

*Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the **Tucson-Pima County Bicycle Advisory Committee** and to the general public that the **Tucson-Pima County Bicycle Advisory Committee** will hold the following meeting which will be open to the public:*

Meeting Date: **Wednesday, December 9, 2015**

Meeting Location: **Himmel Park Library, 1035 N Treat Ave Tucson, AZ 85716**

Meeting Time: **6 PM**

Please arrive by 5:50 PM. If a quorum of 12 members is not reached by 6:10 PM all staff are required to leave and the meeting will be canceled. Please lock your bikes outside the Library.

AGENDA

Agenda Item	Projected Duration
1. Call to Order; approval of November 2015 meeting minutes.	5 min
2. Call to Public This is the time when any member of the public may address the BAC. Due to time constraints, the total time allocated for this is 10 minutes. Individuals are allowed three minutes each. If additional time is needed to address the BAC, it may be considered as an agenda item for a future meeting.	5 min
3. Law Enforcement Staff Reports from TPD and PCSD	10 min
4. City of Tucson Bicycle Boulevard Masterplan	20 min
5. Report on Dialogue with Mr. Farhad Moghimi, Director of PAG	10 min
6. El Tour Recap	15 min
7. Thanking ex-chair Ian for his five years on the BAC	10 min
8. Staff Reports Ann Chanecka or Andrew Bemis, City of Tucson;	10 min

Matt Zoll, Pima County;
Nancy Ellis, Oro Valley;
Brian Varney, Marana;
Adelina Martin, Sahuarita
Gabe Thum, Pima Association of Governments,
Vacant, UA

9. Subcommittee and Related Entities Reports

10 min

Enforcement (Colin Forbes)
Facilities (Adam Wade/Brian Beck)
Urban Core Facilities (Ian Johnson)
Platinum Task Force (Wayne Cullop)
GABA (Eric Post)
Broadway Task Force (Anne Padias)
Living Streets Alliance (Kylie Walzak)
SCVBAC (Tom Hausam)
PBAA (Richard DeBernardis)

10. Announcements

2 min

11. Adjournment

Next Meeting date is Wednesday, January 13.

If you require an accommodation or materials in accessible format or require a foreign language interpreter or materials in a language other than English for this event, please notify the Tucson Department of Transportation Office at 791-4391 at least five business days in advance.

TPCBAC Rolling Attendance Chart

Name	Rep	Dec 2014	Jan 2015	Feb 2015	Mar 2015	Apr 2015	May 2015	Jun 2015	Aug*** 2015	Sep 2015	Oct 2015	Nov 2015
Josephina Ahumada	South Tucson	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓
David Bachman-Williams	Pima County	✓	✓	✓	✓	✓	✗	✓	✓	✓	✓	✓
Brian Beck	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Raymond Copenhaver	Marana	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓	✗
John Cousins	Ward 4	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✓
Wayne Cullop	Pima County	✓	✓	✓	✓	✗	✓	✓	✗	✓	✓	✓
Ryan Fagan	Ward 6	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗
Collin Forbes	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Tom Hausam	Pima County	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✗
Ian Johnson	Ward 2	✗	✓	✓	✗	✗	✓	✓	✓	✓	✓	✓
Aaron Lien	Mayor's Rep	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗
Elaine Mariolle	Pima County	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓
Anne Padias	Ward 5	✓	✗	✓	✓	✗	✓	✗	✓	✓	✓	✓
Eric Post	Pima County	✓	✓	✓	✗	✓	✓	✓	✗	✓	✓	✓
John Rossman	Pima County	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗	✓
Darlane Santa Cruz	Ward 1	✓	✗	✓	✓	✗	✗	✓	✗	✓	✓	✓
Robin Steinberg	Pima County	✗	✓	✓	✓	✓	✓	✗	✗	✓	✗	✓
Adam Wade	Oro Valley	✓	✗	✓	✓	✗	✓	✗	✓	✓	✓	✓
Kylie Walzak	Ward 3	✗	✓	✓	✓	✓	✗	✓	✗	✓	✓	✓
Ed Yasenchack	DMAFB	✓	✓	✗	✓	✗	✓	✗	✗	✓	✓	✗
Sgt David Fernandez	TPD	✗	✓	✓	✓	✗	✓	✗	✓	✓	✓	✓
Deputy Ryan Roher	PCSD	✗	✓	✓	✓	✓	✓	✓	✓	✗	✗	✓
		<p>REQUIRED ATTENDANCE. In accordance with Section 10A-134(e) of the Tucson Code, a member will be automatically and immediately removed from the Committee if that member misses four (4) consecutive meetings or fails to attend at least forty (40) percent of the meetings in a calendar year.</p>										
		<p>*** We Did Not Make Quorum in August 2015. Attempts to attend still count.</p>										



