

From: chris peterson <emailcrp@gmail.com>
Sent: Sunday, October 19, 2025 5:58 PM
To: Alfred Mittl <Fred.mittl@mysanibel.com>
Cc: Kevin McLellan <kbmclellan@gmail.com>
Subject: Periwinkle bridge project

>> We are writing regarding the scheduled bridge reconstruction project.
>>
>> As residents significantly affected by the project, we stand firmly for raising the bridge 4-5 feet in height [current design only increases 1 foot]. While this may take some time to redesign, it is important to recognize that this is likely a “once in a lifetime” project for the east end neighbors.
>>
>> Points to consider;
>>
>> Raising the bridge would allow Sanibel to become a substantial boating community, similar to the ones on the east coast of Florida, with significantly higher home values [higher property taxes].
>>
>> After a discussion with city Public works representatives, they mentioned how the “line of sight” is a consideration. Please recognize, the existing raise in pitch, at the junctions of Periwinkle with North Yachtsman and Anchor drive already have a 2'-3' raise in road height at intersection. This has never been a consideration.

>> While we appreciate that the intent is to fully fund this with US DOT grant funding, we believe funding additional road work to increase the elevation is a smart choice and results in a significantly improved outcome especially considering this is a multi-year, multi-million dollar project as currently scoped.
>
>> Currently, using my boat, along with other residents, requires a study of the tides to determine when I can go in/out... and when you factor in the king tides, we are now experiencing...it severely limits boat usage. My radar dome was removed to allow more flexibility, however, it is still very limiting.
>>
>> While the city has 3 police boats, they have the same problem, with their radar domes, and also have limited access to the canals, as well as USCG, in the event of emergencies.
>>
>> Please consider redesigning the project, with an eye to the future for Sanibel’s boating community. As currently designed and scoped, we do not support this project.
>>

Respectfully,

Chris and Judy Peterson
738 Anchor Dr

Chris Maninan
1037 South Yachtsman

Kevin and Kristin Mclellan
698 Anchor Dr

Rol Campbell
706 Anchor Dr

Bruce Gurall
924 Kings Crown

Marcus and Louise Hammarberg
751 Windlass

Gloria Davies
744 Anchor Dr

Joe and Kathy Kelley
676 Anchor Dr

Mike and Donna Voss
739 Anchor Dr.

Jason Kimrey
Tulip Ln

Bill and Debbie Eberle
729 Anchor Dr

Bob and Cheryl Stinauer
1035 South Yachtsman

Chuck and Lisa Whitman
Anhinga Dr

Bob and Sheryl Boes
719 Periwinkle

Charles and Ann Hammond
572 Kinzie Island Ct.

Bob and Lynn Boles
701 Anchor Dr

Aaron and Mallory Leestma
Periwinkle ave

From: chris peterson <emailcrp@gmail.com>
Sent: Monday, October 20, 2025 11:32 AM
To: Alfred Mittl <Fred.mittl@mysanibel.com>
Subject: Additional names for support of raising Periwinkle bridge

Hey Fred,

A few more people requested to have their names added to the letter I sent, in support of raising the bridge...

Bill McCardell,
Almas Ct

Jane Pettibone
Almas Ct

Roger Chaufournier
Almas Ct.

From: Kevin McLellan <kbmclellan@gmail.com>

Sent: Sunday, October 19, 2025 6:08 PM

To: Alfred Mittl <Fred.mittl@mysanibel.com>

Cc: Chris Peterson <emailcrp@gmail.com>

Subject: Resident comments on the East Periwinkle Bridge project

Fred, per your instructions, Chris sent a letter to be distributed / made part of the record. I'm doing the same with some additional details of our analysis.

Regards,

Kevin

To the City of Sanibel City Council, (cc Sanibel Public Works)

In addition to the letter sent by Chris Peterson, I am summarizing a Google Earth study that we conducted in the last 48 hours (post- meeting with the Public Works dept and TyLin engineering) of road height differences between Periwinkle and cross streets in the area. The public works and Tylin engineering teams mentioned concerns about "line of sight and access to abutting roads" and this study should address their concern. Specifically:

- The existing difference in road heights from Periwinkle to the cross streets at the nearest bridge (between N. Yachtsman Dr and Anchor Dr) range from +35" (N. Yachtsman to Periwinkle) to +47" (Anchor Dr to Periwinkle), almost four feet
- The existing difference in road heights adjacent to the E. Periwinkle bridge range from 3" (Pen Shell to Periwinkle) to 5" (Limpet to Periwinkle), less than a foot
- There is 200' from the center of the E Periwinkle bridge canal to either of the nearest two intersections (at Pen Shell and Tulip, to the East and West of the bridge, respectively), 400' total, more than twice the length of the current proposed bridge structure. If required, the new bridge could be extended to address concerns about slope which needs to be ~5 degrees for pedestrian access as we understand the regulation (per Tylin).

