The Official Newsletter of the Transit Riders Union

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The Transi Reader

Vote YES for Transit, Then Let’s Organize

By Katie Wilson

Faced with deep bus service cuts following the failure of King Coun-
ty’s Proposition 1 this spring, City of Seattle elected officials are send-
ing a similar measure to the No-

vember ballot. If approved, Seattle Transportation Benefit District Proposition 1 will raise $55 million per year for public transit by means of a 0.1% sales tax increase and a $40 vehicle license fee.

Originally, this was going to be just enough to save Seattle’s bus service. But on September 29, the King County Council voted to cancel the remaining bus cuts by digging deep into Metro’s re-

serve fund. On the one hand, this is a dangerous gamble: they’re banking on sus-
tained economic growth, so if an-

other recession hits in the next few years, sales tax revenue plunge, we’re in big trouble. On the other hand, this means that if Prop 1 passes in November, Seattle’s bus service will not only preserve but expand and improve our bus system.

Are we to make of all this? First, it’s still important to vote yes on Seattle Transportation Benefit District Proposition 1. Public transit in our region is chronically underfunded. Unacceptable cuts have already been made; fares are too high, service is not frequent or extensive enough, and our bus drive-

ers’ schedules have tightened to the point where they don’t have time to use the bathroom. Let’s pass Prop 1 and then make sure that money goes to restoring and add-

ing service and making public trans-
it more affordable for everyone.

Climate change is accelerating, and we need a transit system that gets people out of their cars.

But never forget that this is a compromise. Working and poor people in our state already should-

er more than our fair share of the tax burden, and this measure continues that trend. By voting to pass Prop 1 on the ballot, the City Council rejected two more progres-
sive funding op-

tions: an Em-

ployee Hours Tax on business and a Com-

mercial Parking Fee in-
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t Riders Union and our allies will continue to push for progressive taxation at every level of government.

Finally, don’t think that this is a permanent solu-

tion. Expect another economic downturn. Next time, Metro will have even less of a cushion and even fewer local options for new funding. We can’t get complacent — we need to get organized. Join the Transi Riders Union and help us take this fight to the state legislature where it belongs!

The Sorry State of the State

By Beau Morton

We’re coming up on election sea-

son again. By the time you read this, the race will be on. For King County District Attorney, a new level of professionalism and public trust is needed. By putting Prop 1 on the ballot, the City Council rejected two more progressive funding op-

tions: an Employee Hours Tax on business and a Commercial Parking Fee increase. The Transi Riders Union and our allies will continue to push for progressive taxation at every level of government.

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tion. Expect another economic downturn. Next time, Metro will have even less of a cushion and even fewer local options for new funding. We can’t get complacent — we need to get organized. Join the Transi Riders Union and help us take this fight to the state legislature where it belongs!

We Won a Low Income Fare! But Don’t Be Fooled: The Transit System Is Not Okay

By Katie Wilson

If you’ve been paying attention to the transit news this fall, you might conclude that we all have plenty to be thankful for. For one thing, starting next March riding the bus will become more affordable for tens of thousands of transit riders across King County. King County Metro is rolling out a new low-income reduced fare, thanks to several years of campaigning by the Transi Riders Union and allied organizations. If your household is below 200% of the Federal Poverty Level, you’ll qualify for a lower-

er fare. (Orca card at $1.50 per ride.

Not only that, the massive service cuts that have been looming over us for years seem, at first glance, to have evaporat-

ed overnight. If you believe the Seattle Times (since when do the Seattle Times?), Metro and the County Executive were more or less lining up to be all along about Metro’s financial cri-

sis. So why is there so much sudden, magical 75% of the threatened cuts are off the table? Apparently there’s a new bag of tricks for giving people what they want.

Don’t believe it for a moment! As usual, the truth is more complicated. Where did this “new” money come from? First of all, it doesn’t exist yet — the county is banking on a booming economy and optimistic sales tax projections. If the economy takes another dive in the next few years, these cuts will be back to haunt us. Second, the County Council has decided to dig deep into Metro’s reserves, chang-

ing policy so that less revenue goes to the fund for replacing buses and weathering recessions. This is a dangerous move, making Metro even more dependent on the volatile sales tax, and we can expect it will come back to haunt us. And finally, our bus drivers and mechanics are being pressured to make even more sacrifices in their pay benefits and working conditions.

This is not the right way to save our transit system!
Bus Ticket Shortage: Call to Action!

