



Public Workshop #3 Summary

August 2016



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CHAPTER 1 WORKSHOP INFORMATION AND FORMAT

The Crosstown Multimodal Transportation Study (the Study) is a continuation and detailed evaluation of moveDC outreach and recommendations established in 2013-2014. The most recent Public Workshop took place on June 9, 2016 and is one of four during the course of the study, along with two public engagement events held in communities within the study area. The feedback gained at these events will be used to develop, refine, and help select recommendations for short- and long-term improvements. Feedback from the third public workshop and two engagement events will feed into the refinement of conceptual-level improvement recommendations.

1.1 Purpose of the Workshop

The purpose of the third workshop and two engagement events was to present two refined concepts that enhance multimodal connectivity, mobility, and safety in the area and gain community feedback. The team presented materials that acknowledged comments received about the preliminary concepts, engaged the community and stakeholders in activities that would help refine the concepts, and allowed for other comments.

1.2 Event Information

The public workshop was held on Thursday, June 9, 2016 from 6-8pm at Trinity Washington University's O'Connor Auditorium. Trinity University is located in the eastern portion of the study area near the Brookland Metro Station and accessible by the H-Line, 80, and D8 buses. The fourth public workshop will be located at the Columbia Heights Education Campus.

The engagement events were held on Saturday, June 11, 2016 from 10am-1pm at the Brookland Farmers Market and the Columbia Heights Metrorail Station.

1.3 Format

The public workshop was a blend of an open-house and interactive activities design to engage the community. There was 20-minute presentation at 6:30pm, which guided people through the study background, process and timeline, and the preliminary network concepts. Team members from the study were positioned near each board and activity to guide participants around the room and hear comments. DDOT staff floated around to answer questions.

The engagement event was designed to deliver the material presented at the meeting to dense activity centers within the study area. Tents were set up in proximity to the Metrorail stations with the materials presented at the third public workshop, the Build Your Own Concept activity, and the online survey available in tablet form. This event is an informal way to engage the public and capture input from those who were unable to attend or were not aware of the public workshops.

1.4 Boards and Activities

Boards and activities were designed to give attendees an overview of the study and its purpose and need, as well as to collect their feedback on the proposed concepts. At the public workshop, the following boards and activities were presented:

- Presentation: This 20-minute presentation reviewed the study area and project goals, presented project process and current status, summarized public feedback from the previous meeting, and introduced the refined concept components.

- Welcome Board: This board provided guidance to participants in navigating around the room with a brief summary of each station.
- Previous Workshop Materials: The following boards were provided as reference for those who were unable to attend the previous public workshops.
 - Major Planned Area Developments: The study area is set to experience a high level of growth in the coming years with major planned developments being built and occupied as well as expansion of current institutions. This board summarized and mapped these large developments, providing data on expected space or amount of growth projected for each.
 - moveDC Recommendations: moveDC provided high-level recommendations related to the study area. This board showed how the Crosstown study drills down further and examines what short and long-term projects are feasible in the corridor.
 - Vision Zero Safety Map: The Vision Zero Safety map showed data from the crowdsourced map categorized by the issue reported. The board highlighted hotspots for driving, pedestrian, bicycling, and other resident-identified safety concerns.
 - Existing Physical Conditions Summary Board: The existing cross-sections of the east-west streets in the study area provide context for how the concept network components would be incorporated into the existing widths and what tradeoffs could be made to accommodate the new features.
 - What We Heard- Public Workshop #1: During the first public workshop there were several opportunities for the public to provide feedback to help develop the preliminary network concepts. This board summarized the major comment themes provided during the first public workshop, as well as online.
- What We Heard- Public Workshop #2: During the second public workshop, preliminary concepts were presented both as complete concepts, and as geographic-specific components. The public provided feedback through voting mechanisms and through conversation. This board summarized the major themes of these comments.
- Concept Assessment Methodology: This board introduced a performance scale and design features, with a definition of each category, presented in all concepts.
- No Build Concept: This board outlined the projects in the study area that are programmed for completion, and do not include any additional proposed design features. Concept assessments and quick facts are provided to compare the evaluation of this concept to Build Concepts 1 and 2.
- Build Concept 1 and Build Concept 2: These boards outlined key modal design features of the two build concepts in the study area. Each concept included a map displaying the basic network structure and interchangeable elements (interchange, reconstructed grid, intersection improvements, etc.) Additionally, the performance of transportation modes was displayed by a color-coded assessment scale and icons, indicating the benefit or effect levels of each transportation mode in each concept.
- Build your own Concept (Activity): The participants were provided the opportunity to build their own concept by mixing the various network structures and interchangeable elements into their preferred combination. A base map of the no build network was provided with Velcro pieces of the network concepts, grid alternatives, and interchange concepts. A survey was also provided to document the public's preferred concepts if they were not able to participate in the workshop activity. This survey was also provided online.

