Chester Road

Pedestrian Feasibility and Safety Study

2025

NORTH FLORIDA TPO

Chester Road Pedestrian Feasibility and Safety Study

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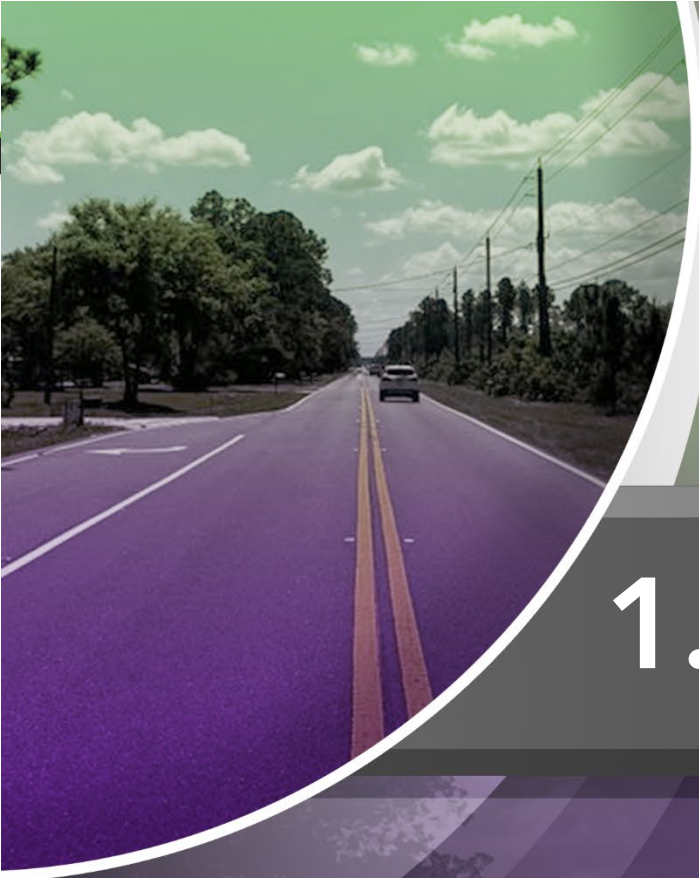


1.0 Introduction

1.0 Introduction

Project Description

The *Chester Road Pedestrian Feasibility Safety Study* evaluated the pedestrian and bicycle safety along Chester Road in Nassau County (see **Figure 1-1**).

Study Limits

The study limits are Chester Road from SR 200/Jimmy Buffett Memorial Highway to Blackrock Road (approximately 3.68 miles long). The intersection of SR 200 and Chester Road was not included in this study.

Purpose and Need

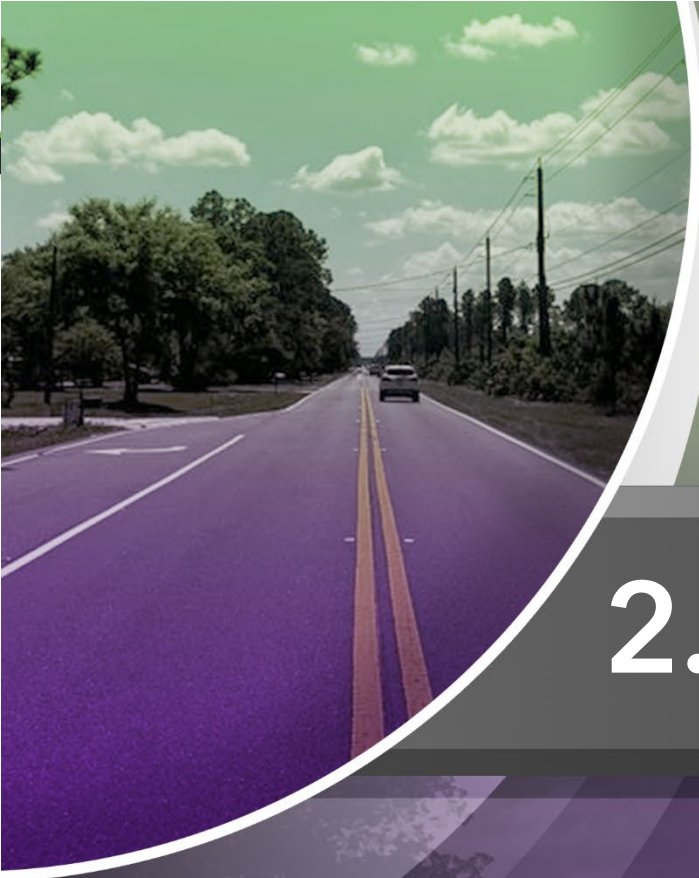
Chester Road serves many single-family residences and functions as the only route for those residences to access SR 200. There has been an identified demand for enhanced bicycle and pedestrian facilities along Chester Road to increase safety and mobility options for the community.

Study Process

The study process consisted of an existing conditions analysis featuring an overview of the general roadway characteristics, a planning and policy review, and safety field review, followed a feasibility analysis, and the development of recommendations.

Existing Conditions Analysis → **Feasibility Analysis** → **Recommendations**

Figure 1-1 Study Area



2.0 Existing Conditions

2.0 Existing Conditions Analysis

The existing conditions analysis included a review of the current infrastructure, land use, and relevant policies for the corridor. This analysis documented the existing characteristics of the corridor with a focus on bicycle and pedestrian safety and the potential for bicycle and pedestrian enhancements.

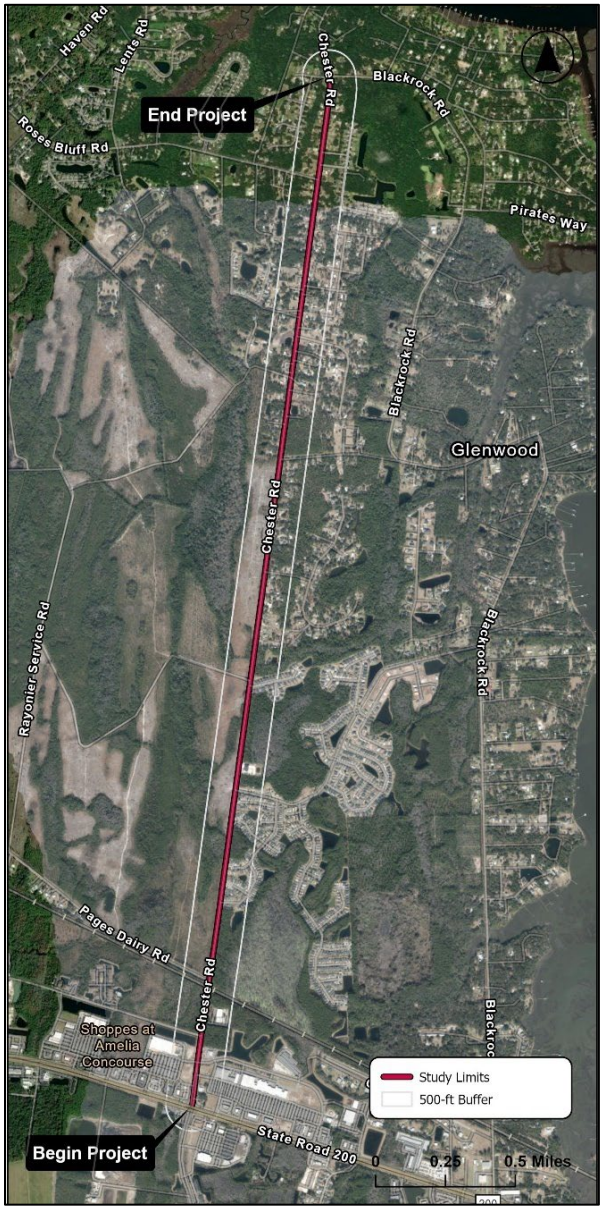
The analysis consisted of the following elements:

- **2.1 General Roadway Characteristics**
- **2.2 General Environmental Characteristics**
- **2.3 Planning and Policy Review**
- **2.4 Field Review**

Study Corridor Description

Chester road is a two-lane, north-south local roadway located in Nassau County, Florida between the Intercoastal Waterway and I-95. The study limits are from SR 200 to Blackrock Road (**Figure 2-1**). It is functionally classified as a Minor Collector by Nassau County and is approximately 3.68 miles long.

Figure 2-1 Study Area (Aerial)



2.1 General Roadway Characteristics

The following list summarizes the existing roadway characteristics for the Chester Road corridor:

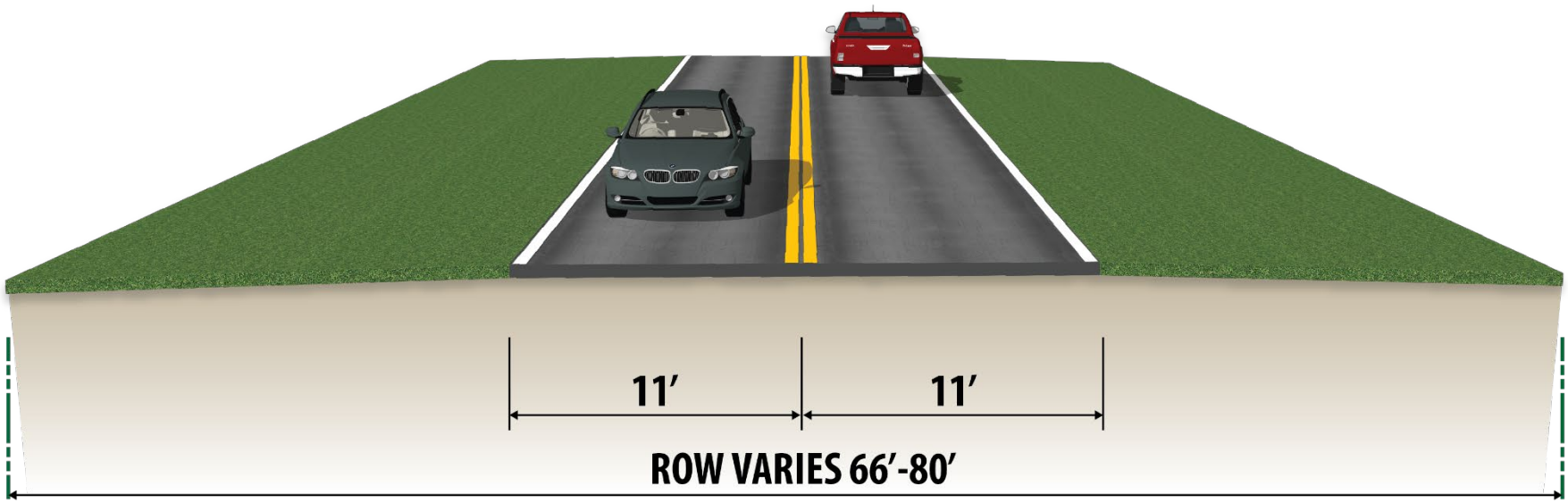
- Functional Classification: **Major Collector**.
- Urbanized Area: The facility is **within an Urbanized Area** as classified by the FDOT/FHWA.
- Posted Speed Limit: transitions from **35 to 45 mph**.
- Pedestrian Facilities: **Sidewalks** are present on small portions of the corridor, primarily along the east side.
- Railroad Crossings: There is one **railroad crossing** on the southern end of the corridor.
- Bicycle Facilities: There are **no** existing on-road **bicycle facilities**.
- Intersections and Crosswalks: There is **one existing marked crosswalk** and **one signalized intersection.**
- School Zones and Parks: There are **no school zones** or **parks**.
- Fire Stations: There is **one Fire Station.**
- Lighting: There is **no lighting** along the corridor.
- Driveways: There are **between 120 and 130** driveways along the corridor.
- Transit: There are **no transit** stops or routes.

