

A2 SS4A Grant Coordinator

To: City of Ann Arbor

From: Sam Schwartz/TYLin City Solutions

Date: January 20, 2025

Re: SS4A Speed Management and Quick Build Location Screening and Selection Memorandum

This memorandum explains the screening and project selection methodology resulting in a prioritized list of corridors and intersections for quick-build traffic safety improvements for the Ann Arbor Safe Streets for All Grant Coordinator Project (the Project) funded by a Fiscal Year 2022 Safe Streets and Roads for All (SS4A) grant award from the United States Department of Transportation (USDOT) Federal Highway Administration (FHWA) Office of Safety.

SS4A Grant Scope

In 2022, the City of Ann Arbor was awarded a Fiscal Year 2022 SS4A Supplemental Action Planning Grant FHWA. SS4A Supplemental Action Planning Grants (referred to as “Planning and Demonstration” grants in more recent notices of funding opportunity) are used to develop, complete, or supplement a comprehensive safety action plan, as well as carry out demonstration activities that inform an Action Plan. Ann Arbor received funds for a Citywide Speed Management Study, Quick Build Program, and Near Miss Evaluation.

Supplemental action planning activities inform an Action Plan by testing proposed project and strategy approaches to determine their potential benefits. These demonstration activities are temporary. Therefore, the City of Ann Arbor cannot use its SS4A award to install permanent features like new traffic signals or concrete curb extensions, nor can it use funds to conduct rehabilitation or restoration activities like resurfacing. Furthermore, through these activities, the City must measure potential benefits through data collection and evaluation to inform an Action Plan’s list of selected projects and strategies and their future implementation.

Grant funds will be used to build on the City’s existing [*Moving Together Towards Vision Zero Comprehensive Transportation Plan*](#) (*Transportation Plan*). Due to the nature of the Grant funding, demonstration activities will be carried out through feasibility studies, limited to the use of quick-build strategies, to inform future permanent projects.

Project Overview

Acting on the mobility strategies identified in *the Transportation Plan*, the Project will deploy a suite of traffic safety improvements using quick build treatments on up to 15 speed management corridors and up to 20 intersections prioritizing previously identified high crash “focus” locations.

The Project builds on the City’s quick-build improvement program, which has enabled the City of Ann Arbor to create safer streets for all users with the urgency needed to achieve its Vision Zero goal by 2025. Quick-build treatments allow the

introduction of new street design tools using lower-cost materials. This approach is beneficial for gathering resident and stakeholder feedback, evaluating the impact of different tools on severe crash outcomes, and working with the community to refine a project's final design before larger, more permanent infrastructure investments are made.

In addition to the goal of improving traffic safety, The Project will reflect the city's values in other ways. The Project aims to reverse inequities in transportation investments and policies by emphasizing "Mobility for All," ensuring safety, mobility choice, and accessibility for all people no matter age, ability, stage of life, income, race, culture or ethnicity. In tandem, The Project will aid in the pursuit of A2 ZERO, the City's Carbon Neutrality Plan by adding infrastructure to substantially increase walking, biking, and transit, resulting in decreased car dependency and fewer vehicle miles traveled.

This methodology builds on a previous analysis conducted by Sam Schwartz which identified mobility strategies and capital improvement project (CIP) opportunities through the *Transportation Plan*. Like prior analysis, the methodology is grounded in the Safe System approach, informed by crash data, and focused on addressing crashes resulting in fatalities and serious injuries. The methodology applies the scope and requirements of the City of Ann Arbor's SS4A funding agreement with FHWA to develop a prioritized list of locations where feasible and impactful safety enhancements can be made through the Project.

The Project combines quick-build corridor and intersection improvements at locations selected by the City for improvement through the "Quick Build 2.0" project, scoped prior to the Project and substantially designed by another consultant, with additional locations selected using the methodology described in the subsequent sections. "Quick Build 2.0" project locations are shown in **Table 1**.

The Project will advance the selected location list through community engagement, processing requirements under the National Environmental Protection Act (NEPA), preliminary and final engineering, construction, and evaluation. Pending available construction budget, it is likely that not all locations will be designed and implemented.