In fact, the difference in road height from Anchor to Periwinkle, almost four feet, has never been an issue for us (both Chris and I live on Anchor Dr) to the point where we had no idea it was so significant until we measured it.

Therefore, it is our strong recommendation that the city redesign the bridge and maximize canal navigational clearance by elevating the adjacent roadway. There are other options that could be considered (e.g., closing off the entrance to Pen Shell closest to the bridge;

it's already a duplicate access to the road) to ensure that we are able to increase the clearance of the bridge by 3' or more.

It is notable that in 48 hours of making neighborhood residents aware of the actual current plan, we have secured significant (over 30 residents) support for re-evaluating and increasing the height of the new bridge. With time, we expect this list to grow substantially.

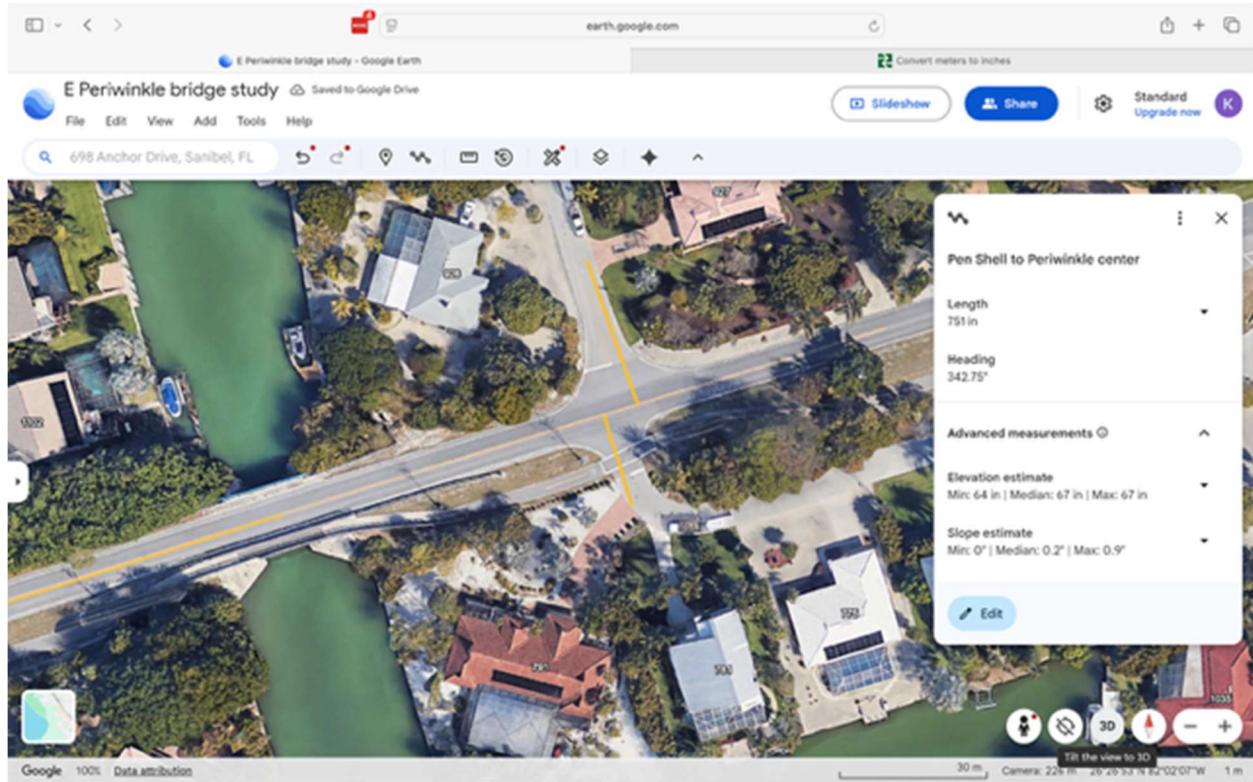
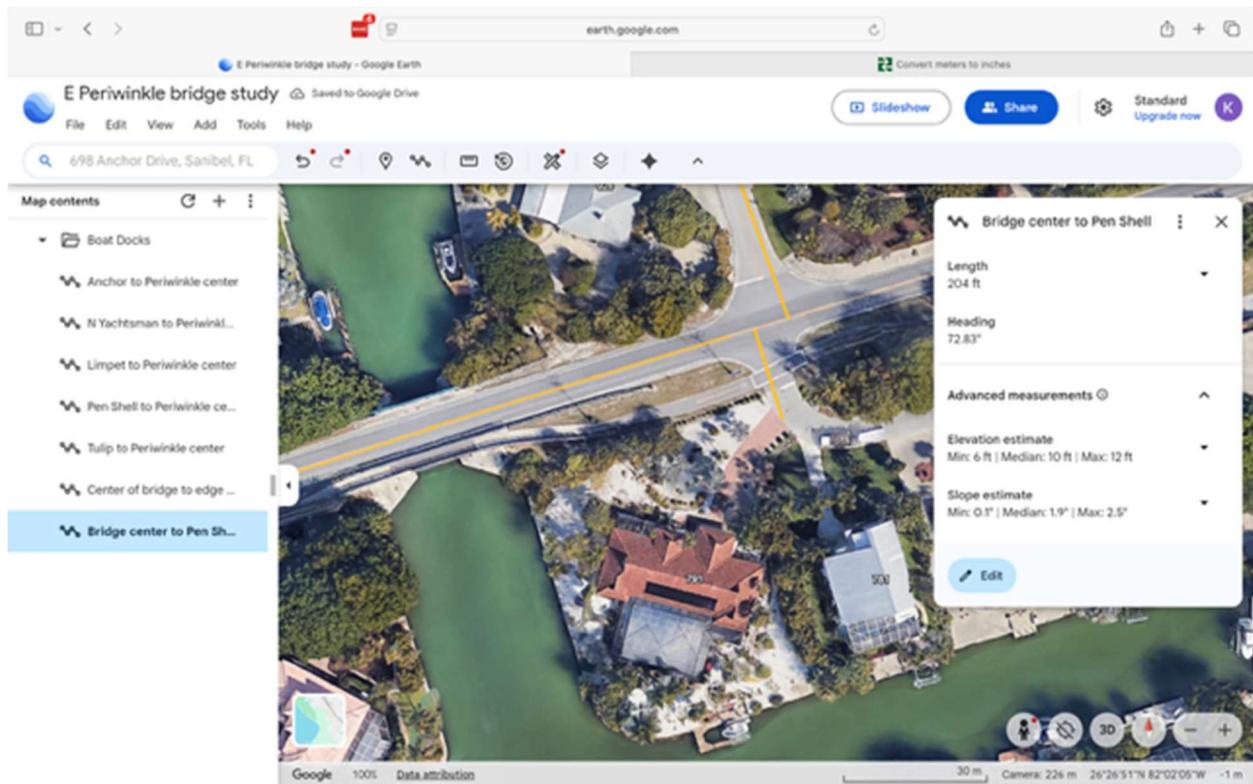
Finally, We would also like to request that a verbatim record of the meeting be shared after the meeting (per City Council rules).