Centerline view of Chester Road. Photo Source: Study Team.

Typical Section

The existing roadway configuration consists of two 11-foot travel lanes (See **Figure 2-2**). Drainage is handled through a swale system on both sides of the corridor.

Figure 2-2 Chester Road Typical Section



Bicycle and Pedestrian Facilities

Sidewalks are present for roughly 1.29 miles along the corridor, primarily on the east side of the roadway in front of new residential developments. The portion of the corridor from SR 200 to David Hallman Parkway has a sidewalk on both sides of the roadway. Sidewalk width is approximately 5 feet. **Figure 2-3** displays the map of existing sidewalk locations.

There are currently no designated on-road or off-road bicycle facilities along Chester Road. Sidewalks are present at some locations along the corridor (See Figure 2-3).

There is a planned SUN Trail crossing through the project area along the CSX rail line for the East Coast Greenway to Georgia Trail Corridor and is currently classified as an unfunded gap in the SUN Trail system.

Existing sidewalk along Chester Road. Photo Source: Project team.

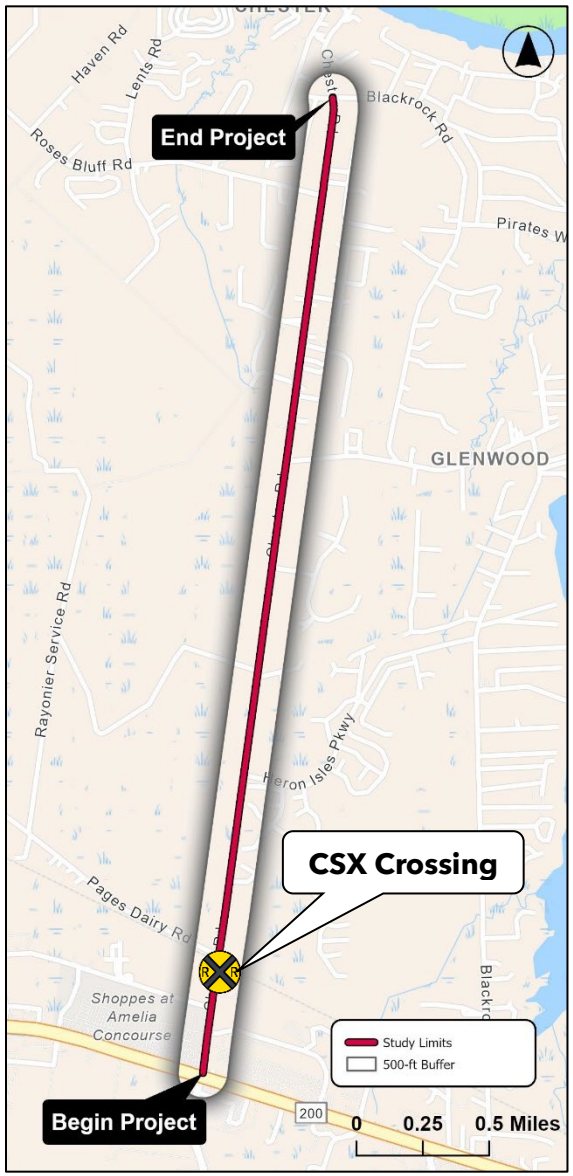
Figure 2-3 Pedestrian Facilities

Railroad Crossings

One active railroad crossing is located towards the southern end of the corridor just south of Pages Dairy Road (see **Figure 2-4**). It is owned by CSX and leased to First Coast Railroad (reporting mark FCRD). FCRD is a Class III railroad operating in Florida and Georgia, owned by Genesee and Wyoming Inc. The FCRD was founded in April 2005 to lease 32 miles of a former Seaboard Air Line Railroad from CSX. These segment runs from Yulee to Fernandina Beach, Florida.

CSX railroad crossing on Chester Road. Photo Source: Project Team.

Figure 2-4 Railroad Crossings

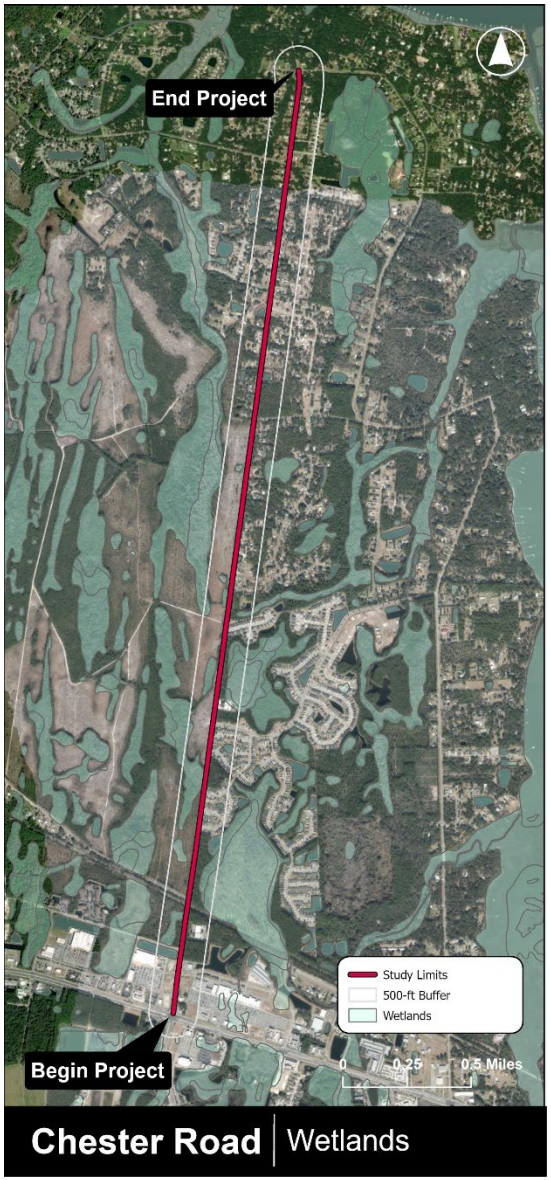


General Environmental Characteristics

The following summarizes the general environmental characteristics of the corridor:

- **Wetlands**: There are 27 distinct wetlands within the study area.
- **Drainage**: Drainage falls within the Amelia River waterbody and covers the entire study area. This drainage basin covers a total of 5.56 square miles.
- **Historic Structures**: There are no historically preserved structures within the study area.
- **Protected Waters**: There are no protected waters within the study area.
- **Flood Zones**: The entire study area is outside of the 100-year DFIRM Floodplain.
- **Impaired Waters**: The study area falls under both the Amelia River waterbody and the St. Mary's River waterbody which have been classified as impaired water bodies when testing for metals (aluminum and iron).

Figure 2-5 Wetlands



Drainage

Drainage along Chester Road is primarily managed through roadside swales, which are more concentrated on the east side of the corridor. These open channel systems collect and convey stormwater runoff from the roadway and adjacent properties. The swales vary in depth and width, and are generally grassed, functioning as both drainage infrastructure and a buffer between the roadway and private residential parcels.

Numerous residential driveways cross the swales via small culverts or fill sections. These crossings appear to be functioning adequately under current conditions, though some may have limited capacity during high-intensity rainfall events. It was noted that a small number of driveway culverts are completely full of soil and sediment obstructing flow. There are seven (7) locations where cross drains are present that flow in the east-west direction below Chester Road.

The presence of these swales and driveway culverts will require careful consideration for any type of right-of-way improvements to avoid disrupting drainage patterns or introducing localized flood risks.

Swale drainage on Chester Road. Photo Source: Project team.

2.2 Planning and Policy Review

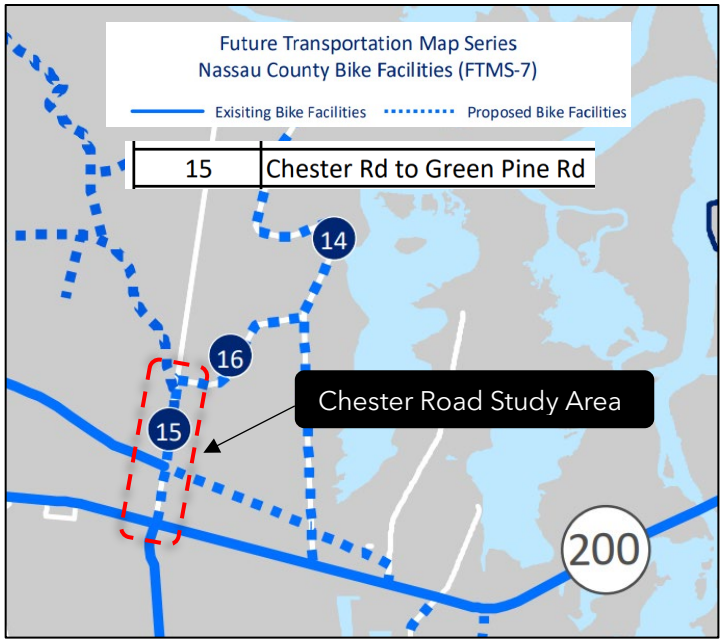
Existing Plans and Policies

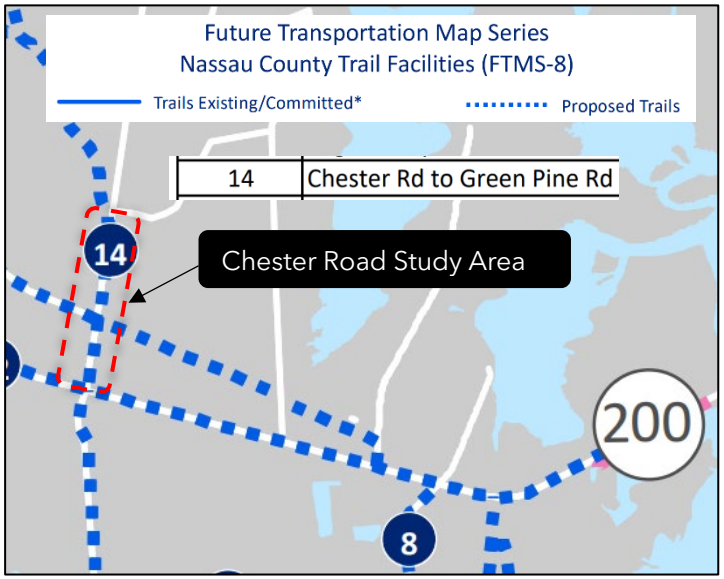
Nassau County 2030 Comprehensive Plan

- Identified in the Future Transportation Map Series (FTMS) as proposed bike facility (Project 15, FTMS 7) and trail facility (Project 14, FTMS) along Chester Road within the study limits.
- Required trail facilities shall include a **10-foot wide trail on one side of the roadway** and a minimum **6-foot wide sidewalk on the opposite side of the roadway** (Policy T.04.02).
- Pages Dairy Road (whose eastern terminus is at Chester Road) is part of the Mobility Network and is planned to have a 10' multi-use trail
- The County Engineer will determine which side of the roadway the trail will be located (Policy T.04.02).

