

# Memo

**To:** City Council  
**From:** Bryan Myrkle, Community Development Director  
**Date:** December 21, 2018  
**Re:** Selection of consultant for M-50 traffic study

---

For several years, the City has intended to undertake a professional study of the effects of potential lane and signal changes in downtown Charlotte on M-50. The community's desire to calm traffic downtown, especially truck traffic, is well known.

During Project Rising Tide, the planning firm of Becket & Raeder worked with community members and other downtown stakeholders to develop a framework plan for traffic improvements. These potential changes included a number of design elements that ranged from a basic 4 to 3 lane road diet with left turn lanes, curb 'bump outs,' mid-block pedestrian crossings and a boulevard-style center median.

While a combination of some or all of these elements could potentially work to calm and quiet traffic downtown, M-50 is a state highway, and remains under the jurisdiction of the Michigan Department of Transportation. MDOT staff has been generally supportive of these ideas, but will require an extensive study of their likely impacts on traffic function and flow before any of them could be implemented, or even live prototyped.

The City of Charlotte released a request for proposals this fall to a list of consultanting firms who were 'pre-qualified' by MDOT in several engineering disciplines. From that list, 5 firms chose to respond. After reviewing the proposals, City Manager Guetschow, Department of Public Works Director Gilson, and I interviewed two firms, and **we are recommending that the city select Progressive AE for this work.**

This recommendation is based primarily on the qualifications and experience of the Progressive AE staff, although cost was also a factor in our decision not to interview certain firms. I have included the proposal from Progressive AE for your review.

We are asking that you confirm this selection by approving the resolution included in your packet, and authorize the City to negotiate an agreement with Progressive AE specifying the scope and terms of the traffic study.

The study itself would likely take place next summer, as certain aspects of data collection (number and type of vehicles, pedestrian movements, etc.) are easier to obtain in warmer weather.