

PORTLAND AFOOT

PDX's 10-minute newsmagazine
on buses, bikes, and low-car life



November 2010:

THE OBSESSION ISSUE

good hoods ... bad science ... long trips ... short change ... playing it safe ... working in pajamas

Arriving Now Four stories you can't miss this month



1

Bus threat

Paris came to Portland for a few hours Oct. 13, after *The Oregonian* reported a threat by some TriMet bus drivers to **defy their own union and call in sick en masse**. TriMet called up \$3,000 worth of backup drivers, but absence rates stayed normal and most buses ran on time.

WHY IT MATTERS

TriMet workers, riders and taxpayers are headed for an **awful collision**. TriMet's latest audit found the agency would have to be saving \$75 million a year to afford future benefits. It's been saving \$0. That's why drivers are angry.

WHAT DOES MY DRIVER EARN?

<http://pdx.be/TriMetPay>

2

Transit hotspots PDX's best neighborhood to have a low-car home?

Downtown, of course. But those of us who cherish backyards and bedtimes should note an Oct. 11 study by PortlandTransport.com. The 3 best *outlying* neighborhoods for riding transit are all in mid-NE: **Gateway, Hollywood and North Tabor**, thanks to MAX's super-frequent Blue-Green-Red trunk line. Now, could somebody roll a few food carts out there?

EVERY NEIGHBORHOOD, RATED

<http://pdx.be/TransitHotspots>

3

Home shift

Office jobs are yesterday. New Census numbers show that 1 in 16 Portland-area workers now **works mainly at home**, more than any other city but San Diego and Denver. As newgeography.com reported Oct. 5, telecommuting just became **more popular than**

TriMet. Maybe this surge helps explain why so many two-worker families are now **sharing one car** – PDX has 32,000 such households and adds 8 new ones per day.

5 SECRETS IN THE CENSUS DATA

<http://pdx.be/2009Trends>

4

Good news

The mayor, a county commissioner, the head of TriMet and a congressman's aide walk into a **little room**. Who wins? TriMet riders, apparently. An unrelated fight between Mayor Sam Adams and Commissioner Jeff Cogen ended Oct. 6 when **Adams pledged \$20 million for the MAX Orange Line to SE**, probably saving the project. It's sorta like the city **agreed to fix 300,000 potholes, just for us**. OMSI, here we come.

HOW TO SAY THANKS

<http://pdx.be/GoodJobGuys> 

ONLY ON THE BUS



Skye

TriMet #4

That was how we decided that the next time we saw him, we were going to battle him.

The timing was perfect. We saw him the next day.

We were probably 15 feet away from each other. He was toward the front of the bus, and we were toward the back. And then he started clicking, and we were like, OH YEAH? Tkktktktktktk!

He was stepping it up, too. He was like, All right. I meet your challenge. He started getting a lot more animated than I'd seen him in the past.

So we're clicking back and doing this battle of the juju. We were dedicated to doing this. Very excited.

Eventually, he didn't really know what to do. He kind of shrunk down and turned away. And he got off at the very next stop.

It was awesome. We were like, "We won! We won!"

And I swear to God, I've never seen him since. All the times I rode the bus, I've never seen him since.

What's your favorite bus story? Write michael@portlandafoot.org or call 503-662-2871. Storytellers receive a gift card to our favorite bar or coffee shop. 

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Happy halfnaversary.

Amazingly, you're holding Portland Afoot's sixth issue. (We did the math.)

What's your favorite part? What do you skip? Write michael@portlandafoot.org if you'd like to join a little focus group over coffee.

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\$14 a year. Details on back. (503) On-A-Bus-1 <http://PortlandAfoot.org>

And: Thanks.

Street Talk Five questions and someone worth asking

On Oct. 23, Katie Proctor kicked off "**Kidical Mass**," a *monthly bike ride for young families, with sage advice for her fellow parents: "If the zombies attack, give them the children first!"* Fortunately, the "Thriller"-themed Halloween ride ended with a **dance party** – but not before we'd sat down on Ladd's Circle with the 28-year-old Ph.D. candidate and mother of Jasper to talk about her **deeply subversive hobby: parenting by bike**.

Will future Kidical Mass rides have themes, too?

And possibly costumes. Next is a pie ride, for Thanksgiving. Then there will be Christmas caroling. And that's as far as I have it planned.

Is raising a kid car-free as hard as it sounds?

For me, it's more an argument for mindful living. One of the things I love about being bike-centric is that you can't overschedule, because it doesn't physically work. It doesn't mean not having piano lessons, but maybe it means *only* having piano lessons.

What's hardest about bike shopping for kids?

