

1 predicted peak oil in the United States dead on and
2 is consistent with ten other estimates of proven
3 reserves. BP reports that 2006 oil consumption was
4 approximately 3.9 billion tons a year. That equals
5 42 years' of oil left. The Energy Watch Group's
6 estimates based on these numbers figures that in the
7 year 2030, world oil production will be half what it
8 is today. This will not only result in much higher
9 prices of fuel, but almost certainly, severe
10 rationing of transportation fuels. And, of course,
11 there will be severe repercussions for industrial
12 and agricultural production and employment. This is
13 the nine-million pound gorilla in the room, and this
14 is what has to be considered (inaudible).

15 **MR. HEWITT:** Molly Haynes.

16 **MS. HAYNES:** Good evening. My name is
17 Molly Haynes. I live at 2633 Southeast 67th Avenue
18 in Portland.

19 I work for Kaiser Permanente's community
20 benefit department. Kaiser Permanente seeks to
21 improve the health of our members and the
22 communities we serve. Since 2003, Keiser
23 Permanente's community health initiative has focused
24 its work on obesity prevention by promoting healthy
25 eating and active living, with a particular emphasis

1 on the built environment and its impact on health.

2 We realize that sustaining economic growth
3 is an important priority for our region, and this
4 requires a transportation infrastructure that
5 efficiently moves trucks and automobiles.

6 On the other hand, enhancing the health of
7 our residents and protecting the environment in
8 which we all live are also paramount. These
9 priorities are not mutually exclusive, but do
10 require careful analysis to avoid achieving one at
11 the expense of others. That is why Kaiser
12 Permanente strongly supports options that include
13 both well-planned transit and world-class bike and
14 pedestrian facilities.

15 Evidence shows that people utilizing mass
16 transit tend to achieve higher levels of physical
17 activity, and this represents an improvement in
18 health. In addition to opportunities for active
19 transport, adequate bike and pedestrian facilities
20 offer recreational opportunities that enhance the
21 livability of our community.

22 It is imperative that the bike and
23 pedestrian facilities be wide enough to accommodate
24 the expected growth and the number of cyclists in
25 the region without compromising safety as well as

1 provide improved connectivity to the existing paths
2 on both sides of the river.

3 I also wanted to address the impact that
4 increased vehicle traffic volumes will have on
5 greenhouse gas emissions, climate change, and
6 health. Elevated levels of greenhouse gases have
7 significant impacts on air quality and related
8 health outcomes, including asthma and other lung
9 conditions. In addition, research has increasingly
10 showing the dramatic effect that overall climate
11 change will have on human health, not only because
12 of increases in air pollutants and allergens, but
13 also the depletion of water supply and quality,
14 spread of infectious disease, and extreme weather
15 conditions and related economic impacts to Northwest
16 economies. Therefore, strategies to reduce vehicle
17 miles traveled are necessary to ensure the health of
18 our residents.

19 I appreciate the opportunity to comment
20 this evening and urge you all to consider the health
21 impacts of the bridge alternative in your decision-
22 making. Thank you.

23 **MR. HEWITT:** Thank you.

24 Dave Johnston.

25 **MR. JOHNSTON:** My name's Dave Johnston.