



Complete street sidewalks should be four (and preferably five) feet wide, and should have curb ramps at crossings to be accessible to wheelchairs and strollers (photo courtesy of Bradley Grefe, CTRE at ISU).

be four feet wide when in an open space and five feet wide when next to a curb or parking.

The diamond symbol is no longer used for bicycle lanes. It caused confusion since the diamond symbol is also used for high-occupancy vehicle lanes. The new bicycle lane sign is pictured on page 6. Replace the old signs (and pavement markings) through your city's or county's regular sign maintenance schedule.

Shared lane markings

When a street has insufficient space for a bicycle lane, a shared lane marking is a potential complete streets solution. Shared lane markings are currently being experimented with or used in over 20 cities in the United States. The optimum use of this treatment is on streets with lower speeds. It is not an adequate solution for high-speed suburban arterial roadways.

Transit-friendly features

Bus shelters and pull-outs can make public transit more convenient and accessible for a variety of users. These features are particularly important for high-boarding stops, especially on high-volume roads. Concrete pads with benches and sidewalk

connections can also improve the quality of a moderate-use transit stop. Incorporating trees, lighting, benches, and art can help make a stop attractive and inviting.

For more information

For more information about complete streets and how to incorporate them into your community, visit www.completestreets.org. ■

The Complete Streets Act of 2008

In March 2008, Senator Tom Harkin of Iowa introduced The Complete Streets Act of 2008 to promote streets that are safe, comfortable, and convenient for motorists, bus riders, bicyclists, and pedestrians, including those with disabilities.

If passed, the bill will require that all new construction and reconstruction projects include complete streets policies in their design. For example, if a road is being resurfaced, the new bill could mean that the city or county would have to include a bicycle lane, paved shoulder, or shared-lane marking on the newly surfaced road.

Free web-based concrete materials training available through the National Highway Institute

The National Highway Institute and the Transportation Curriculum Coordination Council are sponsoring free web-based training workshops on Hardened Concrete Properties—Durability (FHWA-NHI-134075). ISU's National Center for Concrete Pavement Technology designed the training based on its manual, *Integrated Materials and Construction Practices for Concrete Pavement (IMCP)*.

The training is intended to help industry practitioners and FHWA, state, and local agency personnel better understand the factors involved in concrete pavement durability. Topics will include permeability, alkali-silica reaction, abrasion resistance, and other durability factors, as well as durability testing methods. Other IMCP modules will be available as they are converted to web-based training.

Registration is available at no charge at www.nhi.fhwa.dot.gov. The training is available to the public and lasts approximately one hour. Contact Ann Gretter, 703-235-1260, ann.gretter@fhwa.dot.gov, for additional subject matter information or Chris Newman, 202-366-2023, christopher.newman@dot.gov, with other questions. ■