

Bike to the Future Monthly Meeting -- minutes
Tuesday June 10, 2008
Manitoba Eco-Centre

Directors

Present: Jackie Avent (Chair), Mark Cohoe, Dave Elmore, Kevin Miller, Ben Goldstein, Karin Kliewer, Curt Hull, Rob Cosco, Jeremy Hull, David Wieser

Regrets: Cory Bellhouse

Members

Present: Shannon Keys, Debbie Shkolny, Tim Hunt, Ron Brown, Guy Madill, Gareth Simons, Brion Dolenko, Ray Yuen, Anders Swanson, Lindsey McBain, Charles Thrift, Dustin Dufour, Bev Peters, Richard Milgrom, James Beddome, Brian Gilchrist

Regrets: Ted Mann, Jon Benson, Janice Lukes

1. Call to Order

The meeting was called to order by chair Jackie Avent at 5:30.

2. Momentum Magazine Visit

- Tania Lo from Momentum Magazine will be in Winnipeg from June 18-20th
- Karin will meet her for lunch to talk about cycling in Winnipeg
- Dave has offered her a place to stay.

3. MPI Sustainability Workshop

- Gathering city, provincial, and non-profit groups to discuss greening their practices, including insurance, licensing.
- Facilitated day re Highway Traffic Act
- Dave Elmore and Curt Hull submitted document from last falls forum RIT public awareness:
 - spell out a safe passing distance of one meter
 - legal ability to pass on the right

4. Cycling Map of Winnipeg

We need to decide who will coordinate printing of a new cyclist's map of Winnipeg. In 1999, the Manitoba Cycling Association, as part of a Pan-Am Games project, designed the map with grant funding and produced 19,000 copies. The stock of maps is now down to around 1000. There was a contract between Environment Canada and the MCA to put the proceeds from all map sales towards maintenance and printing of future versions of the map so that it would be self-sustaining..

Gord McGonigal has made BttF aware that \$7-8000 should be available from the MCA to fund the reprinting. Ron Brown, executive director of MCA, told us demand for the map is huge, but they have not kept a map fund to the best of his knowledge.

It was suggested we could ask the MCA to do the research/field work find funding for a reprint of the map. We will table any action for now.

Action: Kevin Miller will respond to the email sent by Gord McGonigal regarding the MCA map fund [done].

5. Pedicab Partnership

Wheely Green a pedicab business is looking for an environmental organization to grant funding to as a partner through sales of a sustainable transportation directory/coupon book. They will print 1000 copies which they plan to market over the summer.

Action: Kevin Miller will add a link to Wheely Green under the Our Partners panel on the Get Involved page on our website, and forward promotional material to them by June 20th [done].

6. Webinar

Resource Conservation Manitoba will be hosting a tele-communications workshop June 12, 2008 at the Eco-Network board office (where BttF meets). Room capacity is 20-25.

7. Planners Network Conference

Richard Milgrom gave us a briefing on the Planners Network conference taking place in Winnipeg July 17-20th.

Sustainable Transportation: research, advocacy, realization

When: Thursday July 17th, 7-9pm

Where: Red River College, 160 Princess Street

Speakers: Todd Litman (Victoria Transport Policy Institute)

Will Toor (Boulder County Commissioner, former mayor of Boulder CO)

BttF will have a display set up on Thursday evening.

For full details, visit their website at <http://www.pnmb.org/PN2008.htm>.

All are welcome to attend.

They would like to have Bike to the Future representation on the panels. BttF is willing to pay registration of \$180 for one person to attend and represent BttF. If anyone wants to attend the conference and represent BttF, they should email a short proposal to Jackie/Kevin outlining why they should be selected.

8. Sustainable Transportation Movie Night

BttF, along with the Planners Network and the Winnipeg Rapid Transit Coalition will be hosting a sustainable transportation movie night June 18th at the Gas Station Theatre. Tickets are \$5 in advance or \$7 at the door.

9. Pamphlet

Ray Yuen presented us with the pamphlet that he and his wife have been putting together for BttF. The pamphlet is designed for long term distribution, so there is no membership form. It was suggested that a membership insert could be used with the pamphlet. We have submitted a proposal for funding to the Investors Group.

10. Downloading BttF Logo

We discussed making the BttF logo downloadable from our web-site for individual use. We would like to have usage guidelines in place.