Nassau County Roadway and Drainage Standards

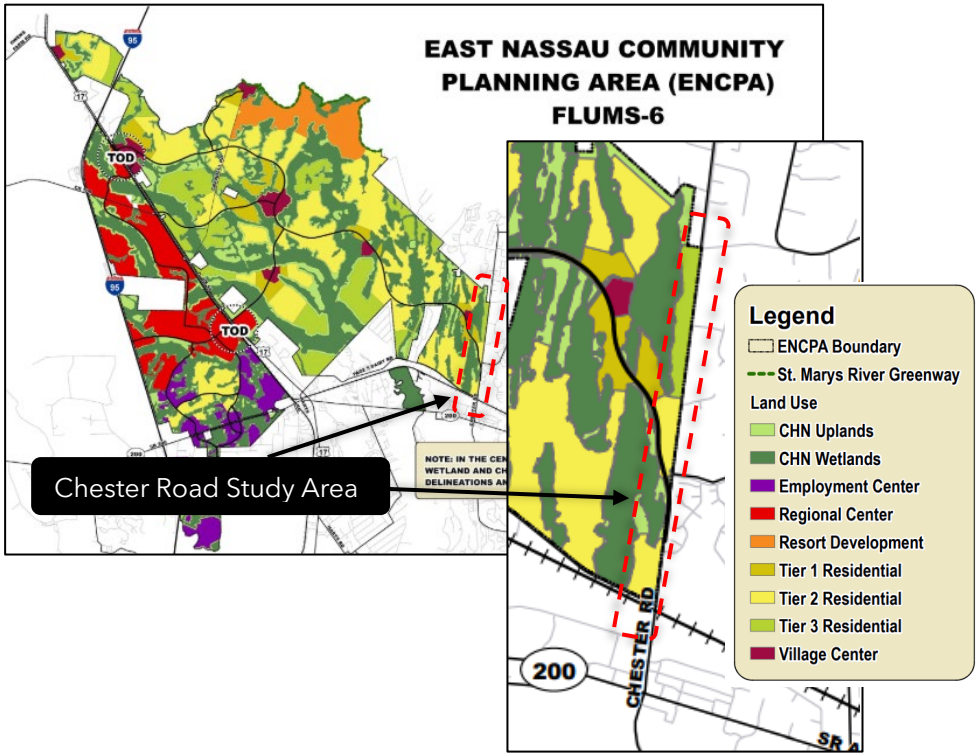
- Code of Laws and Ordinances, Appendix D. Article 11 – Roadway Design. Specifications below are for a **2-lane major collector roadway** in unincorporated Nassau County
- Minimum ROW Width: 80 feet (curb/gutter); 100 **feet** (swale) (11.2.1).
- Sidewalks and multi-use trails shall be designed and constructed in accordance with FDOT standards.
- **Sidewalks required on all roads** classified as major collectors (11.7.1), with a minimum width of **6 feet** (11.7.3)
- Sidewalks should be placed **as far as possible from the roadway travel lane** as practical. If ROW constraints require a sidewalk to abut curb and gutter, the minimum width shall be 6 feet (11.7.4).**Thermoplastic** material shall be used for all pavement markings, including crosswalks and stop bars (11.9.2).

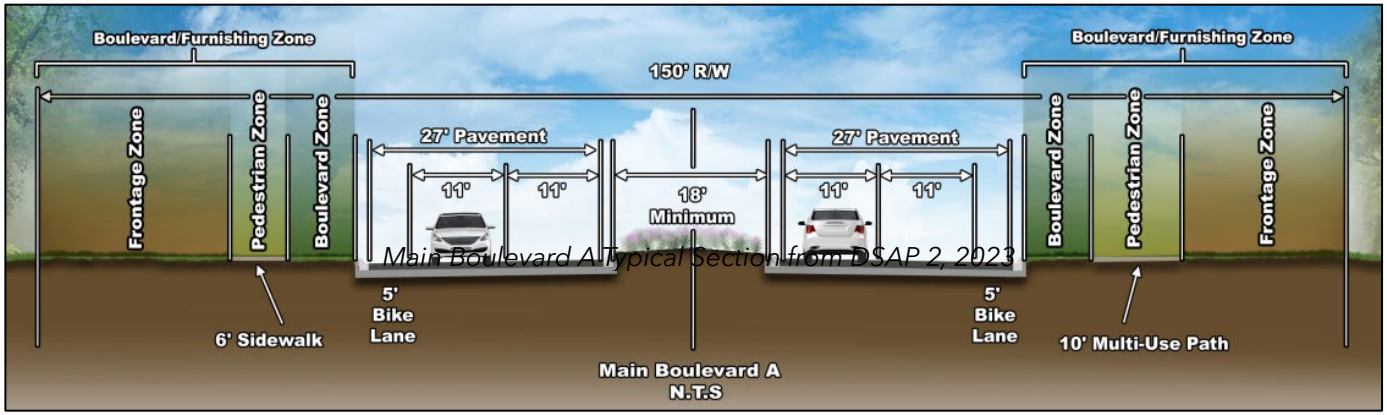




East Nassau Community Planning Area (ENCPA), 2011

- The ENCPA is a sector plan of development for 24,000 acres of timberland in eastern Nassau County (adopted into the comprehensive plan as FLUMS-6).
- Chester Road serves as the eastern limits of ENCPA, ranging from the railroad tracks to Green Pine Road.
- Chester Road is within Detailed Specific Area Plan (DSAP) 2
- The path of growth is intended to travel north from Chester Road west along Riverbluff Parkway.
- Land Use along Chester Road with the ENCPA is defined as either Tier 2 Residential, Tier 3 Residential, CHN Wetlands, or CHN Uplands.
- Includes a tax-increment financing (TIF) district and mobility fees to develop a multi-modal transportation system.
- Chester Road is included in the ENCPA Mobility Network as Urban Main Boulevard A and Urban Main Boulevard A (with Cart Path) as it connects north to Riverbluff Parkway (see photo below for cross-section, which includes a 10' multi-use path.
- Chester Road is included on the Mobility Trail Network.

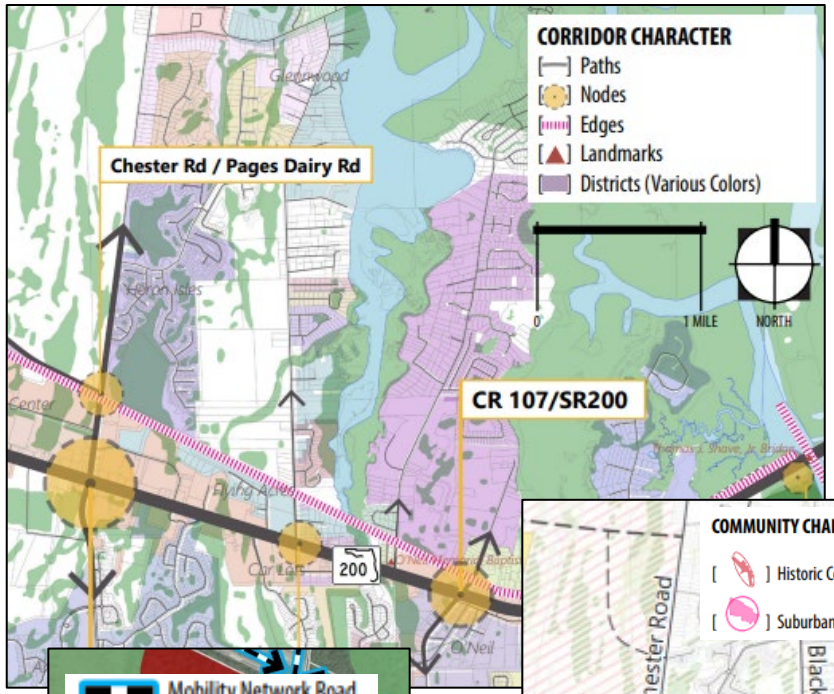




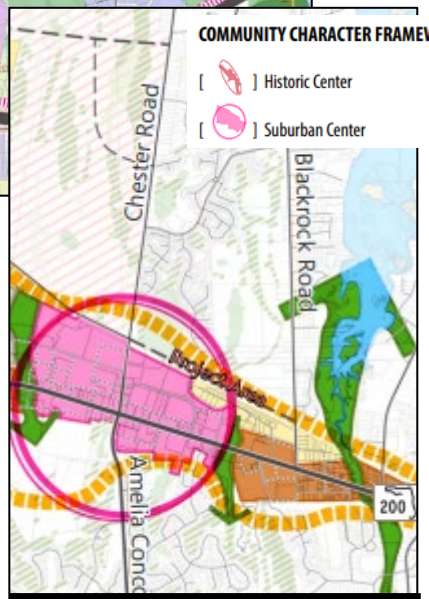
Main Boulevard A Typical Section from DSAP 2, 2023

SR 200/A1A Corridor Master Plan (2021)

- Chester Road between SR 200 and Pages Dairy Road is part of the recommended Timber to Tides Design Overlay, as detailed in this master plan, which is a transect design/land use plan. The transect of the Chester Road portion is T-5 Urban Center. Public hearings to adopt this overlay are occurring spring and summer 2025.
- Recommends a Chester Road Trail extension **with enhanced railroad crossing amenities** with a **minimum 10-foot width.**
- Identified a **Heritage Trail Marker** recognizing Nassau County History related to the Chester Community along Chester Road just north of SR 200.
- Identified as a **Mobility Network Road** for a north/south trail extension with enhanced bike/ped crossings at the railroad and SR 200.
- Pages Dairy Road is part of the Mobility Plan Network and is planned to have a 10' multi-use trail.
- Providing bicycle connectivity between the SR 200 trail and the neighborhoods north of the CSX railroad (including Chester Road) was included as the **Planning Priority #3.**
- Chester Road/SR 200 intersection identified as a minor path, minor node and edge within the plan.
- Edges are defined as linear elements that are not paths, typically services as the boundaries between two kinds of places. This is likely defined by the railway edge, which may constrict movement or growth.
- The area surrounding Chester Road and SR 200 is identified as a Suburban Center within the plan, which the plan would like to target as infill locations.
- Chester Road/SR 200 intersection area identified for having high potential for achieving a development program that could produce significant community activity.



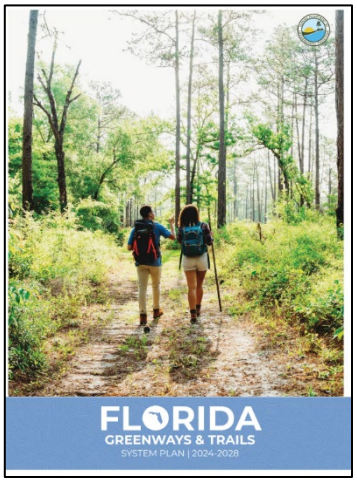
Transect Plan

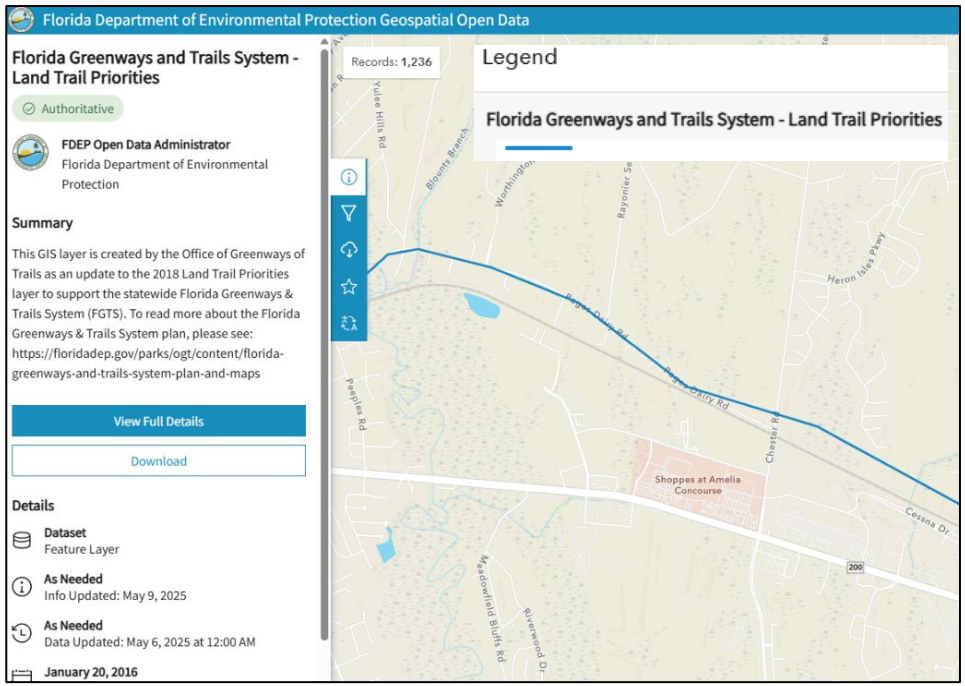


Corridor Framework Plan

Florida Greenways and Trails System Plan (2024-2028)

