



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 Permanent 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

### B-027-001

The CRC project will increase the proportion of non-automotive modes of travel (i.e. biking, walking, and transit). The build alternatives evaluated in the DEIS all included substantial improvements to the bicycle and pedestrian crossing, and connections to trails on both sides of the river. These alternatives also included significant improvements to transit mobility and reliability with the introduction of a dedicated right-of-way for transit vehicles (buses or light rail). The locally preferred alternative that was adopted by local agencies sponsoring the CRC project following the publication of the DEIS also includes these significant improvements for bicyclists and pedestrians, as well as an extension of light rail from North Portland to Clark College in Vancouver. Together, these improvements are expected to increase the proportion of cross-river trips made by bicycle, walking, and transit.

B-027-001

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B-027-001

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



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**B-027-001** 1 provide improved connectivity to the existing paths  
2 on both sides of the river.

**B-027-002** 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.

## **B-027-002**

The DEIS evaluated how the build alternatives would affect vehicle emissions, including traditional pollutants regulated by the Clean Air Act (see Section 3.10 of the DEIS), as well as the GHG emissions (see Section 3.19.8 of the DEIS). This evaluation found that future emissions of traditional pollutants would decrease significantly due to anticipated improvements in the vehicle fleet, regardless of whether or how the CRC project would be built. The CRC project would further reduce the emissions of these pollutants slightly because the project would reduce the daily volume of traffic crossing the river, and would allow vehicles to operate more efficiently because of reduced congestion. Similarly, this evaluation found that the project would reduce future GHG emissions because of the fewer number of vehicles and reduced congestion.

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