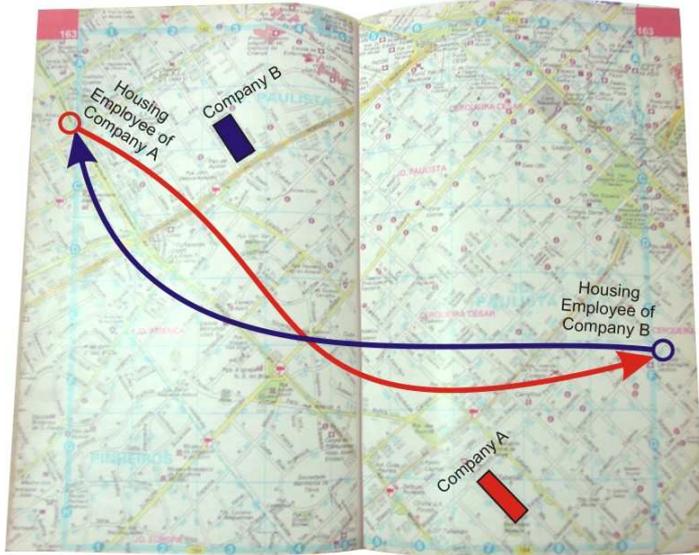
Many other things may change for the better, thanks to the release of the streets! I think the Phoenix will become a standard for all large and medium cities in the world, making it possible that the goals of the Kyoto Protocol are achieved one day! The world will thank the courageous attitude of the first rulers of these gains, which had the audacity to change the concept of the big city!

HOW TO IMPLEMENT THE PROJECT PHOENIX:

STAGE 1 - Relocation of Jobs and Residences

The process of relocation of jobs and homes should start immediately. All phases of the Project Phoenix should be discussed at meetings with the companies in the city to act as a public audit. Entrepreneurs will learn how the city will be the end of a few years and may suggest other ideas for improving the plan.

After that the city will highlight a small group of employees who are requesting detailed information of each of the companies in the city, so it will be determined in neighborhoods and streets that their employees live, how many and how much each company spends per month passes (it will be important for the city to determine where to start to install the mats).



The needs and suggestions of enterprises will be recorded and the evaluated for incorporation or not the Phoenix Project.

The companies still need to inform employees that could be reallocated to other enterprises, except for one, would the employees called jokers. The functions as a maid, cook, laundress, mailman, hairdresser, manicure, boy and many other activities.

Companies that have employees living far away, that would inform neighborhood residents and the municipality would cross all this information, presenting the possibility of exchange after the analysis. If officials have no interest in that the city would evaluate the possibility of exchanging houses.

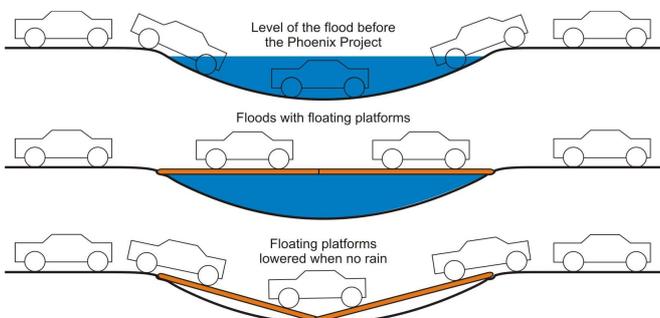
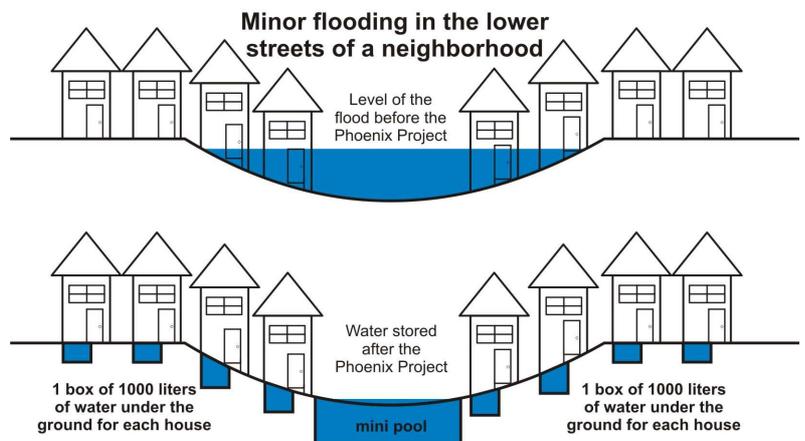
This process of analysis and connect with each person will be long and require a reasonable time. Meanwhile the other phases of the project still being played throughout the city.

STAGE 2 - The End of Small and Medium Floods

The firefighters and the city know where most of the problems of flooding occur in the city. The approximate total volume of water accumulated at these sites can be calculated. Just wondering what is the maximum height the water reaches during a severe flood and what is the approximate length (diameter or radius).

We now need to know which streets to force the fall of water toward the spot where he usually fill. If every home in all these streets could earn a thousand liters of water, just maybe this was already sufficient to resolve the local situation. If you still would remain in a small volume of water in the marshland of these streets we would have the option to build a shallow reservoir under the ground. In local waters will accumulate hidden, not disturbing the traffic of vehicles or pedestrians.

With the introduction of mini-pools where there are floods, including the use of water tanks thousand liters in each home site, will make possible the elimination of most small and medium-sized floods that have ravaged the city, blocking the passage of cars and people.



One option would be to use complement previous floating platform containing sealed plastic bottles, embedded within them (the plastic bottles can lift an entire house on the water). The platforms will usually support on the asphalt on dry days.

When it rains much water will accumulate beneath these platforms that will rise automatically, holding all the weight of vehicles or people passing through there. This situation is complementary to the places where you can not fully resolve the problem, only with the above. We may use the platforms in places where we can not do the mini-pools.

Using the suggested proposals would have solved a large part of the urban problems of small and medium floods. This will make roads passable in the chaos and accumulated liquid slightly under it. Each site is assessed individually to finding the most appropriate solution. In case of daily rainfall and contained the company responsible for maintenance and operation of these pools could pump some or the water in these reservoirs toward existing neighborhoods or closer to a river, lake, reservoir or sewer nearby. Pumps and hoses will be embedded in the asphalt to take the water from one side to another. Failing that solution, municipal trucks could get to the scene to remove the water and dump it later in an appropriate place.