- The Florida Greenways and Trails System (FGTS) is a network of regional trails across Florida.
- The FGTS is managed by the Florida Department of Environmental Protection (FDEP) Office of Greenways and Trails (OGT).
- The network is comprised of planned, programmed, and existing trails.
- Trails are grouped into either Priority Trails or Opportunity Trails.
- Priority Trails are defined as the most important corridors and connections within the FGTS, while Opportunity Trails are considered second-tier trails.
- The East Cost Greenway to Georgia Corridor Priority Trail is identified to intersect the Chester Road study area via Pages Dairy Road, close to the CSX rail line.
- Notably, this trail alignment is an addition to the SR 200 trail outlined in the SR 200/A1A Corridor Master Plan.





Screenshot of the FGTS Land Trail Priorities Map near the Chester Road Study Area.

Existing Land Use

The generalized existing land use was established using the "Generalized Land Use derived from 2019 Florida Parcels" dataset from the GeoPlan Center. The data was created for FDOT and generalizes 99 available land uses into 15 land use classifications.

The existing land use along the corridor is primarily single-family residential and multi-use (see **Figure 2-6**). The southern tip of the project buffer consists of industrial and commercial land uses including the Shoppes at Amelia Concourse.

Existing single-family residential on Chester Road. Photo Source: Google Streetview, April 2024.

Figure 2-6 Existing Land Use

Zoning

The zoning data for unincorporated Nassau County was provided by the Nassau County Property Appraiser's office and dated December 2023. The data was generalized by zoning type and displayed in **Figure 2-7**.

Zoning within the project buffer consists of residential , Planned Unit Developments (PUDs), PN-ENCPA, rural, and industrial.

Existing single-family residential development on Chester Road. Photo Source: Project Team.

Figure 2-7 Zoning

Future Land Use

The future land use data for unincorporated Nassau County was provided by the Nassau County Property Appraiser's office (dated December 2023). The data was generalized by future land use type and displayed in **Figure 2-8**.

The corridor primarily has a future land use designation of residential (yellow), with some industrial (grey) and commercial (red) near SR 200.

Existing single-family residential on Chester Road. Photo Source: Project Team.

Figure 2-8 Future Land Use

2.3 Current/Recently Completed Projects

Chester Road Resurfacing Roadway Plans, 2018

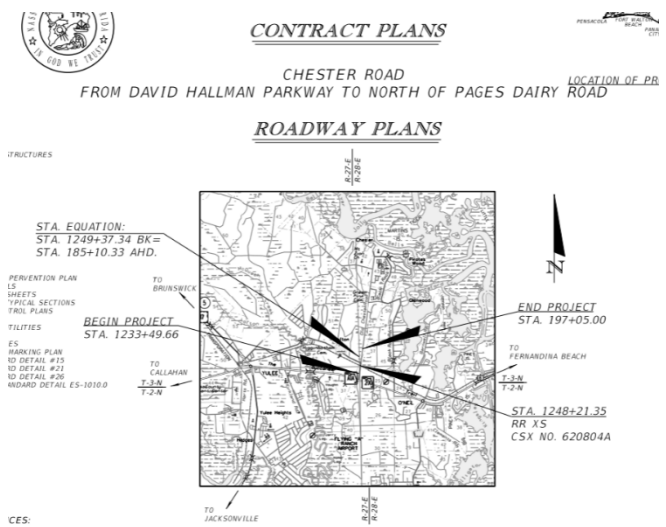
- Plan sheets for resurfacing starting north of Heron Isle Parkway to approximately Black Rock Road.
- Resurfacing includes two undivided 11-foot travel lanes with varying ROW between 33 feet and 50 feet.
- Does not include a sidewalk or multi-use trail.
- Includes some new driveway construction and reinforcing existing driveways.

Chester Road Widening Plans

- 4-laning plans for Chester Road from David Hallman Parkway to north of Pages Dairy Road.
- Four 11 to 11.5-foot through lanes with a center turn lane.
- Includes 4-foot bike lanes and 10-foot shared-use path.

Riverbluff Parkway Phase I

- New road construction connecting Chester Road north of the railroad crossing to the Wildlight development to the west, as shown in the ENCPA Sector Plan.
- Four 12' travel lanes with a 18' median.
- Includes 12-foot golf cart path and 8-foot pedestrian path.
- Includes the construction of two (2) roundabouts.


CONTRACT PLANS

CHESTER ROAD
FROM DAVID HALLMAN PARKWAY TO NORTH OF PAGES DAIRY ROAD

ROADWAY PLANS

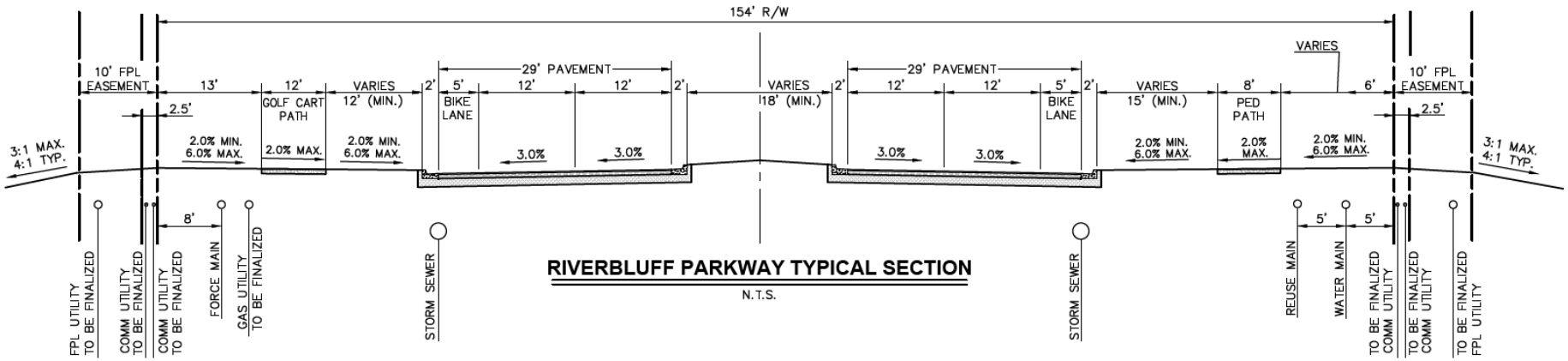
STA. EQUATION:
STA. 1249+37.34 BK=
STA. 185+10.33 AHD.

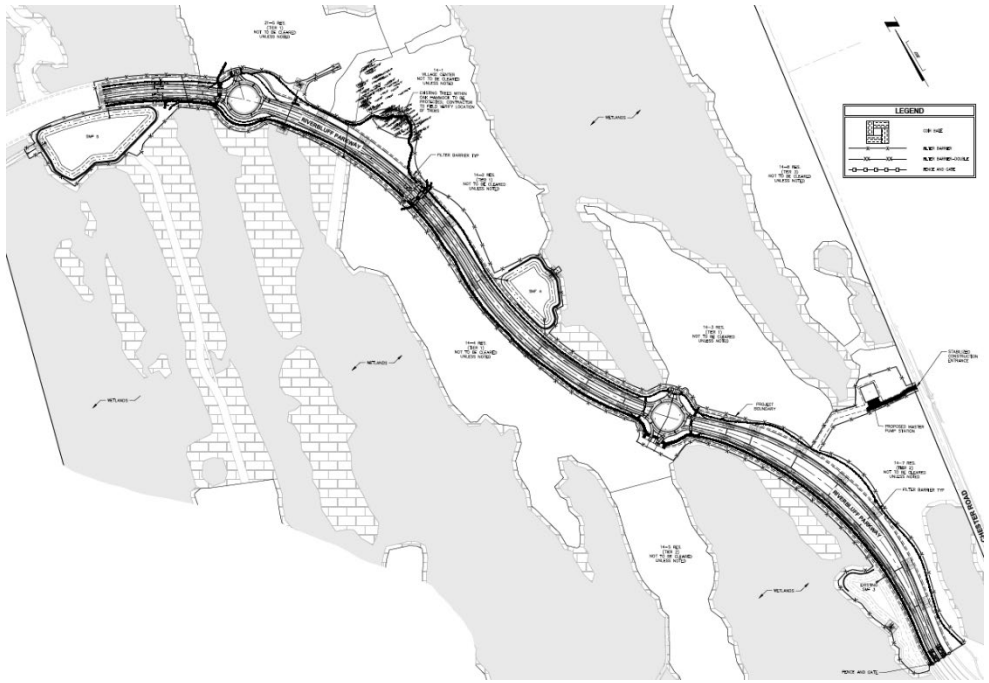
BEGIN PROJECT
STA. 1233+49.66

END PROJECT
STA. 197+05.00

STA. 1248+21.35
RR XS
CSX NO. 620804A

Construction of Riverbluff Parkway. Source: Project Team.





Top: Riverbluff Parkway Typical Section. Bottom: Riverbluff Parkway Site Layout. Source: Nassau County.

2.4 Bicycle and Pedestrian Safety Review

A bicycle and pedestrian safety review was conducted utilizing the Signal 4 Analytics Database. A crash analysis was conducted of the previous full five years of available data along the study corridor (1/1/2020 – 12/31/2024), with a focus on bicycle and pedestrian crashes.

