

Policy Committee:

Governor of State of Florida
Mr. Rick Scott
Designee: Ms. Patricia Harris

Chair of Miami-Dade Delegation

Representative Eddy Gonzalez
Designee: Rep. Jose Javier Rodriguez

Chair of Governing Board of South Florida Water Management District

Mr. Daniel O'Keefe
Designee: Ms. Sandy Batchelor

Miami-Dade State Attorney

Ms. Katherine Fernandez-Rundle
Designee: Mr. Gary Winston

Mayor of Miami-Dade County

Mayor Carlos Gimenez
Designee: Mr. Frank Balzebre

Mayor of Miami

Mayor Tomas Regalado

City of Miami Commissioner

Commissioner Frank Carollo

Miami-Dade County Commissioner

Commissioner Bruno Barreiro
Designee: Ms. Marlene Avalo

Chair of Miami River Marine Group

Mr. Richard Dubin
Designee: Mr. Orin Black

Chair of Marine Council

Mr. Ed Swakon
Designee: Mr. Phil Everingham

Executive Director of Downtown Development Authority

Ms. Alyce Robertson
Designee: Mr. Javier Betancourt

Chair of Greater Miami Chamber of Commerce

Mr. Barry Johnson
Designee: Ms. Megan Kelly

Neighborhood Representative

Appointed by City of Miami Commission
Dr. Ernest Martin

Neighborhood Representative

Appointed by Miami-Dade Commission
Ms. Sallye Jude
Designee: Ms. Jane Caporelli

Representative from Environmental or Civic Organization Appointed by the Governor

Mr. Horacio Stuart Aguirre

Member at Large Appointed by the Governor

Mr. Jay Carmichael

Member at Large Appointed by Miami-Dade Commission

Ms. Sara Babun
Designee: Mr. Christian Larach

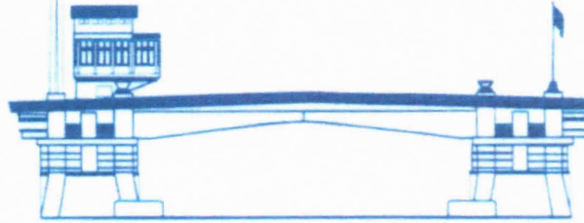
Member at Large Appointed by City of Miami Commission

Mr. Manny Prieguez

Managing Director

Mr. Brett Bibeau

Miami River Commission



c/o Robert King High
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August 12, 2013

FDOT District 6 Secretary Gus Pego
1000 NW 111 Ave
Miami, FL 33172

Re: Recommendation to Restore Previous 3 Northbound Vehicular Lanes on Brickell Bridge

Dear Secretary Pego:

I'm writing to express my opposition to FDOT's current "trial project", which resulted in the unfortunate elimination of a northbound vehicular travel lane on the Brickell Bridge. As you are aware, Brickell Bridge openings have long been an issue for the necessary balance between the Port of Miami River, and downtown traffic, neither of which want to be temporarily delayed. The new need for drivers to merge from three lanes down into only two northbound vehicular lanes while driving on top of the Brickell Bridge, makes the backup longer, and takes more time to restore average traffic flow after a USCG regulated Bridge opening. The 1st traffic light on the north side of the Brickell Bridge still often turns red, when pedestrians frequently push the button at the crosswalk. Please note the problem with this "trial" reduction of a northbound vehicular travel lane directly on top of the Brickell Bridge, has been confirmed by witnesses whom work in this immediate area.

Your time and consideration are appreciated.

Sincerely,

Horacio Stuart Aguirre
Chairman,
Miami River Commission

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April 29, 2015

FDOT District 6 Secretary Gus Pego
1000 NW 111 Ave
Miami, FL 33172

Re: Recommendation to Restore Previous 3 Northbound Vehicular Lanes on Brickell Bridge.

Dear Secretary Pego:

I'm writing to express the Miami River Commission's continued opposition to FDOT's current "trial project", which resulted in the unfortunate elimination of a northbound vehicular travel lane on the Brickell Bridge.

As you are aware, Brickell Bridge openings have long been an issue for the necessary balance between the Port of Miami River, and downtown traffic, neither of which want to be temporarily delayed. The new need for drivers to merge from three lanes down into only two northbound vehicular lanes while driving on top of the Brickell Bridge, clearly makes the vehicular backup longer, and takes more time to restore average traffic flow after a Federally regulated Bridge opening.

FDOT stated at a public meeting of the MPO's Bicycle & Pedestrian Advisory Committee that the FDOT video camera focused on the NE side of the Brickell Bridge frequently views cars running the "No Right on Red" traffic light when the pedestrian and bicycle is crossing the intersection incorrectly thinking it's their turn because the vehicular traffic light is red and the flashing beacon is indicating it's safe to cross. On March 24, 2015 the MPO's Bicycle & Pedestrian Advisory Committee passed a unanimous resolution, "to recommend that FDOT suspend project #412473 pending an area-wide study to see the impacts of the lane reduction".

Please note the problem with this "trial" reduction of a vehicular travel lane directly on the Brickell Bridge has been confirmed by witnesses whom live and work in this immediate area.

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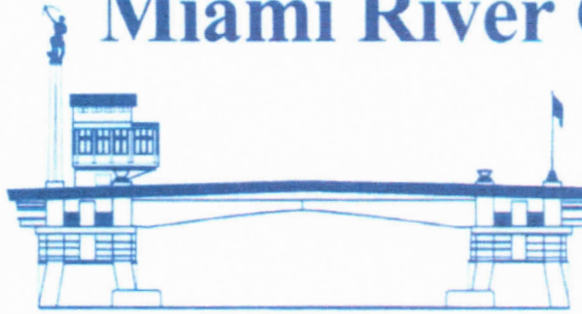
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I have attached the following letters to FDOT Sec. Gus Pego, all respectfully requesting FDOT restore the removed and desperately needed vehicular lane on the Brickell Bridge:

- Epic Residences May 2, 2014, representing hundreds of resident taxpayers
- James L. Knight Convention Center, March 26, 2015, representing hundreds of jobs and economic revenue
- Miami River Commission, August 12, 2013

In addition, we have the following issues with FDOT's attached "Public Meeting Notification" for this evening's meeting:

- 1) Although the City, MRC, SFRPC, Hyatt, Epic, and MPO's BPAC have been trying to schedule a meeting with FDOT about restoring this removed vehicular lane on the Brickell Bridge for months, FDOT did not notify the Miami River Commission, nor the MPO BPAC during their public meeting last night.
- 2) The words "Brickell" and or "Bridge" do not appear anywhere in the title or entire FDOT public notice for this meeting.
- 3) Although the FDOT public notice for this meeting includes 14 bullet points describing the project under "Project Details", nowhere on the notice does it indicate that this trial project, which FDOT is currently paying for construction engineering documents to permanently install, removes a needed vehicular lane from the Brickell Bridge, which is possibly the busiest intersection in the entire State of Florida.

The community implores you to please restore the removed vehicular lane on the Brickell Bridge, and find a better final solution to maximize safe and efficient vehicular, pedestrian and bicycle use at this critical intersection.

Your time and consideration are appreciated.

Sincerely,

Horacio Stuart Aguirre
Chairman,
Miami River Commission