

As a physician who specializes as a psychiatrist, I frequently have the opportunity to discuss medication options with patients, this is done by talking about the risks, benefits and alternatives. I have found that this is also a great metric to discuss significant life decisions and as such will discuss the risks, benefits and alternatives to the current proposed conditional use permit.

First the **benefits**: The obvious benefit is that it will provide an increase in financial income for the applicant as well as his family members who are also involved in the business.

Next the **risks**: These are quite numerous and will be discussed over the next several paragraphs. During the previous P&Z Hearing in May 2024, there were significant negative physical implications of those exposed to silica discussed.

**Multiple negative impacts and carcinogenic risks related to airborne particles of silica including lung cancer, chronic obstructive pulmonary disease and chronic kidney disease.** I believe these are adequately covered during the previous planning meeting. The board should rely on Dr. McKinlay's testimony and not dismiss it simply because of their own lack of training.

However, I will add a couple of additions. Given the proximity of the gravel pit to the river, the crusher will be unable to be placed deep enough in the pit. This leads to a substantial increase in airborne contaminants, further increasing the risks. Another addition is that the **adverse health impacts take several years to develop after exposure.** This is also the case with individuals **utilizing tobacco products or those individuals who were exposed to burn pits or agent orange, often the damage is not seen for decades after the exposure.** It was stated at the last planning and zoning meeting by the applicant's surrogate that it was not thought that there were current employees with breathing challenges, this would be expected given the insidious course of chronic lung conditions.

Bingham county has significant picturesque views of the mountains with beautiful wide-open spaces. The access to wildlife is amazing with the magnificent and majestic Snake River that runs through the county. However, the one thing that is lacking is easy access to walking paths and parks. The greenbelt was built to assist with this lack of safe outdoor walk/biking area. For those living in the surrounding area, **the Rose ponds and the greenbelt are the only outdoor area** where one can safely perform these activities. These green spaces, (as they are termed in mental health) have long been studied and the physical and mental health impacts have been well documented in multiple studies. I will forgo the lengthy study information and provide an abbreviated version. Cortisol, a hormone that is naturally produced in the body, when someone undergo significant stress, this hormone significantly increases. Hence, this hormone is noted to be primary stress hormone of the body, this prepares one to cope with perceived threats and is noted to be elevated in anxiety and depressive symptoms. **Being able to spend time outdoors walking has demonstrated a reduction in overall cortisol levels thereby decreasing overall anxiety and depression symptoms.** Physical improvements to physical health have also been demonstrated in the studies **along with decreasing overall heart rate, blood pressure and weight.** It has also been demonstrated from repeated studies that **those with greater access to the green spaces have increased attention and concentration, increased processing speeds and decreased burn out levels.**

The reason I mention this is that with the proposed gravel pit, there would be greatly increase **the heavy truck traffic on the road just 6 feet from the greenbelt,** thereby adversely affecting the availability and safety of the greenbelt. This road would act as the entrance and exit of large gravel trucks coming and going loaded with gravel. As I have been there walking multiple times, I have seen **toddlers and youth venture unbeknownst to their adult caregivers into the road** before being able to be redirected back to the walking path. If one has kids or grandkids, they are acutely aware of just **how quickly even toddlers have cover a distance of 6 feet, placing them in the path of coming and going traffic** on the road. Now let us consider the stopping distance required by a large dump truck or semi loaded with gravel. According to the **National Safety Council's Professional Truck Driver Defensive Driving course a truck traveling 30 miles per hour needs over 100 feet in ideal conditions with an attentive driver to stop. This is then compounded by the response time of the driver** whether they are tired after working a long shift or distracted by the radio, reaching for a drink or snack, or their cellphone. Another such factor is the visual weather conditions, ie foggy, dark or sunrise/sunset. Other such factors to consider the weight and momentum of the load, braking efficiency of the truck, the tire conditions and road surfaces (these are significantly reduced in wet or snowy conditions), the speed of the truck as well as gradient of the road. This significantly increases with the factors mentioned above and well over double the distance a passenger vehicle needs to stop. **I for one would feel significant moral responsibility if the death of a small child or adult was caused by one of my employees, a responsibility that no matter of money could offset.**