Table 1. "Quick Build 2.0" Project Locations

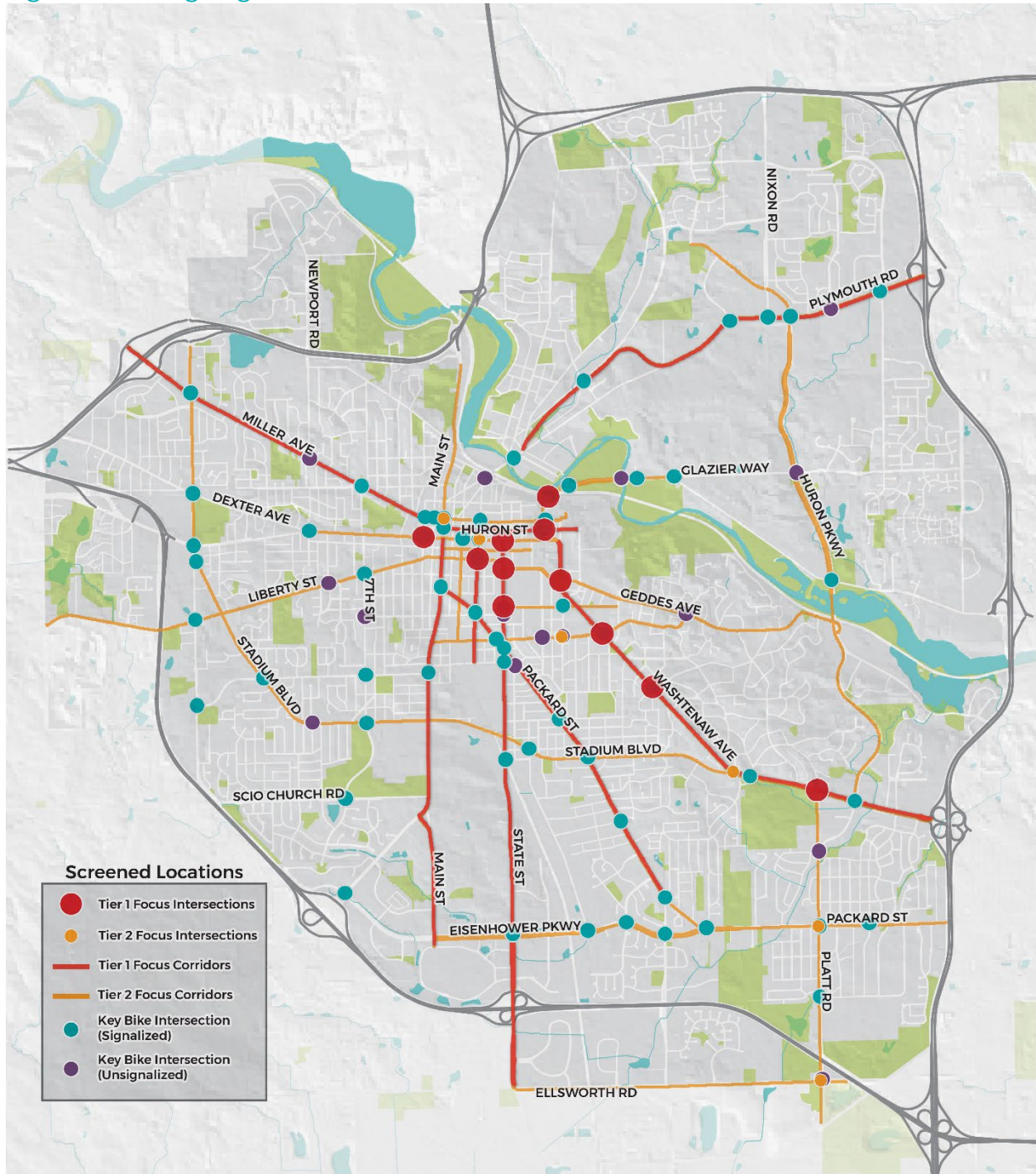
Location	Location Type	Safety Treatment
N Maple Rd (Foss St to Dexter Ave)	Corridor	Bike Lane Posts
Pauline Blvd (W Stadium Blvd to S 7th St)	Corridor	Bike Lane Posts
7th St (W Washington St to Scio Church Rd)	Corridor	Bike Lane Posts
Scio Church Rd (S Maple Rd to S 7th St)	Corridor	Bike Lane Posts
Plymouth Rd (Maiden Ln to Nixon Rd)	Corridor	Bike Lane Posts
S Main St (William St to Scio Church Rd)	Corridor	Bike Lane Posts
S Main St (AA Saline Rd to Fieldcrest St)	Corridor	Bike Lane Posts