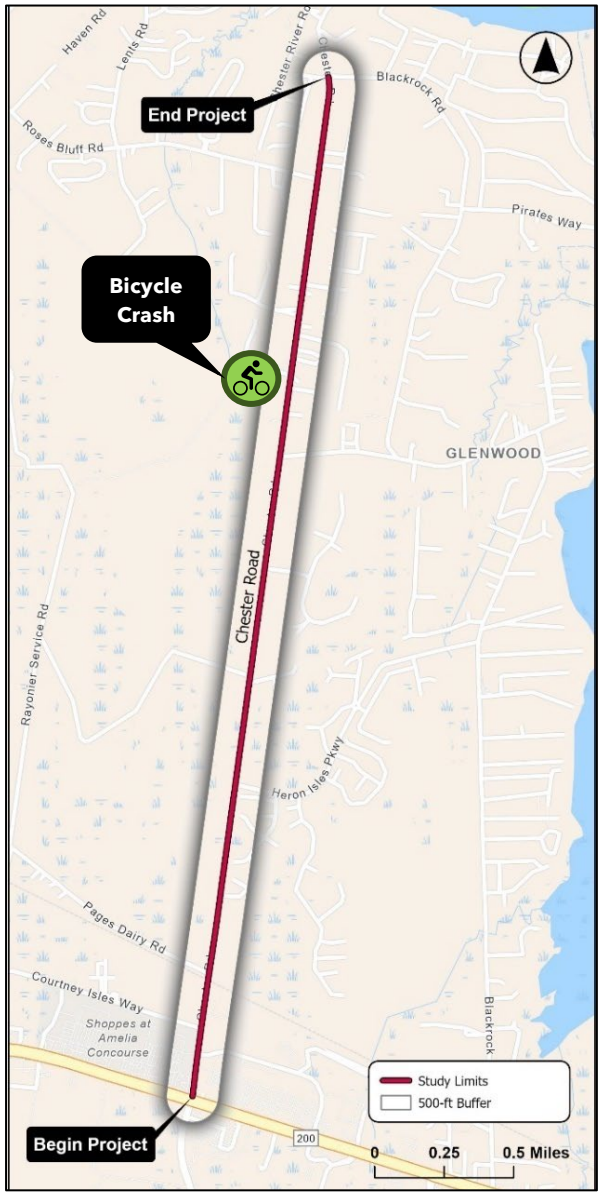
There were 82 total crashes along the corridor, one of which involved a bicyclist (see **Figure 2-9**) which resulted in an injury. None of the crashes along the corridor resulted in a fatality or serious injury. However, 25 of the 82 crashes resulted in an injury. The remaining 57 crashes resulted in property damage only (PDO).

Total Crashes	Bike/Ped Crashes	Fatal Crashes	Serious Injury Crashes	Injury Crashes	PDO Crashes
82	1	0	0	25	57

Bicycle Crash Details

The bicycle crash (HSMV Report #26191073) occurred near the intersection of Chester Road and Lee Road in September 2024 at approximately 9:30 a.m.. The crash was described as a sideswipe, same direction (southbound) on dry road surface during the day with cloudy conditions. The vehicle involved was an SUV body type. The crash was attributed to improper passing by the SUV driver with no improper action listed for the person riding the bicycle. The SUV driver was 77 years old. The crash resulted in a non-serious injury to the person riding the bicycle.

Figure 2-9 Bicycle Crash Location



2.5 Field Review

A field review was conducted by the project team on April 9, 2025 to note the status of existing facilities and pedestrian safety that would inform the study. Findings from the field review include:

Field Observations

Observation 1: Limited Pedestrian Facilities and Connectivity

There were limited pedestrian facilities (sidewalks, crosswalks) along the corridor and limited connectivity to the existing facilities.

Existing sidewalk segment on Chester Road with limited connections. Photo Source: Project Team.

Observation 2: Utility Poles

Utility poles are concentrated along the west side of Chester Road.

South view of Chester Road showing utility poles on the west side. Photo Source: Project Team.

Observation 3: Environmental Conditions

The undeveloped land along Chester Road includes swamp, marsh, Florida scrub, and an abundance of natural shade and trees. This could lead to a favorable and scenic trail environment but may also lead to maintenance challenges.

Example of environmental conditions along some undeveloped portions of Chester Road. Photo Source: Project Team.

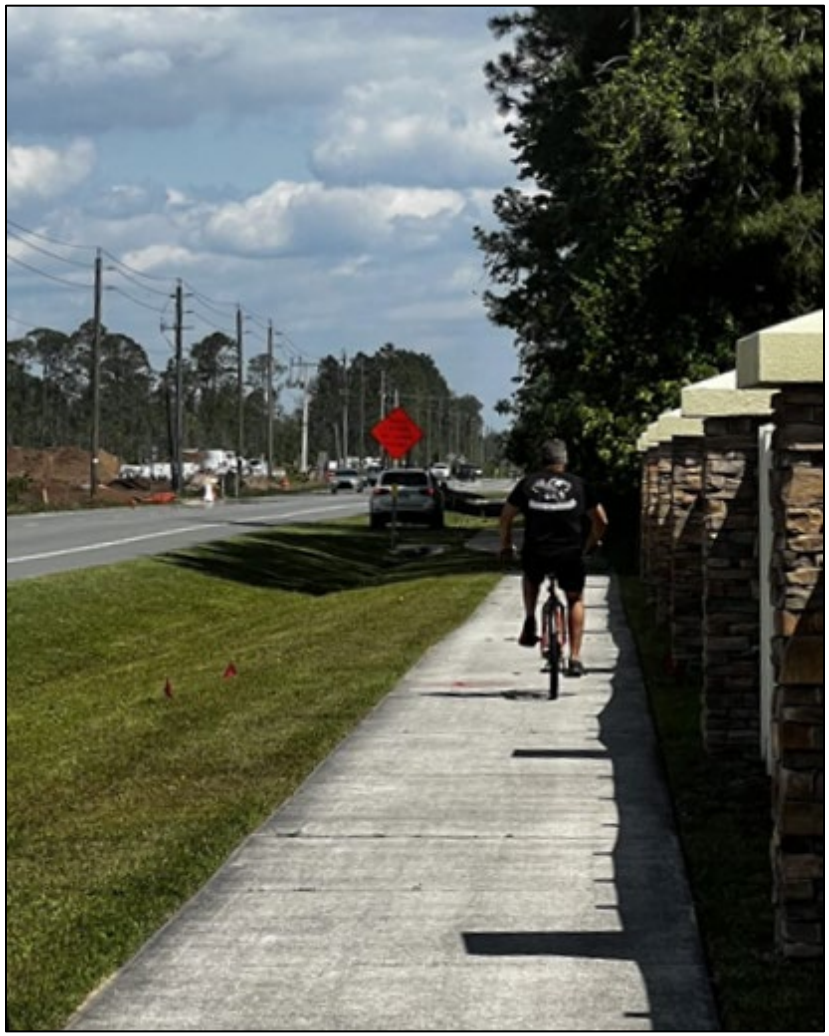
Observation 4: Residential Driveways

Numerous paved and unpaved residential driveways are along the study area corridor.

Example of residential driveways along Chester Road. Photo Source: Project Team.

Observation 5: Drainage (Swales) on East Side

The east side of Chester Road features drainage in the form of swales adjacent to the roadway.



North facing view of Chester Road showing swale along the east side of the road. Photo Source: Project Team.

Observation 6: Residential Land Use

With the exception the southern end of the corridor, much of the Chester Road study area is comprised of single family residential land use. Many of these residences were on large lots (1+ acres), with large setbacks from the road.

North facing view of Chester Road showing residential units with large lots. Photo Source: Project Team.

3.0 Feasibility Analysis

3.0 Feasibility Analysis

A feasibility analysis was conducted to assess the potential impacts, opportunities, and constraints associated with constructing a 10-foot shared use path along the east side of Chester Road. A 10-foot shared use path is the County standard and is consistent with what is being constructed as part of the Chester Road widening on the southern portion of the corridor.

While the corridor is relatively low-volume and not fully developed, there has been interest from local residents for increased bicycle and pedestrian infrastructure along the roadway. Further, a number of planning and policy documents support the addition of a multi-use path in this location, including Nassau County's Comprehensive Plan, roadway design standards, the ENCPA Sector Plan, and the SR 200 Trail Master Plan.

There is also an ongoing roadway widening project along the southern section of Chester Road which includes a 10-foot multi-use trail to just north of Pages Dairy Road. This widening project will accommodate additional traffic volumes generated from the Wildlight development that connects to Chester Road north of the railroad crossing

This section further summarizes the feasibility of continuing the multi-use path along the length of the project corridor including:

- **Physical Constraints**
- **Traffic Safety and Crash History**
- **Policy and Planning Alignment**
- **Community and Cultural Considerations**

Table 3-2 on page 25 provides a summary matrix of the feasibility analysis.

3.1 Physical Constraints and Impacts

The east side of Chester Road was identified as the preferred alignment for the multi-use path based on available right-of-way and connectivity potential. The following existing features may influence trail placement or design:

- **Utility Poles:** Many utility poles are located within the proposed location of the multi-use path. These may require relocation or minor alignment shifts to maintain appropriate clear zones.
- **Drainage Features**: Swale drainage exists along most of the corridor. Coordination with stormwater management requirements will be necessary to ensure that trail construction does not adversely impact existing flow patterns or drainage capacity.
- **Residential Driveways:** A number of single-family driveways intersect the proposed path alignment. Trail design will need to maintain clear sightlines and ensure appropriate driveway transitions to enhance safety and minimize user conflicts.

A 500-foot buffer was created along the centerline of the proposed path location to estimate impacts to land use, soils, wetlands, utilities and drainage features. These impacts are summarized in Table 3-1.

Table 3-1 Features Within Recommended Multi-Use Path 500-ft Buffer

Feature	Detail	Acres
ELU	Industrial	<1
	Medium Density	130.14
	Water	<1
	Multi-Use	41.08
	Commercial	1.18
FLU	Industrial	<1
	PUD	41
	Residential	131
	Water	<1
Zoning	Commercial	1
	Industrial	<1
	PD ENCPA	41
	PUD	34
	Residential	70
	Rural	25
	Water	<1
Soils	A - Low runoff potential	156
	A/D - Drained: Low runoff potential, Undrained: High runoff potential	24
	B/D - Drained: moderate rate of water transmission, Undrained: High runoff potential	25
Wetlands		12

Utilities

Multiple utilities are located within the Chester Road corridor. Many are underground utility lines—such as water mains, sewer lines, gas lines, telecommunications, and electrical conduits that run parallel to or directly beneath the planned shared use path. Electricity is provided to the area via overhead power lines with the main distribution poles on the west side of the roadway and the secondary poles serving homes on the east side.

Table 3-2 Corridor Utility Inventory

Utilities Present within the Study Area	
Service Provider	**Utility Type**
Comcast Cable Communications	CATV
Florida Public Utilities Company	Gas
Florida Power and Light- Nassau	Electric
Hotwire Communications	CATV, Fiber, Telephone
IQ Fiber	Fiber
JEA Sewer	Sewer
JEA Fiber	Fiber
JEA Water	Water
AT&T	Telephone
Uniti Fiber	Fiber

As part of the construction of the shared use path, some utilities may need to be relocated to accommodate the path alignment or to meet updated code and clearance requirements. Many secondary poles located in the alignment of the path will need to be relocated. Table 3-3 provides a rough estimate of the quantity of poles that may potentially need to be relocated.

Prior to beginning of any construction, a detailed utility locate as well as coordination with each utility provider will be needed to determine actual impacts to utilities.

Table 3-3 Potential Direct Utility Impacts

Potential Utility Relocations	
Utility Asset	**Number of Locations**
Utility Pole	26
Manholes	4
Communication Boxes	2

Drainage

Rainfall runoff in the project area is currently managed through existing roadside ditches and swales located along both the east and west sides of the roadway. These drainage features vary in depth—from shallow swales just a few feet deep to ditches reaching approximately 4 to 6 feet in some locations. Together, they serve as key conveyance systems for stormwater runoff and provide flood protection for the existing drainage basin including adjacent residential homes and developments.

Driveway Culverts

Numerous driveway culverts are present along the corridor. These culverts—typically pipes or small structures—allow water to pass beneath driveways where natural drainage features intersect them. While most appear to be operating as intended, some are partially or completely obstructed by sediment buildup, limiting their effectiveness and potentially contributing to localized drainage issues.

Cross Drains

Seven (7) cross drains have been identified along Chester Road. These structures connect the east and west roadside ditches, enabling stormwater to flow beneath the roadway and maintain hydraulic connectivity across the corridor.