At the engagement events , the following materials and activities were available:

- Handout from Public Workshop #3, outlining the refined concepts
- Build your own Concept Activity
- Tablets to complete the online survey

CHAPTER 2 OUTREACH EFFORTS

Outreach for the third public meeting was key to allow the community to receive an update on the project and remain engaged in the process. We took careful effort to include stakeholders, organizations, institutions, media outlets, and as many residents as we could reach.

2.1 Notifications

We contacted organizations, elected officials, media outlets, residents, and institutions through phone calls, e-mail blasts, and sending information about the study.

2.1.1 Media

The following media outlets were contacted and sent information:

Newspapers and Print Media

- *Washington City Paper*
- *Washington Post Express*
- *Street Sense*
- *Capital Community News*
- *El Tiempo Latino*

Blogs

- *Greater Greater Washington*
- *New Columbia Heights*
- *Parkview*
- *Life on the Edgewood*
- *Brookland Bridge*

2.1.2 Electronic Communications and Social Media

moveDC collected contact information for its planning effort and as this project comes from moveDC, information was sent to the 2,200+ recipients on that listserv. Crosstown has built a contact list with including interested residents that sign up on the website, ANCs, and other stakeholders. This list currently has about 250 contacts.

Notifications were also submitted to neighborhood listservs and yahoo groups. These postings are often sent to the list organizers or facilitated through the Mayor's Office of Community Relations (MOCRs) Representatives.

Utilizing the moveDC Twitter and Facebook profiles, workshop information was posted regularly up to the meeting date. These profiles together reach almost 2,600 followers. The postings for the meeting reached almost 500 people on Facebook alone.

2.1.3 Organizations

Neighborhood and civic organizations were also contacted and sent information about the public workshop. These organizations included:

- Edgewood Civic Association
- Georgia Avenue Community Development Task Force
- North Columbia Heights Civic Association
- Stronghold Neighborhood Association
- Brookland Civic Association

2.2 Rack Cards and Posters

1,000 rack cards (700 in English and 300 in Spanish) and 50 posters (50 in English and 30 in Spanish) were distributed throughout the study area and to stakeholders. The rack cards and posters were distributed and placed

in libraries, senior centers, recreation centers, churches, coffee shops, and other community spaces around the study area. This type of distribution has also been effective in reaching Title VI populations.

2.3 Title VI Outreach

Key locations in the study area were identified to be areas in which we could reach Title VI populations about the Crosstown Multimodal Transportation Study. Information was sent both electronically and physically distributed to the following locations:

Senior Centers or Housing

- *Garfield Terrace Senior Center*
- *Fontenau Senior Center*
- *Casa Iris*
- *Eofula Spanish Senior Center*
- *NCBA Estates*

Community Centers or Resources

- *Taft Recreation Center*
- *Turkey Thicket Recreation Center*
- *Banneker Recreation Center*
- *Powel Recreation Center*
- *Latin American Youth Center*
- *Columbia Heights Community Center*
- *Gala Hispanic Theatre*
- *Kokeb Ethiopian Restaurant*
- *Askale Café*
- *Sankofa Café*
- *Harrar Coffee*
- *Ethio USA Tours*
- *Washington Sports Club*

Housing Developments

- *Columbia Rd. Public Housing*
- *Park Morton*
- *Victory Heights Senior Housing*
- *Jubilee Housing*
- *32 Thirty-Two Apartments*

Schools

- *Cardozo Education Campus*
- *Carlos Rosario International Career Center*
- *Columbia Heights Education Campus*

Religious Institutions

- *Commissariat of the Holy Land*
- *Guildfield Baptist Church*
- *St Anthony's Catholic Church*
- *Johnson Terry*
- *Highway Christian Church*
- *Old Pentecost Church*
- *Living Hope Church*
- *Shrine of the Sacred Heart*
- *All Souls Episcopal*
- *St Thomas Apostle Church*
- *Church of Christ*
- *Iglesia La Red*
- *Kelsey Temple Church of God*
- *Michigan Park Christian Church*
- *Mt Rona Missionary Baptist Church*
- *National Memorial Baptist Church*
- *Old Way Baptist Church*
- *Park Road Community Church*
- *St. Anthony's Catholic Church*
- *The District Church - Columbia Heights*
- *The Greater First Baptist Church*
- *Unitarian Church*
- *Kidane-Mehret Ge'ez Rite Catholic Church*