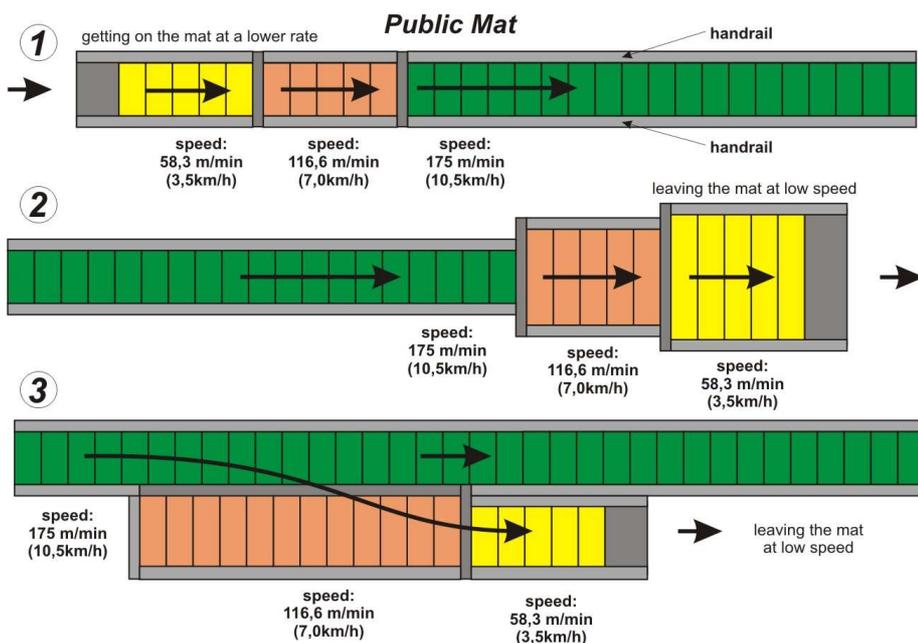
In regions where the barriers fall, blocking traffic, the residences would be removed from there. Geologists will create a permanent solution in place, preventing a new landslide.

For regions near Rivers or streams that fill in days of heavy rain, small channels built into the side could contain part of the excess water. The underground installation of boxes of 1000 liters homes near the creek accumulates thousands of gallons of water before overloading the stream. This also partially reduces the impact of water in the local population. Mini-pools embedded in the ground near this also would pick up excess water minimizing bad outcomes. Like I Said, each case is unique and should be evaluated with the technical criteria and customized.

STAGE 3 - Public Transport - Mats

It is important eliminate flooding before the installation of track in the city. That's because the engine that moves this new public transportation of track in the city. That's because the engine that moves this new public transportation are electric and can burn with water penetration. The stage 1 and 2 can be treated in parallel because they are independent and rapidly diminish a part of the problem of traffic in the city. Next comes stage 3: the installation of track public transport. The maximum speed of a standard treadmill is 2.7 km/h, but can be increased a little more up to 3.5 km/h. The mats available in large shopping centers and subway show that the level of accidents is extremely low. Therefore to increase the speed even more of them we need to have a mat of 1.5 meters in length at a speed of 3.5 km/h. Then another mat of 1.5 meters walking 7 km/h. Soon after the main track and the longest, walking at a speed of 10.5 km/h.

This will prevent accidents and allow pedestrians to walk in the city faster, longer on the mats. To go down this mat we will have another working in opposite direction discussed above. To make the system work well in people should keep out, each other, the same distances that were created by embarking on mat. This is because the speed of output is reduced and an accumulation of people will occur at this time. People naturally keep a distance from each other, because it will increase the thermal comfort between them. This will enable them to also walk on the mat, increasing the speed of its arrival. Also allow some bring their own folding chairs and sit comfortably while being transported for several minutes.



Note that the number 1 in the mat, it will need to have previous two levels of speed to prevent people from falling while trying to climb. The first level of speed 3.5 km/h is slightly larger than that of the subway treadmill.

In number 2, the second mat, the situation is reversed, so that people can go without falling due to deceleration. The speed is reduced gradually until returning to the street floor. The mats should be wider in order to avoid the accumulation of people due to the continuous reduction of speed.

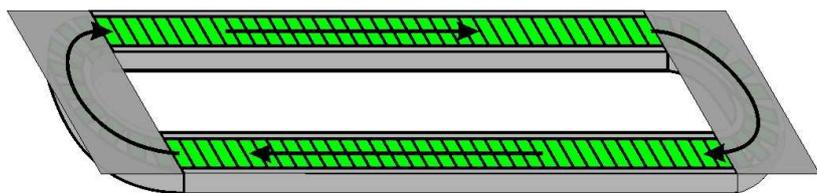
At number three, the last mat, an example of how people can get out of it along the way providing mats decelerating side.

According to a salesperson, some of the companies who use mats have for over twenty years and maintenance is extremely low.

The conveyor industry standards are um meter wide. It's a little tight, but fit two rows of pedestrians on it. Between the two sides of the mat (if there are mobile shops on site) it will need at least 2 meters of clearance to facilitate Access from one side to the other (see drawing below the internal distance between the two mats). Thus, installed in the median, the space required will be 4 meters by 1 meter outside of each, totaling 6 feet wide to be divided across the median of the roads as well as part of the left lane where the walk automobiles.

The mats conventional market do not Bend and their engines are embedded in the pavement and below the belt (see figura on page 17), exposing him to a short circuit if a large amount of water intrudes into the side. Moreover, only the top of treadmill will be used for pedestrians. The bottom has the same length but can not be used because it is underground. Developing a project especially for public transportation you can use both sides of the mat, one for coming and another for the back (see drawing below). The electric motor is then turned up the ground vertically, facilitating an eventual maintenance and isolating it from a small accumulation of water. The new mat design will also make curves, which is not possible in standard products to market. The new project will meet the ups and downs, becoming as steps on escalators.

The mats of public transport should be deployed on the streets in separate steps. Each one depends on the width, length and angle of the uphill and downhill of the road chosen.



Note that in drawing on the left, in my proposal, people can come and go through to the same mat. Note also that the curves of the return of green mat are hidden under a metal plate so that people do not use this site. The sharp bend is dangerous to pedestrians. In curves openings are formed by movement of the plates. Also due to inertia people would be thrown out, railing against.

Note that in the mat industry standard, right, only one surface can be used by pedestrians. The other part is underneath, making it useless and doubling the value of equipment purchases for whom.



STAGE 3 - STEP 1

1) Choice of routes to be “mats”:

One must remember that the proposed design of mat for pedestrians can walk straight and also make smooth curves. This means that it is very important to carefully choose where to spend the main lines of the new public transport. The curves can not be strong enough to prevent people from falling because of inertia and because of the gaps that are created between the plastic plates of the floor. When starting the deployment of the mats for pedestrians should choose wide corridors for the beginning of this project is less traumatic to the city traffic. Moreover, the region should be trading, preferably with many buildings and businesses. Thus a large number of users can take advantage of the system. In this street we can then eliminate the passage of buses. Residential areas will also benefit, but I believe it should be left to a later time at the project facility. The explanation is that these areas, with little trade, the initial cost of installation and subsequent maintenance would be on account of one prefecture, which would make the investment in other city streets at this time. With the gradual installation of the system and with the support of commerce, companies, Banks and other enterprises, the amounts invested initially would be quickly returned to public coffers, generating more resources for the future completion of the process. The streets where cars no longer travel now also can benefit from slower mats.