Anticipated Drainage Impacts

The construction of the proposed shared use path is expected to impact existing drainage infrastructure in several areas. Modifications may be necessary, including replacing open ditches with underground drainage pipes and associated structures. Such changes would increase overall project costs due to added requirements for design, permitting, and construction efforts.

Example of ditch.
Photo Source: Project Team.

Example of cross drain.
Photo Source: Project Team.

Example of ditch and driveway culvert. Photo Source: Project Team.

3.2 Traffic Safety and Crash History

The corridor has experienced minimal documented crash activity involving bicycles or pedestrians, with only one non-fatal bicycle crash reported in the past five years.

While this indicates relatively low current usage or exposure, it also indicates the opportunity to proactively enhance walking and biking conditions while promoting safe, active transportation options before issues arise.

3.3 Policy and Planning Alignment

The proposed shared use path is well supported by adopted planning documents, which consistently recommend a shared-use facility along Chester Road:

- **Nassau County 2030 Comprehensive Plan**: Recommends a 10-foot wide trail along Chester Road.
- **East Nassau Community Planning Area**: Includes a 10-foot multi-use path along the typical section for Chester Road.
- **SR 200/A1A Corridor Master Plan**: Recommends a Chester Road Trail extension with a minimum 10-foot width, an enhanced railroad crossing, and a Heritage Trail Marker.
- **Florida Greenways and Trail System Plan**: Provides a regional trail connection transecting Chester Road to the proposed shared-use path.

Community and Cultural Considerations

A potential mid-block crossing near the Dollar General may enhance accessibility to local amenities. In addition, the project presents an opportunity to incorporate place-making elements, such as a heritage trail sign highlighting the historical context of the Chester area, which can support local identity and educational value.

Feasibility and Constructability Summary

Overall, constructing a 10-foot shared-use path along Chester Road is technically feasible with minimal anticipated impacts. The corridor offers sufficient right-of-way for trail construction. The project aligns with long-term county and regional goals for connectivity and mobility and provides an opportunity to implement improvements in advance of anticipated development.

Table 3-4 Feasibility Analysis Matrix

Physical and Technical Feasibility			
Factor	**Consideration**	**Impact**	**Notes**
Right-of-Way	Sufficient ROW appears available	Low	May require verification during design
Utilities	Utility poles present along the corridor	Medium	May require relocation or alignment shifts
Drainage	Swale drainage in many segments	High	Coordination needed with stormwater design
Driveways	Many residential driveways	Low	Requires appropriate design considerations
Crash History	1 non-fatal bicycle crash in 5 years	Low	Indicates low existing risk but supports proactive safety improvements
Construct-ability	Few major constraints identified	Low	Trail installation feasible w/ routine design coordination
Limited Shade /Comfort	Few trees or comfort features currently exist	Low	Landscaping or seating may be considered in future phases.

Policy, Community, and Strategic Value			
Factor	**Consideration**	**Impact**	**Notes**
Policy Consistency	Path is supported by comp plan, sector plan, and trail plans	Positive	Strong alignment with adopted planning documents
Regional Connectivity	Connects to planned SR 200/A1A regional trails and state-designated corridors	Positive	Serves as spur to larger trail network; enhances multimodal access and long-term value
Community Access	Community interest in facility; midblock crossing potential at Dollar General	Positive	Enhances walkability and serves existing community activity nodes.
Cultural Opportunities	Heritage Marker can share local history	Positive	Low-cost amenity that adds value and identity to the corridor.

4.0 Recommendations

4.0 Recommendations

As a result of the existing conditions analysis, planning and policy review, and field review observations, a set of recommendations for safety improvements were developed for the study corridor. The recommendations are summarized in **Figure 4-1** and further described in this section.

These recommendations focus on constructing a minimum 10-foot wide shared use path along Chester Road. This shared use path is consistent with existing plans and policies pertaining to the corridor, would increase bicycle and pedestrian mobility and safety, and would serve as a key local connection to the growing Chester area.

Northbound view of Chester Road. Photo Source: Project team.

Figure 4-1 Recommendations

4.1 Construct a Shared Use Path

It is recommended that a 10-foot wide shared use path be constructed along the east side of Chester Road. Constructing a shared-use path along Chester Road would be consistent with the Nassau County Comprehensive Plan, the ENCPA DSAP 2 plans, and the SR 200 Corridor Master Plan. Building this shared use path would provide a local spur to a major regional trail along SR 200, as well as accommodate for future growth along the corridor and development of the Wildlight community. **Figure 4-2** provides a concept rendering of the future shared use path.

The shared-use path should include the following specifications:

- Begin at the terminus of the programmed shared-use path currently being implemented from SR 200 to just north of Pages Dairy Road.
- Maintain a minimum 10-foot width, consistent with specifications detailed in the Nassau County Comprehensive Plan, the ENCPA DSAP 2, the SR 200/A1A Corridor Master Pan, and FDOT design standards.
- Constructed along the east side of the roadway, consistent with recommendations from the county engineer typical sections from previous plans.
- **Estimated Cost: $1,770,000** excluding drainage improvements and utility relocations *(Source: FDOT Cost Per Mile Reports).*

Plan sheets detailing the location of the shared-use path as well as utility and drainage features are included as **Figure 4-3** at the end of this section.

Figure 4-22 Shared Use Path Concept Rendering and Typical Section

4.2 Heritage Trail Marker

Install a Heritage Trail Marker recognizing Nassau County history related to the Chester Community along the trail, as recommended in the SR 200/A1A Corridor Master Plan. Installing a Heritage Trail Marker provides a low-cost amenity that would bring character and identity to the corridor.

Cost Estimate	Time Horizon
$3,515 plus installation*	Short-term (<1year)

**Source: Florida Division of Historical Resources*

4.3 Midblock Crossing

To maintain pedestrian connectivity and access among key amenities along the corridor, it is recommended that three midblock crossings be constructed. These crossings would be located at the following locations:

- Dollar General
- Chesapeake Avenue
- Roses Bluff Road

Cost Estimate	Time Horizon
$150,000	Mid-term (2-5years)

**Source: FDOT based on recently completed similar projects*

4.4 FGTS Priority Alignment

Submit an updated trail alignment to FDEP for the FGTS Priority Trail alignment transecting the corridor to match the more recent SR 200/A1A Corridor Master Plan alignment for planning consistency.

The FGTS Priority trail alignment along the CSX rail line is currently inconsistent with the SR 200 trail outlined in the SR 200/A1A Corridor Master Plan, which has a similar trail along SR 200 and not near the rail line.

Cost Estimate	Time Horizon
N/A	Short-term (<1year)

Example Heritage Trail Marker.
Photo Source: Leonard J. DeFrancisci, Creative Commons.