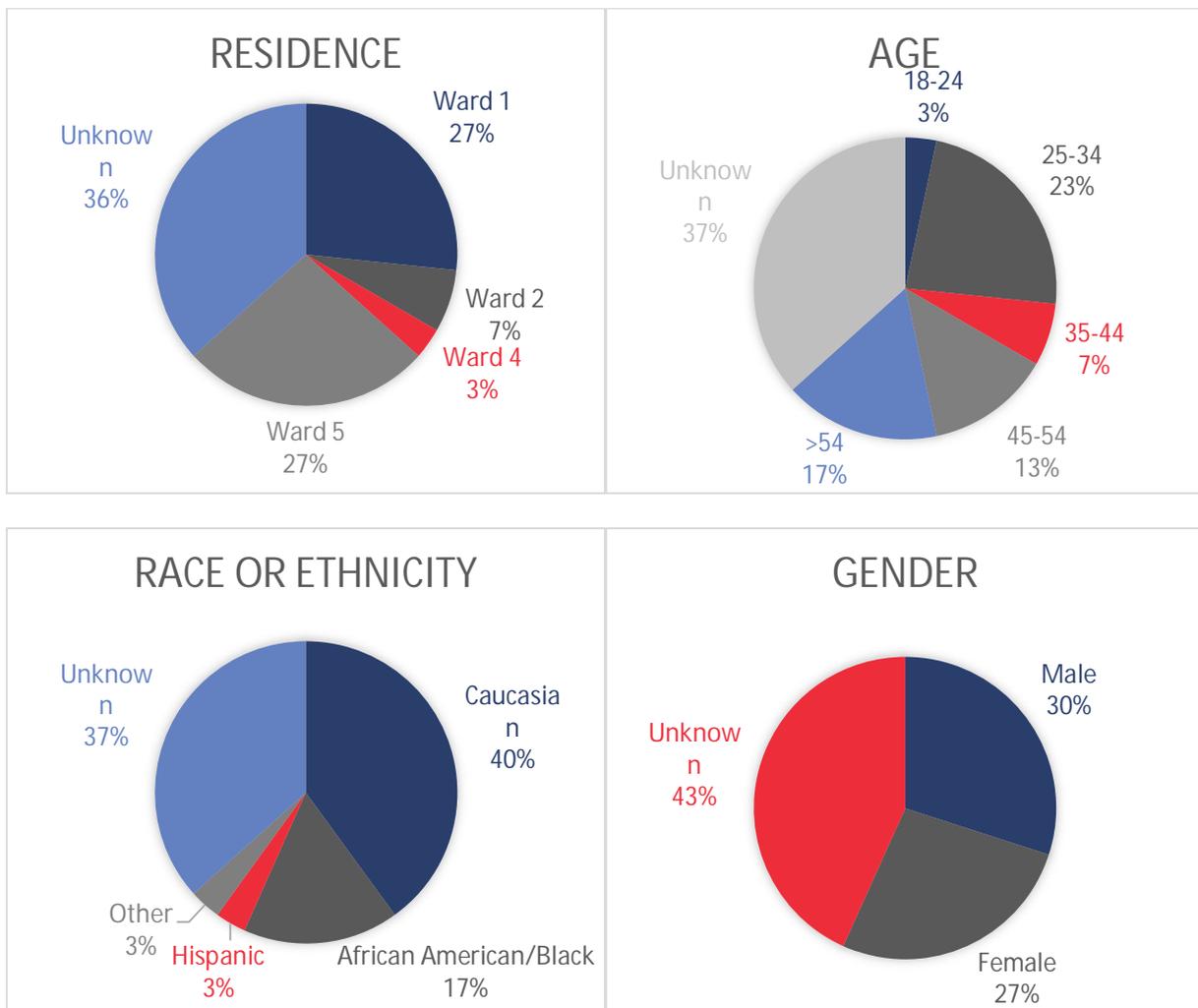
CHAPTER 3 ATTENDANCE

Approximately 30 members of the public attended the third public workshop. These attendees included elected officials (ANCs), stakeholders, institutions, as well as residents, students at local universities, and bicycle advocates.

Specific attendance is not available for the engagement events, however, the team distributed more than 350 flyers and spoke with a variety of people at the tents, at the Metrorail station and nearby bus stops, and at the Columbia Heights farmer's market.

3.1 Attendees

The charts below represent the demographic makeup of public meeting attendees. The location of the meeting was in Ward 5; however, we see a fairly even number of Ward 5 and Ward 1 residents in attendance.



CHAPTER 4 COMMENTS

Comments, feedback, and other input were received at each activity station. The sections below summarize the input received by activity.