We are told stridently by the American Pediatric Association that putting a kid on a bike before they are 1 is a danger. There are no studies I can find that back this up. But there are no products you can

buy, because nobody wants to take on that liability.

What's your best tip for family biking?

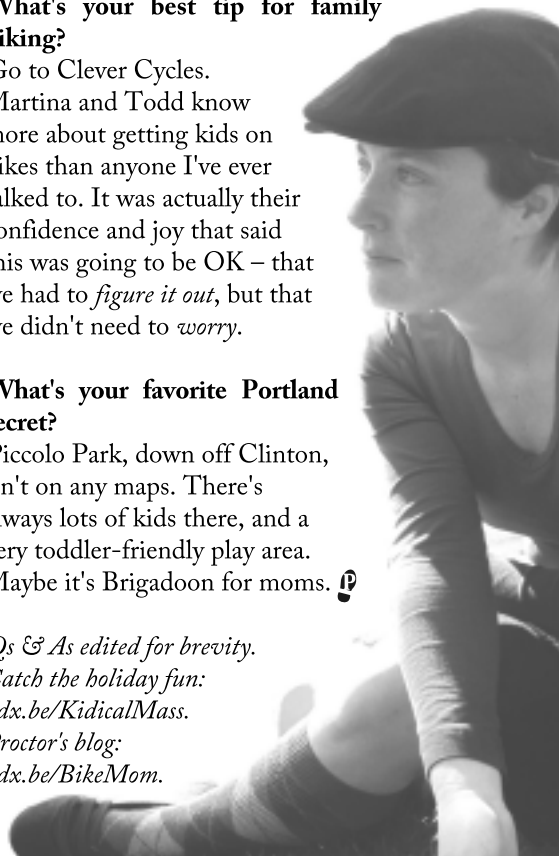
Go to Clever Cycles. Martina and Todd know more about getting kids on bikes than anyone I've ever talked to. It was actually their confidence and joy that said this was going to be OK – that we had to *figure it out*, but that we didn't need to *worry*.

What's your favorite Portland secret?

Piccolo Park, down off Clinton, isn't on any maps. There's always lots of kids there, and a very toddler-friendly play area. Maybe it's Brigadoon for moms. 

Qs & As edited for brevity. Catch the holiday fun: pdx.be/KidicalMass. Proctor's blog: pdx.be/BikeMom.

Katie Proctor
co-leader, Kidical Mass PDX



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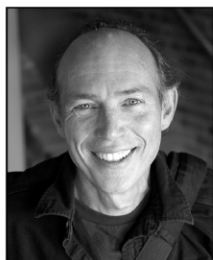
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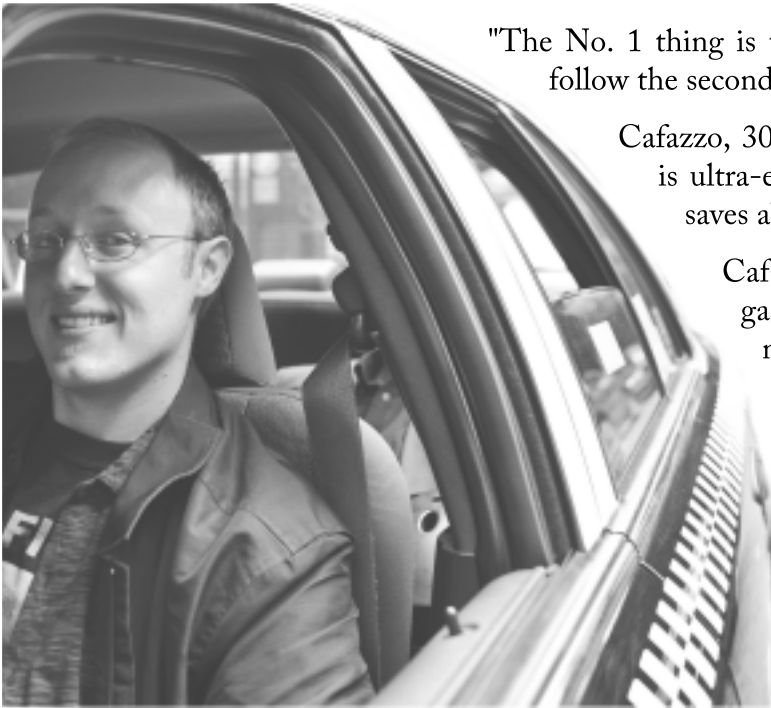
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Saving gas, seven stoplights at a time

Silently, smoothly, Jackson Cafazzo's black-and-white checkered cab rolled between a Chevy Traverse and a Honda Civic into the middle lane of Southwest 4th Avenue.

"The No. 1 thing is to look ahead," Cafazzo explains. "As far as you can. I usually follow the second or third car ahead of me."