2) Rework in the median:

The avenue chosen must be broad not to stop the cars to move. The crosses are not locked at the beginning of the work and local traffic should not be much affected at this time. At this stage all that is in the central site should be withdrawn or removed to make room for mats and all their operating mechanism. I'm talking about trees, light poles, electrical boxes or telephone, fire hydrants etc. This can be a hassle, but it will be necessary before future results to be obtained with the final deployment of the entire system.

3) Gradual closure of the crossings and traffic redirection:

After the previous phase, the site should be prepared to receive the mechanisms of track. Shallow concrete foundations will serve as a seat for the new mobile package. The crosses will now gradually closed to receive the same treatment to concrete plants in the flowerbeds. Vehicles will have to do our conversions to face increasingly. This will be a need to ensure the efficiency of the mats. The entire site should be signposted with plaques and traffic wardens. The traffic lights will continue to work so that people can cross the road to the other side. Now the tracks start to be installed, their engines and also covers, very important to avoid that people get wet or take too much Sun during the trip. At the end of this stage covers the mats should be installed. The materials of this coverage may be compressed using recyclable materials or they may be the same type of plastic floor mat, plastic produced in rotational molding.

4) Placing the mats in place and removal of the bus lines:

Most traffic lights should continue working to enable people to get out of the mats, installed in the median, directly onto the sidewalks where are the businesses and shops. Under the covers of tracks a system of ventilation or air conditioners will increase public comfort on hot days. The fans are always placed against the movement of the belt so that ventilation is more effective. The construction of the entire system should be modular to provide improvements or make very rapid exchange of some part is damaged. The population will use the proposal and they will approve the use of day-to-day. Once deployed the new public transportation bus lines no longer move around, making the mat of the pedestrian only public transport site.

In a preliminary assessment came to the conclusion that it will require 600 km of mats for mobile shops in major avenues the city of São Paulo and another 800 km of public mats. The analysis was expanded to the center of town and some avenues outside the center. This will mean a total investment of around a billion and half dollars (see analysis of an example of investment in Jardim Paulista in **analysis of investment required for the deployment of public mats** at the end of this document - page 17).

Once installed and running the treadmill public the cars will get more space for traffic at the site due to lack of buses. The population now comes to work fast, because the mats will not stop. Every two mats installed will also be on an oval track mobile shop. The city will offer some mobile shops in each location to test the next trade. It will be necessary to define a standard size for these stores that can not be changed later. The mobile shops will have four small tires on the bottom, guided inside the concrete gutters, and on top of a pull tab to the store, forcing her to make the oval path so you can cater to both sides of the treadmill walking.

In stores testing the city will provide various services to the public and general information about the new transportation system. The topics covered will be the care that people should have to get in and out of the mats, not to throw garbage on them and avoid actions that might cause security problems and maintenance.

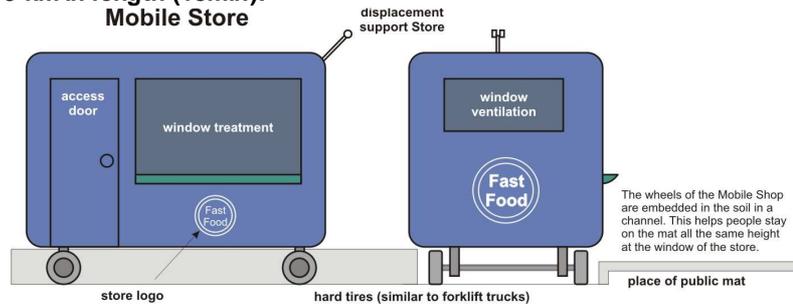
The city will offer a free coffee to anyone who was visiting the mobile shop and take advantage of the moment to question what the users are finding the new proposal. Local Banks will be invited to make their ATMs in the new mobile system. A lottery also will mount a mobile shop. People also paid their accounts in the lottery while moving home or work. Some chemical toilets would be installed as well.

Invited to know more about the proposed new mobile commerce, local shopkeepers will assemble a mobile shop on a provisional basis and free for a month. If they like the results they lease the mobile shop and they will stick in place permanently. The city will charge the amount corresponding to the point, what would be the cost of making the shop, a maintenance fee system and a mobile property tax. Shops Double drop could also be produced as they are now articulated buses. This will increase the size of the area available for materials or services. Trees with thick vegetation cover could create a green corridor above the roofs of the mats, also reducing the temperature during transport.

EXAMPLE OF AVENUE TO BE "CONVEYOR", INCLUDING FURNITURE STORES:

Paulista Avenue São Paulo, Brazil - 3 km in length (18min):

Walking the 10 km/h a user would 18 min to cover from one end to the Paulista Avenue. During this time the user makes one or two small purchases, like coffee, use the chemical toilet, a chat, among other things. But if the person is in a hurry, she can walk on it, reducing the time for half or less, depending on the rush! So it is interesting that the mat has a width of about 1.5 meters, to make room for those who are in a hurry. The region close to Paulista Avenue has dozens and dozens of buildings and hundreds and hundreds of companies. It's basically a commercial zone which carries thousands of people daily. Furthermore, the subway would be a good initial means of integration with this mat. Once implanted mats, bus pass to travel only one or two parallel streets further away from Paulista Avenue. This will ensure the utility of the mat on the main road and release the Paulista Avenue to cars and pedestrians.



Adding all possible avenues of São Paulo will have a total of 86.85 km (8h 41min) in mats pedestrian and the same or near to the shops. After that, we included a wider track mats in the city. Now there will remain the study of small mats to integrate even better neighborhoods and make continuous in its flow throughout the public system. This will completely eliminate the bus routes in the central city of São Paulo.

The deployment of mats in residential neighborhoods will help the transport of people, making it possible that they can do their shopping during the day, without having to walk a lot and not having to use their cars. When this happens several bus lines will be permanently canceled. It is clear that in neighborhoods where the streets are too curved and too narrow a transport system of vans can be uniquely deployed. The vans in the future should be electric, linking each neighborhood with the tracks closer. Several people in the population could elect to use bikes as well, integrating best streets and treadmills.

