

THE YEAR IN REVIEW

TOP TEN STORIES

Palo Alto Weekly December 28, 1994

curfew. Meanwhile, Palo Alto said it would place a greater emphasis on providing kids with something to do at night and moved ahead with plans for creating a permanent teen center, possibly at the site of the former Centennial headquarters on Bryant Street.

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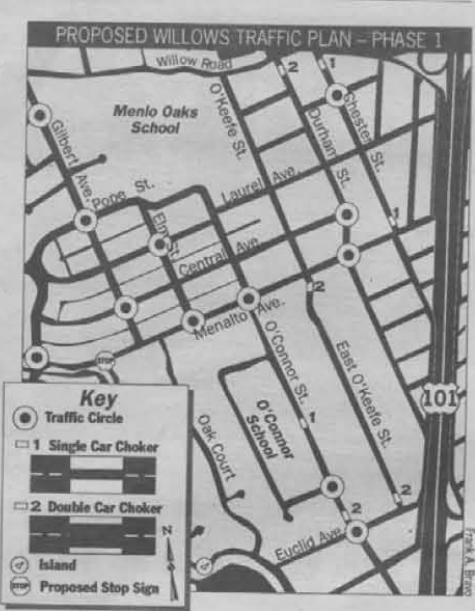
A controversial, one-year experiment to slow speeding and reduce traffic in Menlo Park's Willows neighborhood began in February. As part of the project's first phase, more than 20 devices, including stop signs, traffic circles and islands known as chicanes, were placed on streets in an area bounded by Willow Road, Chester Street and Euclid and Woodland avenues. A survey in the summer of residents in the area garnered mixed results, with 31 percent saying traffic was calmer and 53 percent saying they saw no change. The debate was a primary issue in the City Council race in November.

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The city of East Palo Alto avoided a financial crisis in June when its voters narrowly approved an extension of a parcel tax that ap-

Cries of protest in Willows over traffic-control devices

■ Area 'runs amok' over plan to discourage cut-through traffic.



MENLO PARK
Willows traffic debate heats up—again

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A truck-and-trailer rig trying to negotiate the traffic circle at Gilbert and Central avenues ran up on the curbing.

'Traffic-calming' experiment in the Willows may be losing city support

Councilman

PENINSULA

FRIDAY



Roadblocks Ahead for 'Street Furniture'?

New council may rethink Menlo Park traffic barriers

By Michael McGinnis

Mediation sought for traffic dispute

Residents divided over efforts to slow traffic

TRAFFIC

"They range all the way from putting in the additional devices recommended by the committee to the other extreme of taking out all

next Tuesday. On the recommendation of city officials. Source not two weeks ago



Menlo Park council to tackle Willows traffic controversy

RUISEN

the Willows traffic treatment fueled Menlo

Willows traffic plan moves toward showdown

By TOM FRIESEN

"My personal preference is to bring it to a head as rapidly as possible," added Mayor Dee Tolles. "This has gone on for two years now." The negative declaration would have to be approved before any humps are installed, but the council could hasten the end of a controversial traffic-calming experiment in the Willows neighborhood.

Fire chief discourages installation of traffic-slowing devices in streets

After measuring delays to fire engines caused by traffic-slowing devices — such as traffic circles and street-narrowing "chokers" that have been installed on local streets in the past several months — the Menlo Park Fire District still discourages their use because they cause delays of several seconds

he said. Tests in North Fair Oaks showed the small circles delay a fire truck by 5-6 seconds, while the chicanes cause a delay of 8-9 seconds, Chief Tye reported. The larger circles in the Willows are more dangerous, he said.