Figure 4-3 Shared Use Path Plan Sheet 1

Figure 4-4 Shared Use Path Plan Sheet 2

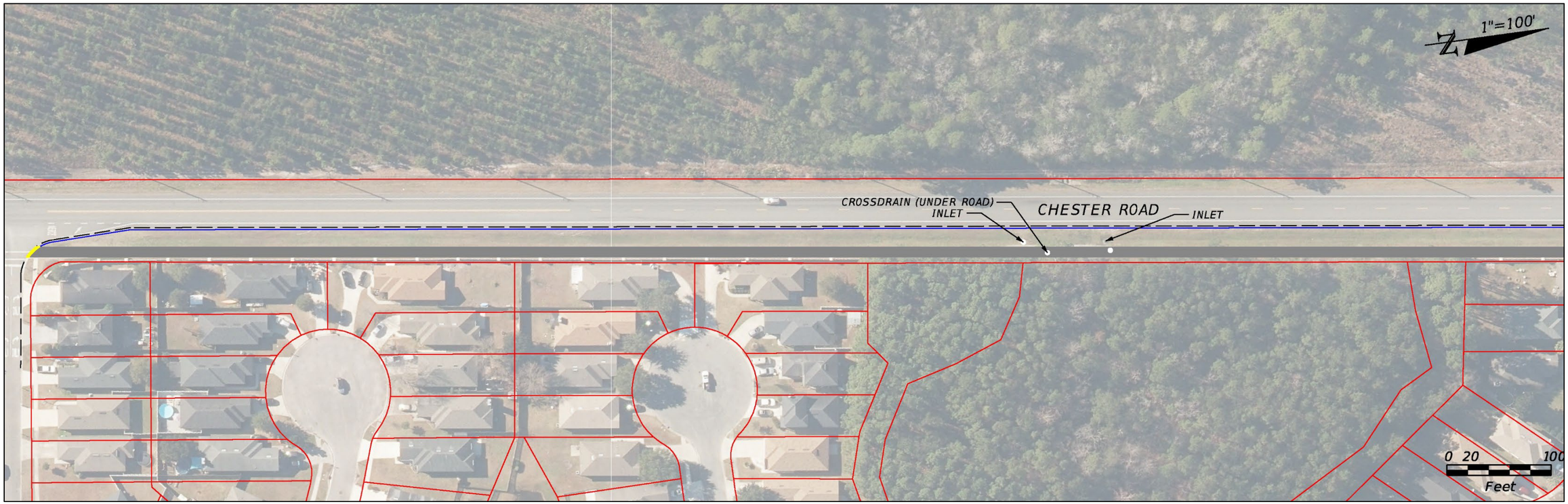


Figure 4-5 Shared Use Path Plan Sheet 3

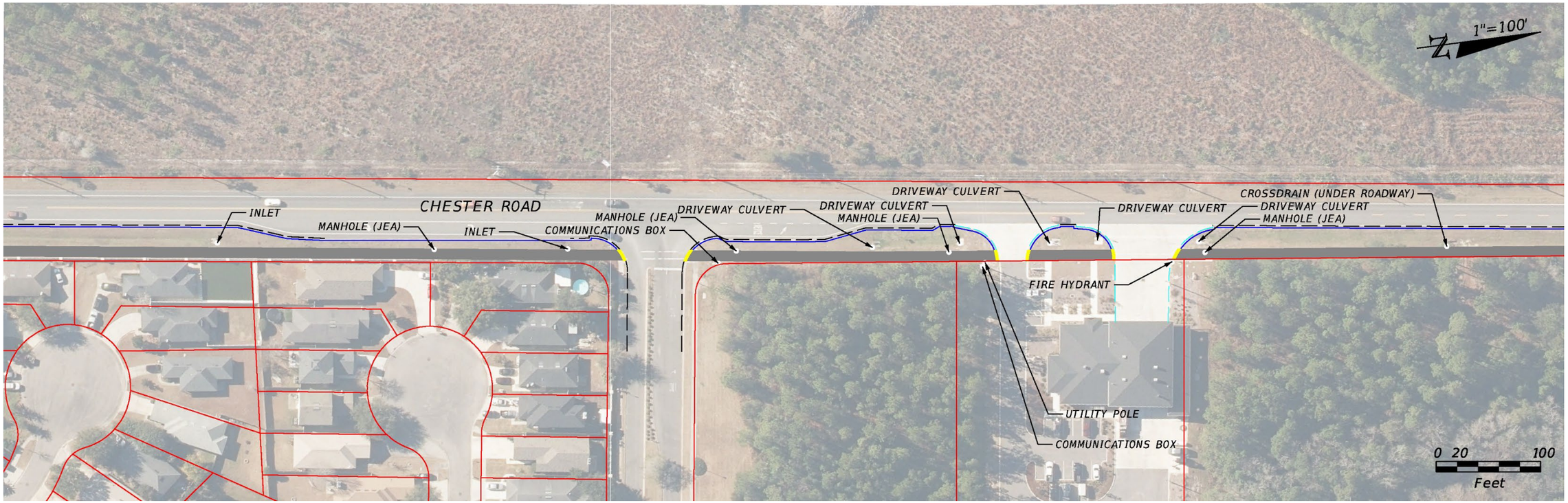


Figure 4-6 Shared Use Path Plan Sheet 4

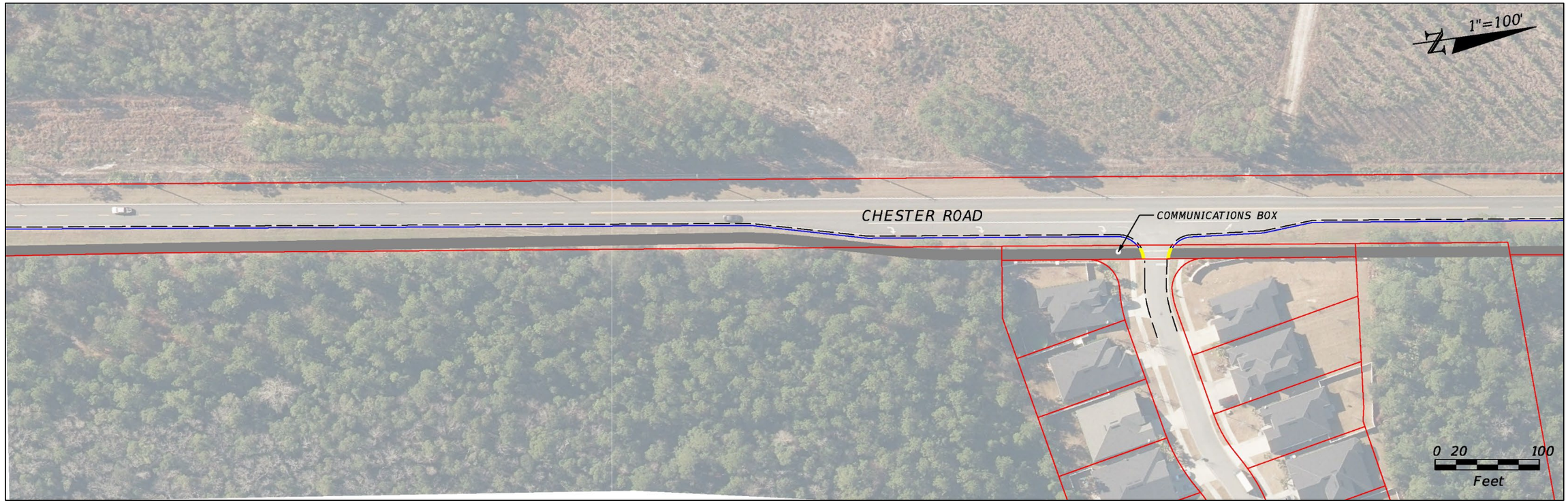


Figure 4-7 Shared Use Path Plan Sheet 5

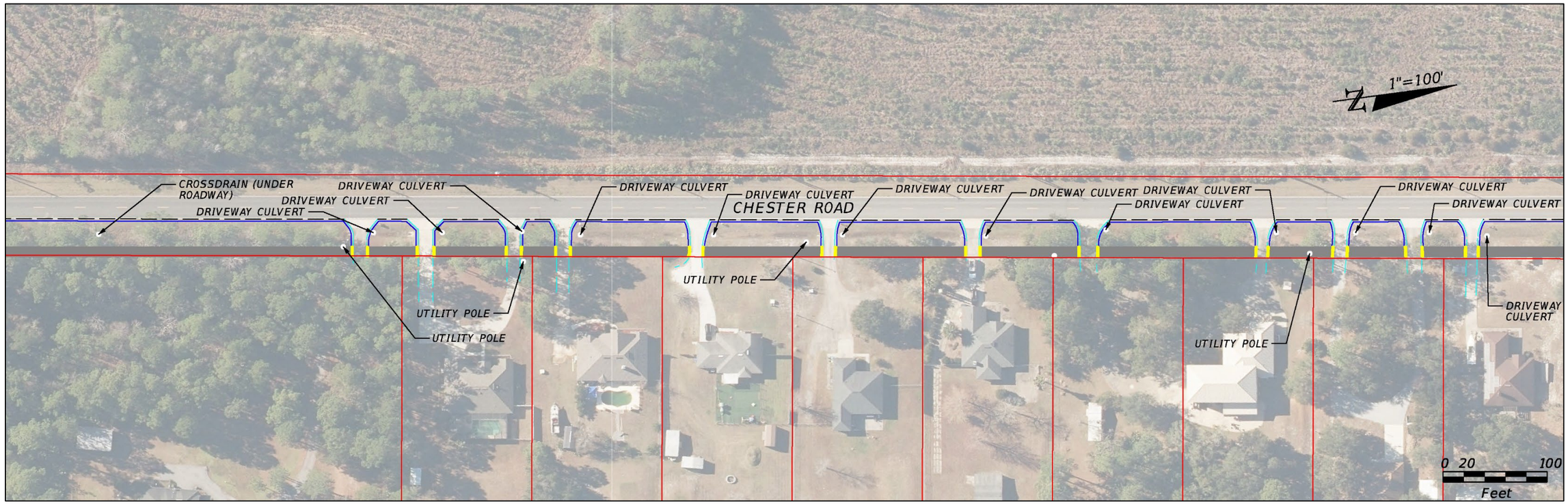


Figure 4-8 Shared Use Path Plan Sheet 6

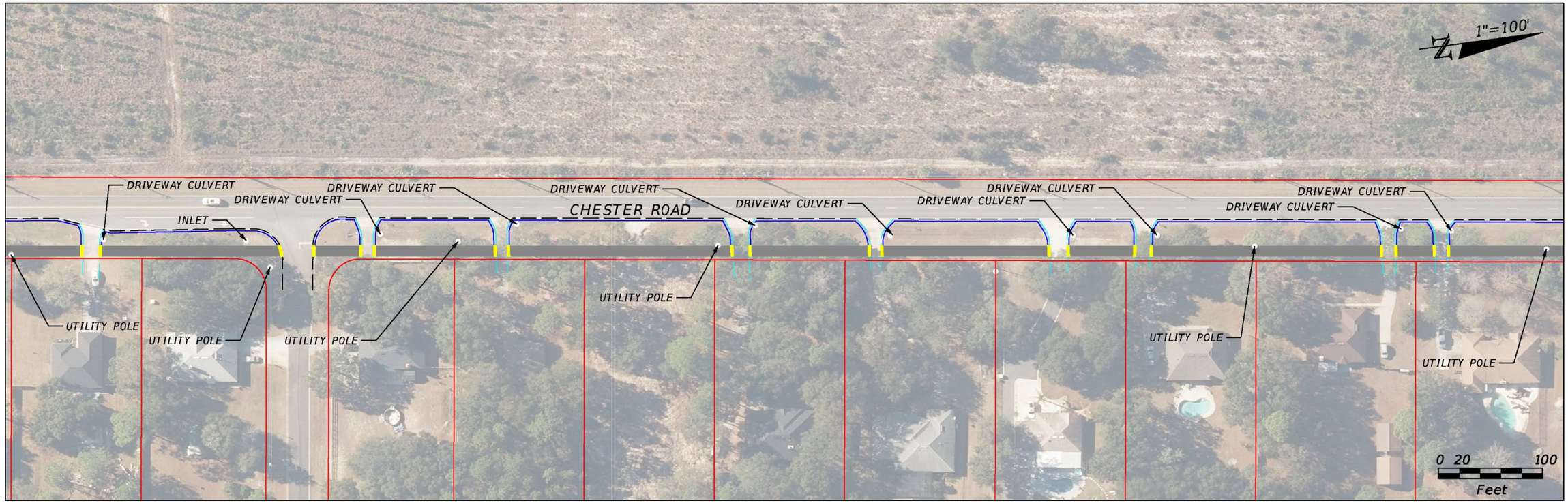


Figure 4-9 Shared Use Path Plan Sheet 7

