

# X. Appendix D

## Hardy-Elysian Option Considerations

# Hardy-Elysian Options

## Priority Elements

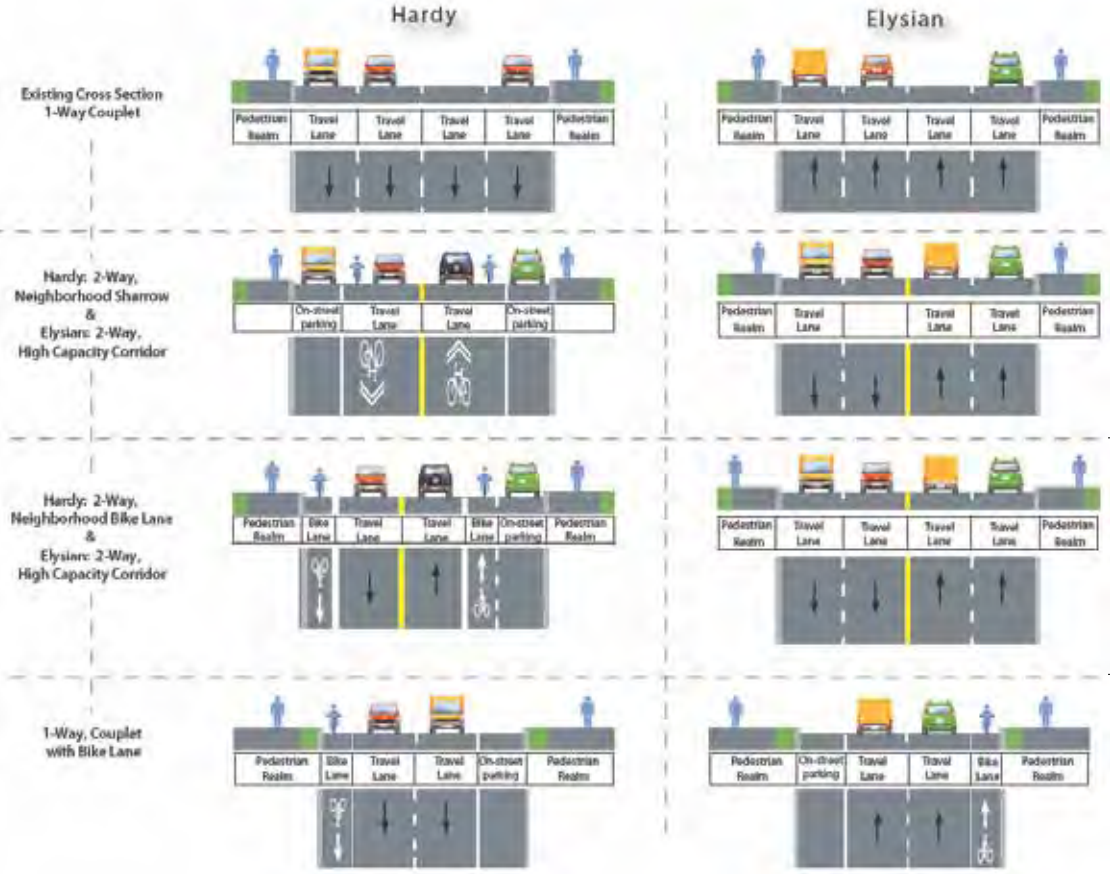
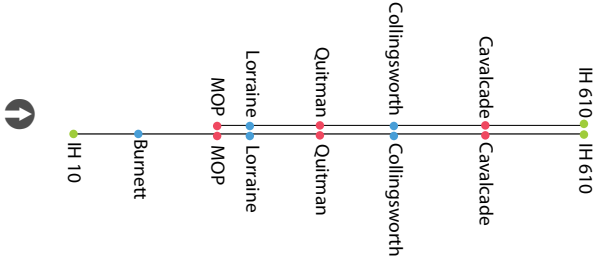


### HARDY

EXISTING CONDITIONS		FUTURE CONDITIONS	
Existing Lanes	4	MTFP Designation	C-2-60
Existing Counts Range	3,000-6,000	Future Volume Range	5,500-12,500
Right-of-way	50'/60'	Proposed MMC	Urban Avenue
Median/CTL/Undivided	N/A	Median/CTL/Undivided	Undivided

### ELYSIAN

EXISTING CONDITIONS		FUTURE CONDITIONS	
Existing Lanes	4	MTFP Designation	T-4-60
Existing Counts Range	4,500-8,500	Future Volume Range	9,000-15,000
Right-of-way	60'	Proposed MMC	Urban Avenue
Median/CTL/Undivided	N/A	Median/CTL/Undivided	Undivided



- Functions as an 8-lane 2-way corridor.
  - Provides direct connection to Hardy Toll Road & Downtown.
  - Lower traffic volumes.
  - Small pedestrian realm.
- 
- Hardy functions as the more neighborhood street.
  - Elysian operates as the primary, high-capacity corridor.
  - Sharrows (Shared bike and car lane) allows for parking on both sides of Hardy.
  - High Frequency Transit on Elysian.
  - Small pedestrian realm.
- 
- Hardy to function as a more neighborhood street.
  - Elysian operates as the primary, high-capacity corridor.
  - Bike Lane enhances perceived safety of bike rider, but reduces parking to one side
  - High Frequency Transit on Elysian.
  - Pedestrian realm along Hardy.
- 
- Hardy and Elysian remain as a two-way couplet.
  - Road capacity reduced from 8 to 4 lanes of through traffic.
  - Remaining 4 lanes converted bike facility and on-street parking and enhanced pedestrian realm.
  - High Frequency Transit on Hardy and Elysian.
  - Wider pedestrian realm along Hardy.