Action: Ben Goldstein will produce usage guidelines.

11. City Committee

- See the City Committee report (attached).
- The city planned to do a press release Wednesday June 11th for Sharrows, but they cancelled it.
- BttF's City Committee has prepared a document on sharrows for the BttF website [posted].
- BttF will be as positive as we can but will also continue with technical critiques
- There was discussion on how to be supportive of the city's actions and continue our work.

12. WCCC – Ellice Street Festival

David Wieser and Anders attended the Ellice Street Festival for West Central Commuter Cyclists (WCCC) and fixed bikes. WCCC had a previous grant of \$3000 that they put towards tools.

13. Bike to Work Day

The inaugural Bike to Work Day will take place in Winnipeg Friday June 20th.

- Friday June 20th, from 7-9am at the Forks
 - free pancake and fruit breakfast will be held at the forks for the first 300 participants
 - Valet Bike Parking
 - Zero Waste Event
 - Live Entertainment
 - Informational Displays
 - Speeches
- They have about 1000 registrants so far [the final number was 2440]
- There will be a media event held at noon this Friday June 13th at City Hall, with t-shirts being distributed. This is the 7 day countdown, and will be a good photo op for the media to help get the word out.
- They need clip boards
- They are still looking for volunteers (email Jackie).
- BttF has allocated \$2000 to the event.
- Dave Elmore will conduct a road skills workshops on Tuesday June 17th at noon at the Millennium Library.

14. Finance

Curt Hull gave financial statements (see attached)

15. Traffic Counts

Jeremy Hull gave a report on traffic counts carried out this spring (attached).

- 19% increase in bike traffic this year over last year.
- See attached report

16. ATAC

Gareth Simons gave an update on the progress of the Active Transportation Advisory Committee.

- The city is focusing on WinSmart as a solution for the Pembina Corridor.
- We need data to build a case for a cycling corridor down Pembina
- The city does not want to do any more work south of Jubilee

17. Fall Forum

Charlie Thrift reminded us that we need to start thinking about and planning for the fall forum. Jeremy Hull reminded us that we had submitted a proposal to the province asking for money to fund planning for the fall forum.

18. Volunteer Coordinator

We are still looking for a volunteer coordinator.

City Committee report – by Rob Cosco, Director

The City & Safety Committees have been working together with the City of Winnipeg Planners with regards to the long awaited introduction of "sharrows" on a number of cycling routes identified by the City.

It has been a long and more recently a frustrating process as the City has chosen to introduce the sharrows and then after the process requested our comments. The result being that we have provided them with a much more detailed set of recommendations than it appears they even considered. We really expected a much more professional and thorough approach on their behalf. However they have listened to us and continue to review our detailed recommendations. Hopefully in the future they will include us from the beginning and the introduction of like programs can be a much more coordinated effort.

We are presently in the final stages of preparing our educational program for "sharrows" that will be highlighted on our website. Thanks to Tom & Mark for their expertise in utilizing the results of everyone's comments and all our correspondence over the past couple of months.

City Committee Meeting with Public Works Regarding Sharrows

May 22, 2008 12:00pm – 1:30pm

Grain Exchange Building

(recording by Mark Cohoe)

Present

City of Winnipeg: Kevin Nixon, Neil Myska, Dianne Emmerson

Bike to the Future: Dave Elmore, Anders Swanson, Brion Dolenko, Curt Hull, Mark Cohoe, Rob Cosco, Tom Pearce

Rob gave a summary of the situation from BttF perspective, and expressed frustration and disappointment with the way the city had handled the painting of Sharrows on Higgins

Sharrows on Higgins

Brion gave a summary of the BttF findings/recommendations for Higgins (see attached).

Discussion

- On Cyclist Positioning: The city is saying that they don't consider the sharrows as an indicator of where cyclists should ride.
- On Higgins Railway Underpass: The City is saying they would like cyclists to take the sidewalk through the underpass as well as over the Louise Bridge.
- Single File Sharrows: The city does not want to use the single file sharrow marking down the middle of the lane, especially in the introduction of sharrows. They also only want to consider sharrows in the middle of the lane in low volume, low speed streets.
- On Education: The city will send out a new paragraph on sharrow education
- Side by Side Sharrows: The city is advocating side by side shared lane use for lanes as narrow as 4.0m

Sharrows on Dakota/Dunkirk

Mark gave a summary of the BttF findings/recommendations for Dakota/Dunkirk (see attached).