Location	Location Type	Safety Treatment
Geddes Ave at Arlington Blvd	Intersection	Harden Centerline
Pauline Blvd & S Main St	Intersection	Harden Centerline
Pauline Blvd & W Stadium Blvd	Intersection	Harden Centerline
Pauline Blvd & S 7th St	Intersection	Harden Centerline
S 7th St & W Stadium Blvd	Intersection	Harden Centerline
S 7th St & W Madison St	Intersection	Harden Centerline
S 7th St & W Liberty St	Intersection	Harden Centerline
Plymouth Rd & Barton Dr	Intersection	Harden Centerline
Plymouth Rd & Traverwood Dr	Intersection	Harden Centerline
Plymouth Rd & Nixon Rd	Intersection	Harden Centerline
Plymouth Rd & Huron Pkwy	Intersection	Harden Centerline

Initial Project Location Screening

The Transportation Plan identified focus corridors, focus intersections, and key bike intersections for traffic safety improvements, shown in **Figure 1**. These corridors and intersections served as the starting point for identifying Project locations. Responses from the Quick Build 1.0 Survey were also screened for their feasibility, many of which reinforced the concerns at previously identified locations.

Figure 1. Moving Together Towards Vision Zero: Corridors and Intersections



Given the nature of the Supplemental Action Planning Grant scope and the requirements and limitations of quick-build projects, these corridors and intersections underwent a thorough screening to ensure they met the necessary criteria for consideration. The initial step of the screening identified factors that restrict the feasibility of quick-build treatments or could delay the project timeline beyond the period of performance. These factors included: "poor" pavement

conditions based on recently completed PASER ratings, Michigan Department of Transportation (MDOT) road jurisdiction, upcoming CIP road rehabilitation and construction projects, historic district designation, proximity to cemeteries 50 years or older, intersection with rail crossings, and recently completed projects. Some of these factors shown in **Table 2** were automatic disqualifiers while others led to further discussion of their impact on the permitting timeline.

Table 2. Screening Criteria and Level of Project Impact

Screening Criteria	Impact
"Poor" Pavement Conditions	Disqualifier
MDOT Road Jurisdiction	Disqualifier
Upcoming CIP Road Construction	Disqualifier
Recently Completed Project	Requires further consideration
Intersection with Rail Crossing	Disqualifies intersecting location
Historic District Designation	Requires further consideration
Within 100 feet of Cemetery	Requires further consideration

To screen for these conflicts, the consultant team assembled geospatial data into a base map. The team overlaid the screening criteria on the focus corridors and key intersections described above. Each corridor and intersection were categorized as "Yes", "No", or "Maybe" based on restrictions present or potential conflicts, as outlined in **Table 3**. All "Yes" locations proceeded to additional screening while all "No" locations were removed from further consideration. All "Maybe" locations were discussed with the City to make a final determination.

Table 3. Feasibility Categorization of Potential Quick Build Locations

Category	Screening Determination
Yes	No restrictions or potential conflicts are present.
No	Disqualifying conflicts present such as "poor" pavement conditions, MDOT road jurisdiction, or near-future CIP road construction (resurfacing, underground utilities, stormwater, planned street configuration changes, etc.).
Maybe	Minor conflicts are present and may require further consideration. Corridors or intersections that fall within historic districts or 100 feet of a cemetery may trigger additional time needed for permitting. Recently completed projects may have opportunities for additional safety features. CIP projects with later start dates (2028 and beyond) could still be considered as potential locations for quick-build.

*A full list of screened locations can be found in the **Appendix**.

Project Location Prioritization and Selection

The initial screening process resulted in a comprehensive list of all feasible corridors and intersections. To narrow down the list to bring it closer to overall Project budget, the consultant team created a ranking system based on the combination of the following criteria to rank each location:

Level of Potential Improvement

The consultant team checked each location screened as “Yes” or “Maybe” to identify the level of traffic safety intervention possible using quick-build tools alone. Each corridor was given a qualitative rating of “High”, “Medium,” or “Low” based on the consultant team’s judgment of the potential for quick-build traffic safety improvements. Judgments were made based on the toolbox of available quick-build treatments and their ability to be applied at each location. Existing posted speed limits and features such as geometry, lane widths, street width, and average daily trips were factors in determining the level of feasible intervention. The team provided comments for locations where quick-build treatments could be added, noting which specific tools could be used to improve traffic safety.