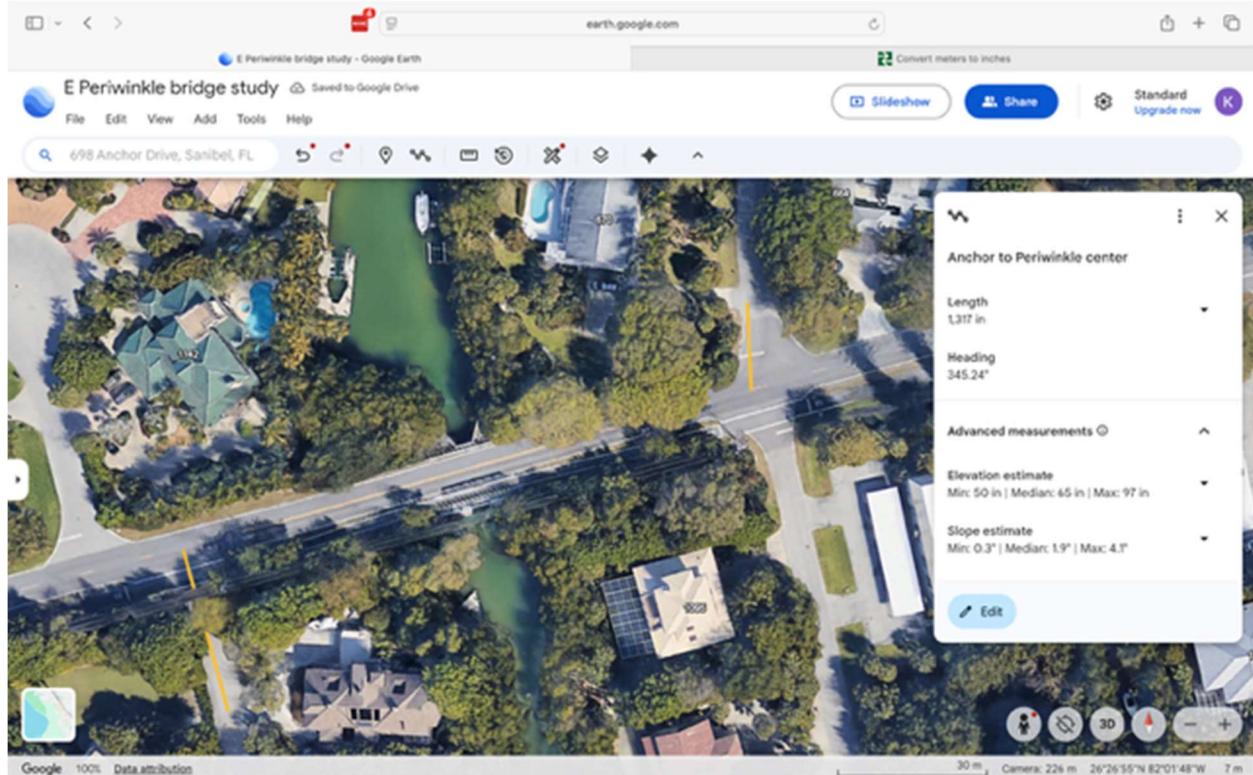
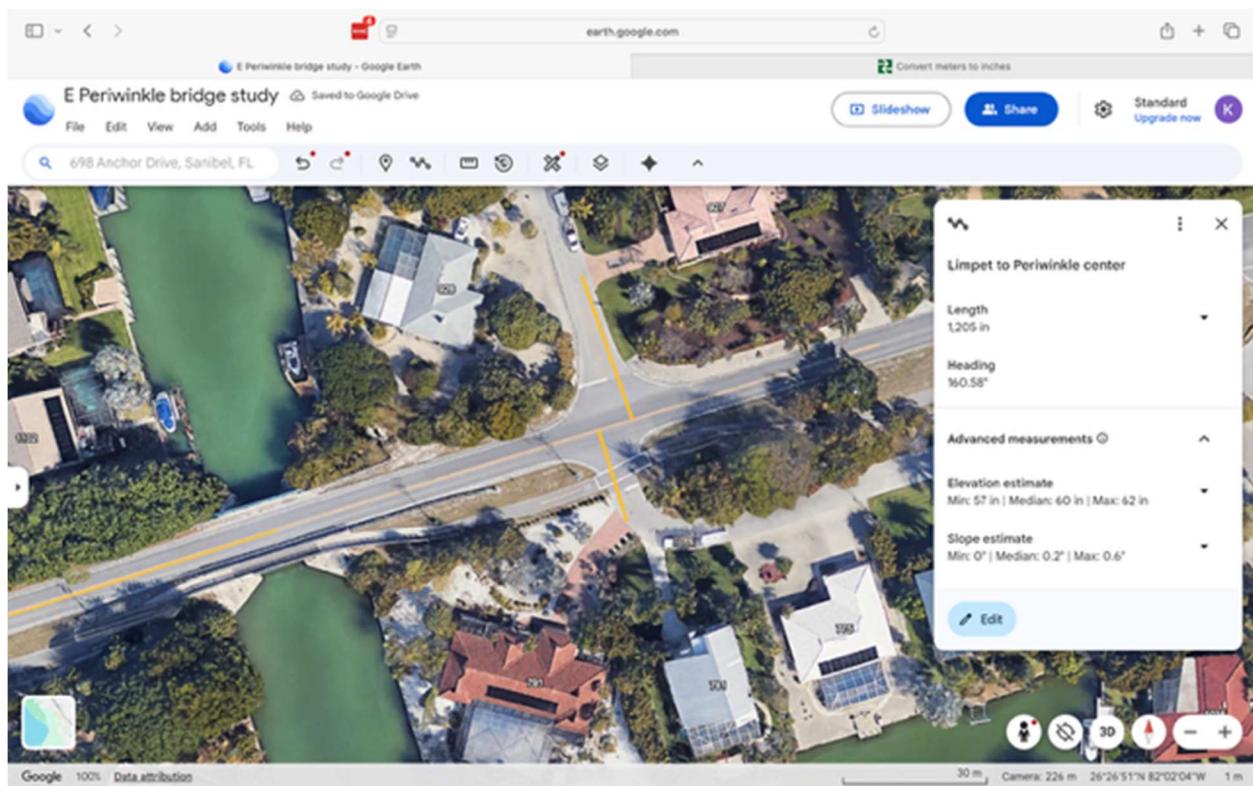
Respectfully,

