

Brickell Bridge Action Items

5/19/17

- 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.

- 8.** Electronic automation of the bridge tender logs to ensure accuracy as well as posting of bridge logs on web or mobile app for public dissemination. Including partnering with data providers (i.e., Google, Waze, etc.) to specify bridge openings into their data systems similar to current reporting that is provided regarding traffic conditions.
- 9.** Research the possible placement of marine (river) traffic circulation signals (traffic signal for marine traffic on the river) in advance of the bridge to advise vessels of permitted passage and/or prohibited passage times.
- 10.** Installation of additional bridge signage outlining hours along the River as well as on the landward side. Two (2) new signs have been placed on the east and west side of bridge, however the Section 117.305 (d) limitation of the hour and half hour opening was not included.
- 11.** Installation of landward side signage in the vicinity of the bridge to advise vehicles/drivers of bridge openings – more notably during the ½ hour intervals.

12. Support the concept of the Brickell Tunnel