High Crash Tiered Status

Previous crash analysis from the *Transportation Plan* identified high crash locations, assigning them a tier based on the number of crashes and their severity. Targeting these specific locations is a priority for the city to reach its goal of Vision Zero as 77% of all fatalities and severe injuries occurred on the identified Focus Corridors. 37% happened on seven Tier 1 Corridors and 40% on twenty-three Tier 2 Corridors. Eleven Tier 1 and six Tier 2 Intersections accounted for 12% of all fatalities and severe injuries. These high crash locations are shown above in **Figure 1**.

Speed Management Prioritization Framework

Speed Management “Need Scores” were calculated through the previously completed Vision Zero Implementation and Action Plan project based on corridor lengths, posted speed limits, and the percentile of the corridor’s safety rank amongst major streets then categorized as follows:

High: Corridors with a Need Score higher than 66% of all corridors

Medium: Corridors with a Need Score between 33% and 66% of all corridors

Low: Corridors with a Need Score lower than 33% of all corridors

Corridor Ranking System

Taking these criteria into consideration, rankings were assigned to each corridor:

- Priority 1: Identified as a Tier 1 corridor, “High” Speed Management Need Score, and “High” level of potential traffic safety improvement
- Priority 2: Any two of the above criteria met
- Priority 3: One of the above criteria met

Intersection Ranking System

After the corridor screening and ranking process, individual intersections underwent a similar exercise. These locations along with the City's list of key bike intersections, Quick Build 1.0 Survey suggestions, Tier 1, and Tier 2 focus intersections were categorized as "Yes", "No", or "Maybe" based on the guidelines above in **Table 3**.

Intersections were ranked slightly differently than corridors, considering the City's designation of "key bike intersection" and their role in the broader active mobility network. Taking these criteria into consideration, rankings were assigned to each corridor:

- Priority 1: Identified as a Tier 1 Intersection or on a Tier 1 Corridor, "High" Speed Management Need Score, and "key bike intersection" designation
- Priority 2: Any two of the above criteria met
- Priority 3: One of the above criteria met

Final Location Selection

Prioritizing the final list of corridors and intersections was an iterative process between the consultant team and City staff. The team's location rankings were weighed with the City's priorities and each location's importance to the broader mobility network, carefully factoring in the level of potential intervention and other ongoing and planned projects. Given the project budget and comments from the city, a final list, outlined in **Table 4** and **Table 5** of nearly 18 miles of corridors and 11 key intersections was chosen to move forward for conceptual design.

*It is important to note that more locations were chosen than the budget allocation can cover in case any issues arise as the project progresses.

Table 4. Speed Management Corridors

Rank	Roadway	From	To	Tier	QB 2.0	Length (Miles)
1	Packard St	State St	Eisenhower Pkwy	1	No	2.30
2	S Main St	William St	AA Saline Rd	1	Yes	0.96
3	S Main St	AA Saline Rd	Eisenhower Pkwy	1	Yes	0.83
4	S State St	Granger Ave	Stimson St	1	No	0.25
5	Plymouth Rd	Maiden Ln	Green Rd	1	Yes	2.78
6	W Liberty St	S Maple Rd	S Main St	2	No	1.67
7	N Maple Rd	M-14	Dexter Ave	2	Yes	0.99
8	E Eisenhower Pkwy	S Main St	Packard Rd	2	No	1.82
9	Fuller Rd	Fuller St	Huron River	2	No	0.54
10	W Stadium Blvd	S Main St	Pauline Blvd	2	No	1.21

Rank	Roadway	From	To	Tier	QB 2.0	Length (Miles)
11	Geddes Ave	Washtenaw Ave	Huron Pkwy	2	No	2.01
12	W Stadium Blvd	Pauline Blvd	Jackson Ave	2	No	0.97
13	Hill St	Washtenaw Ave	Geddes Ave	2	No	0.62
14	Huron Pkwy	Tuebingen Pkwy	Nixon Rd	2	No	0.59
15	Nixon Rd	Huron Pkwy	Plymouth Rd	-	No	0.18
						17.72

