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Subject: State Street Cross-Traffic "Closures"
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Hello,

Due to visits from family, I visited State Street late at night a couple times recently, which is not my usual stomping grounds. The vehicle control situation in regards to pedestrian safety truly shocked and disappointed me.

On crowded nights, Gilman Street seems to be ostensibly closed at University Avenue, with some lightweight plastic barriers "blocking" the entrance to the street. On Friday, September 26th at about 10 PM, my first recent visit, I watched a driver go into the intersection from N Frances Street, stop in the middle of the intersection, get out of the car to easily slide the barricade aside, and then continue down the closed Gilman Street. Within a span of minutes, I saw dozens of other cars go down this now open way. On my second recent visit on Saturday, October 11th, this barricade had already been pulled aside by the time I'd even started my night. When I returned back that way hours later at very roughly 11:30 PM, the barricade was still displaced. And despite the way being open, I then watched the driver of a giant SUV turning right from University to Gilman go right on over the curb in front of Bill's Key Shop, driving on the sidewalk through a crowd of pedestrians waiting for their walk signal. On my subsequent walk home, I realized that the Northbound lane of N Boom Street also had a little plastic barricade up at W Gorham Street. Evidently every single driver of the steady stream rushing through the stop sign at State and Broom that I had been watching all night from a nearby bar had all been swerving into the open counterflow Southbound lane to bypass this clear closure. I didn't do a full lap of all intersections adjacent to State Street to see what other "closures" might be in effect, nor have I done some detailed multi-night survey, but it's evident to me that the unabashed and consistent behavior in these few instances is indicative of well-practiced habit.

What I fail to understand is why this has continued as if there's been nothing to learn from it. Surely the staff who remove the Gilman barricades at the end of the night have seen that it's never actually still blocking the road by the time they get to it? All the patrol cars running up and down the pedestrian street must see the parades of cars coming through intersections from directions that should be closed? The seeming answer is that officers on patrol couldn't care less, and can't be bothered to even move the barricades back into place, which is a conclusion I hope I'm wrong about. The other options - not doing anything because it's understood to be a Sisyphean task, or continuing the known ineffective practices out of mere inertia - reflect even more poorly on the city.

I highly encourage the city to use barriers that can't just be driven around or moved by anyone displeased at finding them in the way. Whether that's retractable bollards at all approaches, or maybe removable bollards or heavy concrete barriers at many sites while leaving a few ways open and clear for emergency vehicles, I'd happily leave that to city discretion. Failing that, I'd be of the mind to remove the barricades entirely instead of continuing the current half-assed

method. We currently seem to have about the absolute worst-case outcome: Drivers are actively being trained by the city that they can circumvent these barricades with no backlash, and these methods of circumvention involve engaging in driving that is more dangerous to themselves and bystanders than if the barricades weren't in place at all. We're asking for disaster.