The **Tucson-Pima County Bicycle Advisory Committee** conducted a public meeting on **November 4, 2015** at the Himmel Park Library, 1035 N Treat Ave, Tucson AZ.

DRAFT Meeting Minutes, NOT APPROVED

prepared by Collin Forbes

1. Call to Order; approval of October 2014 meeting minutes

David Bachman-Williams called the meeting to order at 6:00 pm.

Motion: by John Cousins to approve the October minutes as amended. Seconded by Wayne Cullop. **Unanimous voice vote.**

2. Call to the Public

No members of the public wished to address the committee.

3. Gail Hildenbrandt from the Coalition of Arizona Cyclists

The headquarters of the Coalition of Arizona Bicyclists is located in Phoenix, but serves all of Arizona. They definitely have a presence in Tucson — Eric Post is a board member and Wayne Cullop is on their advisory board.

Over the last year, Gail Hildebrandt has been working to put together a training video for the Glendale Police Department. In May, it was made into a mandatory training course for their officers. It's a little longer than 15 minutes and is one of many training programs available.

Ms. Hildebrandt is willing to make changes to customize the program for the Tucson Police Department or the Pima County Sheriff's department. For instance, tailoring a local map of the local crash data so officers can get an idea of where the problem points are. Also, in Glendale they used a local recording studio and a Glendale police officer narrated the video. Gail hopes police officers would listen a little more closely to one of their own.

The video is on YouTube: https://www.youtube.com/watch?v=7kufiyT_Zd0

In response to the video's advice to primarily give warnings to cyclists Deputy Roher said he advocates for writing citations because the best learning has a little bit of a negative experience to deal with. The citation gives people that negative experience.

A question raised by the video: can you ride on the sidewalk. Deputy Roher said there is a debate among the PCSD deputies. If cyclists need to follow the same rules as operators of Motor Vehicles, then why can they ride on the sidewalk? The City of Tucson has an ordinance forbidding it, and having the ordinance can make a compelling argument that it was okay to ride on the sidewalk otherwise.

4. Law Enforcement Staff Reports from TPD and PCSD

Deputy Roher of Pima County Sheriff's Department:

There was a bicycle fatality near Orange Grove and La Cholla on September 29. The cyclist's name was Daniel Wilson and he had moved into a nearby apartment complex and was riding into work. The Office of the Medical Examiner wasn't willing to officially say whether a helmet would have saved him, but Deputy Roher thinks it wouldn't have helped.

Mr. Wilson had lights and was hit from behind right where the bike lane meets the turn lane. The way the county has designed it is complex, but there might not be a better way. It's a huge run up with a bike lane and a very narrow opening for the turn lane. The motorist would have done it properly if Mr Wilson hadn't been there.

At the scene, the driver was very shaken and very emotional. The driver had no evidence of impairment, no evidence of texting or phone use. The speed limit is 45 in the area, but there was no evidence of speeding. The driver was eventually cited for an unsafe lane change and causing death.

There were 6 other incidents in Pima county in the previous month. 3 were bicycle-only:

- Ina and La Canada — A peloton mishap took down several cyclists.
- La Canada and River. Rider fell down.
- In the Tucson Mountains, a cyclist fell over. He had beer in his backpack and was given a ride home by the deputies.

Also:

- Injury collision. Flowing wells/Wetmore. Cyclist was riding wrong way.
- Spanish Trail and Camino de Garanon. A motorist right hooked a cyclist.

- Dodge/Alvernon. The rider was going south on Dodge and the driver failed to yield at the stop sign.

Sgt Fernandez reported for Tucson Police Department:

From October 7 to November 4, no fatalities in the TPD database.