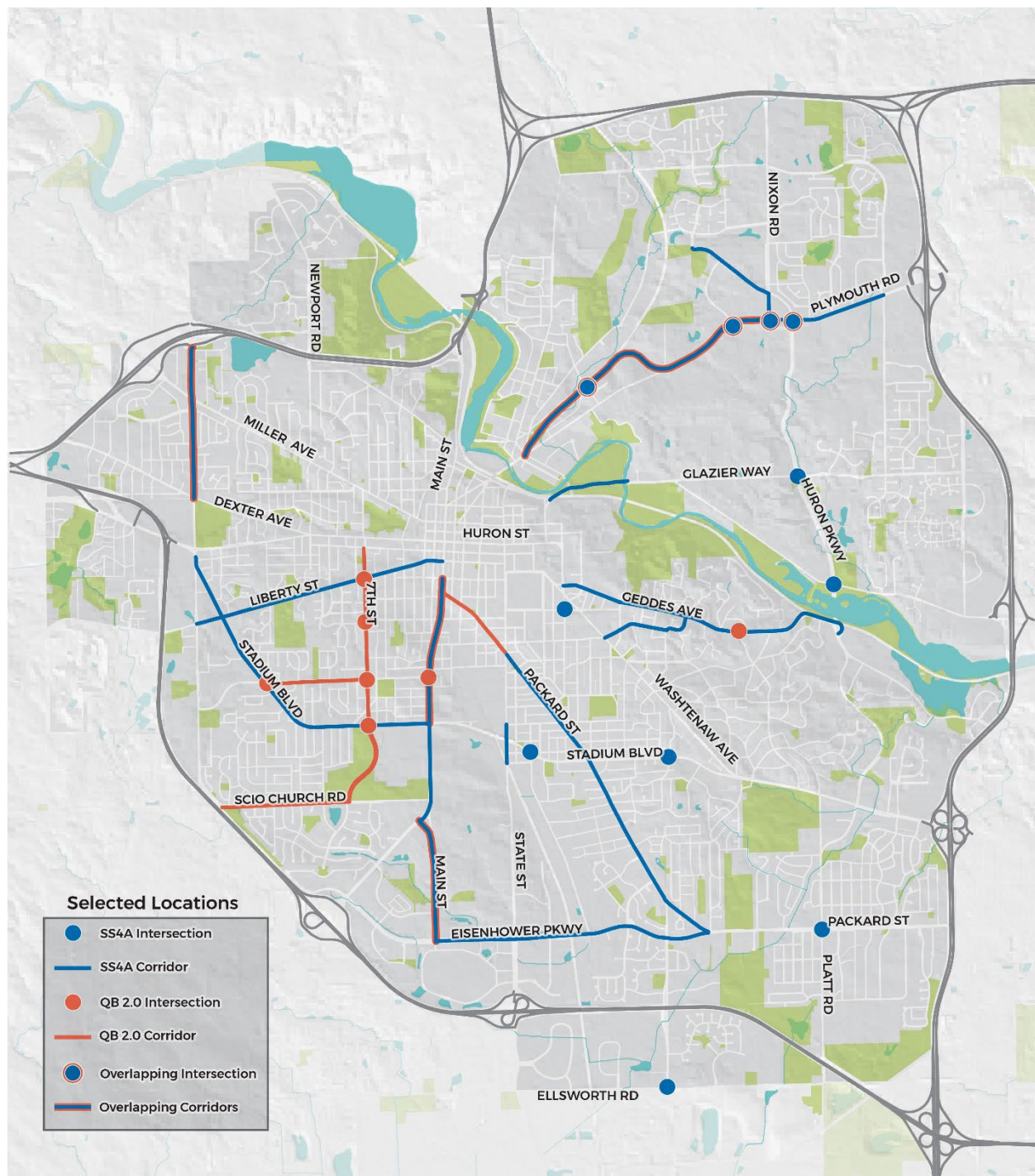
Table 5. Quick-Build Intersections

Rank	Roadway	Intersection Tier	Key Bike Intersection	Intersection Type	QB 2.0
1	Plymouth Rd & Huron Pkwy	-	Yes	Major, Signalized	Yes
1	Plymouth Rd & Nixon Rd	-	Yes	Major, Signalized	Yes
1	Plymouth Rd & Traverwood Dr	-	Yes	Major, Signalized	Yes
1	Plymouth Rd & Barton Dr	-	Yes	Major, Signalized	Yes
2	Geddes Rd & Huron Pkwy	-	Yes	Major, Signalized	No
2	E Stadium Blvd & S Industrial Hwy & E Park Pl & Henry St	-	No	Major, Signalized	No
2	Glazier Way & Huron Pkwy	-	Yes	Minor, Unsignalized	No
3	E Stadium Blvd & Brockman Blvd	-	No	Major, Signalized	No
3	Packard Rd & Platt Rd	2	No	Major, Signalized	No
3	E Ellsworth Rd & Stone School Rd	-	No	Major, Signalized	No
3	S University Ave & S Forest Ave	-	Yes	Minor, Signalized	No

Next Steps

A final list and file containing geographic data of all selected locations was shared with the City and other consultants. These locations shown in **Figure 2** will move into the NEPA permitting process, detailed crash analysis, community engagement, and preliminary engineering.

Figure 2. Final Quick-Build Location Selection (SS4A + Quick-Build 2.0)



Some locations overlap. SS4A will supplement the existing Quick-Build 2.0 planned safety treatments where these overlaps occur.

Appendix

Table 6. List of Corridors Screened for Quick-Build Potential

Potential Y/N	Roadway	From	To	Tier	Speed Management	Level of Potential Improvement
N	S Division St	Liberty St	Hoover St	1	High	-
N	Miller Ave	Main St	M-14	1	High	-
N	Packard St	Main St	State St	1	High	-
Y	Packard St	State St	E Stadium Blvd	1	High	High
Y	Packard St	E Stadium Blvd	Stone School Rd	1	High	High
Y	Packard St	Stone School Rd	Eisenhower Pkwy	1	High	High
N	Packard St	Eisenhower Pkwy	Platt Rd	2	High	-
N	Packard St	Platt Rd	US-23	2	High	-
Y	Plymouth Rd	Maiden Ln	Green Rd	1	High	Medium
N	Plymouth Rd	Green Rd	US-23	1	High	-
N	S Main St	Huron St	William St	1	Low	-
Y	S Main St	William St	Stadium Blvd	1	High	High
N	S Main St	Stadium Blvd	AA Saline Rd	1	High	-