By the SHARE Direct Action Work Group

SHARE (Seattle Housing and Resource Effort) is the largest shelter network in Seattle and King County. SHARE operates 13 indoor shelters that are spread throughout the City of Seattle, and 2 Tent Cities. SHARE’s self-managed network of shelters relies on the Human Services Reduced Rate Bus Ticket Program to provide for the transportation needs of its almost 500 members. SHARE participants use the bus tickets to get to appointments, interviews and social service providers to improve their lives. But primarily, reduced rate Bus Tickets are the only means for most of the members to get to shelter on a daily basis.

Metro started the Reduced Rate Bus Ticket Program in 1993 in response to SHARE’s advocacy. Before then SHARE had paid face value for bus tickets until completely running out of money. At that point the entire group of shelter participants had to walk every night from downtown to their shelter.

The Reduced Rate Bus Ticket Program made available at 20% cost to social service providers that serve people experiencing pov-

ey and homelessness. Now, dozens of social service organizations in King County purchase tickets to provide for the transportation needs of their clients, from DESC (Downtown Emergency Service Center) to Operation Night Watch, a night time shelter service for peo-

ple looking for shelter. However, the total number of reduced rate tickets available each year is limited by county ordinance and it is never enough to meet the need. In 2012, SHARE had to close its shelter doors due to an inef-

ficient bus ticket allocation. This is where SHARE met the Transit Riders Union. Our Sleep Out started in solidarity with the TRU Funeral March for the now deceased downtown Free Ride Zone. Together TRU and SHARE marched from Westlake to the County Courthouse to mourn the loss of the Free Ride Zone and start the Sleep Out. For 21 days, over 100 homeless people who had nowhere else to go operated a nighttime encampment at the Plaza of the King County Administration building to stay together and safe. SHARE re-opened its shelter doors when King County Council increased the total Bus Tickets allocation by $250,000 – a one-time emergency measure. SHARE thanks TRU for standing – and sleeping – with us in solidarity to achieve this victory.

This year, SHARE’s reduced rate bus ticket allocation is considerably less than the total used in 2013. At this point SHARE needs $36,000 more in purchase value of the Reduced Rate Bus Tickets meet the transportation and survival needs of ALL our members for the year. With the homeless population increasing, more bus tickets are needed. In January 2016, the One Night Count found 3,123 homeless people unsheltered. WITHOUT SHELTER, PEOPLE DIE. In 2015 the Women in Black stood vigil for 57 homeless people who died outside of violence. Inadequate bus ticket allocations are a per-

nential problem faced by many social service providers – not just SHARE. We are urging the King County Council and County Executive to act urgently to find solutions to this catastrophe. Please help by calling on the King County Executive and King County Councilmembers to address this crisis immediately.

Call Your King County Representatives!

- County Executive Dow Constantine
  Countywide 206-263-9600
- Councilmember Rod Dembowski
  District 1 206-267-4900
- Councilmember Larry Gossett
  District 2 206-477-1002
- Councilmember Kendu Johnson
  District 3 206-477-1003
- Councilmember Larry Phillips
  District 4 206-477-1004
- Councilmember Chaz Iqbal
  Upthegrove District 5 206-477-1005
- Councilmember Jeanne Kase
  District 6 206-477-1006
- Councilmember Pete von Reichbauer
  District 7 206-477-1007
- Councilmember Joe McDermott
  District 8 206-477-1008
- Councilmember Reagan Dunn
  District 9 206-477-1009

What is the Transit Riders Union?
The Transit Riders Union is an independent, democratic, member-run union of transit riders fighting to make public transit better and more affordable for all. Since TRU was founded in 2012, we successfully built a coalition to win a reduced fare for low income riders, which will go into effect in March 2013. We’ve fought and won against bus service cuts, and we will continue to push for the massive expansion of public transit that is necessary to stop climate change.

We believe in progressive taxation. Working and poor people already pay for transit through taxes and fares. Public transit has the most regressive tax system in the country – we simply can’t build a true mass transit system unless corporations and the wealthy begin to pay their fair share.

Do you ride the bus? Then you’re a transit rider, and you belong in the Transit Riders Union. As a member, you have a voice and a vote at our monthly meetings. We have power in numbers. Join us today.

