

## 5. Conclusions

The SR 196/Elma G. Miles Parkway corridor represents an important component of the central Liberty County transportation system, providing a connection between various state routes as well as access to adjacent residential and urban developments. The corridor also serves considerable non-motorized traffic due to the surrounding land use. Despite several safety measures already in place, the SR 196/Elma G. Miles Parkway corridor experienced an annual average of more than 105 crashes during the last five years. In particular, the high-speed uncontrolled nature of SR 196 in this area, combined with relatively high driveway densities, a lack of ambient lighting, and incomplete non-motorized facilities, results in a corridor that exhibits an increased risk for crashes with injuries to crash-involved occupants. The signalized intersection located at Veterans Parkway also represents an elevated risk for traffic crashes, particularly due to frequent queueing, relatively high approach speeds, and right-turn channelizing islands implemented with an older deflection angle design.

This report formally summarizes the findings and recommendations of the audit team. A complete list of recommendations is provided in **Appendix D**.

The short-term recommendations include:

- Repairing damaged sidewalk and signage along the corridor,
- Ensuring that sufficient width is available along existing sidewalks,
- Replacing a painted channelizing island at Miles Crossing,
- Relocating W3-3 Signal Ahead warning signs at Veterans Parkway farther upstream, and
- Performing a signal timing study to reduce queueing at Veterans Parkway.

Intermediate-term recommendations include:

- Installing sidewalks along the corridor consistent with the planned Liberty County sidewalk project,
- Implementing a multi-use path,
- Evaluating the excessively long exclusive right-turn lane on SR 196,
- Upgrading the traffic signals and right-turn channelizing islands at the Veterans Parkway signalized intersection,
- Closing driveways within the functional area of the Veterans Parkway intersection, and
- Implementing dual left-turn lanes at the Veterans Parkway intersection.

Long-term recommendations include:

- Implementing a raised median along SR 196,
- Implementing a pedestrian hybrid beacon along SR 196,
- Installing additional lighting, and
- Eliminating direct left-turns at the Veterans Parkway intersection by converting to a MUT design.

The RSA team suggests that the recommendations stated in this report be implemented as resources become available. The responsible agency(s) should document any decisions to modify or eliminate recommendations based on engineering judgement or lack of feasibility.