Cafazzo, 30, might be Portland's greenest auto driver. Not because his cab is ultra-efficient – because putting Cafazzo behind a wheel for 8 hours saves about as much gas as the average Portlander uses all day.

Cafazzo, a Radio Cab driver-owner since 2008, says he's cut his gasoline bills 20% with "ecodriving" – training himself to use momentum, inclines and strategic shifts into neutral to nearly eliminate his gas pedal for long stretches of road.

Or, as his ex-bike-messenger wife puts it, learning to drive his car like a bicycle.

Cafazzo, a Radio Cab director, is looking for ways to train his colleagues and the public in his hard-won secrets. His masterpiece so far: An online map of every possible route through downtown Portland. Check it out (along with Cafazzo's gas-saving tips) at pdx.be/EcoDriving.

jackson cafazzo's obsession:



Link by link, they're headed all the way down.

Hashagen, who owns Icycle Tricycles and Portland Pedicabs, is eager to see other tricycle-based entrepreneurs in action at Latin America's *cicloviás* – the Bogotá-born streets-for-people events that inspired Portland's Sunday Parkways. They're staying with "friends and new friends," he said, camping or hitchhiking as needed.

Hashagen is microblogging the whole adventure on Facebook: pdx.be/EpicTransit.

"If we can travel from town to town to attend a cycling party every Sunday," Hashagen said, "Why would you not want to do that?"

ryan hashagen's obsession: Public transit ... to Chile

Ryan Hashagen was panting. He deserved to be.

"We just got off the Metrolink," the 28-year-old Portlander breathed into his cell phone. "Now we're about to catch the bus from Oceanside to San Diego. Tomorrow we'll cross the border and start catching buses to Mazatlán."

Using their wits, lots of Internet timetables and a wad of small bills, Hashagen and his friend Lale Lonski are migrating to Chile for the winter – relying, as much as possible, on local public transportation.

"I-5 goes all the way from Bellingham, where I'm from, to Puerto Varas, where Lale is from," said Hashagen from Oceanside, Calif., which he said he'd reached in one week for \$55 by way of Seatac, Lakewood, Olympia, Aberdeen, Nacelle, Astoria, Seaside, Cannon Beach, Tillamook, Pacific City, Lincoln City, Newport, Florence, Brookings, Crescent City, San Francisco and Pasadena.

Low-car, off-kilter

Awesome? Yes. Sorta weird? Yes.
Meet four Portlanders who aren't letting a little thing like being normal get in the way of getting around.

rubina martini's obsession: An app for the rest of us

Home to school. School to downtown. Boyfriend's place to home. For Rubina Martini, there was always a bus to catch.

Her roommates used iPhone apps to know when to head out. But as any red-blooded Portland artist would, Martini looked for a cheaper solution.

The PCC-Cascade multimedia design student fired up Adobe InDesign and laid out a 14-page booklet, stapled and folded to the size of a credit card, with neatly ordered columns to mark the bus line, direction and ID of every bus stop she used regularly. With the stop IDs in hand, Martini can call or text TriMet for departure times from classroom, bedroom or bar. It's clean, portable and elegant.

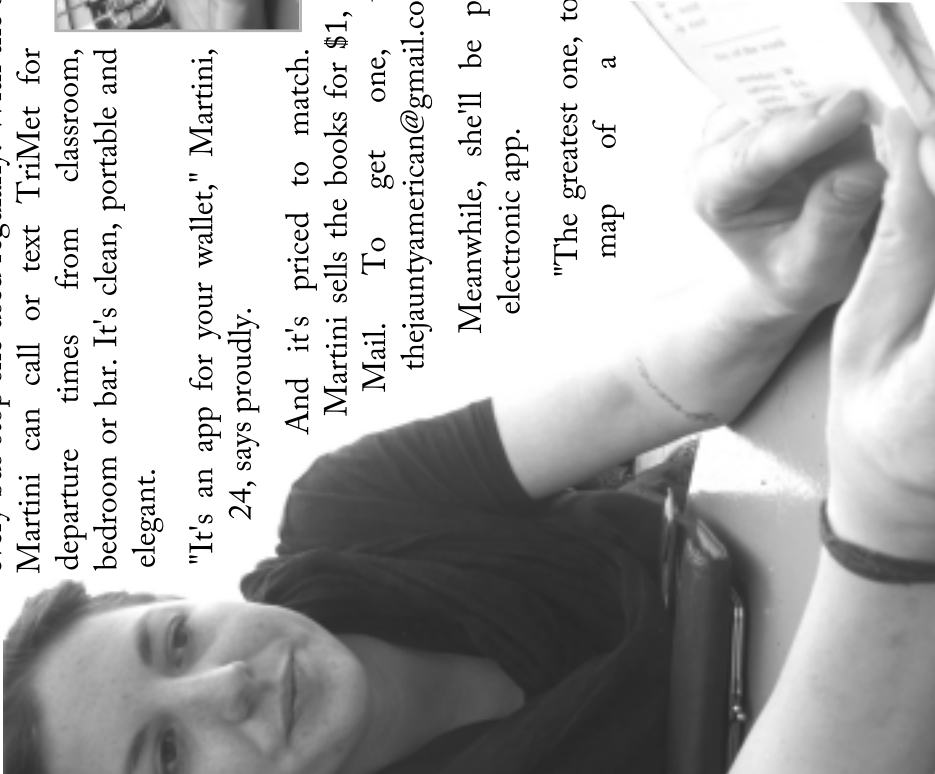
"It's an app for your wallet," Martini, 24, says proudly.