4.1 Key Takeaways

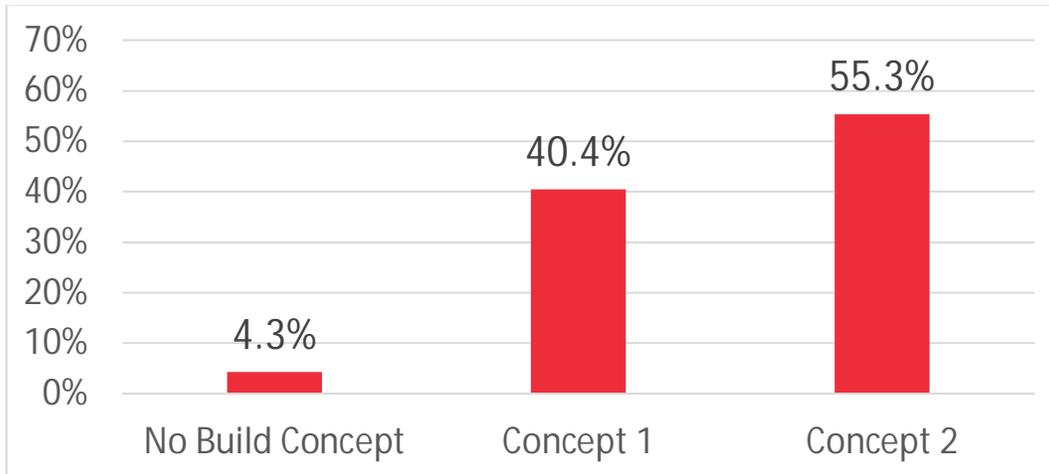
- Bicycle concepts should consider topography, levels of protection, and transitions:
 - *There was significant support for dedicated bicycle lanes in each concept. Many comments for or against each concept and geographic-specific area pointed to topographical challenges especially along Harvard Street NW and Michigan Avenue NW/NE.*
 - *Participants suggested considering design treatments that could be used for protected facilities such as raised curbside lanes as well as the transitions between two-way facilities and curbside lanes.*
 - *Transition considerations also note route connectivity outside of the study area, specifically to the west.*
- Support for separate bicycle and pedestrian facilities:
Shared use paths were met with some support, but concerns exist regarding the interaction of bicycles and pedestrians on the same facilities. Some commenters requested separate facilities where space permits.
- Desire to maintain existing transit routes:
Overall transit priority treatments were supported, especially through the Washington Hospital Center (WHC), and there was a preference for dedicated bus lane concepts. Concern was expressed about concepts involving modifications to existing routes throughout Columbia Heights. Bus stop relocation to streets that currently do not have them is perceived to be met with resistance from residents.
- Support for Grid Alternatives with opportunities for improvement:
Both grids received support, with a preference for more public open space rather than development. Concerns for Grid A revolve around the two-way configuration of Park Place and Kenyon Street for short lengths. Commenters expressed a desire to improve existing bicycle facilities on Warder Street and Park Place.
- Hospital Circulation patterns need to balance through traffic and hospital patrons: *Participants support more efficient travel through the hospital network, but concerns were raised about having hospital patrons, some of which have mobility constraints, transfer to shuttles.*
- Support for bicycle facilities on Irving Street and Michigan Avenue NW in the Central Section:
Bicycle facilities on Michigan Avenue NW (central section) were not included in these refined concepts, and many participants would like to see them return. There is support for connections to existing and future development on the south side of Michigan Avenue NW.
- Interchange Concept B was favored:
The revised cloverleaf interchange concept with the fewest ramps and smallest footprint was favored. Bicyclists and pedestrians support the removal of all free-flow vehicular movements.
- Michigan Avenue NE road diet support is divided:
There was general support for a Michigan Avenue NE road diet, but much discussion over the tradeoffs that would come with it. Some residents favor a lane of parking instead of a two-way turn lane. Concerns were also expressed about the congestion implications of removing travel lanes.
- Intersection Improvements favored to reduce modal conflicts:
Participants favor improvements that separate the various modes of travel, providing shorter pedestrian crossings and more pedestrian and bicycle visibility. Recommendations were made to enhance the proposed improvements, such as a bike box along Monroe Street NE at Michigan Avenue NE, or the desire for more traffic related improvements a Michigan Avenue/ Taylor Street/ 13th Street NE.

4.1.1 Concept Voting

The concept voting was opened at the Build Your Own Concept activity and was available on the project’s website until it closed June 30, 2016. The following are the results from the votes and comments at public workshop 3, the public engagement event, and online. Comments summarized below the following graphics are directly from the public. They have not been revised and do not necessarily reflect the opinions of DDOT or the Study’s affiliates.