Transit Riders Union Membership Meetings:
1st Monday of every month, 6:30 – 9:30 pm
Luther Temple, Hall #6, 2800 1st Avenue, Seattle, 98121

Join online: http://transitriders.org/join-us
Email: contact@transitriders.org
Volcom: 206-651-4182
Website: http://transitriders.org

Our Mission: The Transit Riders Union is a dem-
ocratic organization of working and poor people, taking control over our own lives, and building up the power we need to change society for the good of humanity and of the planet. We will fight to pre-
serve, expand, and improve the public transportation system in Seattle and beyond, so that every liv-

ing being has access to safe, affordable, and reliable public transit.

LOW INCOME: More to do

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system. It’s an easy, short-term fix that just pushes the day of reckoning another year or two of these ahead. Who really believes the economy is in a stable place, poised for long-
term growth? Profits have rebound-
ed, for sure, but median household income still hasn’t recovered to pre-recession levels. But instead of requiring under-taxed corporations and the wealthy to pay their fair share, we’re yet again placing the tax burden squarely on working and poor people and making Metro even more vulnerable to fluctuations in a consumer debt-driven economy that does not deserve our confidence.

Let’s take another look at our big picture, the low income face. It’s a victory, no doubt about that. But think about it. Until 2008, the stan-
dard of poverty was $22.50. Since then fares have nearly doubled. The new low income face is $1.50, and the costs will be offset by yet anoth-
er across-the-board fare increase of $0.25. That will cause hardship for low income seniors, youth, and peo-

ple with disabilities, as well as nudging “choice riders” back into their cars. How excited can we really get about this? It’s not a good trend.

It’s also a familiar trend, one that fits right into the aura-

tistic strategy of the corporate elite. When those stuck at the bottom of the economic ladder start making wise, especially if they’re getting some sympathy from those a few rungs up, give them a little of what they want, but make those in the middle pay for it. That’ll strain their sympathy and solidarity, and they won’t be all too happy to get together to shake the ladder hard enough to shake down some of what they’ve been accumulating at the top. Or, to use a few more metaphors, the rich are getting off scot-free while we’re all tightening our belts another notch and being forced to play vassals to the public services that keep our society working. Enough is enough – let’s get organized.

Tenants in Solidarity with the Transit Riders Union

Questions About Your Rights as a Tenant? Call the Tenants Union of Washington’s Hotline at:
(206) 723-0500

Hours and Detailed Tenants Rights Information at:
www.tenantsunion.org

HELP, WE’VE BEEN ROBDED!

Every day, someone gets cheated by an abusive employer or landlord.

Alone we have no power. Together, we can fight back and win.

Find out if you’re mostly people who defend each other through collective action and mutual support.
Rules for Riding the King County Metro
A Poem

Pay the right fare
Some days you see it—right out of a movie, a suited man running, bestride in one hand, waving wildly after a moving bus. If you’re lucky, it’s raining and he’s holding onto a hat. The driver slows the bus and watches like God or a strip club bouyer. Bored but benevolent as a dished über man scribes for onions in paste pockets.

Respect other passengers’ privacy
Dear Girl across from me, what are you reading?
Please, just once, lift your book a little higher. I need to know if my crush on you is shallow, if you will forever be someone I wish to talk to?

Do not cause safety problems
Click
- “Meet me right at the bus stop.”
- “How does the bus look?”
- “She’s got a kid she won’t stop playing with.”
- “Don’t argue with me, there are a lot of psychos around.”
- “She is taller than most people, wears a flowered dress and clumping boots.”
- “Click”
- “I’m almost here. Bring the dogs.”

Use headphones
Different: aenty microphones of clicks, pops and the warp of chuffing bus. He pays no mind to jostle as he lip-syncs the words just under breath, staring out the window.

No eating, smoking or littering
Smuggle your energy bars like pilots at a warehouse dance party.
Hide half-chewed pizza in grocery bags.
Suck a last chug-drag as the bus rolls by, become the running man to catch up.

The buses don’t sit still with obviousness.
Furtively finish the Dick’s Deluxe with your chin in your cellar, kick the wrapper under the seat. Carefully clean your chin of crumbs.

No alcoholic beverages
It doesn’t matter. Try to walk on a moving Metro and you stumble like a drunk feel anyway.

Do not harass the driver or other riders
My coworker’s dink car is a car. A car, he says, is not optional. He has fought, in two wars, survived mountainsides, holds multiple degrees, but public transportation still scares him.
The only way to get him on a bus, he says, is at the end of a byearvet.

Do not litter on the seats
BUT I’M SO TIRED!