And it's priced to match.

Martini sells the books for \$1, or \$1.50 by U.S. Mail. To get one, write her at thejauntyamerican@gmail.com.

Meanwhile, she'll be plotting her first electronic app.

"The greatest one, to me, would be a map of a grocery store," she said wishfully. "You could type in a product and it tells you where it is." 



Walking to work, every possible way

dan lamberger's obsession:

It was a friend, Dan Lamberger is quick to note, who first pointed out that moving to a new office would open up many options for his 1-mile walk to work. But it was Lamberger who had to ask: *how* many?

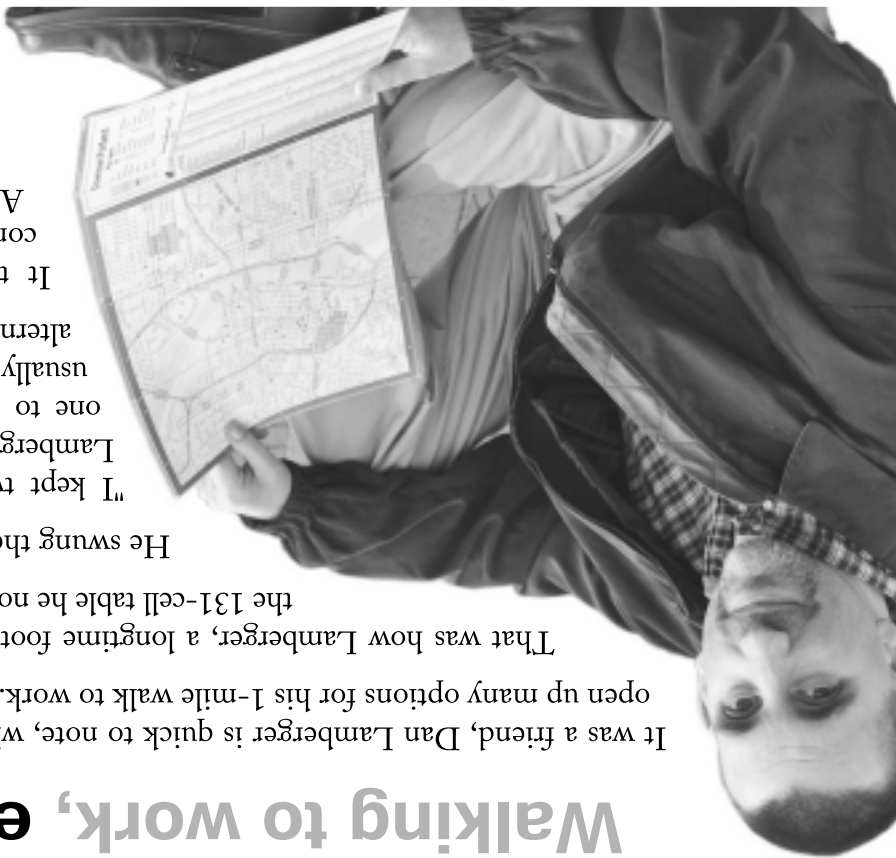
That was how Lamberger, a longtime foot commuter from his family's downtown condo, created the 131-cell table he now calls "the Grid." (See it: <http://pdx.be/TheGrid>.)

He swung the document into action immediately.

"I kept two copies of the Grid with me at all times," recalls Lamberger. "One to track streets covered on the way to work, one to track streets covered on the way from work. I would usually walk the same route to and from work in a given day, alternating the sides of the street."

It took months. Lamberger says he's glad the task is complete. These days, he prefers to improvise the route. At least, until his next experiment.

"I'm mostly harmless," Lamberger says. "Pursuits like this keep me out of trouble."



Cafazzo & Lamberger photos by Michael Schoenholtz.