

**Miami River Commission's
Urban Infill & Greenways Subcommittee
Public Meeting Minutes
June 9, 2026**

Miami River Commission (MRC) Urban Infill & Greenways Subcommittee's Chairman Jim Murley convened the public meeting on June 9, 2026, 2 PM, 1407 NW 7 ST. The attendance sheet is attached.

I) Discussion Regarding Miami River Drawbridge Operations

The following documents were reviewed and discussed:

Federal Register establishing the law which regulates Miami River Drawbridge operations

The MRC's following summary of the Federal Register:

“Monday-Friday

Brickell Bridge:

Morning Rush Hour lockdown, 7:35 – 8:59

Lunch Hour lockdown, 12:05 – 12:59

Evening Rush Hour lockdown, 4:35 - 5:59

In between three lockdown periods, bridge opens only if needed on the hour and half hour (7am – 7pm)

Least likely openings:

7:05 – 7:29

7:35 – 8:59 (Morning Rush Hour lockdown)

9:05 – 9:29

9:35 – 9:59

10:05 – 10:29

10:35 – 10:59

11:05 – 11:29

11:35 – 11:59

12:05 – 12:59 (Lunch Rush Hour lockdown)

1:05 – 1:29

1:35 – 1:59

2:05 - 2:29

2:35 – 2:59

3:05 – 3:29

3:35 – 3:59

4:05 – 4:29

4:35 – 5:59 (Evening Rush Hour lockdown)

6:05 – 6:29

6:35 – 6:59

More likely openings:

7:30

9

9:30

10

10:30

11

11:30

noon

1

1:30

2

2:30

3

3:30

4

4:30

6

6:30

7

South Miami Ave and SW 2 Ave Bridges:

Morning Rush Hour lockdown, 7:35 – 8:59

Lunch Hour lockdown, 12:05 – 12:59

Evening Rush Hour lockdown, 4:45 - 5:59

SW 1 ST, Flagler, NW 5 ST, NW 12 Ave, NW 17 Ave, NW 22 Ave and NW 27 Ave Bridges:

Morning Rush Hour lockdown, 7:35 – 8:59

Evening Rush Hour lockdown, 4:45 - 5:59

“Public vessels of the U.S., tugs, tugs with tows, and vessels in a situation where a delay would endanger life or property are exempt” (33CFR117.305)

The Miami River's Federal navigable channel is amongst the largest Ports in the State, featuring numerous marine industrial businesses including International shipping, recreational boatyards, marinas, commercial fishing, tug boats, etc., which generate local jobs and international trade.”

The MRC's previously adopted “Brickell Bridge Action Items - 5/19/17” was reviewed and discussed:

- 1) Strictly enforce the existing Federal Bridge Opening Regulations and enforce all submitted unnecessary opening forms.
- 2) Install pedestrian gates and utilize “white glove” security officers to reduce unnecessarily long openings created by pedestrians who insist on continuing to cross the bridge after the warning signals light up, thus creating longer vehicular traffic delays. Currently the first operational step in opening the bridge for a vessel is closing the vehicular safety gates to stop traffic. After the gates close and before the bridge opens for the vessel, numerous pedestrians and bicycles are knowingly going beneath or over the closed safety gates, and cross the bridge because they don't want to wait a few minutes for an opening, and in doing so put themselves at risk. This happens during the majority of bridge openings, and the Bridge tender whom must remain in the Bridge house tells violators over a loudspeaker not to cross the bridge which is trying to open, but they continue to cross regardless. The actual time needed for the bridge to be open for the vessel to pass could be equivalent to a long red light, but the dangerously crossing pedestrians and bicycles are doubling the time the cars are stopped for a bridge opening, therefore essentially doubling the resulting vehicular traffic. In addition, place USCG or Marine Patrol Vessels at Brickell Bridge to assist Bridge tenders avoiding and enforcing unnecessary openings.
- 3) Restore the vehicular traffic lanes which FDOT recently removed from the Brickell Bridge. Following a bridge opening, having these vehicular lanes returned would improve flushing through the traffic backup generated during the bridge's temporary opening.
- 4) Do not allow hotels on the north side of Brickell Bridge to illegally block vehicular traffic lanes in the street for “Valet Parking”, which eliminates 2 needed vehicular lanes and forces all traffic to merge into only one vehicular lane, which creates traffic jams.

- 5) Synchronize the signal light timing and synchronization with Bridge operations, so that after the bridge opens and closes, the adjacent traffic lights should be "green" to facilitate clearing out the vehicular backup.
- 6) Install "Smart Signage," warning drivers of upcoming bridge openings before they are in bumper-to-bumper traffic, and suggest best alternate routes depending on the direction of vessel on the river. For example, please note the fixed I-95 Bridge ramps ingress and egress is at the same location as the bascule Brickell Bridge.
- 7) Provide final permit for the "What Up Bridge" software application, which provides Bridge opening notifications (emails and or texts). If drivers are aware of a bridge opening, they may take other appropriate actions. FDOT granted a temporary 1-year permit for a successful pilot program, and now a final permit is needed for its continued operations.