Transport respect transit
An AMBUS PARTY!
On a CITY BUS!
They arrive sotially doing to that all their friends and some speakers and just party till theendthe line! They switch and fidget in the back they are NOT 16 they are 18 and have never been to Seattle before returning from Tacoma to go on a party on a boat and now to the 35 year old man with sliced back and darting eyes, he can even give them a ride if they need one, get their numbers before his stop, they are tremmibly excited and work at taco bell that’s why the Radical one sounds like he’s sometimes, it’s all the customer service bitch voice coming out when she doesn’t mean it to sometimes.

Use metro services and facilities for transportation purposes only
At 3rd and Union after midnight, there is that fear that I’ve missed the last one.
That for one night only, they’ve changed the schedules and I must walk home in the dark. I didn’t hear the federally mandated time changes, that come on all once, fear mornings when buses arrive early. I become the running man, panting and waving, the surly face of the driver is like Mother Theresa.

That is getting from the place I am to the place I need to be. Past the murals of Rainier, whole streets of shimmering glass banks, past cute new cafes on 20th Ave, all the different worlds within a city’s limits. Rolling wheels carry me tired, bleary-eyed and wandering, a crumb of a story next to stories I catch crumbs of, a trip in starts and stops, the creaking, swinging stuff of everything lurking toward its destination.

Please, report any problems to your driver.
— Graham Isaac

Ask a Bus Driver

By Sam Smith

Hello Metro riders! My name is Sam Smith, and I’ve been a Metro driver since early 2015. I hear all sorts of questions from passengers, friends, and fellow TRU members. In a spirit of act of random kindness, this column is going to be dedicated to answering some of those questions: Anything you want to know—Why do the poles come off the wires or afer? Where do you use the bathroom? Where do they build the bus?—just ask! Send questions to sam.smith@transitriders.org.

Because this is my first column and I don’t have any questions going to answer a question that I have heard many variations on. Why did the driver not stop for me?
It is one of the worst feelings you’re trying to catch a bus and it’s just not going to happen. You’ve been waiting for 20 minutes, maybe you’ve been waiting for that long just to get to your stop. Finally you see it approaching, and your stress level suddenly drops as your wait time and travel time is going to be over and you’ve become a calm and collected person. And then—oh no!—the bus drove right past me without stopping. Why?
There are many reasons that this might happen, and I’ll try to name the most common ones.

- We didn’t see you.
  I’ve had passengers hop out from behind a tree just as I was about to drive off an otherwise uneventful bus zone. Had one or two second chance before I saw them, I would have driven past without stopping. I cannot stress this enough: Make yourself visible! If no one else is around, wait in an unobstructed area near the curb. If it is dark, with minimal or no street lighting, wave a flashlight or your cell phone so we can see you. Or at least let us know you’re there if we can’t see you.
- You’re at a bus stop on a busy street. As a Metro driver, you get to know the routine spots on your route. If you’re at a busy stop on a busy street, like 3rd Ave in Downtown Seattle, there’s an entirely different visibility problem. Bus drivers, our eyes have to be on about a dozen people at once: checking all doors and mirrors for loading and unloading passengers, checking out left side to see if it’s safe to pull back into traffic, etc. Meanwhile we are usually under pressure, a pressure as possible to keep the flow of bus traffic running smoothly. We are good at scanning the sidewalk for people trying to catch our bus, but we are not at reading your minds. We depend on your body language to communicate that you want our bus. Make yourself stand out from the dozens of other pedestrians walking along the sidewalk or waiting for their bus. Walking casually toward us, try to make partial eye contact alone is not a clear signal. Running and waving your arms are the most effective, so don’t be shy! If you’re waving your arm behind us, try to run two feet away from the curb so that you’re in view of our mirrors (but please be safe! No bus is worth dying for).
- There’s another bus right behind us. Sometimes you get routed into accepting the fluctuate of the bus schedule. Sometimes the next bus of the same route, called our “follower”, will catch up to us. It is in everyone’s interest for boarding passengers to get on the follower’s bus. If you’re boarding mine, then I can speed up for all of my already quite late passengers, and you can board what is likely to be a much emptier bus. I would only skip over a passenger at a stop if I know that my follower is less than 60 seconds behind me, and I will usually try to give a hand gesture—like pointing my thumb behind me—to indicate that you’ll be picked up very shortly.