Total participants: 30 at the meeting, 94 online participants

Overall Network Concept Results



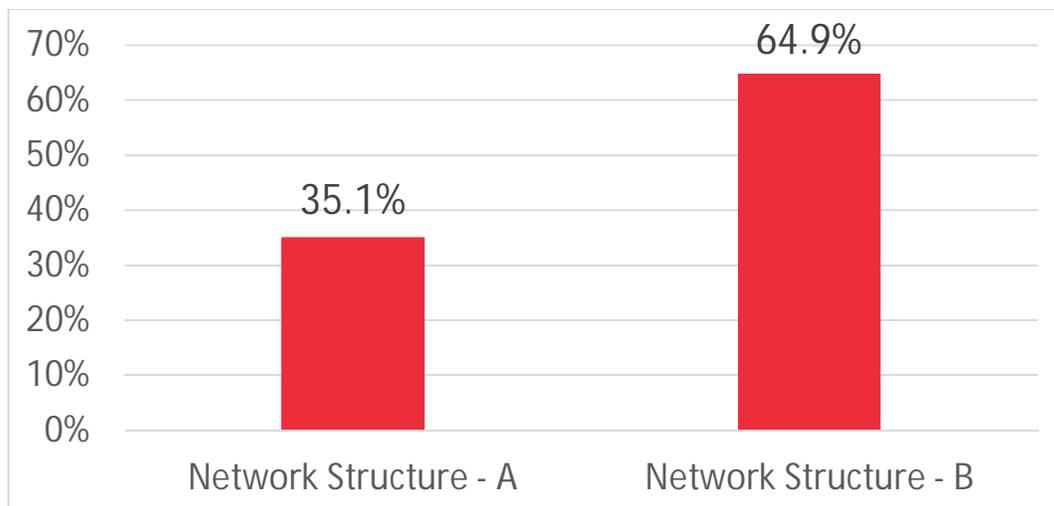
Concept 1 Comments

Area of Interest	Concept 1
General	Build Concept 1 in my opinion lays a better framework for future transportation needs, considering increased demands and density.
General	We really need a protected bike lane that is NOT shared with pedestrians moving east and west. Build one has the best option for this (I think)
West	I prefer 2-way cycletrack. Irving/Columbia makes more sense for buses & direct hospital access reconnected street grid looks more ped (pedestrian) friendly.
West/ Central	The two-way cycle track on Kenyon plus a transit-only lane on Irving will relieve congestion on already-crowded streets. Plus, ambulances and police cars are routinely stuck behind cars, both parked and stopped, en route to emergencies. This is addressed most effectively by the first build-out.
West/ Central	I like the cycle track and the public transit being on Irving and Columbia, as well as how they connect to the hospital
Central	The northern cycletrack with the greater calming around the Michigan Avenue overpass, returning the area to a normal street grid allowing greater public and built up land uses.
Central/ East	Build Concept 1. I don't like the idea of narrowing Michigan and putting cyclists on Michigan. We are not going to be able to stop cars from coming in from Michigan and the traffic there is already so heavy. Better to give the cyclists (me included as a not-super confident cyclist) protected space on streets on the grid. Also like making cross-town bus more viable by cutting down on time the bike is in the Wash Hospital Center complex.

Concept 2 Comments

Area of Interest	Concept 2
West	I think the bike lane on Irving makes a lot of sense because it connects with the existing lane on Irving west of Mt. Pleasant St. Also, I like the all day dedicated transit lanes. I commute across town (from Georgia Ave to Connecticut Ave.), usually biking or on the bus. There is a real need for a dedicated bus lane, and having it all day would benefit everyone making trips throughout the day. There are a lot of students who use those H buses, going up to UDC and other schools, so they are traveling off-peak and would benefit. Also, the impact on parking wouldn't be that different -- parking demand is highest at night, not in the middle of the day (which is when concept 1 would allow parking).
West	Transit time savings
Central	I like concepts 1 and 2 because they both include a bike path along the north side of the hospital. I prefer a bike path on both sides of the street, so I selected concept 2
Central	Street layout near hospital.
Central	Getting rid of the cloverleaf interchange was a major reason I chose this plan. Both plans provided on stop for hospital location and dedicated space options for bike/ped which I was happy about.
Central/East	The 4 lanes to three lane conversion is necessary for traffic calming and to install 2 way bike lanes traffic/speed cameras on Michigan Ave, too!
East	This will help with traffic calming. Speeding cars on Michigan Ave have an immense amount of pain & suffering to individuals in cars, on foot, and on bicycles.
East	Due to the changing composition of the neighborhood, I think it's vital to prioritize pedestrians, bikers, and public transit. Although parking is also important due to the increase in population. Maybe there would be a way to improve parking in the area in the plan as well. Dedicated bike lanes are very important for the area and I think it's very important to slow down traffic, improve the traffic pattern, and prioritize the immediate neighborhood's needs to have a pedestrian friendly area around the reservoir, the new McMillan, and the Soldier's Home. Having a solid and drastic change to this area will bring so many added benefits to residents, city dwellers, and others.