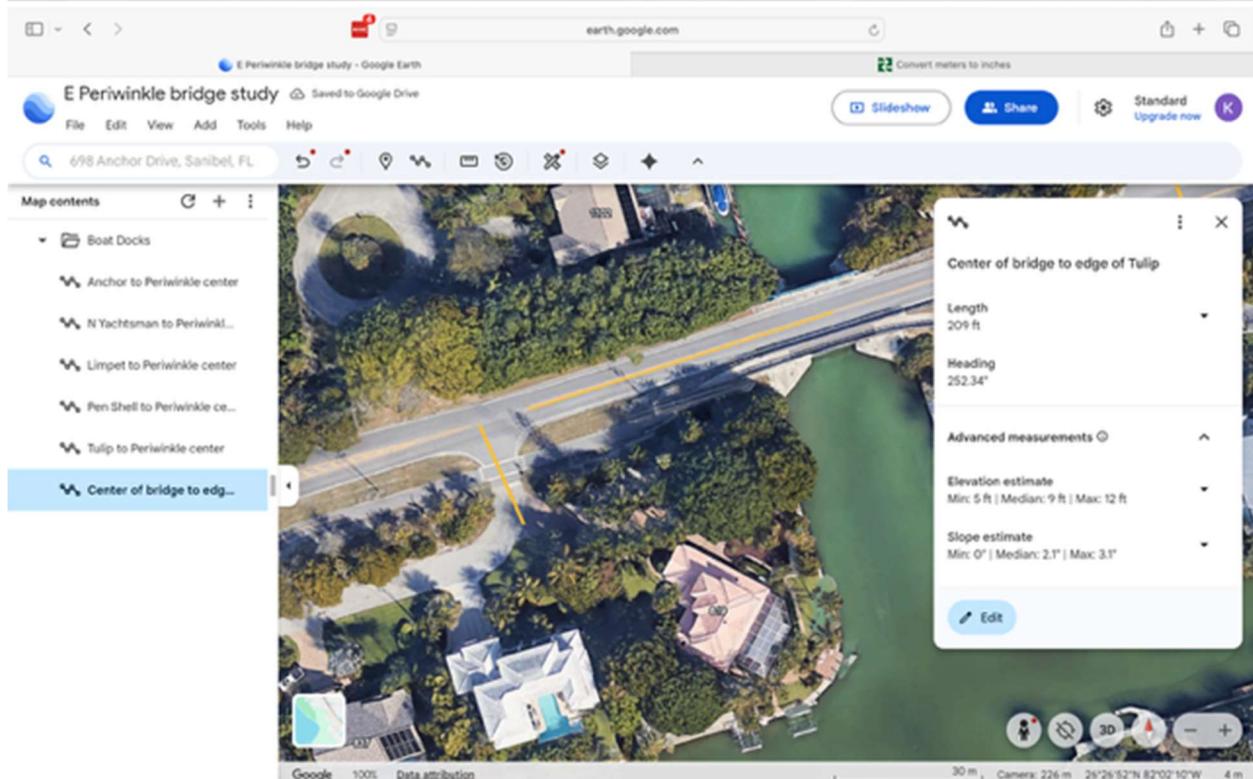
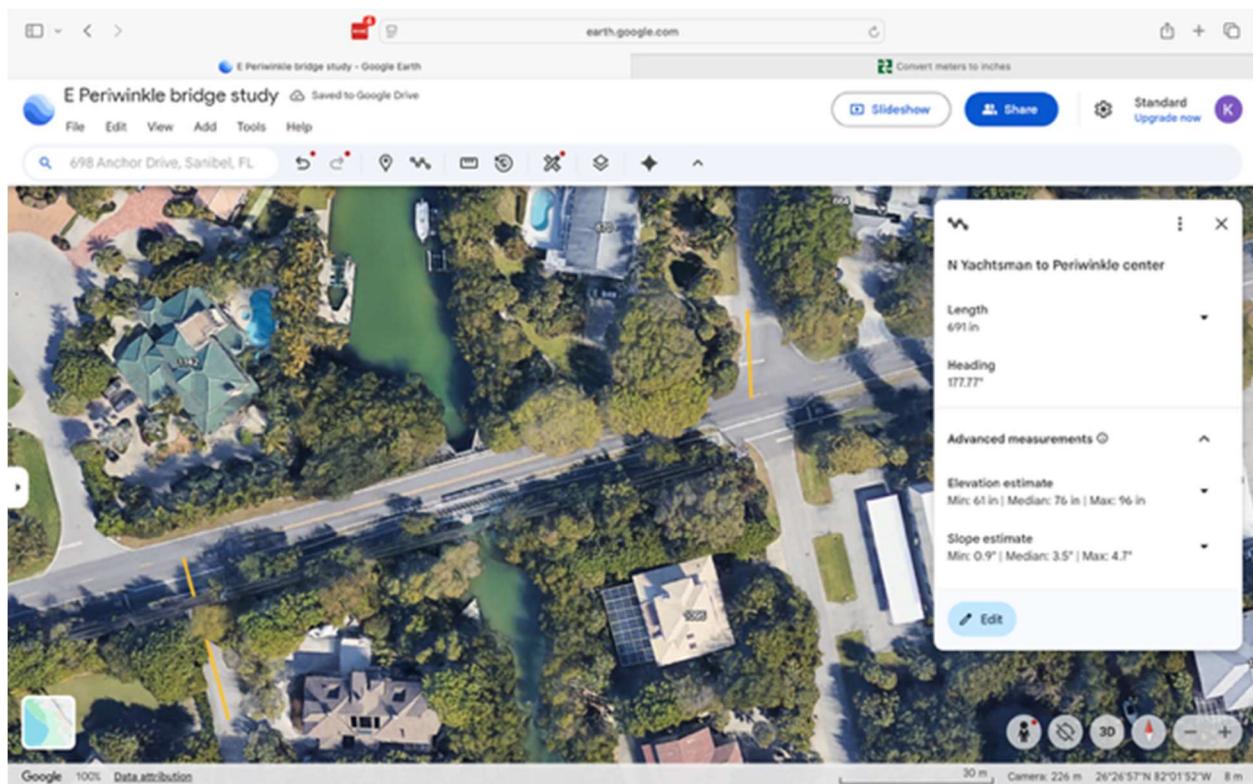
Kevin McLellan
698 Anchor Dr
kbm@sloan.mit.edu