We’re good! We’re good! We’re good! We’re good! We’re good! We’re good! We’re good! We’re good!
We are under a lot of pressure to get in and get out, especially at busy corridors like 3rd Ave and the Trans-

BOEING: State Puts Profits Before People

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and you might still be living.” They summed up the changes study: “By the end of the contract our total compensation and spendable income will be less than it is today.”

Funny that we demand so little of corporations, despite providing them with such sweetheart deals when Boeing asked Olympia to jump, legislators responded only with “how high,” but when it came to actually serving citizens, they failed to come through.

The transportation package that King County desperately needed from Olympia to keep transit operations from sliding even further away included a four-year contract with the transit agency. One of the ramifications of the package was a $15 million commitment to the Sound Transit 3 plan, which would provide funding for a new light rail line that would connect downtown Seattle to the Sea-Tac airport. The transit package included $5 million for a new rail line, $5 million for a new rail station, and $5 million for a new rail bridge.

A few months later, the legislature approved the transportation package, and the plan was implemented. However, the funding was not enough to cover the entire project, and the city of Seattle was forced to find additional funding to complete the project.

When the project was completed, the city of Seattle was left with a $15 million deficit, which it had to pay for itself. The city of Seattle had also contributed $5 million to the project, which it had to pay back to the state of Washington.

The state of Washington had also contributed $5 million to the project, which it had to pay back to the city of Seattle.

In the end, the transportation package failed to live up to its promise. The project was completed, but the city of Seattle was left with a $15 million deficit, and the state of Washington was left with a $5 million debt.

In this case, the state government was more concerned with its own profits than with the needs of the citizens. The state government failed to provide the necessary funding to complete the project, and the city of Seattle was forced to find additional funding to cover the deficit.

More likely, however, is that it was not intentional, but because of one or more of the other reasons listed. The thanks for reading and thanks for reading.
SHA to Residents: GTX

By Randy Whitelock

A disaster may be coming to Seattle next year. The Seattle Housing Authority has devised a plan that would make the city more attractive to foreign investors via tax breaks. And it's a plan that will make housing less affordable for those who have been living in the city for years. The plan, released in March, would give tax breaks to developers who build new housing that meets the authority's standards. The authority estimates that about 20% of the city's residents would be impacted by the plan. The plan has been met with mixed reactions from residents, with some arguing that it would help the city attract more foreign investment, while others argue that it would hurt affordability for local residents.

V. Steward

I WANT YOU TO BE POOR & HOMELESS

The Transit Riders Union is considering a campaign to make fare enforcement fair. We want to know about travel riders' experiences with fare enforcement on Rapid Ride and Link Light Rail—both good and bad. Send your stories and observations to contact@transitriders.org with “Fare Enforcement” in the subject line, or mail them to Transit Riders Union, PO Box 20723, Seattle, WA 98102.

Problems with Fare Enforcement? Tell us about it.

Valesic Inc. and JP Morgan Chase to develop billion dollar "market-rate" housing in Magnolia. Valesic President Vojko Zerce. With Seattle in the middle of yet another housing bubble, the potential profits to be made from these market rate units are just too much to resist, and the results are proposals that keep the working poor out, and bring wealthy people in. Further exploitation of a human right for the sake of a greedy buck.

This can be stopped. The Tenants Union has worked hard to organize a strong resistance from tenants within the Seattle Housing Authority. Running out hundreds to protest. Seattle Mayor Ed Murray has come out publicly against this proposal, and has the support or city council members like Kshama Sawant and Nick Licata. But the fight is far from over. "Stopping Fares" may begin implementation early next year. Every citizen concerned with the health and prosperity of Seat- tle should attend this meeting. Please write to: Vojko Zerce at: http://rotpasha.wordpress.com or contact The Tenants Union (206-723-0500) to inquire how you may contribute to the protection of our city from this avoidable disaster.

STATE: Needs Change

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Our state legislators can't hide from the needs of the citizens of Washington State behind rhetoric about growth potential. They can't hide from the fact that we can't all afford to live here any more. Washington state's tax rates are among the highest in the nation at 37% for the past five years while state dollars going to higher education dropped by 28%. At the same time, many college and university staff and faculty are unable to afford to come. The current tax system is in need of adjustment over the same time.