Personal Injury crashes:

- Speedway/Mountain. The cyclist was westbound on speedway and a truck going southbound on Mountain struck the cyclist. The motorist was cited.
- Fort Lowell/Stone. Cyclist riding in-between stopped cars at a stop light. A vehicle in the left turn lane strikes the cyclist. The details are unclear, Sgt Fernandez said the report was not written very well.
- Drachman/4th Ave. A vehicle came into a roundabout and a bicyclist struck his right front fender. The cyclist was cited for failure to yield.

4 other incidents

- Broadway/Wilmot. Not very much information because this was submitted as a web report online and did not include a narrative.
- Speedway/Cherry. A motorized bicycle westbound was struck by a motorist. Witnesses were able to ID the driver, and had a plate number. With that they were able to locate the registered owner, but were not able to locate the vehicle.
- Pima/Swan. A vehicle made a right turn in front of the cyclist, striking him. The cyclist followed the vehicle and confronted the driver. Still, they had no license plate number or a description of the driver to include in the report.
- 8th/Euclid. A person walking a bike across Euclid at 8th. He did not see the vehicle which hit him.

5. Letter to Oro Valley concerning repainting of arterials

Adam Wade gave a brief history that the Town of Oro Valley had followed Pima County and City of Tucson standards for putting bike symbols in the bike lanes at the side of the road. However, following a resealing, they didn't put the symbols back in the bike lanes. At the time, the Facilities Subcommittee asked Oro Valley about the symbols and Oro Valley wrote back saying they didn't think they should put the symbols back because it would confuse people needing to use the shoulder for emergency purposes.

Oro Valley is resealing their streets again, so this is another chance to ask for the bike symbols. Last time they asked the Town Manager, this time the letter should go to the Town Council as well.

Motion: by Brian Beck to send the letter. Seconded by Josefina Ahumada. **Approved by Unanimous voice vote.**

6. Correspondence with PAGs Director, Mr. Farhad Moghimi

At the last meeting we sent a letter saying we were unhappy with PAG's decision to restrict money from TAP projects. We received a response, which is in the packet.

The summary was "Don't worry about it, we'll find funding for everything." Which isn't acceptable. David Bachman-Williams would like to ask the BAC to take this further, allowing the officers for the BAC to appear during the "Call to the Audience" at PAG Council meetings, meetings with Pima County supervisors, etc.

Ian Johnson they mention how much money is being spent on encouragement, this is news. It would be good to have them present their encouragement efforts to the BAC at a future meeting.

7. Cyclovia Recap

Living Streets Alliance estimate is 25,000 people attended. Everybody said it was at least as busy as last year on the same route. The attendance was more consistent through the day. At 3:00 p.m. when the barricades came down, people were still in the streets.

GABA repaired 68 bikes at their station at one end of the route and there were other repair stations along the route as well.

There was one ambulance call: a small boy got his foot stuck in the spokes of his mother's bike. It was not related to the Cyclovia route or potholes in the street, just that his legs were longer than the child seat.

There were 4 sets of "lost parents." When separated, the kids all knew to go to one of the information booths to find help, but the parents didn't, and people had to go looking for them.

The next Cyclovia is April 10, 2016. There will be a new route which will be announced later.

8. Letter in support of 10.5 foot vehicular lanes

The letter was in the packet. If we approve it, it will be sent to all jurisdictions. David Bachman-Williams would really like to see this made into a presentation asking our local jurisdictions to 10.5' lanes a standard. The 12' lane standard comes from the 50s and is related to the development of the Interstate system. It's fine for a freeway, but not based on any evidence

it's best. For slower streets, between 10' and 10.5' seems to be the sweet spot for preventing accidents. The narrower lanes mean drivers perceive it as a place where they need to go slower and use more care.

At TDOT, Mr. Cole says the standard is 12 feet, but his staff thinks smaller lanes are better. Ian Johnson pointed out Diahn Schwartz went out of her way to get the city to restripe the recent road improvements along Campbell and Stone at 11 feet. It would be nice if this happened automatically without needing extra effort. She and her staff already have the authority to reduce the lanes to 11', but they need approval to move it to 10.5'. Lets see if we can make the new standard 10.5 feet!

David would like to send this letter now rather than later. Matt Zoll encouraged us to send it early, because there will be a lot of restriping scheduled for the future.

Anne Padias would like to see the letter contain footnotes referring to specific points and pieces of research. Robin Steinberg can get copies of some of the citations for the research. David Bachman-Williams has the source material as well. We'll have a whole bibliography to this letter!