By eliminating the bus to all major corridors and integrate all neighborhoods without running wheels with temporary vans have improved the traffic in these regions and consequently in the whole city, gradually reducing pollution. Far more people use the mats and fewer cars circulate naturally. Gradually improve the city's traffic. While the next phase begins the city will continue installing small pieces of mats and removing the parallel movement of vans. Now it's time to eliminate the subways and trains as public transport and transform them into a system of freight transportation.

STAGE 4 - CARGO TRANSPORT - TRUCKS

Once the entire network of public mats are installed in downtown São Paulo and then that the city has proved the functionality of the system with the support of entrepreneurs in the city and the user population, it's time to start the new works at subway. This means that an extensive advertising of the city hall, on many days in a row, warn everyone that the subway on a given day, will finally stop being used by people and will then carry only cargo.

TV news will inform the population on the days that precede such a change. As the fourth phase will take much to put into operation, phase five will start slowly being finalized even before that stage 4. With few cars travelling on the streets close down parking lot. Large open areas are available for a central distribution of loads (see breakdown of the item below).

SUBWAY CARS

First thing is to change the current subway cars and trains so that they can receive pallets and containers on their new platforms.

URBAN SIZE CONTAINER

Subway stations will suffer major changes so that you can transport of cargo by rail, underground city connected with the entire railroad network in the city. The current containers will not enter into the subway stations. It must be necessary a dimensional study to determine the largest possible size of the new containers. The option would restructure every season! What is much more expensive.

YARD TRANSFER OF CARGO TRUCKS TO TRAIN

At the end of subway lines, close to where the train station, will create a courtyard for the trucks to touch and have their cargo transferred to the wagon trains. System operators will determine which material will be sent each quarter. A label with bar code will be pasted on several sides of the pallet or container. Hoists will do the heavy lifting and index the materials received on the train platforms. The operator will first determine which truck unloaded. So the first train to be loaded at the beginning of the day should take your entire load for the last station of his line of work.

The next train will be loaded with cargo that belongs will penultimate station of his line of operation and so forth. This is important to expedite the work in the city and avoid further delay in deliveries. While the second train is ready the first train has already left for the destination station. When the second train is released, the first train is being recharged locally to return to the place where departed before. This way of working will avoid long delays waiting for the train before leaving the station.

HANDLING CHARGE IN EACH SEASON

When a train arrives at its destination station, system operators assess the labels with bar codes confirming the arrival of the material. In every subway station tallies withdraw the containers of the carriages. The loads are placed on a mat on the side, which will transport the material to the exit elevator. This same elevator will be responsible for removing each container within the station to the outside, at a high level to the ground. The cargo now moves by air conveyor to a huge open space inside a nearby neighborhood. In this same courtyard other loads are repositioned in the air mat and send them back to the subway station. Inside the station, the system operators receive loads of nearby neighborhoods and positions on the train wagons to be sent to other parts of the city or to be shipped out of state or country. This condition is possible because every subway station has at least two Access doors, then it is possible make one input and another output loads. The identification of charges received is confirmed and they are then placed in one of two trains at station waiting to be refilled (a north-south and another south-north) and then take material to one side or another of the city. At stations where there transshipment to another rail line, the loads may be transferred from one train to another, making it possible for a material from a company in the south of the city can be carried to the outer limits of the city on the east or west and vice versa.

CENTRAL DISTRIBUTION OF URBAN LOADS

Once the containers leave the subway station and reach the open courtyards in each district of the city through the air mats, officials, system operators, confirm the presence of each charge received and the transfer to small transport trucks that take each pallet or container up to each company that ordered.

COST TO NEW OPERATION

The financial reserves acquired by the installation of public mats and furniture stores can afford the changes in the wagons of the subway trains and stations. Then the city would buy or rent land large and open near the station and build air cargo mats. The closer the property of each station so will be spent on the mat carriers. When the system starts working neighborhood by neighborhood operation it Banks with a share of the freight business of the whole city already currently pay to carriers. Thus this system will be fully funded by the everyday business of the city.

STAGE 5 - PRIVATE TRANSPORTATION - CAR

This stage may occur along with the previous phase, as are issues independent. Stage 5 is the most delicate of the Phoenix Project where no car can go during the day on city streets with mats! This will achieve in full tem urban middle class, especially those who do not want to use public transport. Can only drive their own vehicles that people have armored cars and private drivers. So, most people will not afford it. The city will create a special sticker to be pasted on the windshield of the cars released to walk the streets in the days of prohibition. This will facilitate individual identification.

The city will start this process of gradual manner, determining the beginning that once a week, private cars can not walk in the city between 7:00 am and 7:00 pm. The city will make meetings with the union of taxi drivers and car-rental shops to make a special price on the day of operation of the prohibition of private cars on the streets. Together they will divide advertising spending with the city administration for distributing pamphlets throughout the city, informing the population about the cheap option of rental cars or taxis.

This action will create more services for these companies, forcing the population to gradually adapt to the way the city operates in the near future. It is expected that many people do not accept the daily use of mats to work. They wish to maintain the comfort of riding in a car and have to rent cars or use taxis more often during the week. Perhaps many people resolve to sell one their cars to shield each other and thus be able to use it in day-to-day city.

The city will meet periodically with representatives of hospitals, Police, traffic control and fire so that a detailed assessment of their daily activities. Everything will be compared with results obtained in normal working days from the day without private cars in the city.

They Record the time they take to respond to incidents and whether or not they were able to attend a greater number of occurrences in those days. The Police also report more details on the results of crime fighting that day. In possession of all such information, the City will determine how well the city is working and what are the predictions for the future, after the total ban of cars on the streets.

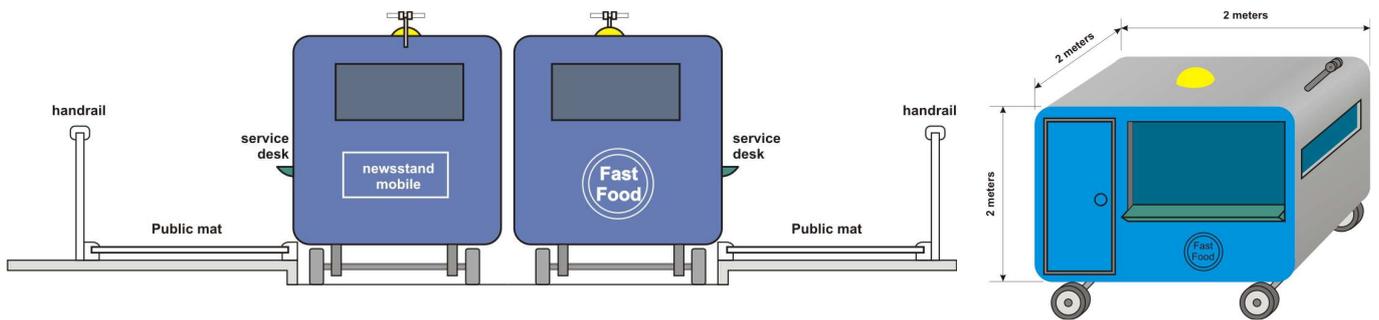
Problems may occur and local institutions should evaluate them and decide which the Best way to overcome such situations is! Many people complain! The press will criticize the radical attitude of the municipality. The political opponents will protest. The auto industries threaten with mass layoffs, because he believes that people stop buying cars. But what will really matter in the final evaluations of the actual results to town! Confirm this day was positive with the reduction of accidents and improving public services and private, the city will maintain the ban weekly for about two months.