During the previous PZ Hearing, there was mention of the **State gravel pit that was an operation in 1997 and originally built in 1961. This led to the creation of the Rose ponds then later the greenbelt was created around those ponds.** I

believe a quick history lesson is needed to further assist with identifying why this was the case. In 1961, Interstate 15 was built as a Public Works project. As such, this was an entirely different “set of rules” as well as vastly different population density. In 1997, there was a significant amount of water runoff in the mountains coupled with rainfall in the valley. This led to an increased level of water running through the Snake River as well as the adjoining canals. Eventually, flooding caused the closing and subsequent destruction of interstate 15 as well as the Rose overpass. Seeing the large negative impact that this destruction incurred in the interstate infrastructure caused the State to implement rapid measures to get the interstate back running as quickly as possible. In the words of the ancient Greek physician Hippocrates, “desperate times call for desperate measures,” which is exactly what the State of Idaho did: they worked 24 hours a day, 7 days a week and obtained gravel from as close as possible to expedite the process. Since the repair of the interstate in 1997, this gravel pit has not been used. During the previous P&Z Hearing regarding the gravel pit, it was mentioned that the State of Idaho has no plans in the future to utilize this as a source of gravel in the future. One would have to go no further than during the 2020 COVID pandemic to see how a significant crisis can cause extreme actions being taken for the greater good. Hence, during the flood of 1997, it is easy to see how a less-than-ideal location was chosen to obtain gravel during a crisis situation. As far as I am aware, there is currently not a significant crisis around gravel. A spokesperson for the applicant indicated that they were not experiencing a depleted level of gravel. This is quite obvious.

**Another current concern that I would have, if I was employed with the applicant, would be my future employment if I was a truck driver.** In the future it is highly likely that the interstate will be expanded in the coming years, it is likely that the applicant is wanting this land for a gravel pit to obtain gravel and supply it for this enlargement of the interstate.

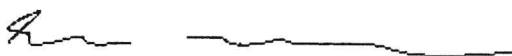
**With the short proximity to the interstate this gravel pit this would greatly reduce the number of truck drivers and trucks needed.** A great comparison to this would be when a farmer is harvesting potatoes and has to only deliver the crop half a mile to a cellar to unload. This greatly reduces the number of truckdrivers, and trucks needed compared to having to harvest and transport potatoes 20 miles to the cellar.

**In medicine there is a philosophical theory and principle that is commonly discussed, it is utilitarianism.** This theory is used to evaluate actions, laws, policies, and other things based on their consequences. It's a form of consequentialism that holds that **the best choice is the one that produces the greatest good for the greatest number of people.** In medicine this applies in the setting of a mass casualty event where there is limited health care resources, it notes that those with the fewest and least severe injuries, or those with a higher likelihood of survival are treated first. This allows for **the greatest number of individuals being saved and is not based on power, political influence or money that frequently seems to permeate and be so pervasive in our society.** In a larger realm, this principle encourages actions that increase happiness and well-being and discourages actions that cause unhappiness or harm. It aims to improve society as a whole and has a focus on wellbeing. I suggest the board take notice of the number of letters and those in attendance who are in opposition to this application as well as the recent application. Using the principle of utilitarianism, the benefit to the applicant and his family is greatly outnumbered by the negative impacts and risks that this will afford those who have and will in the future live in the Rose community.

Now to briefly **discuss the alternatives**, there are multiple gravel pits that are in the vicinity that do not carry the potential risks that are associated with this location. A 142-acre gravel pit was recently approved by this P&Z board on Berggren lane, which is less than 2 miles crow fly but has significantly fewer risk factors. It has adequate gravel and is not in close proximity to frequently utilized outdoor recreation spaces. The pit can be dug deep, leading to significantly less pollution (noise and air) and is not near the river so less of a chance of water pollution and nature disturbance. This recently approved pit is also located further away from the residential areas with much safer entrance and exit routes. There is also another CUP application for 144 acres to be heard in 16 days. It also is not near the river, nor a recreation area and safer routes. There are also 2 other gravel pits next to the recently approved pit, one that is State operated and was recently used in the construction of the Rose exit and another privately owned gravel pit that is operational.

**Why would a 4<sup>th</sup> gravel pit be needed in a 2-mile radius when there are so many adverse effects and risks associated with it is the question I pose to the members of the planning and zoning board? The answer is quite simple in my mind, it isn't necessary.**

Most Sincerely,



Dr. Clay Cornelison, DO