Y	S Main St	AA Saline Rd	Eisenhower Pkwy	1	High	High
N	S State St	Huron St	Packard St	1	Medium	-
Y	S State St	Packard St	Granger Ave	1	Medium	Low
Y	S State St	Granger Ave	Stimson St	1	Medium	High
N	S State St	Stimson St	Eisenhower Pkwy	1	High	-
N	S State St	Eisenhower Pkwy	Ellsworth Rd	1	High	-
N	Washtenaw Ave	Huron St	US-23	1	High	-
N	Catherine St	N Main St	UM Med Center	2	Medium	-
N	E Ann St	N Main St	Observatory St	2	Low	-
Y	E Liberty St	S Main St	S State St	2	Low	High
N	E Washington St	S Main St	Fletcher St	2	-	-

SS4A Speed Management and Quick Build Location Screening and Selection Memo

Potential Y/N	Roadway	From	To	Tier	Speed Management	Level of Potential Improvement
Y	Fuller Rd	Depot St	Huron River	2	High	Medium
Y	Geddes Ave	N University Ave	Oxford Rd	2	High	Low
Y	Geddes Ave	Oxford Rd	Huron Pkwy	2	High	Low
Y	Glen Ave	E Huron St	Fuller St	2	Medium	Medium
N	N University Ave	S State St	Geddes Ave	2	Low	-
N	S Fifth Ave	E Huron St	Madison St	2	Medium	-
N	S Fifth Ave	Madison St	Hill St	2	Medium	-
N	S University Ave	S State St	Washtenaw Ave	2	-	-
N	S University Ave	Washtenaw Ave	Oxford Rd	2	-	-
Y	Eisenhower Pkwy	S Main St	Packard Rd	2	High	Medium
Y	E Ellsworth Rd	S State St	US-94	2	High	Low
N	E Huron St	S Main St	Washtenaw Ave	2	Medium	-
N	E Stadium Blvd	S Main St	Washtenaw Ave	2	High	-
N	Hill St	S Main St	Washtenaw Ave	2	Medium	-
Y	Hill St	Washtenaw Ave	Oxford Rd	2	Medium	Low
Y	Hill St	Oxford Rd	Geddes Ave	2	Medium	Medium
Y	Huron Pkwy	Tuebingen Pkwy	Nixon Rd	2	-	High
Y	Huron Pkwy	Nixon Rd	Plymouth Rd	2	Low	Low
N	Huron Pkwy	Plymouth Rd	Washtenaw Ave	2	High	-
N	N Main St	Huronview Blvd	Huron St	2	Medium	-
Y	N Maple Rd	M-14	Dexter Ave	2	High	Medium
N	N Maple Rd	Dexter Ave	Jackson Ave	2	High	-
N	Platt Rd	Washtenaw Ave	Packard Rd	2	Medium	-
N	Platt Rd	Packard Rd	US-94	2	High	-
N	W Huron St	S Revena Blvd	N Main St	2	Medium	-
Y	W Liberty St	S Main St	W Stadium Blvd	2	High	High
Y	W Liberty St	W Stadium Blvd	S Wagner Rd	2	High	Low
N	W Stadium Blvd	S Main St	Pauline Blvd	2	High	-