If everything continues working fine the city will advertise on television, internet, radio, breakfast with business leaders and others to disclose what happens in the city this day, since the measurement of pollution, until the number of reported accidents in hospitals and care police and firefighters. Eventually explanatory booklets will be handed out directly on the mats, giving the benefits of the results of the ban on cars in the center of the city expanded during the day.

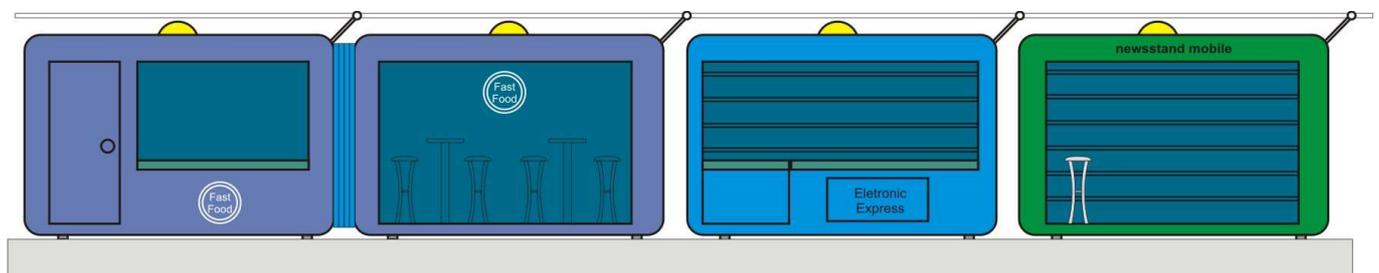
Once people better understand the advantages of automotive daytime ban the city will repeat this process every other day. A large lobby can be done by the local and national press, with international distribution as well, showing how the city has gained with the new system. The advertisement might show the order of localized flooding, interviews with people using the mats and free traders in the furniture shops. With the assurance of good results and approval of most residents of the new city, the municipality is not now a major resistance. Within one or two months of additional tests, the ban will be total for the movement of cars in the city during the day and seven days a week. Maybe the traffic can only be released for all on Saturday and Sunday. Once again the municipality will have to define whether this is good for the city.

FURTHER EVALUATION OF FURNITURE STORES

Several internal adaptations may be made to meet different types of furniture stores. A full study should be done to determine what kinds of shops with a possible adaptive modular interior, before installing them in public mats. This will be important to determine accurately the inner and outer space necessary for this new concept store. Below is drawing, identifying several business models and their main needs.



Above image shows the placement of public mat. In the center are the mobile shops that accompany the transport users, with their desks facing the side of population. Above right, the view in perspective of a mobile shop showing the square dimensions of the store: 2 meters on each side.

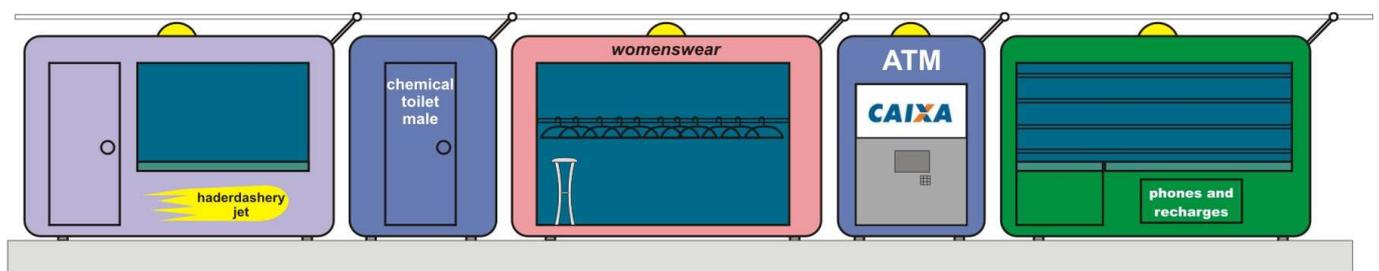


Above left we see two stores and articulate joints (similar to articulated buses) where a fast food provides an additional space reserved for two or three tables with four or six stools, making it possible for people to sit down to eat and drink something.

Above, beside the fast food, an example of electronics retail store. In the background, the store has shelves for several boxes of products. In this place they sell several small electronic equipment: pen drive, mouse, computer keyboards, palm top, tablets etc.

Above right, mobile newspapers stand with shelves for magazines.

Above the shops, we noticed that they are pulled by a steel chain powered by an electric motor. The mobile shops are moving at a speed slightly below the mat of pedestrians. This condition forces the speedy negotiation with customers and thus people even still, they can see various shops that pass through them while heading for home or work.



Above are some examples of shops and public services such as ATM and chemical toilets to be male and female. The maintenance of stores and replacement of goods will take place on the very public mat. This is another reason for the public mats are wider. It is important to note that there is a pattern that resembles the various different types of business. This will important to facilitate and cheapen the production of each store.

Mobile front panels can be installed to determine the Best display for each. Movable side panels can also be created to facilitate the interconnection of one or more stores.

Above each establishment an emergency light was connected to the alarm system store. If any of these stores is assaulted in the early morning light ceiling lights, facilitating the identification away from the Police, through its surveillance cameras pointed in the direction of track.

The stores may be of different colors to facilitate identification of these users, but that should be further assessed. In order not to disrupt the serial production of mobile shops maybe we should just use some color.

The floor of the store, as well as its walls and ceilings can be of the same material as the walls of chemical toilets: rotomolded plastic. They are strong, inexpensive to produce and very light.

EVALUATION OF MORE DETAILED PUBLIC MATS

The mats will be positioned so as to make feasible its use for each site as needed. In some moments they pass through tight streets and wil not be possible to have the round trip of the mat on that same street. This happens often when they traverse the inner suburbs. In this type of street the mats will be placed on the sidewalks do not block the traffic of cars.