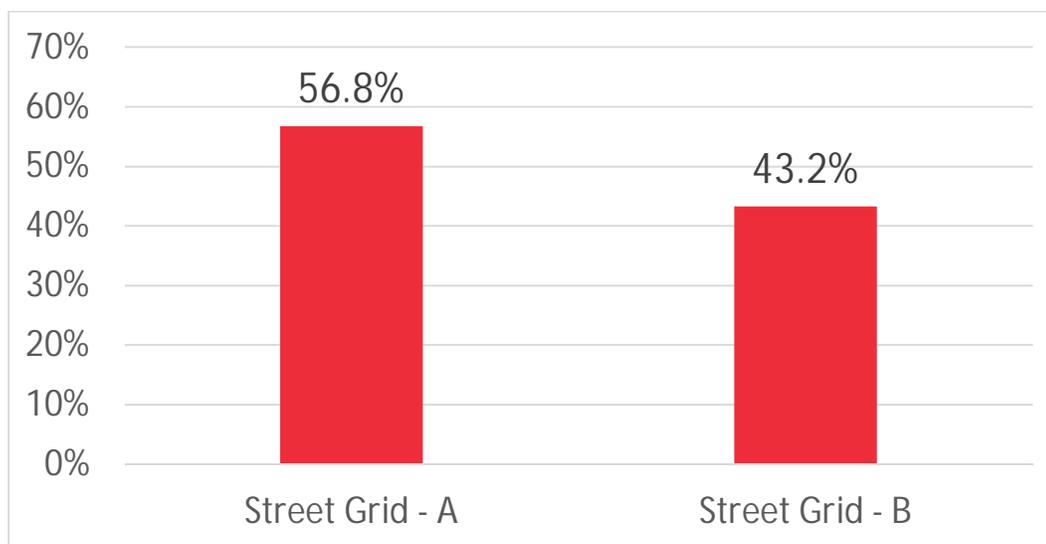
Network Structure



Network Structure Comments

As a resident of the 500 block of Kenyon, traffic calming somehow should be a top priority. Cars driving west onto Kenyon from the multi-lane Irving often speed along what is a quiet residential street at extremely high speeds. A reversible cycle track or the addition of on street parking on both sides during the whole day would help relieve these problems by making the street seem less wide open.
This concept provides better access to the Columbia Heights Metro Station from the H2/H4 buses on Irving Street.
I like 'Concept 2' more east of the Monroe/Michigan intersection. But everything west of there is better in 'Concept 1.'
Both Network structure options should be implemented.
It is unclear whether or not the streets west of the hospital will need to be widened to support any of these changes - could you please be explicit about this in the future? I think the ideal approach is to funnel vehicle traffic onto Columbia and Harvard. This would have the downstream effect of reducing traffic at 14th and Irving thereby improving metro access for pedestrians along with the proposed intersection improvement there.
The Park View United Neighborhood Coalition launched study study on Park view streets. One of people's major concerns was calming on Park Road- by adding street trees, maybe a two way bike lane. Also, people were concerned with traffic calming and lack of street trees on Warder and the southern part of the community. I encourage crosstown to reference this document and look to it as a guide. The plans to reconfigure the southern part of town would be great but it cannot increase traffic by making Park Road two way. Here is the link to the report: http://www.parkviewunc.org/?p=374 Here is a link to the interactive map produced through two walk throughs with concerned citizens: https://adamchamy.cartodb.com/viz/3227ee88-fa70-11e5-8f58-0ecd1babdde5/public_map

