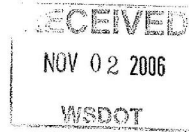


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I-1128-001
Comment Summary:
Alternatives Development

Response:
See Section 1.1 of the 2006 Draft EIS Comment Response Report.

November 1, 2006

Paul Krueger
SR-520 Project Office
414 Olive Way
Seattle, WA 98101

Dear Mr. Krueger: :

Here is my suggestion regarding the 520 bridge:

The people of our State are not yet ready for what I am about to suggest as a solution for our major transportation congestion. This solution is bound to come eventually and now might be the best time to implement it.

The first step would be to notify all the automobile manufacturers in our country to manufacture an inexpensive commuter car that would be half the width of a conventional car and half its length or more. These cars would be one or two seaters with the second seat located behind the driver. Time would have to be allowed for large numbers of these cars to become available and purchased before the next step could be taken.

The next step would be taken when a sufficient number of commuters in the designated commuter region have these cars. On a specific announced weekend, lanes would be changed on the appropriate freeways and other heavily traveled roads. That region might be, for example, the area surrounded by Seattle, Everett, Bellevue, Issaquah, Renton, and West Seattle. One lane in each direction would remain the standard width and the other lanes would be narrowed to half-width. This would make a road of three lanes in one direction become five lanes. The single conventional lane would be adequate to handle the number of conventional cars, trucks, and busses. Single commuters driving conventional-sized cars now constitute about 95% of the traffic jams. Commuter cars would enable consumers to retain the freedom of movement that individual cars bring.

Each family would have a conventional car and one or more commuter cars. The commuter cars would be used not only for commuting but also for going short distances such as in shopping or going between buildings in the various Office Parks.

Sincerely,

George B. Whatmore

I-1128-001