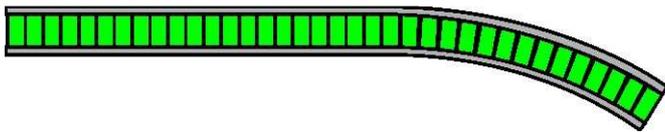
On the right I present a viable solution where the mat goes through two different streets to go and two others to return, thus surrounding two blocks. I picked at random streets in a neighborhood of Ipiranga to do this analysis.

Note that the intersection of Silva Bueno Street with the Almirante Logo Street, where the Green mat right makes a turn sharper, there is a metal plate that covers the continuous movement on site. The same occurs at other intersections. The function of this metal place is to prevent people falling for this sudden move by the action of inertia during corner mat public. Also because the plates mat, where people step, open up a lot in tight corners, creating spaces that could cause accidents. On this plate can people continue to walk normally.



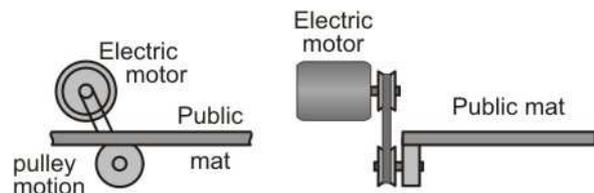
Note that there are two large metal plates available in Lino Coutinho Street. They are there to allow cars to continue traveling this road. The same metal plates appear along the straight parts of the mat. The function of these is to protect the entrance of houses have a garage, otherwise the car could no longer enter. It is because of all this is that the neighborhood mats may not ride at high speed, because precisely these contess interruptions. In these places people can walk on the mats by increasing their speed of transport and reducing its time to get to work or home. Handrails should also be well studied, not to hinder the entry and exit of persons to their homes.

Several city sidewalks are very uneven, with many steps of different sizes, especially on streets with uphill or downhill, in such cases we need to better evaluate how the mats should not be implanted or be deployed on these streets.



The project I propose a public mat allow these to make smooth curves, avoiding the imbalance of people. Small openings created between the plates will cause no problem as to accidents. Because of this, hundreds of streets may be mats with no consequences attached.

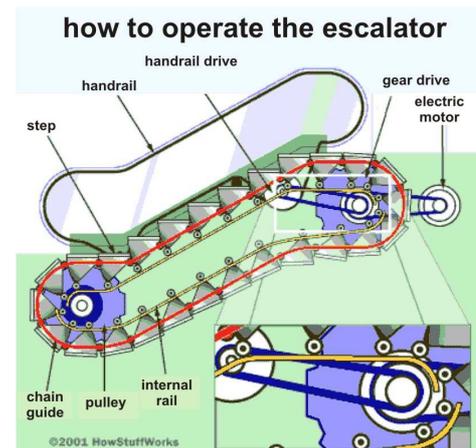
Another major advantage of this design is that the mat electric motor will be above ground, which is very good, because if there is a small local flooding in the engine will not be affected and the mat will continue functioning normally. In the standard design, available on the world market, the motor is always built under ground, hindering the maintenance also. Clearly there will need to put a cover to protect the engine from rain and theft. The cover will also protect the people and dogs, especially children, against a possible accident.



As in the standard design handrail monitor the movement mat, ensuring greater safety for users on day to day. O corrimão entre as lojas móveis e a esteira pública não deverá existir, porque isso atrapalhará a entrada das pessoas dentro das lojas.

With the new concepts presented here, besides those already mentioned above about the functioning of public mats, I believe I have demonstrated the relevance and need for urgent change in everything connected with the current concept of urban transportation. Mainly because the way or viewing this new world will not generate losses, quite the contrary (see analysis of investments for the implementation of public mats on page 17)! The huge financial surplus for the installation of the mats can be reapplied the city, reducing pollution, traffic accidents, improving health and eliminating the inefficiency of current and world public and transportation in big cities.

The first city that chooses such a creative solution will be the history of humanity as the first true city of the XXI Century, with concepts involved in the welfare of man, which after all is precisely the concept of town!



<http://ciencia.hsw.uol.com.br/escadas-rolantes.1.htm>

The eighteenth century it was known as the century of the waterways to meet the new towns were for med.

The nineteenth century was known as the century of the railroad to build and better serve the more distant cities.

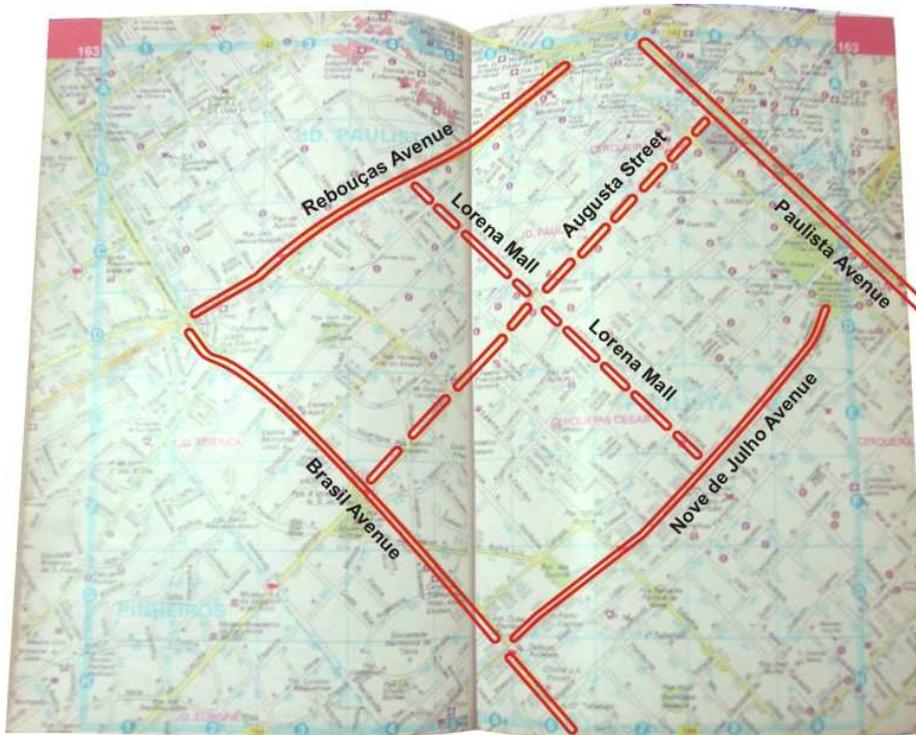
The twentieth century was the century of motorization and energy.

The XXI century will be know in history as the century of creativity applied directly to the benefit of life, those human beings and nature can finally rejoice and live together, otherwise there is not XXII century!

