

**Dear Road Wizard: I saw a notice on Reserve Street regarding a sign project in the East End. I can't attend the meeting, but can you tell me what this is about? K.O.@**

ACHD and the East End Neighborhood Association are discussing the installation of stop signs at every other block in the territory between Bruce and Coston streets, Warm Springs to Shenandoah.

This already has been done in the North End, where many residents place this project on their Top Ten ACHD Hits of All Time because collisions at previously uncontrolled intersections declined drastically after the signs appeared.

The proposal is to begin at Roosevelt Elementary School by placing four-way stops at the intersections nearest the school. Radiating from there, two-way stops would control every other block.

For more information, you could call members of the neighborhood association or John Wasson of ACHD at 387-6140.

**Dear Road Wizard: I exit the downtown Boise Winco parking lot and go north to the signal on Front Street. That signal is a really long one, and I would like to turn left on red. I've heard that this is OK, but haven't gotten up my nerve. Is it really OK? M.F.@**

Take heart! It really is OK. Here's what makes it OK, per Idaho and Boise traffic codes: 1. You're turning left into a one-way street (never onto a two-way!). 2. You're in the left-most lane of the street (going your direction) that you're turning from. 3. It is not "otherwise posted" prohibiting the turn. 4. You've checked for traffic coming your way and found the coast to be clear.

This is not legal elsewhere in the country, which is where you probably have learned to drive and why your instincts require adjustment. (Some drivers feel safer turning left on red when the street they are on also is one-way.)

Avenue A is a good place to deal with your nerves, because you have no opposing traffic. Good luck!

**Dear Road Wizard: I drove through the mountains between Portland and Seaside in Oregon. They have cut holes in the centerline of the road and placed reflectors in the holes, where snowplows won't scrape them off. Has ACHD or ITD ever considered this method? C.M., Nampa**

Those reflectors are made (by 3M) of cast iron, each weighing about five pounds and typically spaced about fifty feet apart. They cost \$35 apiece. Someone makes a special machine for installing them.

The machine cuts a double groove in the asphalt, grinds out a box-shaped mass of asphalt, and lines the cavity with epoxy. It sets the Snowplowable Raised Pavement Marker in place. In all of Idaho, no one owns such a machine. Without one, human labor and concrete saws do the job.

In Ada County, I've seen a few in Broadway Avenue. To find them, enter Broadway from Warm Springs Avenue or Main Street and stay in the right lane. A row of them veers off the lane line as you pass under the shadow of the Water Building. The Idaho Transportation Department probably installed them when this stretch of Broadway was part of the state highway system.

For urban uses, the things aren't very practical, aside from their impressive cost. With so much growth here, lane lines tend to change fairly frequently. The cavities fill with grime and debris, demanding regular maintenance. If the asphalt is ever recycled (rotomilled), the iron will destroy the rotomill blades. Someday, a lucky highway crew will get to remove each of these by hand, a chance to test new cuss words at the same time.