Attachments: Google Earth study of:

- 1) N. Yachtsman to Periwinkle elevation change
- 2) Anchor Dr to Periwinkle elevation change
- 3) Pen Shell to Periwinkle elevation change
- 4) Limpet to Periwinkle elevation change
- 5) distance from center of canal to edge of Tulip intersection
- 6) distance from center of canal to edge of Pen Shell









Comments regarding East Periwinkle Way Bridge Replacement Project

From Timothy Haas <tim.haas@whco-kc.com>

Date Fri 10/17/2025 2:38 PM

To Scotty L. Kelly <Scotty.Kelly@mysanibel.com>

Cc Scott Krawczuk <scott.krawczuk@mysanibel.com>

2 attachments (71 KB)

Letter to Sanibel dated Mar 3 25[2].pdf; TYLin Response Periwinkle Bridge[86].pdf;

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Ref: East Periwinkle Way Bridge Replacement Project

Hello Scotty,

I will not be able to attend the October 21st City Council meeting; however, if opportunity presents and it is appropriate, I would like my comments considered and submitted for record.

As a resident of Sanibel who lives on Limpet Drive, I will be directly affected by the proposed bridge roadbed elevation change. As it exists today, the intersection of Limpet Drive and Periwinkle requires extreme caution when trying to cross Periwinkle as a pedestrian due to the sight line. Eastbound cars typically do not yield right of way to crossing pedestrians. From my interpretation of the drawings and conversations with Scott Krawczuk, the proposed roadbed will be raised by approximately 2 feet at the center of the bridge, compounding the existing line of sight issue. I have yet to see the roadbed elevation change referenced in the drawing packages presented by the project engineer. City Council has discussed the issue and is considering lowering the Periwinkle speed limit to 25 mph in attempt to meet Florida road design criteria requirements for such line of sight. There is a habitual issue with drivers speeding and inattentive driving on Periwinkle that will inevitably lead to a crossing pedestrian being injured or worse. I hope that careful consideration is taken so that we can avoid a tragic accident where a pedestrian is struck by a vehicle.

Attached is a letter that I submitted to City of Sanibel after the first City Council meeting on this topic. The letter was received, and the City responded with the following dialog. Comments provided by the bridge engineer have also been attached for record.

Thank you for your consideration.

Regards,

Tim Haas
885 Limpet Drive
Sanibel, FL 33957

From: Timothy Haas <tim.haas@whco-kc.com>
Date: Tuesday, April 22, 2025 at 7:59 AM
To: Scott Krawczuk <scott.krawczuk@mysanibel.com>
Subject: Re: Letter regarding Periwinkle Way bridge

Thank you, Scott

I'm glad to see that the design has shifted away from the originally proposed 120' span and that the roadbed height will be minimized by using slab beams to assure safer access from Limpet onto PeriwinkleWay.

I will look for future correspondence and updated design drawings as they become available.

I appreciate your time!

Regards,

Tim Haas

On Apr 16, 2025, at 10:14 AM, Scott Krawczuk <scott.krawczuk@mysanibel.com> wrote:

Please see below response from project engineer.