ANALYSIS OF INVESTMENT REQUIRED FOR THE DEPLOYMENT OF PUBLIC MATS (I'm considering that US\$ 1.00 = R\$ 1.80):

Let's say that the municipality wants to meet first Jardim Paulista in São Paulo matting the Paulista Avenue (3km), part of Rebouças Avenue (2km), part of the Nove de Julho Avenue (2km), the Brasil Avenue (2km), the Augusta Street (2km) and Alameda Lorena Mall (2km). This gives a total of 13 km of mats to cover these public streets.

Note: Please note the map below the subway, the stations on Paulista Avenue, would integrate with the mats for this entire region. This will help reduce the number of private cars in circulation there. In the next phase, the subway will be used only for loading and integration with mats over. The population will only use the mats around the expanded center of São Paulo. Another detail is that cars would continue circling the Paulista Avenue, Rebouças Avenue, Nove de Julho Avenue and Brasil Avenue, despite the existence of the mats. But in Augusta Avenue and Lorena Mall the space for cars will be reduced.



Note that the Augusta Street and Lorena Mall are dotted, because there are mats of shops in these streets. Otherwise the cars could not move inside the square of continuous mats. Traffic will be impaired at his site, but we must remember:

The important thing is to gradually discourage the use of cars around the city center.

The mats of mobile shops would be only the Paulista Avenue (3km), the Rebouças Avenue (2km) (only part of the Rebouças Avenue would wake at this stage: the Henrique Schaymann Avenue to the Paulista Avenue), part of the Nove de Julho Avenue (2km) from the Paulista Avenue to Brasil Avenue and Brasil Avenue (2km). This gives a total of 9km mats furniture stores.

13km of public mats x R\$ 2,000.00 / meter* = 26 million reais to implement them (US\$ 14,444,444.00).

9km mats for mobile shops x R\$ 3,000.00 / meter = 18 milion reais to deploy them (US\$ 10,000,000.00).

So the city will spend about 24,5 milion dollars in this área with mat the Jardim Paulista.

* This cost is possible that we can include coverage of public mats, using recyclable materials for this operation, such as plastics, metals and fabrics. They could be melted or pressed on molds in the shape of the roof and painted later. The city may see universities to define what kind of low-cost materials could be used as hedges effective of protect from sun and rain.

Let's say that 1,000 companies in this region served by the mats the Jardim Paulista spend R\$ 60.00 for each employee needing bus passes. Let's say these employees reside close by and just start using the mats, which are free, and no more buses. If each company has five employees consuming passes we have the following amount of money:

1,000 companies x 5 employees x R\$ 60.00 / month / employee with passes x 12 monts = R\$ 3,600,000.00 per year (2 milion dollars).

This means companies spend 2 milion dollars per year with passes to its employees. This entire amount will be transferred directly to the municipally and not the bus companies.

If every mobile store has 2 meters lenght + 50 centimeters of space between each one of them, then each store will occupy a little less than 3 meters of linear space. With 9km of mats shops then we have:

9,000 meters available mat x 2 (both sides of the mat) / 3 meters from each store = 6,000 shops.

That is, 3,000 shops on either side of the mat of mobile shops. The shopkeeper who is interested in acquiring one of them will pay h for manufacturing (R\$ 3,000.00, reducing the initial investment of City Hall). If each one of them also pay for the mobile porperty tax + monthly rent from the point of the mobile shop, the value of R\$ 500.00 per month will therefore:

6,000 small mobile shops x R\$ 500.00 / months = R\$ 36,000,000.00 per year.

6,000 small mobile shops x R\$ 3,000.00 / shop = R\$ 18,000,000.00 but the additional selling point of a mobile shop.

Adding the **R\$ 36,000,000.00** in annual real stores + **R\$ 18,000,000.00** for the additional item + **R\$ 3,600,000.00** of bus passes paid annually by businesses = **R\$ 57,000,000.00 (US\$ 31,666,667.00)** in the first year that the city will receive for pilot implementation of the mats in the Jardim Paulista.

In the following years the city will receive R\$ 39,600,000.00, already discounting the extra point by the mobile store. So at the end of the first year all the initial investment is returned to public coffers and profits. If the city government to deploy more mats in the following year with the same conditions above calculated at the end of the second year of implementation it will receive:

R\$ 72,000,000.00 from 12,000 stores operating + **R\$ 7,200,000.00** of passes paid annually by 2,000 companies serviced + **R\$ 27,200,000.00** that will be the difference between spending and gains in the deployment of the mats stores = **R\$ 106,200,000.00** in public coffers (**US\$ 59,000,000.00**). So far the city has deployed 26km of public mats in the city. With these initial gains the city will be able to deploy next year double the mats in the two previous years. So at the end of the third year the city will have over 50 km mats installed. So soon expanded throughout the central city have been benefited.

With the deployment of more pedestrian mats and more mobile shops in town, new businesses in the regions already served previously will also pay the city the value of passes and total investment will be returned in a time shorter. This is a great deal for the people, for business and to city hall. In addition, companies will benefit not increased taxes, other new businesses will be assembled in the region near the pedestrian mats. Adding to that a greater number of invoices issued, gradual reduction of pollution from fewer cars, buses and trucks in the regions served, and thus a drastic reduction of traffic accidents occur, new leave out other resources from public coffers in the área Health. It is likely that representative from other major cities around the world want to visit São Paulo to meet more closely the solution of the problem of traffic and other social problems! After the Phoenix Project is running the city of São Paulo may claim carbon credits for the drastic reduction of pollution in the city. This additional source of income will further reduce the turnaround time of all investment in the system.

MORE DETAILED ANALYSIS ON ENERGY

I'm not here looking for people to believe that it will be simple to solve the energy problem in a city with many miles mats! We need to follow the development of alternative energy around the world. There are various types available at this time. Brazil has enormous potential for all types of Power generation that can be installed on a large scale! Clear that excessive consumption is a global problem and a program to control use should also be evaluated and disseminated! Solve the energy problem in São Paulo means investing in different types of energy to other nearby towns! I mean that the energy problem is the national sphere and not the mayor of our city! We must examine what the city has more ability to generate a certain type of clean energy! The coast, for example, has greater availability of solar, wind and tidal power! Meeting the needs of these cities will be releasing a larger share of hydropower to the big city!

In Seville, Spain, the government invested in creating a Center that generates a large amount of **solar energy**, which can feed an entire small town alone, needing little of the power consumption normal! Slightly curved mirrors reflect all the sunlight in the same section of a tower at any time of day! In Nevada, United States, much curved mirrors directly heat a copper pipe through which flows oil at a high temperature. The thermoelectric system generates large amounts of energy and also maintains a small city running! Other solar projects are in progress, showing that there are several ways to produce energy from solar base, such as solar cookers have been used in northeastern Brazil! There is already a way of producing solar cells, net, based on research on how plants perform photosynthesis!