Wayne Cullop mentioned the letter says pedestrians benefit for 10.5' lanes, but they still have to cross from curb to curb. On restriping, they aren't moving the curbs. David said even so, the danger zone they have to cross is narrower.

Ideally the narrower lanes should slow traffic to 35 as an optimal speed. We are not trying to congest traffic, just hit that optimal speed. There is research available showing that once the cars are slowed down, it doesn't result in less capacity. When you slow cars down, the cars are closer to each other because they have shorter stopping distance. What you lose in speed, you gain in capacity!

Motion: by Wayne Cullop to send the letter with the improvements we've talked about. Seconded by John Rossman. **Approved with unanimous voice vote.**

9. Support for the CASA Vulnerable User request

The Letter CASA sent was in last month's packet.

Eric Post said the bicycling community has been trying to get a vulnerable user statue into the legislature for some time now. 8 other already have them. Having a vulnerable user law is a very important checkbox on the LAB Platinum application. In Arizona it dies every year in the

legislature because it's grown into a monster bill that is too large. Instead LAB has suggested a bill which is small and simpler, with the key being to get your foot in the door.

CASA has tried to push a lightly adapted version of the LAB bill to local jurisdictions. They are asking for a law similar to other state laws with fines for injuring vulnerable users. Last month they sent out 47 letters after having located every mayor, council member, county supervisor and town official in eastern Pima County.

CASA asks, how does the BAC feel? Can we support this?

Motion: by Robin Steinberg to have the BAC write a letter to endorse CASA's efforts in this matter. **Voice Vote: Majority in Favor. One Abstention.**

10. U of A Vacancy

David Bachman-Williams said Tom Hausam has a candidate in mind. But it's a problem because the UA person has always been University staff, but is also a voting member. David would like to approach the UA with this person's name to ask them to consider her.

Ian Johnson said we should encourage them to send staff to speak at the meetings and also send a person to represent the UA as a voting member. Having a staff member voting on things that may affect their jobs could be considered a conflict of interest.

Also we fielded some complaints: during homecoming, there were road closures but nothing done to redirect bicyclists. Other times, they have blocked off the mall without marking any alternate routes.

11. Staff Reports

Andy Bemis, TDOT

- The Church Road Diet Open House was a success. We can still send input, write to Ann Chanecka or Andy Bemis about it. They are still working on the 30% design, and there are still chances to work things out with the consultant.
- The 9th/Campbell Bike HAWK is going to bid now. The bidding process should be done in early 2016. There's a backlog on the materials which will further delay the project.
- The Grant/Sahuara Bike HAWK is also in the same timeline.
- Also the regular pedestrian HAWK at Fort Lowell/Craycroft. They are all using the same funding sources.
- They would like to talk about the Bike/Ped Master Plan at the next BAC Meeting.

Andy Dnaur.... PCDOT

- The Loop's underpass on the east side of Saint Maries is going to be done today.
- They have found some money to help with an east side underpass under Congress.
- The Fantasy Island/Valencia project is almost finished.

Adelina Martin, Town of Sahuarita

- The repaving of the new Sahuarita Road is done.
- She'll ask about 10.5' lane widths.

10. Subcommittee and Related Entities Reports

Adam Wade, Facilities

- Town of Marana has same issues on their bike markings.
- Next Meeting will be on the 18th.

Ian Johnson, Urban Core

- Discussing Potential Improvement on Scott Aves
- Hoping to improve on the pedestrian crosswalk bollard program to improve safety between 4th and 5th Ave downtown.
- Next meeting will be on the 10th. Check the agenda for location. Either Cartel or Time Market

Wayne Cullop, Platinum Task Force

- Working through Five E's
- Doing Encouragement at the meeting monday at Eric's office.
- Have a plan to input the data into LAB's web site.

Wayne Cullop, CASA

- On the missing "Yield to Bike Signs" in Green Valley, the county isn't willing to do what it takes to add them. CASA will write a letter to formally request that.
- They are getting more formally organized and now have a chair and a board and a secretary. It's a big step forward for an advocacy organization.

Eric Post, GABA

- The Silverbell Century is coming up.
- December GABA meeting will be a dinner meeting.
- There will be elections in January for Board Positions. The secretary will be running the GABA Bike Swaps and the vice president position is open.
- Bike Swap on Sunday, November 15.
- Look at <http://meetup.com/bikegaba/> for rides

Kylie Walzak, Living Streets Alliance...