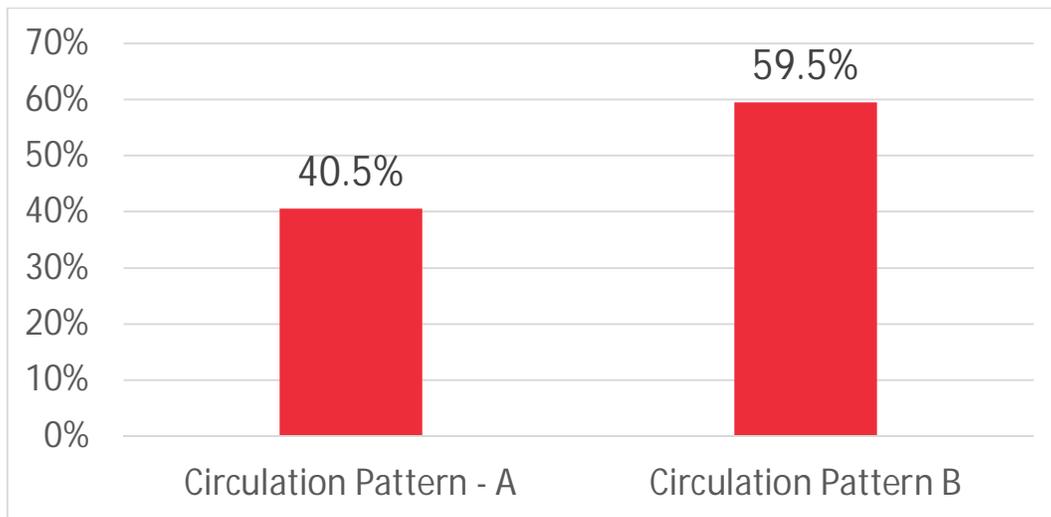
Street Grid



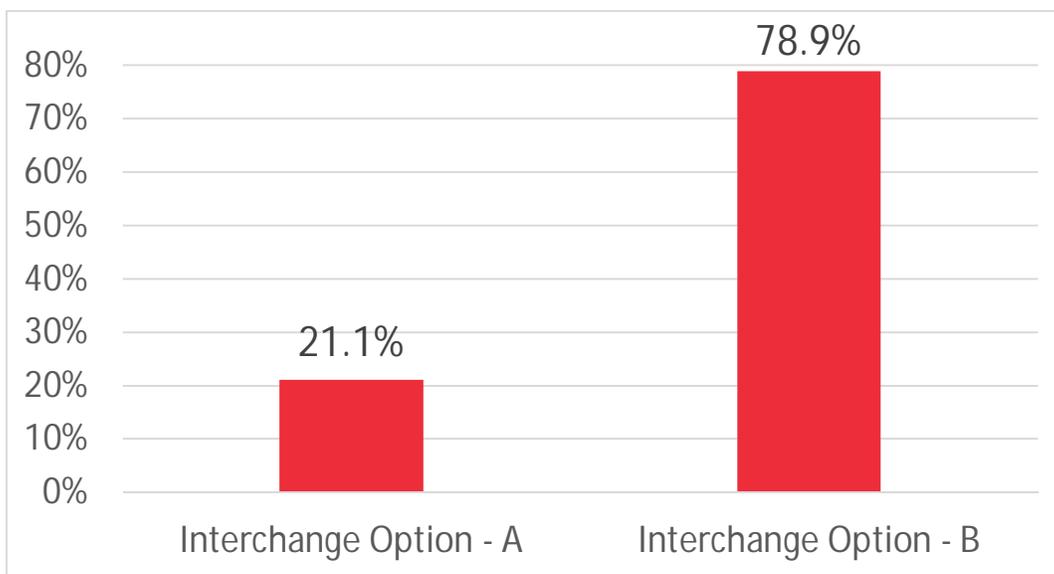
Street Grid Comments

As someone that travels daily from North Columbia Heights to the Washington Hospital Center, Street Grid B is the preferred Option. Street Grid A looks like a traffic nightmare because it forces all eastbound traffic to turn left from Irving onto Park Place then make an immediate right onto Kenyon. Kenyon which is now one way in that section must now handle traffic in both directions plus a bicycle lane. That sounds like a recipe for making the situation much worse for traffic in the area. I highly recommend against Street Grid A. No action would be better than Street Grid A. Street Grid B is the definite choice.
Street grid A would make traffic worse.
Traffic calming measures with Street Grid B

Hospital Circulation Pattern



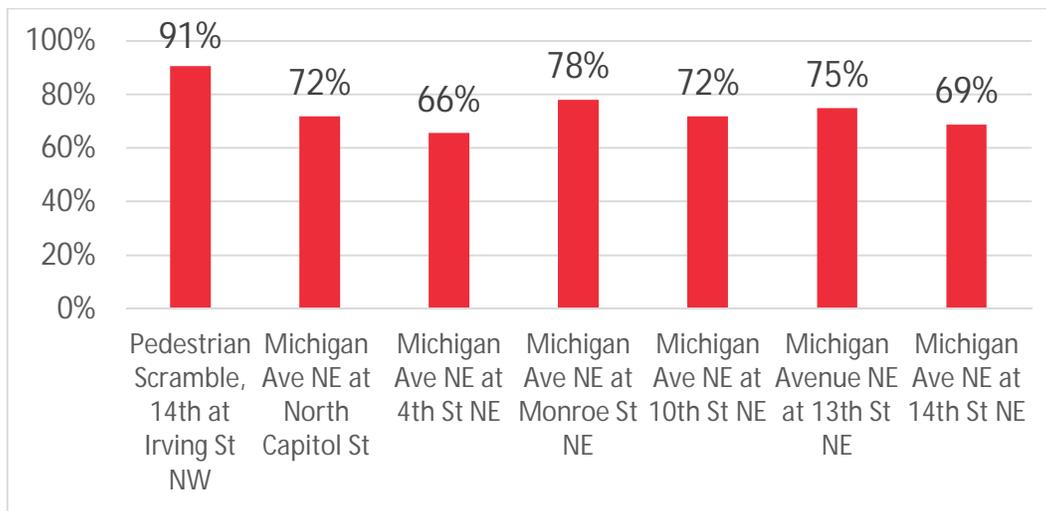
Interchange Options



Interchange Comments

I am a strong advocate of undergrounding North Capitol St from NY Ave to Michigan Ave to underground the pass through commuter traffic, relegating N/S (North/South) side roads for slower, less dense local use, as is in the case N&S (North & South) of Rhode Island Ave.

Intersection Improvements



Intersection Comments

Anything to improve traffic flow crosstown, especially near 14th Street/Columbia/Irving intersections, where high density meets major driving routes. Causes significant back-ups and is a danger to pedestrians.

End right turn on red I was hit twice in 2015 by cars running red lights while I was in the crosswalks on green.

Modal Priority Comments

Please look into Met Branch Trail connectivity. We need this N/S (North/South) to work with the E/W (East/West) flows namely, get MBT off of 8th St.

Please extend 2-way cycle track west to 16th Street to connect into Mt. Pleasant. This is a very important bicycle connection.

Make sure that intersection improvements reduce pedestrian delay, reduce pedestrian crossing distances, reduce vehicle speed, and improve lighting & safety!

Major concerns about the bike connection from Columbia Road in AdMo (Adams Morgan) to a facility on Kenyon at the couplet on Kenyon/Irving. EB (east bound) bikes will end up on Harvard so need an attractive route to connect to the protected lanes.