Good morning Scott,

Please see our response below to Tim Haas' question:

The proposed bridge is not using the Florida I Beam(FIB). The shallowest available FIB will still require a 4-foot structure depth which will significantly increase the profile and further impact the adjacent intersection. We are proposing the Florida Slab Beam which is the shallowest available superstructure with structure depth of 2 feet, maximum span length of 60' without further impact to the intersection. The new line of sight will still comply with FDOT Design Manual.

Regards,

Farzin Zafaranian, PE, PMP

PROJECT MANAGER

SENIOR STRUCTURAL ENGINEER

T [+1 813.775.7087](tel:+18137757087)

[<image001.png>](#)

From: Timothy Haas <tim.haas@whco-kc.com>

Sent: Tuesday, April 15, 2025 10:28 AM

To: Scott Krawczuk <scott.krawczuk@mysanibel.com>

Subject: Re: Letter regarding Periwinkle Way bridge

Thank you, Scott. Could you also please advise on my question as follows from the body of my letter?

"My major concern is the line of sight for all users of the bridge. If the structural I-beams are made larger and taller to accommodate doubling the bridge span from 60 ft to 120 ft, it is almost certain that the roadway will be elevated significantly higher than its current level due to the increased web dimension on the I-beams. The existing and proposed "top of roadway" elevations are not referenced or addressed in the documents presented."

If the engineer could comment on this question and provide elevations, I would appreciate it.

Regards,

Tim Haas

On Apr 14, 2025, at 4:50 PM, Scott Krawczuk <scott.krawczuk@mysanibel.com> wrote:

Mr. Haas:

Please see attached response from design engineer for the Periwinkle Way bridge replacement project. Thank you for your patience.

Scott Krawczuk

City of Sanibel

Deputy Public Works Director

800 Dunlop Road

Sanibel, FL 33957

Office 239-472-6397

Cell 239-770-2554

From: Scott Krawczuk Mr.
Sent: Thursday, April 10, 2025 10:20 AM
To: tim.haas@whco-kc.com
Subject: RE: Letter regarding Periwinkle Way bridge

Mr. Haas:

The Public Works Department is in receipt of your letter regarding questions concerning design for the replacement Periwinkle Way Bridge. Questions have been forwarded to the design engineer, TYLin, to provide a response. We will get this response to you once it is received from the engineer. Let me know if you need anything else.

Scott Krawczuk

City of Sanibel

Deputy Public Works Director

800 Dunlop Road

Sanibel, FL 33957

Office 239-472-6397

Cell 239-770-2554

From: Dana A. Souza <Dana.Souza@mysanibel.com>
Sent: Thursday, March 27, 2025 4:32 PM
To: Alfred Mittl <Fred.mittl@mysanibel.com>; Scott Krawczuk <scott.krawczuk@mysanibel.com>
Cc: Vicki L. Smith <vicki.smith@mysanibel.com>; Oisin F. Dolley <Oisin.Dolley@mysanibel.com>
Subject: Fwd: Letter regarding Periwinkle Way bridge

Fred/Scott - Can you ask the engineer to review this letter and provide feedback next week.

We discussed Mr Haas's concerns previously and Oisin heard them at the She'll Harbor meeting.

Thanks,

Dana

Sent from my mobile device. Please excuse typos and autocorrect errors.

Begin forwarded message:

From: Timothy Haas <tim.haas@whco-kc.com>
Date: March 27, 2025 at 2:46:35 PM EDT
To: "Dana A. Souza" <Dana.Souza@mysanibel.com>
Subject: Letter regarding Periwinkle Way bridge

Dana,

Here is the letter that I mailed to you on March 3rd. I'm sending as an attachment in case it didn't make it to you. If you recall, I raised similar questions during the Shell Harbor HOA meeting two weeks ago. Thanks in advance for your time and consideration.

Regards,

Tim Haas

Regards,

Tim Haas
885 Limpet Drive
Sanibel, FL 33957

Tim Haas
885 Limpet Drive
Sanibel, FL 33957
tim.haas@whco-kc.com
816-392-1919

March 3, 2025

City of Sanibel
Attn: Mr. Dana Souza, City Manager
800 Dunlop Road
Sanibel, FL 33957

Subject: Concerns Regarding Proposed Modifications to Periwinkle Way Bridge

Dear Mr. Souza,

I am writing to express my concerns regarding the proposed modifications to the Periwinkle Way bridge. As a resident of Sanibel, I am deeply invested in the safety and well-being of our community, including the pedestrians, bicyclists, and motorists who frequently use this vital thoroughfare.