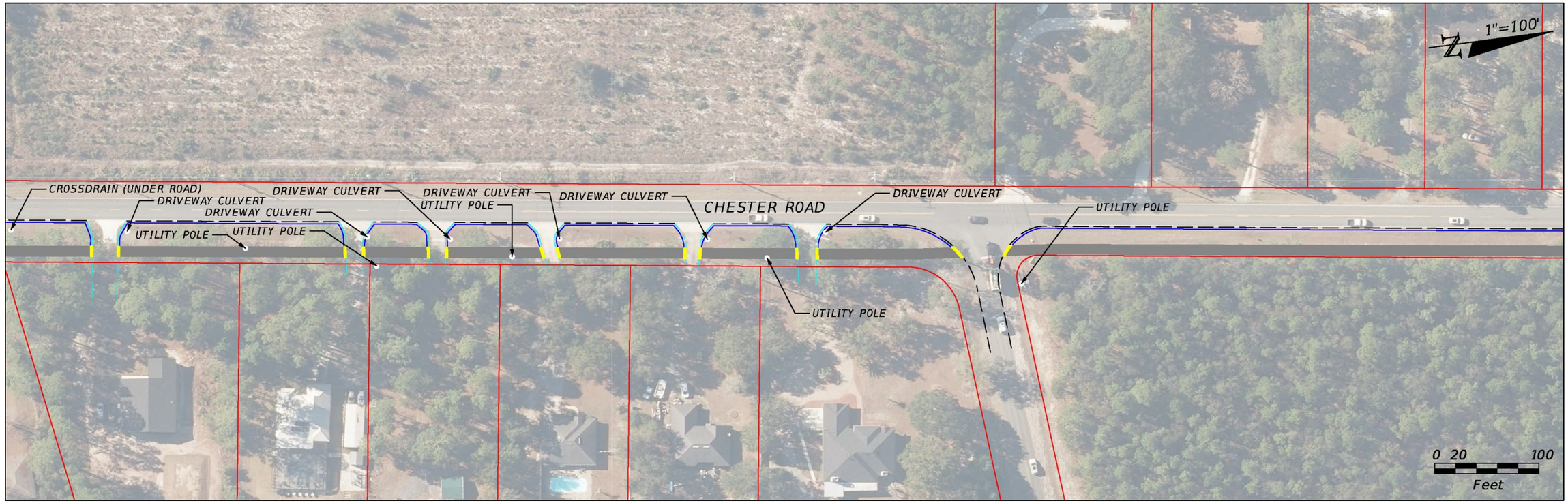


Figure 4-10 Shared Use Path Plan Sheet 8

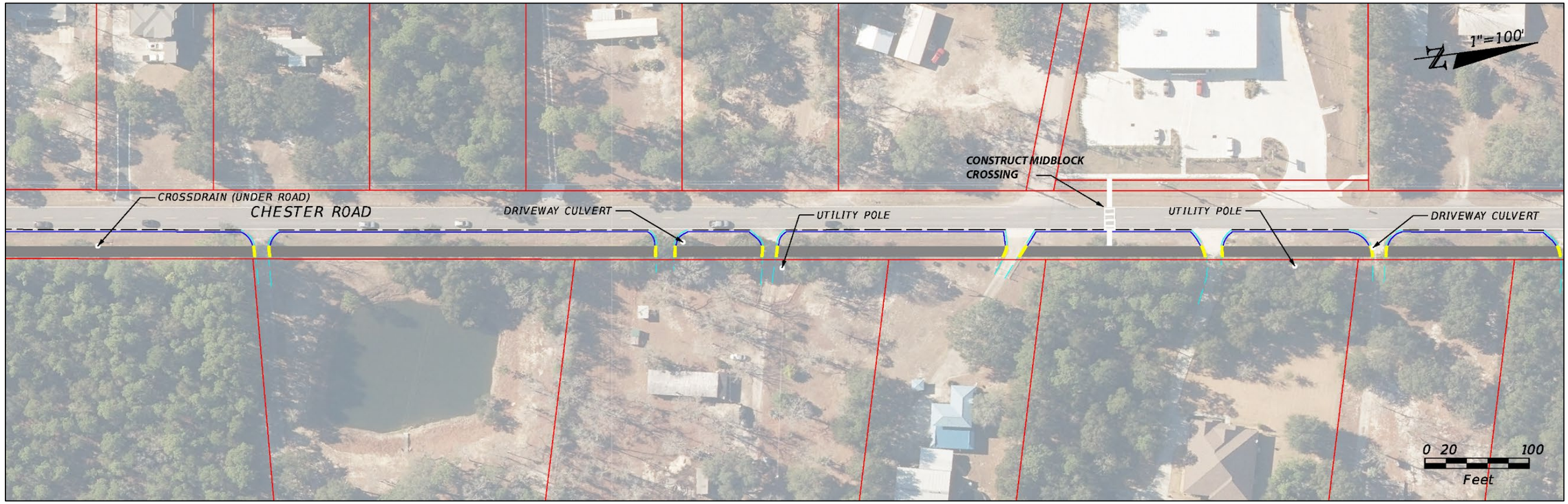


Figure 4-11 Shared Use Path Plan Sheet 9

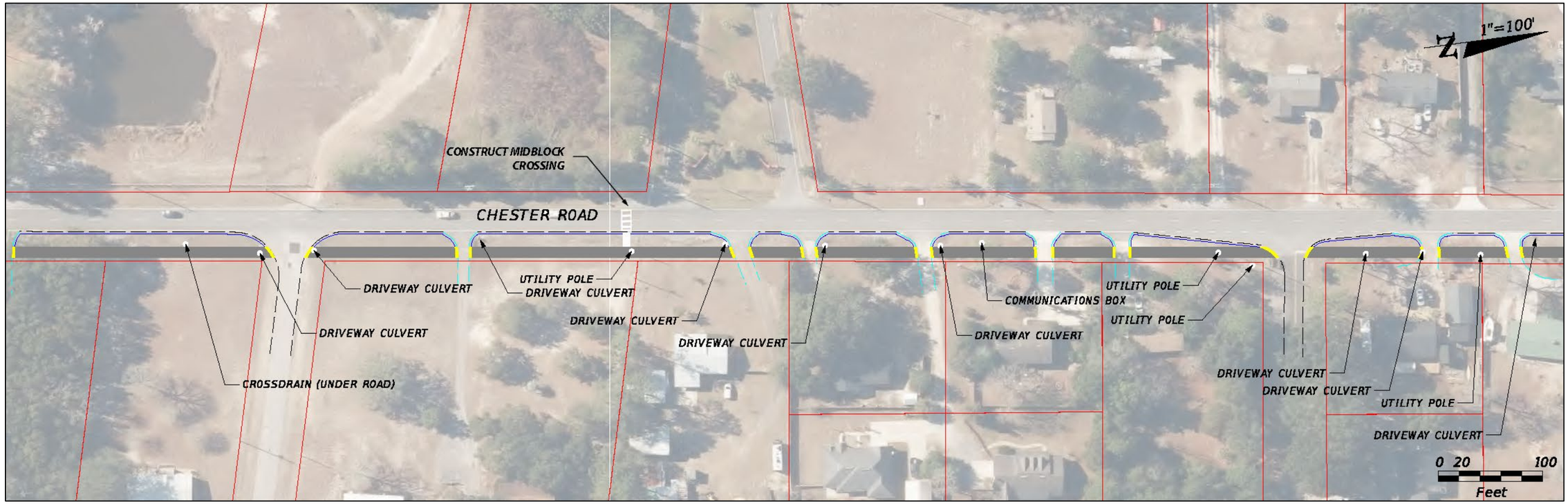


Figure 4-12 Shared Use Path Plan Sheet 10

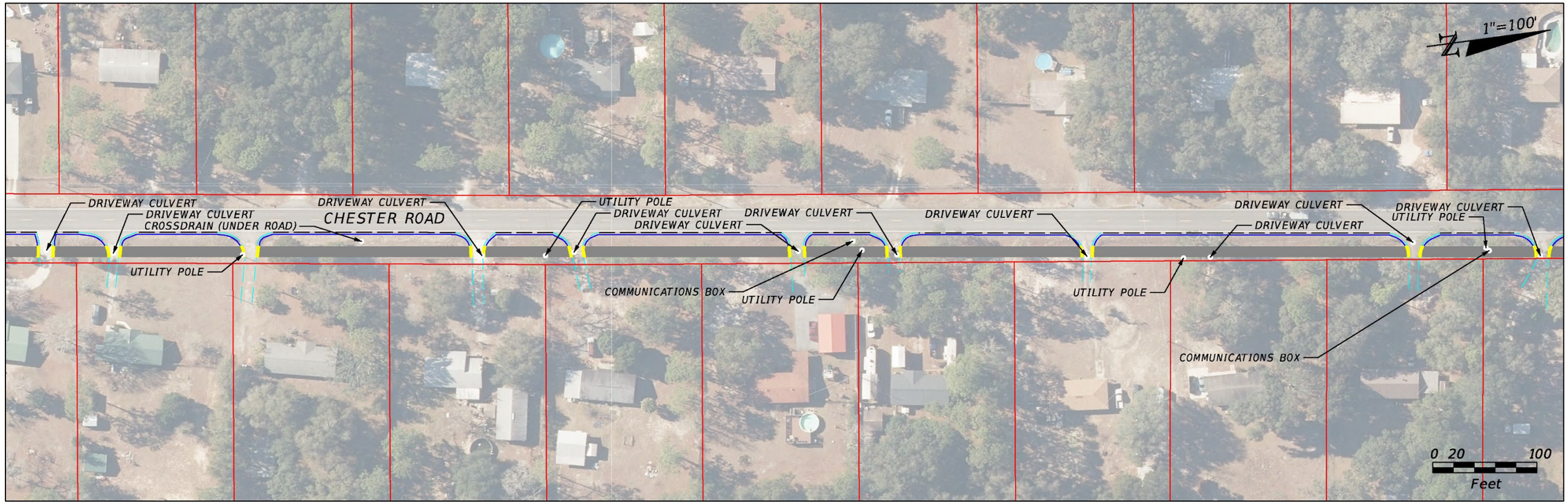


Figure 4-13 Shared Use Path Plan Sheet 11

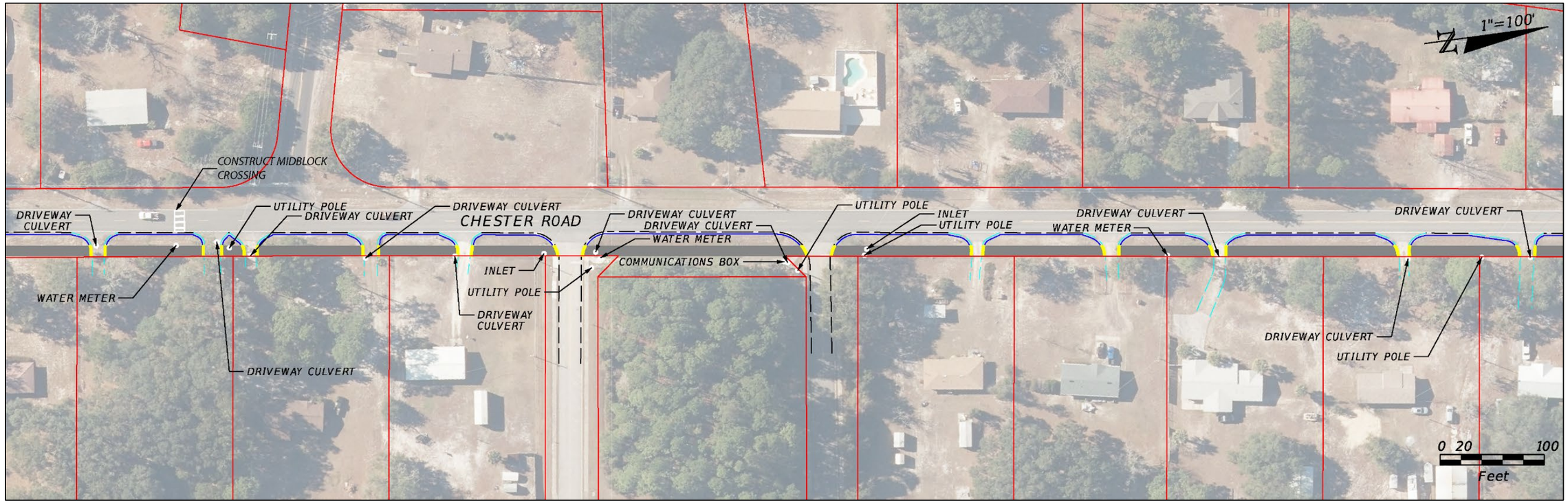
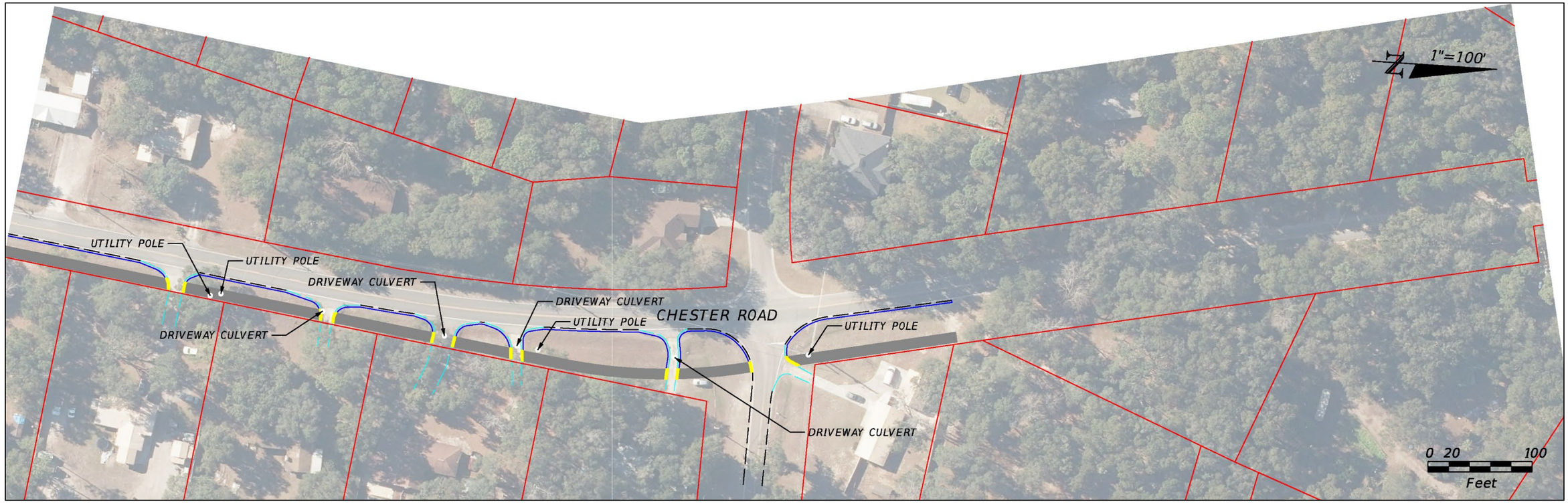


Figure 4-14 Shared Use Path Plan Sheet 12



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