

**MIDDLETOWN
TOWNSHIP**



by Susan Murphy

*Township Meeting for Discussion of
Route 520 - December 20, 2004*

Assistant Monmouth County Engineer Joseph Ettore and Greg Fodale, Shore DePalma presented information to the Middletown Township Committee on what is called a "roundabout" (not a traffic circle) that is proposed for the intersection of Newman Springs Road (County Road 520) and College Drive at the entrance to Brookdale Community College in Middletown. Florida-based Transportation

Engineer Michael Wallwork, an expert in the roundabout option, also spoke at the presentation and attempted to explain the differences between a roundabout and a traffic circle. A short film showed the way a roundabout works. Mr. Wallwork explained that a normal intersection has 32 conflict points, a roundabout only has 8, and because there are less conflict points, there is a 75% reduction in crashes. "A roundabout reduces delay because you only have to stop if you are in conflict with somebody, therefore you use less fuel and there is less pollution," Mr. Wallwork explained, "A roundabout is an island put in an intersection that causes drivers to go around it. There are crossroads for pedestrians. There are major differences between traffic circles and roundabouts. The roundabout is vastly smaller in size. The speeds through traffic circles are 30 to 50 miles an hour and only 10 to 25 miles an hour in a roundabout." Mr. Wallwork likened driving a roundabout to driving a driveway. "When you come out of a driveway you look left, if there's a car coming that's going to run into you, you stop and wait. When there's a gap, you make your turn. A roundabout is the same thing. The difference is that instead of the cars coming at you doing 40 miles an hour, they are doing 15 miles an hour." This plan will be reviewed by Township engineers before the Township Committee votes on a resolution on the roundabout.