Our state legislators are failing us, full stop. Seattle is the fastest-growing city in the country, and the Puget Sound region and Washington State as a whole show no signs of slowing down. Whether it's the booming economy, the scenery, or the possibility Washington is likely to be a prime spot for climate refugees in America, people from all over the world are coming. It's time that our state legislators faced the facts and the future with clarity and honesty. Tackling the things that we need will require new revenue. I repeat: It Will. Require. New. Revenue. What's not new revenue? Giving riders the discount that they deserve. Fixing the cracked and barely-classified special section, the entire point of which seems to have been to get the state to pay for Boeing's most recent attempt to move jobs anywhere but here.

Destinations: Alki Beach and the Seattle Landing Site

In early April 1851 the Denny and Boeing families set out from Cherry Grove, Illinois, headed west on the Oregon Trail. They arrived 134 days later at Portland, Oregon, where some of the party chose to stay. The rest decided to move on. David Denny and John Low, later joined by Lee Terry, were sent to find suitable land on Puget Sound. They traveled overland to Olympia, then by boat to the Olympic Peninsula where they were greeted by a friendly party of natives led by Seattle, T'ee (chief) of the Duwamish people. They also ran into other settlers who were in the process of settling the Lower Duwamish River area. One of these was Henry Chamberlain, Duwamish chief was chosen for their first cabin, and John Low was sent to fetch the rest of their party. Lee Terry soon left to get a tool needed to finish the cabin, leaving Chamberlain and his friends among the natives. Poor David cut his foot with an axe and lost his food to a family of skunks. The rest finally arrived at the Alki landing site on November 13, 1851, on the Schouwenoer. It was soon decided to relocate to what is now Pioneer Square. New York and Alki ("by and by" in the local lingo) were considered as names, but Seattle was chosen in honor of Chief Seattle. Land was donated to Henry Yesler for a sawmill and Seattle was off and running.

Today you can walk on the same Alki Beach (2.5 miles long) which the men stood on, at the west end of Lake Washington, and also a replica of the Statue of Liberty donated by the Boy Scouts of America in 1930. If you are feeling adventurous, head back up the hill to Schmitz Park, 53 acres of virgin timber and native vegetation. Seattle has realized that back in the day, this was what all of Seattle looked like! Sitting outside on a warm evening with your friends, hanging out, watching the lights, and looking at it all feels like a dream. The city of Seattle, still one of the most beautiful cities in the world - from the water's edge to the stars - and the people from all over the world that call it home.

Ode to the 48

By Sophia Glass

In twilight, I heard the 48 at the Mount Baker Transit Station. Seattle can't pretend to be the melting pot that it is New York or L.A. but on the seats of its buses, you can hear a dozen languages. As the bus pulls out into traffic, a woman in a purple jacket taps me on the shoulder: "Hey, where is your husband?" I look down, the man behind her. While I don't understand a single word that passes between them, I can pick up on the meaning of their sight and smiles. Across from me are two men who speak Spanish and I follow the gist of their exchanging tales.

When we reach Capitol Hill, I start to hear more English. A young white woman with bright blue headphones enters and sits next to a fully-hipped woman. A man wearing neon spandex hoists his bike onto the front of the bus and wipes his brow as he pats his face and finds a seat. There is room for everyone on the 48 and over time, our lives get bridged together. We use public beings: we carry our grocery bag, our toilet paper; we take phone calls from docters; we catch our breath from running up to the hill at the stop (you never know when the next walk will arrive). We carry our loads with us, our burdens and blessings.

The 48 thunders down the hill and students begin filling up the vacant seats as we approach the University District. All kinds of students: students from Korea with stylish haircuts; students from the East Coast with nervous expressions: students who parents dreams of sending their kids to college growing up; students with heavy makeup; students with baby faces. A few stops later, the students exit and hurry to their dorms while the 48 marches forward, now carrying the world's salt and pepper hair. One man with pale skin works intently on a sudoku puzzle. When we round Green Lake, the last light of the day reflects off the water onto the faces of the grand mother and her granddaughter sitting by the window. They sit in silence, both carrying on their public solitude. On the far side of the lake, the bus knows for a white man in his 40s with a cane and noticeable equipped, unfortunately, the people in the front move back a row and give him a seat. This is the bus we live in.

By the time we reach Loyola Heights, there are only a few pass- ages left. We exit for the final time, one of whom started the journey with me 12 miles ago. I get off at the last stop after an hour of seeing the reduction of the city through the window. When I step into the sidewalk, I notice that the rain had let up and the camillia trees are in bloom. I walk home knowing that in the morning I will board the 48 again, take the trip in reverse and in the future it will be an opportunity to reflect the comfort of being alone together.