Potential Y/N	Roadway	From	To	Tier	Speed Management	Level of Potential Improvement
N	W Stadium Blvd	Pauline Blvd	S Maple Rd	2	High	-

Table 7. List of Intersections Screened for Quick-Build Potential

Potential Y/N	Location	Signal Type	Tier	Speed Management	Key Bike Intersection
N	Ann St & Glen Ave	Major, Signalized	1	Medium	Yes
Y	Broadway St & Pontiac Trail	Major, Signalized	-	Low	Yes
Y	Brockman Blvd & E Stadium Blvd	Major, Signalized	2	Medium	-
N	Catherine St & Glen Ave	Major, Signalized	2	Medium	Yes
N	Catherine St & Main St	Major, Signalized	2	Medium	-
N	Division St & Beakes St/Broadway St	Minor, Unsignalized	-	High	Yes
N	E University Ave & Hill St	Major, Unsignalized	2	Medium	Yes
Y	E Ellsworth Rd & Stone School Rd	Major, Signalized	2	High	-
Y	Eisenhower Pkwy & AA Saline Rd	Major, Signalized	-	High	Yes
Y	Eisenhower Pkwy & Industrial Hwy	Major, Signalized	2	High	Yes
Y	Eisenhower Pkwy & King George Rd	Minor, Signalized	2	High	Yes
Y	Eisenhower Pkwy & Packard St	Major, Signalized	2	High	Yes
N	Eisenhower Pkwy & State St	Major, Signalized	1	High	Yes
Y	Eisenhower Pkwy & Stone School Rd	Major, Signalized	2	High	Yes
Y	Fuller Rd & Cedar Bend Dr	Major, Signalized	2	High	Yes
N	Fuller Rd & Fuller Ct/Bonisteel Blvd	Major, Signalized	2	High	Yes
N	Fuller Rd & Medical Center Dr	Major, Signalized	2	Medium	Yes
Y	Fuller St/Depot St & Fuller Rd	Major, Signalized	1	Medium	Yes
Y	Geddes Ave & Hill St	Minor, Unsignalized	2	High	Yes
N	Geddes Ave & Washtenaw Ave	Major, Signalized	1	High	Yes
Y	Geddes Rd & Huron Pkwy	Major, Signalized	2	High	Yes
Y	Glazier Way & Huron Pkwy	Minor, Unsignalized	2	High	Yes
N	Hill St & Forest Ave	Major, Unsignalized	2	Medium	Yes
N	Huron St & 1st St	Major, Signalized	1	Medium	No
N	Huron St & 5th Ave	Major, Signalized	2	Medium	Yes