The Langam Engineering report on a completed pilot program was conducted and the distributed traffic analysis confirmed that the previously recommended #2 significantly reduces traffic.

The Miami River Commission's and Representative Diaz letters to FDOT asking to restore the 2 removed vehicular lanes were reviewed (previously recommended #3).

FDOT and Miami-Dade County are confirmed to participate in this agenda item at the MRC's July 13 public meeting, noon, 101 W Flagler, Library Auditorium.

II) Update Regarding Planned New Public Riverwalk at 444 SW 2 Ave

Morgan Sirlin, Adler Group, Ethan Anderson and Bryan Whitefield, Arquitectonica, Nicole Wolfe and Ethan Andersen, Greenberg Traurig Law, distributed and presented updated plans for the public Riverwalk at 444 SW 2 Ave.

Attendees discussed the "pinch point" which is a grand total 15' wide, including the seawall cap, safety zone and circulation zone before the building which has food and beverage on the first floor which would connect with the public Riverwalk.

The presenters stated they had recently received comments from the City of Miami and the Urban Design Review Board (UDRB), therefore they would return to the MRC subcommittee with revised plans.

III) Discussion Regarding Creating a PRC and B# for the Unfunded Sections of the Miami River Greenway

The following email was reviewed and discussed:

"Good Morning Director Santana,

During Commissioner Rosado's Wednesday Miami Loop Meeting, Grants Director Blondet stated the City is not currently applying for any grants to fund the Comp Plan required Miami River Greenway, because there is no identified project. Please note my 3/9 email below stated in part, "Therefore, I respectfully request the City of Miami please create an unfunded B# project to be assigned into the Capital Improvement List for all currently unfunded sections of City owned on-Road Miami River Greenway. This link [Miami River Map 2026.pdf](#) shows where the Miami River Greenway exists and where it is needed."

Please be so kind to make a PRC for the remaining unfunded sections of City owned on-road Miami River Greenway, followed by assigning it an unfunded project B# in the CIP Plan.

Thank you. Looking forward to your reply.

Sincerely,
Brett Bibeau
Managing Director,
Miami River Commission
305 987 4446"

IV) Discussion Regarding Grant Opportunities for the Miami River Greenway

The following email was reviewed and discussed:

From: brettbibeau@miamirivercommission.org <brettbibeau@miamirivercommission.org>
Sent: Monday, June 1, 2026 5:04 PM
To: 'Blondet, Lillian' <LBlondet@miamigov.com>; 'Montes, Ana' <AMontes@miamigov.com>; 'Fernandez, Jon' <JonFernandez@miamigov.com>; 'Santana Jr., Juvenal' <jsantana@miamigov.com>; 'Molina, Christian' <CMolina@miamigov.com>; 'Rosado, Ralph (Rafael) (Commissioner)' <RRosado@miamigov.com>; 'Gabela, Miguel Angel (Commissioner)' <MAGabela@miamigov.com>; 'Castaneda, Francisco' <FCastaneda@miamigov.com>; 'James Murley' <jamesfenimoremurley@gmail.com>; 'spencer.crowley@akerman.com' <spencer.crowley@akerman.com>; 'Monzon, Oscar (DTPW)' <Oscar.Monzon@miamidade.gov>; 'Sergio Besu' <sbesu@eacconsult.com>; 'Gonzalez III, Oscar' <Oscar.Gonzalez2@dot.state.fl.us>; 'Brett Bibeau' <BrettBibeau@MiamiRiverCommission.org>
Subject: RE: Which 2026 Grants Will City Apply for Miami River Greenway?

Good Afternoon Director Blondet,

Today at the public MRC meeting Oscar and Sergio (cc'd on this reply) stated GMX / FDOT is working with the City of Miami whom will apply to a grant for funding to construct the Miami River Greenway on the Miami River's south shore beneath 836. Please reply any information about this important effort.

Will the City of Miami please apply for the Miami River Greenway in the next Suntrail and Transportation Alternative grant cycles?

I hope you have a nice day.

Sincerely,

Brett Bibeau

Managing Director,

Miami River Commission"

V) New Business

MRC Director Bibeau stated it was his understanding that on June 11 City Commission Agenda Item RE.1 will be indefinitely deferred, in order to allow Commissioner Escalona and the City of Miami to negotiate a potential land swap of the City owned right of way immediately south of 961 NW 7 ST to 961 NW 7 ST, in return for vacant 340 NW South River Drive (same owner as 961 NW 7 ST). Then the City would work with Miami-Dade County which owns the adjacent vacant 330 NW South River Drive, and the 2 combined parcels would become a public park. The City Commission is estimated to consider this new item in September, therefore the MRC may consider the item in order to vote on the advisory recommendation requested by the City Commission, either at the MRC's July or September public meetings.

The public meeting adjourned.

Miami River Commission's Urban Infill & Greenways Subcommittee

Public Meeting

June 9, 2026 - 10:00 AM

1407 NW 7 ST, Miami, FL

Name	Organization	Telephone	Email
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