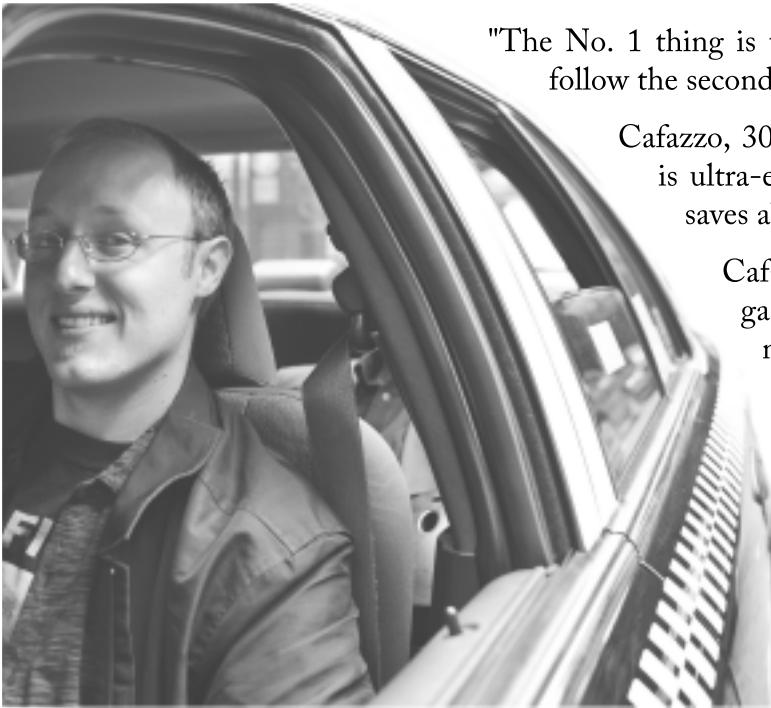




Saving gas, seven stoplights at a time

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 Lorski 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.

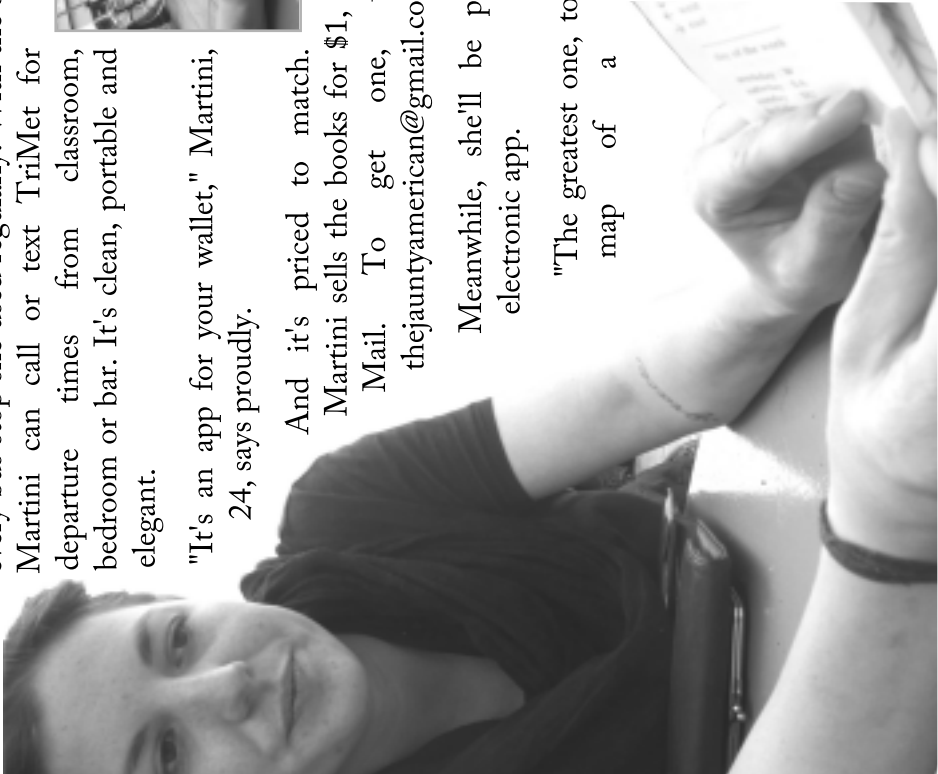
"It's an app for your wallet," Martini, 24, says proudly.

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?

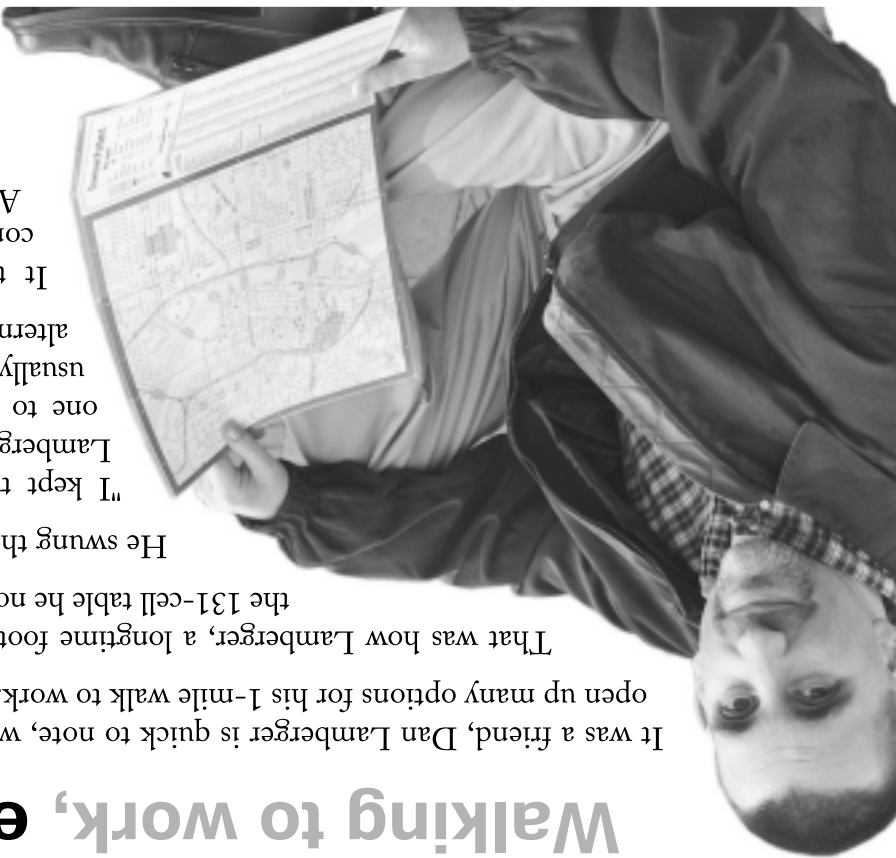
That was how Lamberger, a longtime foot commuter from his family's downtown condo, created the 131-cell table he now calls "the Grid." (See it: <http://pdx.be/TheGrid>.)

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.