Michigan Ave needs bike facilities in central section
West end of Bike Network needs to extend past 14th St.
Bike Lanes on Michigan (east section) are better than the 'wiggle,' but ideally you should do both.
Please abandon level of service engineering standards in favor of more humane metrics.

Bike options on Michigan Ave! Very sad that those were scrapped after meeting #2. If dedicated bus space, should put in bike sharrows at least.

Add tree boxes where ever you can. Fix all the pedestrian crossing where the sidewalk does not dip appropriately [upgrade sidewalks to ADA compliance]. Create a safe way for pedestrians to get from park view to the hospital, and over to the reservoir side of the street as well.

Bus Rapid Transit
Shared paths with separate facilities for peds & bikes
LPIs (leading pedestrian interval)

4.2 Other Written Comments

Additional comments were provided through the Title VI form, comment cards, and recorded on flip charts at the meeting. The comments are summarized below:

Topic	Comments
No Build	This option will do nothing to calm the speeding cars that leave and enter the city from Maryland
	Michigan Ave needs bike lanes
	Monroe St bridge needs a tunnel underneath for Met Branch Trail - get it off 8th St please at least add the 2-way cycle track to this on Kenyon
	500/600 block of Harvard St is not included, why? Everything has to funnel through this block going east
Build 1	Concerned that the Kenyon St bike lane ends at 14th, and does not connect to Mt. Pleasant. Would prefer removing parking on Park NW to extend bike plan
	This current plan, you will inadvertently dump lots of bikers onto Park Ave anyway, something will have to be done there or it will be even more congested
	Why no bike facilities on Michigan Ave? This leaves Stronghold neighborhood disconnected from bike network
	Provides better access to Columbia Heights Station for bus riders
	2 way bike facility on Irving will be faster to implement - should add to Concept 2
	This is the best concept. Putting the 2-way cycle track on the north side of Irving/ Kenyon might make more sense and avoid more traffic
	Transit priority lanes become a mere suggestion (e.g 7th, Georgia) we need a design that supports/ enforces bus lanes
What happened to protected bike lane on Michigan? Walking and biking on the sidewalks is already a crowded and chaotic experience. And hardly anyone living south of Michigan will travel out of their way, uphill to Irving	
work with the hospital center to add bike lanes on 1st	
Build 2	Pedestrian safety is an issue on Michigan Ave. If this option is ignored, speed cameras must be installed to protect lives
	500 block of Harvard is narrower than shown in typical
	Build concept 1 CH transit, Build concept 2 CH bikes- look at mixed bike/ bus on Irving at the bus stops
	Combine Street Grid A and Transit lanes from Concept 1 (moving bus stops would be major impact and nightmare to implement in community and for ADA)
	"wiggle" on Michigan Ave bike lanes serve 2 different uses. As long as it is just pavement markings, should do both.
	Eastern Section bike facility from concept 2+ single ramp interchange at Irving/ N Cap + single bus station at Hospital
	I'd rather take a chance biking on Michigan than use proposed 'wiggle' - too many intersections to navigate and too many potential arguments w/ motorists. Michigan needs a cycle track of some sort... perhaps switch to 2 lanes with a median reversible lane
Interchangeable Elements	Interchange A - have right turns at signal rather than free flow
	make sure reconfigured interchange does not have slip lanes
	try to save as many of the old trees here as you can
	Extend bike lanes all the way to 16th St NW to make connection to Mt. Pleasant
	I like street grid A more for clarity, traffic calming and ped safety
	Grid A better connected and more open space
	Prefer interchange B
Interchange B - Be sure to remove the slip lanes on Interchange A	

Topic	Comments
	prefer option A for street grid and Hospital circulation
Intersection Improvements	Make sure new consolidated open spaces are tuned into usable park space. Sidewalk access, trees, benches, etc. No new buildings please
	Michigan Ave and Monroe needs a bike box on Monroe
	Michigan/Taylor/ 13th - you need to do more here, new paint and signals will not help
	Michigan/10th - does not address bus and shuttles making right turns from N Bunker Hill onto Michigan - they jam up the entire intersection
	Make sure intersection improvements reduce ped delay, reduce crossing distances and improve safety
Basic networks	Grid restoration and dedicated bike and transit lanes will improve safety, liveability, and reliability. Loss of parking is definitely a price worth paying as DC households opt for multi-modal travel and projected increases at nearby campuses & McMillan
	500/600 block of Harvard and Columbia have excessive speeding. No concepts address this concern. Need speed cameras and enforcement for bus only lanes
	Bike lanes on Michigan east are a much better solution than the 'wiggle'
	Impossible to place bus stops on streets such as Harvard where there is currently no bus service due to opposition from residents who have parking at any potential stop locations
	There is no room for buses on 500 block of Harvard
	Dedicated bus lanes will not be effective unless they are enforced
	Street cross-section drawing does not reflect the 500/600 blocks of Harvard St NW from 700 block the street starts to narrow. Harvard used to be a dead end street at 5th