Discussion

- On 70km/hr strip between Glenview and Jubilee: The city has to go through a process to change speed limits, part of which would be based on average speeds in the strip. We discussed whether the sharrows as a traffic calming measure would slow down motorists
- On the narrow section between Bishop Grandin and St. Mary's:
 - The city is worried about the inconsistency of having a break in the route here.
 - This might be the one spot where they would consider sharrows down the middle of the lane.

Placement of Sharrows

We had quite a bit of discussion about the placement of the sharrows and what the sharrow marking should mean. This included:

- Can-Bike recommendation is for cyclists to place themselves 1m from the curb to ensure they have space to manoeuvre, are free from the gutter pan, and are free from debris that collects along the side of the road.
- We felt the sharrow would be more visible to motorists at 1m
- We discussed placing the sharrows in the middle of the road as an indicator of the presence of cyclists rather than as an indicator of proper cyclist positioning
- We felt one benefit of the sharrow was an indicator of the presence of cyclists on a designated bike route, reinforcing the legitimacy of cyclists to position themselves safely on the roadway, and reminding motorists that they need to be patient around cyclists and pass in a safe manner.
- We wanted to let motorists interpret whether the lane width permitted side-by-side operation, with education emphasizing a safe passing distance. This was extra important because lane widths will often vary so much.
- This amounted to a looser interpretation of where motorists/cyclists should be in the roadway, and when to alter lanes when passing, etc.
- We discussed passing on the right in the shared lanes. Some felt there was utility in being allowed to pass on the right, some felt it should not be allowed in narrower lanes. Passing on the right is not legal under the Highway Traffic Act, but at the same time, it is a reality. We should look into amending the act to allow for side-by-side operation where appropriate, as is the case in Alberta.

Bike to the Future decided that we would like to see the sharrows painted so that the center of the sharrow chevron is positioned 1m from the curb. The sharrows would not be marketed as a shared lane, and motorists would judge whether or not it is safe to pass within the lane. Cyclists would likewise have freedom to position themselves.

The city needs to discuss this and get back to us.

As of this date we have not had any formal response from the city.

Higgins Sharrows - Concerns and Recommendations

Visibility

- Sharrows currently at minimum spec 0.75 m from curb. Can be difficult to notice due to debris and rough road surface. Was better to ride to the left of the sharrows at first, before the street was cleaned.

Recommendations:

- Move to recommended 1.0 m from curb when curb lane width allows (at least 4.2 m)
- Paint chevrons 6" wide as per NCUTC standard
- Reapply paint often
- Clean street often
- Avoid painting sharrows in depressions (e.g. one opposite Mordaunt was underwater on a recent wet day)

Narrow Curb Lanes (< 4.0 m)

These call for single file operation, with sharrows in the center of the curb lane. This situation manifests itself in three ways along Higgins:

1. Sharp curves between Waterfront and Annabella

- Westbound Higgins just west of Curtis Street - curb lane clipped to 3.8 m
- Eastbound Higgins just east of Gomez Street - curb lane clipped to 3.7 m

Recommendations:

The TAC Guidelines[1] Section 3.1.3.3 suggests sharrows centered in the lane 30 m in advance of one type of single-file situation, a roundabout. It seems advisable to apply this advance marking in this clipping situation as well. Thus:

- Move existing eastbound sharrow just east of Gomez intersection to center of curb lane.
- Install new westbound sharrow just west of Curtis intersection in center of curb lane
- Install "transitional" sharrows before these, gradually moving towards the center of the lane

2. Inconsistent curb lane width from Annabella to McArthur

- Eastbound curb lane width was found to vary from 4.0 m to 3.7 m (opposite Mordaunt Street)

Recommendation:

- Move all lane markings northward to allow for an adequate eastbound curb lane with no single file operation required. Rob from the westbound curb lane as it's not part of the Active Transportation Route (Sutherland Avenue is the westbound route here)
- If yellow markings will move too far from the crown of the road, rob from the sidewalk instead

3. Narrow railway underpass just south of Louise Bridge

- Curb lane is 4.3 m at ingress, but only 3.0 m at egress

Recommendations:

- Move sharrows to center of curb lane at both ingress and egress. Install transitional sharrows before the underpass.
- Curb cuts to allow for transition to and from the sidewalks at this location

Intersection Treatment

- Where the sharrows are coming up to signaled intersections, namely eastbound Higgins at Annabella, and westbound at Waterfront, TAC Guideline Section 3.1.4.2 is being followed in that the sharrows are more than 10 m in advance of the stop line. However they are still close enough that they are within the zone where the lane markings are solid. A left-turning cyclist positioning within the sharrow and then changing into the left turn lane is in violation of the Highway Traffic Act.
- Westbound Higgins at Waterfront is especially problematic in that a good number of cyclists will be turning left

Recommendations:

- Remove sharrows from zones with solid lane markings
- Without a dedicated left turn lane onto Waterfront, it's unclear as to whether a sharrow should be placed in the travel lane. A good option would be a bike box with advance left turn signal, as shown in TAC guideline section 3.12, as the majority of vehicle traffic at this intersection is through traffic while the majority of cyclist traffic will be left-turning. This would require road widening/possible land acquisition to create the required bike lane to feed into the bike box. Another alternative would be to install a pushbutton signal changer at the northwest corner of the intersection (currently there's only one at the northeast corner) so cyclists can bail out into the approach under the Disraeli Overpass opposite Waterfront, then cross Higgins according to the north-facing signal.

Other Recommendations elsewhere along the route

- Curb cuts to allow transitions to and from the sidewalks on the Louise Bridge from either direction
- Signs asking cyclists to yield to pedestrians on the bridge
- At least one pavement marking on westbound Sutherland, to show cyclists they're on the right track
- Modify the crosswalk at Riverton and Watt so cyclists can activate it
- Possible single file operation sharrows along Waterfront, especially in advance of roundabouts, but also modified "Share the Road" signs showing a car behind a cyclist, as shown in Figures 3.22, 3.23, and others in the TAC Guidelines.

Reference:

[1] Guidelines for the Design and Application of Bikeway Pavement Markings - Transportation Association of Canada, December 2007.

Dakota/Dunkirk Corridor Sharrows

Lane Measurements and Comments:

Location	Curb Lane Width	Travel Lane Width	Speed Limit	Comments
Dakota North of Warde	4m	N/A	50	Two lanes of Traffic until just north of the South St. Vital Trail
North of Southglen	4.2m	Not Measured	60	Four lane traffic
North of Novavista	4.5m	Not Measured	60	Quite comfortable, even when passed by Hummer
Dakota @ St. Vital Centre Intersection	4.3m	Not Measured	60	Still comfortable
North of Bishop Grandin	3.53m	3.58m	60	Not enough space to meet TAC guidelines
North of Moore	4.24m	3.58m	60	
North of West Fernwood	4.24m	3.7m	60	

Recommendations

- 🚲 Start/Stop the sharrow markings North of where Dakota divides into four lanes rather than at Warde.
- 🚲 Drop the sharrow markings between Bishop Grandin and St. Mary's until this stretch of roadway can be widened. Alternatively, move the sharrow markings into the middle of the lane here and allow cyclists to use full lane as per TAC guidelines
- 🚲 Maximize the width of the curb lane everywhere else
- 🚲 Look into the possibility of lowering the speed limit on Dunkirk to 60 km/hr between Glenview and Jubilee to connect the corridor to other facilities, especially Kingston Row.

Bike to the Future Spring Bike Counts As of June 10 2008

Purpose of Counts

This is the second year of spring bicycle counts carried out at key locations by Bike to the Future volunteers. Our purpose is to document the level of bicycle traffic during rush hour at choke points into and out of downtown and at other locations. We also want to create estimates of the overall level of bicycle traffic and establish baseline and trend data to help see if bicycle use is increasing over time or as a result of infrastructure improvements and educational campaigns, etc.

Timing

Four sets of counts have been done so far this year around the beginning of March, April, May and June. A special set of counts will be done as part of Bike to Work Day on June 20.

Locations and Counts

Thirteen volunteers have done 38 counts, as shown below.