Tidal energy is widely used in Nordic European countries that make good use of the energy of the stormy seas of the site, using hydraulic rams marine or underwater turbines placed directly on the ocean currents, which generate enough electricity to power thousands of homes continuously!

The **wind generators** are being used in huge quantities in several countries! It is a well-known energy! New models of wind generators installed on the buildings, take advantage of the wind of huge cities, fueling much of the building or house with their energy! There is a project to capture the wind to three hundred feet high and turn it into energy transmitted to the ground by a cable! I also propose the use of wind generators in left and right margins of highways so that the movement of vehicles and manages the wind, so the energy needed to Power homes and businesses located nearby.

The **piezometric energy** is generated with the body weight or persons or by the wheels of passing vehicles on these boards generates energy. With the use of mats will be placing all local people in queue. So the entry and exit mats are excellent places to position this type of system. There would be a continuous generation of energy the greater the use of mats! This system could feed the new public transport virtually alone! The entrances of malls and shops could also take advantage of such a system!

Geothermal energy is based on the fact that the deeper we DIG in the earth, the hotter the temperature of the room! Then we can dig many, many feet deep, warming the water in this pipe and creating a natural thermal continuous use!

Landfills can generate energy in the form of gas! The methane can be captured directly from landfills and stoves used in homes, helping the system of underground gas! This gas can also generate electricity, directly available in the urban network. Studies show that a landfill can take years to become fully depleted, making it a very cheap source of clean energy!

With the project of public mat I'm suggesting that the total cost of implementation will be greatly reduced and the use of plastics, molded by rotational molding process (the same used in making chemical toilets) for the construction of the floor mat is possible to further reduce.

The meter of a mat of 1,5 meters in width may be less than R\$ 2,000.00 (US\$ 1,111.11), ensuring the return time from the city to one year after implantation. But for every public mat for the need to calculate the length it will. It will need to estimate how much weight should support (number of people using the system) and thereby determine the type of material and its robustness.

Therefore, it is necessary that the engineering team of a manufacturer of industrial mat is contracted to do all the calculations and manufacture all the currents that will pull both the public and the mat of furniture stores. The electric Motors also must be sized so as not to overburden during use. The way to exchange them for a preventive should be quick to not harm the new public transport. Maybe even work with two engines so that the system remains always working.

The box furniture stores can be done by the same process of rotational molding of the plates of the mats, making the cost of each store very low. If each tenant to pay the fraction corresponding to the installation of the entire structure of the mats of mobile shops plus the value of the plastic box, including an additional amount to assist in the installation of public mats, then all the mats come out for the city.

LIVE TRAFFIC - THE PHOENIX PROJECT

The Next Great City of the XXI Century

FINALLY RISING FROM THE ASHES POLLUTION

The city now has changed dramatically! Drivers of buses and trucks did not lose their jobs! They just changed their routes to the suburbs or to the roads. Taxis go faster, because there is no congestion. This means that taking a taxi was cheaper! The drivers use their cars only at night, weekend or night in the city. On the eve of weekend everyone is wishing to travel out of town on a staggered rotation as the plates of their cars.

Roads and even in cities of destination is reduced congestion at the start of the Holiday. Now tourists from São Paulo also arrive incrementally at these sites, facilitating the flow of traffic in the city of destination and unclog the roads. At the turn of Holiday vehicles entering the city also incrementally. This avoids the same disorders for tourist cities, roads and the destination city: São Paulo.

This all means less fossil fuel consumption, giving more time to nature and the human being to develop new greener technologies. Even as the extra generated to meet this new town is completely clean from various natural sources! This is also important because blackouts have become a thing of the past! The system is no longer overwhelmed!

With the implementation of Project Phoenix several businesses were damaged and had to readjust to the new century, but the current world is basically made of rapid change and some of them quite radical! The dealers were the biggest losers: car makers are now planning to very small cars, electric and high autonomy, to demand the return of their produce to the streets, the private urban parks now operate dawn, gas stations also had to open at dawn to attend to private cars, many maintenance mechanics also work at night, because they have lost much of his parish during the day, bus companies dealing mostly migrated to the interior and on the roads, helicopter manufacturers began to offer less and are now attacking the foreign market and also sell their products to other smaller cities of the country, malls have lost profits with the management of their parking during the day (in compensation have created several new events to the public and customers in the enormous empty courtyards without cars, such as concerts, skating, parties, outdoor courses.

Now they stay open all night too. This served as a stimulus for others to do the same (parties, events, concerts, etc). Many businesses currently work for 24 hours. And although it seems that many have lost in fact they had to become reacquainted with the population. Some establishments have begun to earn even more with it!

Companies and institutions that have won with more changes were firefighters, police and ambulance can quickly do their jobs, the sale of armored cars took a huge leap in sales and the product is cheapened; the same occurred with bicycles and motorcycles, new companies emerged with several private motorists, creating more jobs; taxi drivers now earn more, even with the reduction in the time of their races, because now the city is more empty, but otherwise are doing more races in the city and the most constant speed they have come to save more fuel; many small businesses have multiplied to more people buying mobile shops and so many went out of hiding, sending invoices; the city has improved its cash flow with the extra profits that come from the new furniture stores, with the reduction of mortality in the city by car accidents and by reducing pollution, the health expenditures are best applied, and because hundreds of new companies decided to return to São Paulo in search of better living conditions in the city.

When it comes to such a complex subject, involving many people, the ideas have to complement! Can not want to mess in public transport and particularly of a big city, without changing the lives of everyone and how they move, work, live, shop or play! Note that the solutions present in isolation would not work very well! To replace only the buses for the mats would have worsened traffic in different situations, because there would be more people moving on foot in the streets, disrupting a little more movement of cars.

Change only the transport of cargo trucks will withdraw from the streets and hinder the transit problem, besides not being able to benefit from the subway as a main line product distribution. Enter the mats public without solving the problem of flooding will cause short circuits in electric motors of the system! Banning cars to flow overloads the already poor public transport today. Relocating homes and jobs helps lower part of the problem, but alone is too little to solve the problem of traffic!

With the Phoenix Project fully operational in all items, we will release the city streets for fire, police, ambulance, taxi and transportation services to move quickly without the need to use their sirens, which in the case of ambulance, annoys the more patient who is sick at the time!

With the end of most of the flooding, with a functional public transportation, free and uninterrupted, with the new cargo transportation running off the streets, with the elimination of cars during the day and with a new concept of relocation of people in their work and residences, public and private services will run faster!

The Internet has increasingly become a tool of work and fun for the people and, through it, we receive everything we eat without leaving home. But when we're on the way to work or return home to several small things we can solve the day-to-day before they took us time! So the time lost in transit will be useful and productive, reducing daily stress and creating more and more foreign public. That's hard to live by the minute!

Welcome to the twenty-first century!

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