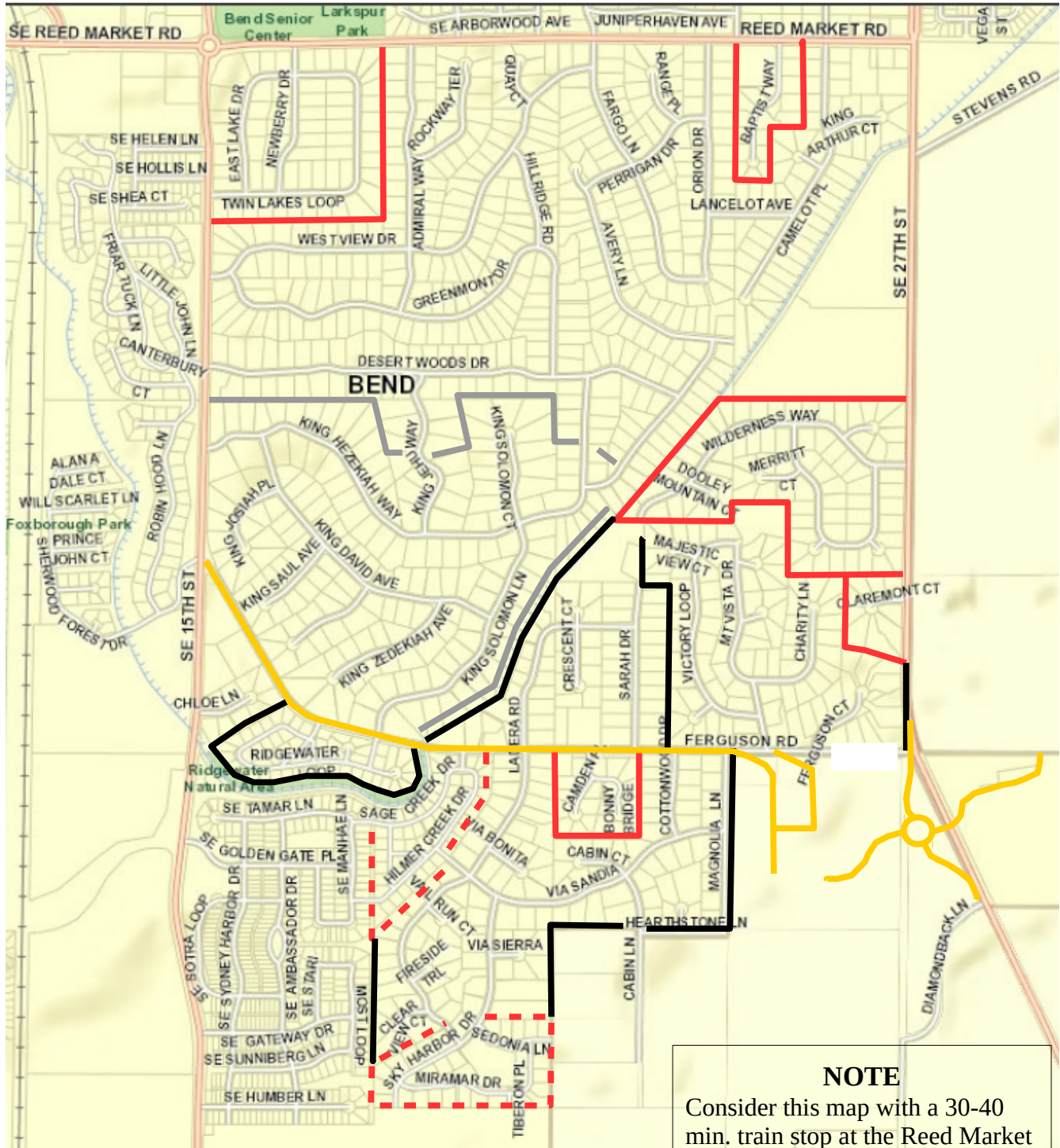


Thoughts on how to save the cost of a second roundabout and preserve Ferguson neighborhoods.



NOTE
 Consider this map with a 30-40 min. train stop at the Reed Market crossing during peak commute and school traffic.

- subdivision with only one or limited ways out
- - - subdivision with one way out and/or narrow streets
- subdivision with access only from Ferguson Rd.
- subdivision with Ferguson Rd. as a principal secondary access
- possible balanced cost/benefit approach to Ferguson: (1) gain access to 27th with only one circle, (2) minimize Elbow originating industrial traffic going through the commercial development, (3) minimize “cut through” traffic, (4) maintain traffic on Ferguson at a “neighborhood collector” level, (5) respond to DSL property now being put on the market