- Safe Routes to School programs are doing well. They had their highest participation ever in the Walktober challenge.
- Bike repair continues for Kidical Mass. Next Saturday November 14.
- Light The Night Giveaway on November 17

Richard DeBernardis, PBAA

- All the bonds were voted down. He's been working on the bond committee since 2007 and feels many great projects were lost.
- The El Tour Route map includes The Loop to show how people can use it to get to the start/finish lines by bike.
- The Town of Marana is finally an El Tour sponsor. Going to have a 25 mile event next year for Town of Marana
- They are expecting between 8,000 and 8,500 cyclists. For the Indoor El Tour, hoping for 2,000 students from schools. The early weather report is saying it will be sunny on the day. If it rains, they will have to change the wash/creek crossings.

13. Announcements

No announcements.

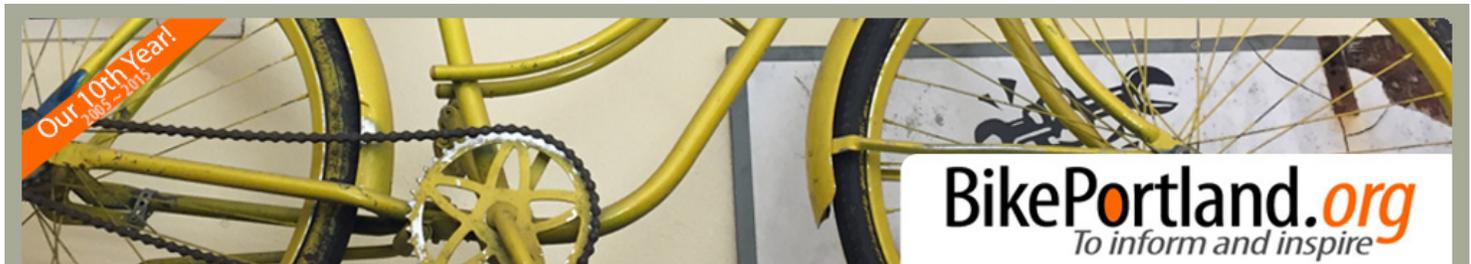
14. Adjournment — 7:48 p.m.

Attendance:

Josefina Ahumada, South Tucson
David Bachman-Williams, Pima County
Brian Beck, Pima County
John Cousins, Ward 4
Wayne Cullop, Pima County
Collin Forbes, Pima County
Ian Johnson, Ward 2
Elaine Mariolle, Pima County
Anne Padias, Ward 5
Eric Post, Pima County
John Rossman, Pima County
Darlane Santa Cruz, Ward 1
Robin Steinberg, Pima County
Adam Wade, Oro Valley
Kylie Walzak, Ward 3

Audience:

Gabe Thum, PAG
Raphael Duarte
Paul Minnis
Richard DeBernardis, PBAA
Deputy Ryan Roher, PCSD
Sgt David Fernandez, TPD
Andy Bemis, TDOT
Adelina Martin, Town of Sahuarita


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[The case against using gas taxes for bike infrastructure](#)

BikePortlander Post by [A.J. Zelada](#) on December 4th, 2015 at 4:09 pm



A gas station on W Burnside.
(Photo: [C.M. Keiner](#))

Editor's note: We're highlighting this (lightly edited) [BikePortlander post](#) as a comment of the week. It's a doozy, but it's provocative. The author, A.J. Zelada, is a [past contributor](#) who has volunteered as a transportation advisor for Oregon and others.

Now that Black Friday came and went, I want you to rethink the gas-tax approach to boosting active transportation revenue.

I think the gas tax is a snake eating its own tail. It undermines the serious effort we need.

Yes we want every cent. Yes, We want to reduce the number of 'cars' that represent 50% of all car trips taken. We know that 50% of all car trips are 3-4 miles or less. Our message is generally that if you walk or bicycle 3 miles, you are going to be healthier. That was our goal in the past. It was also known that we need to attract even more people to our bicycling and pedestrian world and we need the perception of safety for that invitation with real protected lanes. Enough of 4 types of bicyclists, on to making the demographics of people being an active type that represents the vibrancy of our society not the sedentary automobile driver going a mile to pick up supper.