Date	Location	Surveyor	Count
MARCH COUNTS			
Mar-05	University Cres	G Adrian	10
Mar-05	Fort Garry Bridges	J Hull	4
Mar-06	University Cres	B Spornitz	7
Mar-06	Maryland & Sherbrook Bridges	M Cohoe	22
	Sub-total		43
APRIL COUNTS			
Mar-26	University Cres	G Adrian	15
Apr-02	Louise Bridge	B Dolenko	13
Apr-02	University Cres	O Nazarko	29
Apr-03	Fort Garry Bridges	J Hull	18
	Sub-total		75
MAY COUNTS			
May-01	Osborne Underpass	J Hull	136
May-01	River Trail @ Mulvey	J Hull	46
May-06	Louise Bridge	B Dolenko	81
May-06	Omand Bridge	K Knowles	116
May-06	Pembina-Jubilee underpass	L Donatelli	117
May-06	Slaw Rebchuk Bridge	O Kinasevych	51
May-06	Osborne Bridge	Nils Vik	181
May-06	Sherbrook/Maryland Bridges	M Cohoe	285
May-07	University Cres	D Dufour	76
May-08	Main St Bridge	D Elmore	267
May-08	Chancellor Matheson Rd	G Adrian	12
	Sub-total		1368
JUNE COUNTS			
May-21	Arlington @ Wellington	D Wieser	31
May-21	Wellington @ Arlington	D Wieser	52

Date	Location	Surveyor	Count
Jun-02	Clifton @ Ellice	D Wieser	10
Jun-02	Ellice @ Clifton	D Wieser	38
Jun-02	Erin @ Ellice	D Wieser	6
Jun-02	Wall @ Ellice	D Wieser	12
Jun-02	Arlington @ Ellice	D Wieser	51
Jun-02	Home @ Ellice	D Wieser	17
Jun-02	Ellice @ Arlington	D Wieser	58
Jun-03	Spence @ Ellice	D Wieser	27
Jun-03	Balmoral @ Ellice	D Wieser	33
Jun-03	Ellice @ Spence	D Wieser	60
Jun-03	Louise Bridge	B Dolenko	128
Jun-03	Osborne Bridge	J Hull	387
Jun-03	St Matthews @ Banning	D Wieser	53
Jun-03	Banning @ St Matthews	D Wieser	18
Jun-03	Burnell @ St Matthews	D Wieser	10
Jun-03	Sherbrook/Maryland Bridges	M Cohoe	360
Jun-04	University Cres @ Thatcher	O Nazarko	121
	Sub-total		1472

Increase from 2007 to 2008

Counts done at the same locations and times in 2007 and 2008 were compared and this showed an average increase of 19% in bicycle traffic.

Comparison of 2008 and 2007 Counts (all counts done mid-week near beginning of the month)

Location	Month	Time of Day	2007 Count	2008 Count	Change	% Change
Louise Bridge	May	AM	45	63	18	28.6%
Omand Bridge	May	AM	166	141	-25	-17.7%
Pembina-Jubilee underpass	May	AM	109	113	4	3.5%
Osborne Bridge	May	AM	157	173	16	9.2%
Sherbrook/Maryland	May	PM	255	270	15	5.6%
Main St Bridge	May	PM	205	236	31	13.1%
Sub-total			937	996	59	5.9%
Arlington @ Ellice	June	PM	47	49	2	4.1%
Ellice @ Arlington	June	PM	100	79	-21	-26.6%
Louise Bridge	June	AM	52	90	38	42.2%
Osborne Bridge	June	PM	231	309	78	25.2%
Sherbrook/Maryland	June	PM	18	189	171	90.5%
Sub-total			448	716	268	37.4%
Grand total			1385	1712	327	19.1%

Estimated Downtown Commuters

Estimates were made of the peak levels of traffic on routes leading into and out of downtown. These estimates are based on actual counts and on the average differences between morning and afternoon rush hour and between 2007 and 2008. They are also based on the general rule that the two hour rush hour traffic represents approximately 20% of total traffic. The estimate of the number of cyclists assumes that the same cyclists go both ways during a day. These estimates suggest that between 5,000 and 6,500 cyclists commute into and out of downtown in Winnipeg in June.