While I understand the intention behind increasing the bridge clearance for boats, I believe the proposed changes may introduce significant safety risks that need to be carefully considered. The proposed additional 1 ft boat clearance, will not likely positively impact boaters who live South of the bridge. However, it could significantly impact line of sight and public safety. The additional clearance will likely not allow boat owners South of the bridge to own larger boats, add radar, antennas or the like to their boats and therefore should be carefully considered and weighed against the safety impact for pedestrians, bicyclists and motorists.

My major concern is the line of sight for all users of the bridge. If the structural I-beams are made larger and taller to accommodate doubling the bridge span from 60 ft to 120 ft, it is almost certain that the roadway will be elevated significantly higher than its current level. The proposed "top of roadway" elevation is not referenced or addressed in the documents presented. This elevation change could severely affect the visibility for pedestrians, bicyclists, and motorists, leading to potential accidents and hazardous situations. It is essential that the modifications ensure adequate sight lines for everyone using the bridge to maintain safety.

I urge the City to conduct a thorough review of the proposed design, with a particular focus on the following aspects:

1. Line of Sight: Ensure that the roadbed elevation changes do not hinder the visibility for all bridge users. Clear sight lines are essential for preventing accidents and ensuring the safety of pedestrians, bicyclists, and motorists. If line of sight can be improved by keeping the boat clearance as it is now or by keeping the span as it is now, both should be weighed against the safety impact that will result if it is changed.
2. Pedestrian and Bicyclist Safety: Design the bridge modifications to accommodate and encourage pedestrian and bicycle traffic, including features such as crossing lanes with signaling at perpendicular intersections (Tulip Lane, Pen Shell Drive, and Limpet Drive), proper signage, and gentle inclines. Frankly, reducing the speed limit to 25 mph will do nothing. Drivers will continue to exceed the speed limit and the City will not have the time or resources to patrol the street for speeders.
3. Traffic Interaction: Implement measures to manage the interaction between different types of traffic on the bridge to avoid conflicts and ensure a seamless flow of movement.
4. Public Consultation: Engage with the community to gather feedback and address concerns from residents who will be directly affected by the modifications, including a questioner and document package that would be sent to all residents on Tulip Lane, Pen Shell Drive, and Limpet Drive. Their input is invaluable in creating a safe and effective design.

In conclusion, while the increased clearance for boats is an understandable objective, it should not come at the expense of the safety and convenience of pedestrians, bicyclists, and motorists. I respectfully request that the city re-evaluate the proposed modifications to the Periwinkle Way Bridge, taking into consideration the concerns raised in this letter. By doing so, we can ensure that the bridge serves the needs of all users and enhances the overall safety and quality of life in our community.

Thank you for your attention to this matter. I look forward to your response and to the opportunity to discuss this issue further.

Sincerely,



Timothy J. Haas

Periwinkle Bridge Replacement Project
TYLin Response to Resident's Concerns
April 14, 2025

1. Line of Sight: Ensure that the roadbed elevation changes do not hinder the visibility for all bridge users. Clear sight lines are essential for preventing accidents and ensuring the safety of pedestrians, bicyclists, and motorists. If line of sight can be improved by keeping the boat clearance as it is now or by keeping the span as it is now, both should be weighed against the safety impact that will result if it is changed.

Response: The proposed new design is per FDOT Florida Design Manual Section 210 for the sight distance, K value for the curve, speed limit.

2. Pedestrian and Bicyclist Safety: Design the bridge modifications to accommodate and encourage pedestrian and bicycle traffic, including features such as crossing lanes with signaling at perpendicular intersections (Tulip Lane, Pen Shell Drive, and Limpet Drive), proper signage, and gentle inclines. Frankly, reducing the speed limit to 25 mph will do nothing. Drivers will continue to exceed the speed limit and the City will not have the time or resources to patrol the street for speeders.

Response: The project federal funding is limited to replacing the bridge in kind with no additional improvements beyond the bridge limits. The proposed new design is per FDOT Florida Design Manual Section 210 for the sight distance, K value for the curve, speed limit and it will include a shared-use-path dedicated for pedestrians and bicyclists. We can add flashing pedestrian crossings if needed. There have been no recorded accidents at the bridge area.

3. Traffic Interaction: Implement measures to manage the interaction between different types of traffic on the bridge to avoid conflicts and ensure a seamless flow of movement.

Response: The proposed bridge design will have dedicated pedestrian and bicycle path to safely separate from vehicular traffic.

4. Public Consultation: Engage with the community to gather feedback and address concerns from residents who will be directly affected by the modifications, including a questioner and document package that would be sent to all residents on Tulip Lane, Pen Shell Drive, and Limpet Drive. Their input is invaluable in creating a safe and effective design.

Response: The City may consider another public meeting to address this concern.