1. It doesn't make sense to me to be taking from gas revenues for some thing that we want to reduce. It's like investing in movie theaters so we can develop a grant to stimulate independent film makers. Who would do that? In Oregon, we are a declining driving population.

2. We need to build infrastructure. We can't be making more bicycle lanes that sandwich bicyclists and turning automobiles at intersections. What dad or mom wants to be in between cars turning across their lanes with their kid in tow or on their cargo bike? It is not inviting and ratchets down the perception of safety for the novice bicycling parent & child.

3. Our economy is changing dramatically.

Let's look at Black Friday.

Last year, it was predicted that 45 percent of all Christmas sales were going to be on the internet. Last year, internet sales were 49 percent of all Christmas sales. Money spent at internet sites increased by 8.3 percent last year.

This year, 15 percent of all the U.S. malls closed or are to close by Dec 31st, 2015.

Fewer people are driving to the mall. No one drives to the internet to buy Stuff. But guess who delivers those consumer items? Yes: Freight. So, our decreased

driving society to buy Stuff will translate into increased goods being delivered by increased freight on the road.

If you were freight and saw this pattern, one could think: I need more money for roads, especially their maintenance. And: getting cars off the road means more efficiency for delivering shipped goods.

If you were an active transportation planner, you could make the realization that we need more than trickles of dollars every two years to create a real infrastructure.

If you were an active transportation advocate, it is easy thinking *I want more of my share of the declining gas tax revenue*. But the irony is that you will be facing a greater adversary than ever.

Gas tax carving pits user against user, making them fiercer adversaries. Even with support of the Oregon Transportation Forum’s suggestion of more gas tax revenue going to active transportation, one needs to look more deeply. Jump ahead two months after they initiated the increased percentage of gas taxes for active transportation and read all the letters against such a measure in the submitted committee notes. One realizes the chess moves against creating active transportation infrastructure with that increased tax revenue proposal.

The [current debate about Matt Garrett](#) is interesting in this Shakespearean drama. He was directed by Gov. Kitzhaber to appoint a multi-modal person on each Area Commission for Transportation. These people on each ACT should be saying, ‘we need to spend money on moving people in a safe manner, be it sidewalk, bicycle lane, transit, rail, etc.’ Matt executed this well and promptly.

But again this ‘oomph’ died as we lost a key player, the governor. We continue to be stuck arguing over declining gas tax revenue, which are nickels and dimes in couch cushions. We have no leader that says, “Infrastructure needs passion, political will, high level personnel with history & experience of active transportation in transportation development, and long term funds.”

Having a large multi-year plan similar to the [Highway Defense Act of the 1950s](#) or even ODOT’s [OTIA](#) bond measures of the past decade could provide a decade of money that creates an active transportation infrastructure rather than throwing a dry spaghetti-stick bicycle lane here and there each biennium.

Creating a bond measure that bundles all the sidewalk needs (400 to 500 miles in Oregon) over ten years will be much more efficient use of regions’ staff time than asking them to apply five times for 20 percent of each of the projects to complete 1/5 of their whole active transportation plan. Asking for a 1 percent increase to gas tax gives you \$6 million to perhaps \$10 million per biennium. And what does buy? The same old spaghetti bike lanes painted white with an inch by inch infrastructural development.

Does that make the new potential user more comfortable, safer or even invited? One does not often think about Black Fridays, gas taxes, and the sad state of our political will but it is an old soup. And a new year is coming.

For more details: <http://72km.org/oatia.html>



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NOTE: At BikePortland, we love your comments. We love them so much that we devote many hours every week to read them and make sure they are productive, inclusive, and supportive. That doesn't mean you can't disagree with someone. It means you must do it with tact and respect. This is our business and we do not tolerate mean commenters who add nothing of value to the discussion.

Unfortunately we don't always catch everything. You can help by [notifying us](#) if you see inappropriate comments. Thanks! — Jonathan and Michael

52 Comments

• *Alex Reed* December 1, 2015 at 10:28 am

AJ, what is your proposed funding source to service the debt resulting from the bond measure? A bond measure does not raise money on net – it promises future revenue will be used to pay for current projects. Especially with Oregon’s PERS difficulties, the overall state budget is going to be under more stress in future years rather than less, even without adding substantial additional bonding to the mix.