Location	2007 Peak		2008 Peak	
	AM	PM	AM	PM
Osborne Bridge	229	309	287	387
Sherboork/Maryland Bridges	200	270	267	360
Main St Bridge (Assiniboine R)	175	236	267	360
Omand foot bridge	212	286	252	341
Louise Bridge	90	122	128	173
Esplanade Riel	115	155	137	185
Main St underpass	111	150	132	178
Ellice	59	79	60	81
St. Matthews at Arlington	53	72	53	72
Donald (Midtown) Bridge	70	95	83	112
Portage underpass	66	89	79	106
Slaw Rebchuk Bridge	65	88	51	69
Arlington	43	58	51	69
Red River Trail at Mulvey	29	39	34	46
Sargent Ave at Arlington	40	54	48	64
Total	1,556	2,101	1,928	2,603
Estimated total traffic	7,781	10,504	9,640	13,014
Estimated total cyclists	3,890	5,252	4,820	6,507

Factors:

PM is 35% higher than AM

2008 is 19% higher than 2007

Bike to Work Day Counting

On Bike to Work Day there will be Energy Stations located at many of the same locations where our previous counts have been, and we will have volunteer counters at these locations. This will help to establish how effective Bike to Work Day has been in getting people to participate. In addition we will be able to compare counts done later to see if bicycle traffic increases as a result of Bike to Work Day.



Income Statement - Apr 1 '08 to Jun 10 '08
Financial Statement

	Account	DB	CR	Net
Revenue				
	Donation	2800		\$ 2,800.00
	Interest	1.06		\$ 1.06
	Membership	715		\$ 715.00
Expenses				
	Admin cost		80.89	\$ (80.89)
	BTWD		2640.23	\$ (2,640.23)
	Printing		751.2	\$ (751.20)
	Net earnings			\$ 43.74
	Opening retained earnings			\$ 2,498.31
	Closing retained earnings			\$ 2,542.05
		\$ 3,516.06	\$ 3,472.32	



General Ledger
- Activity to June 10, 2008

Date written	Bank Date	Acct	Payee	Memc	Chk	Withdrawal	Deposit	Balance
	21-Mar-08			Balance Forward				\$ 2,279.51
12-Feb-08	15-Apr-08	Printing	Corp Source Inc	Inv 35585 - Prev. Budget books; printing	22	\$ 711.20		\$ 2,568.31
	25-Apr-08	Membership		Deposit			\$ 550.00	\$ 3,118.31
	25-Apr-08	Donation		MEC bag donation			\$ 2,400.00	\$ 5,518.31
	25-Apr-08	Donation		MCA donation for MB Budget printing			\$ 400.00	\$ 5,918.31
	30-Apr-08	Interest		Interest			\$ 0.36	\$ 5,918.67
12-May-08	13-May-08	BTWD	Anders Swanson	Contempra Signs	26	\$ 117.80		\$ 5,801.07
12-Feb-08	15-May-08	Printing	Ken Gerrard	Fall Forum report printing	23	\$ 40.00		\$ 5,761.07
08-May-08	15-May-08	BTWD	Ken Gerrard	BTWD Website	25	\$ 530.00		\$ 5,231.07
13-May-08	16-May-08	Admir cost	MB Eco Network	MEN Membership renewal	27	\$ 50.00		\$ 5,211.07
	19-May-08	Membership		Deposit			\$ 20.00	\$ 5,231.07
08-Apr-08	22-May-08	Admir cost	Min. of Finance	Annual return of info (business reg.)	24	\$ 20.00		\$ 5,211.07
	22-May-08	Membership		Deposit			\$ 20.00	\$ 5,231.07
14-May-08	27-May-08	BTWD	Anders Swanson	Industry mages inv 2569 - Posters	26	\$ 109.77		\$ 5,121.30
	31-May-08	Interest		Interest			\$ 0.70	\$ 5,122.00
01-Jun-08	02-Jun-08	BTWD	Anders Swanson	Industry mages inv 2650 - Posters	30	\$ 130.33		\$ 4,991.67
	02-Jun-08	Membership		Deposit			\$ 120.00	\$ 5,111.67
01-Jun-08	03-Jun-08	BTWD	War on Music	BTWD T shirts deposit	31	\$ 1,630.00		\$ 3,481.67
	05-Jun-08	Membership		Deposit			\$ 5.00	\$ 3,486.67
17-May-08		Admir cost	Jackie Avent	Special membership meeting food	29	\$ 10.89		\$ 3,597.56
10-Jun-08		BTWD	Anders Swanson	Industry mages inv 2724 - Posters	32	\$ 36.53		\$ 3,561.03