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Potential Y/N	Location	Signal Type	Tier	Speed Management	Key Bike Intersection
N	Huron St & Division St	Major, Signalized	2	High	No
N	Huron St & Revena Rd	Major, Signalized	2	Medium	Yes
Y	Liberty St & 7th St	Major, Signalized	2	High	Yes
Y	Liberty St & Crest Ave	Major, Unsignalized	2	High	Yes
Y	Liberty St & Maple Rd	Major, Signalized	2	High	Yes
N	Liberty St & Division St	Minor, Signalized	1	High	Yes
Y	Liberty St & Maynard St	Minor, Unsignalized	2	Low	No
Y	Liberty St & Thompson St	Minor, Signalized	2	Low	No
Y	Liberty St & 4th Ave	Major, Signalized	2	Medium	No
Y	Madison St & 7th St	Minor, Unsignalized	-	High	Yes
N	Madison St & State St	Major, Unsignalized	1	Medium	Yes
N	Maple Rd & Jackson Ave	Major, Signalized	2	High	Yes
Y	Maple Rd & Pauline Blvd	Minor, Signalized	-	High	Yes
Y	Maple Rd & Winewood Ave	Minor, Unsignalized	-	High	No
N	Observatory St & E Medical Center Dr	Minor, Signalized	-	-	No
N	Packard St & Arbor St	Major, Signalized	1	High	Yes
Y	Packard St & Arch St	Major, Unsignalized	1	High	Yes
N	Packard St & Division St	Major, Signalized	1	High	Yes
Y	Packard St & Fernwood Ave	Major, Signalized	2	High	Yes
Y	Packard St & Granger Ave	Major, Signalized	1	High	Yes
N	Packard St & Hill St	Major, Signalized	1	High	Yes
Y	Packard St & Jewett Ave	Major, Signalized	1	High	Yes
Y	Packard St & Platt Rd	Major, Signalized	2	High	Yes
Y	Packard St & S Main St	Major, Signalized	1	High	Yes
Y	Packard St & Stadium Blvd	Major, Signalized	1	High	Yes
Y	Packard St & Stone School Rd	Major, Signalized	1	High	Yes
Y	Pauline Blvd & Arbordale	Minor, Unsignalized	-	High	-
Y	Pauline Blvd & Redeemer Ave	Minor, Signalized	-	High	-
N	Pauline Blvd & 7th St	Minor, Signalized	-	High	Yes
Y	Pauline Blvd & S Main St	Major, Signalized	1	High	Yes
N	Platt Rd & Canterbury Rd	Major, Unsignalized	2	Medium	Yes

SS4A Speed Management and Quick Build Location Screening and Selection Memo

Potential Y/N	Location	Signal Type	Tier	Speed Management	Key Bike Intersection
Y	Platt Rd & Ellsworth Rd	Major, Signalized	2	High	Yes
N	Platt Rd & Lorraine St	Major, Signalized	2	High	Yes
Y	Plymouth Rd & Barton Dr	Major, Signalized	1	High	Yes
Y	Plymouth Rd & Georgetown Blvd	Major, Unsignalized	1	High	Yes
Y	Plymouth Rd & Green Rd	Major, Signalized	1	High	Yes
Y	Plymouth Rd & Huron Pkwy	Major, Signalized	1	High	Yes
Y	Plymouth Rd & Nixon Rd	Major, Signalized	1	High	Yes
Y	Plymouth Rd & Traverwood Dr	Major, Signalized	1	High	Yes
Y	S University Ave & Forest Ave	Minor, Signalized	2	-	Yes
Y	Scio Church Rd & 7th St	Major, Signalized	-	Medium	Yes
Y	W Stadium Blvd & 7th St	Major, Unsignalized	2	High	Yes
Y	Stadium Blvd & Industrial Hwy	Major, Signalized	2	High	Yes
Y	Stadium Blvd & Maple Rd	Major, Signalized	2	High	Yes
Y	Stadium Blvd & Pauline Blvd	Major, Signalized	2	High	Yes
N	State St & Arch St	Minor, Unsignalized	1	Medium	No
Y	State St & Hoover Ave	Major, Signalized	1	Medium	Yes
N	State St & Huron St	Major, Signalized	1	Medium	No
N	State St & Stimson St	Major, Signalized	1	High	Yes
N	State St & N University Ave	Major, Signalized	1	Medium	No
N	State St & S University Ave	Major, Unsignalized	1	Medium	Yes
N	Washtenaw Ave & Bedford Rd	Major, Unsignalized	2	Medium	No
N	Washtenaw Ave & Devonshire Rd	Major, Signalized	1	Medium	Yes
N	Washtenaw Ave & Hill St	Major, Signalized	1	Medium	Yes
N	Washtenaw Ave & Huron Pkwy	Major, Signalized	1	High	Yes
N	Washtenaw Ave & Sheridan Dr	Major, Signalized	1	High	Yes
N	Washtenaw Ave & Glenwood/Platt Rd	Major, Signalized	1	High	No