

(The following is not a verbatim transcript of comments or discussion that occurred during the meeting, but rather a summarization intended for general informational purposes. All motions and votes are the official records).

SPECIAL MEETING – CITY COUNCIL

-SEPTEMBER 13, 2021-

A Special meeting of the City Council was called held on Monday, September 13, 2021 in the Council Chambers, City Hall, Cranston, Rhode Island.

The meeting was called to order at 8:05 P.M. by the Council President.

Roll call showed the following members present: Councilwoman Marino, Councilman Ferri, Councilwomen Renzulli, Vargas, Germain, Councilmen Donegan, Reilly and Council President Paplauskas -8.

Also Present: Mayor Kenneth Hopkins; Anthony Moretti, Director of Administration; John Verdecchia, Assistant City Solicitor; Stephen Angell, City Council Legal Counsel; Colonel Michael Winkvist; Major Robert Quirk.



-SEPTEMBER 13, 2021-

CRANSTON CITY COUNCIL Special Meeting - Docket Council President Christopher G. Paplauskas

MONDAY, SEPTEMBER 13, 2021 @ 8:00 p.m.

Meeting of the Cranston City Council will be held **in the Cranston City Council Chambers, Cranston City Hall, 869 Park Ave., Cranston, RI 02910**, *in accordance with the RI General Laws Chapter 45-24-53 for the purpose of considering the ***following items listed on the docket.***

*If remote participation is required under the Governor's Executive Orders due to Covid-19 restrictions, login information will be used and agenda will be posted at the Cranston City Hall, on www.sos.ri.gov and www.cranstonri.org.

Or by using the following zoom login information:

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/81296482873?pwd=TmlMeFdiNkxCUTErYkN2MDdQOTQ2dz09>

Passcode: 533912

Or One tap mobile :

US: +16465588656,,81296482873#,,, *533912# or +13017158592,,81296482873#,,, *533912#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 646 558 8656 or +1 301 715 8592 or +1 312 626 6799 or +1 669 900 9128 or +1 253 215 8782 or +1 346 248 7799 or 888 788 0099 (Toll Free) or 833 548 0276 (Toll Free) or 833 548 0282 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 812 9648 2873

Passcode: 533912

International numbers available: <https://us02web.zoom.us/j/81296482873?pwd=TmlMeFdiNkxCUTErYkN2MDdQOTQ2dz09>

Agenda and Docketed Matters Before the Council

- **Call to order** by Council President; council members attendance taken
(No votes taken)

In Accordance with Section 3.07 of the Home Rule Charter and Section 2.04.060 of the City Code, I hereby call a special meeting of the City Council to be held on **Monday, September 13, 2021 at 8:00 p.m.**

at which meeting the following matters will be heard:

- **Discussion with the Police Department regarding License Plate Camera Pilot Program.** *(No Vote will be taken)*

- **Adjournment:** *(Vote will be taken)*

I hereby request the City Clerk to notify all Council members of the Call of the special meeting.

Executed at Cranston, Rhode Island, this 3rd day of September, 2021.

/s/ Christopher G. Paplauskas, Council President

-SEPTEMBER 13, 2021-

CERTIFICATION

I hereby certify that a true copy of the attached Notice of a Special meeting of the City Council to be held on, Monday, September 13, 2021 at 8:00 pm in the City Hall Council Chambers, 869 Park Ave., Cranston, Rhode Island and via Zoom Webinar, was delivered via regular mail and electronic mail on the 3rd day of September , 2021 to the addresses listed below.

Council President Christopher G. Paplauskas
14 Highland St.
Cranston, RI 02920
chrispaplauskas@gmail.com

Councilwoman Jessica M. Marino
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Cranston, RI 02920
marinoforcranston@gmail.com

Councilman Robert J. Ferri
2426 Cranston R.
Cranston, RI 02920
robferri2426@gmail.com

Councilwoman Nicole Renzulli
54 Massachusetts St.
Cranston, RI 02920
nicoleforcranston@gmail.com

Councilwoman Lammis J. Vargas
35 Betsey Williams Dr.
Cranston, RI 02910
Lammis.vargas@gmail.com

Councilwoman Anice Germain
53 Dale Ave.
Cranston, RI 02910
aniecegermain2@gmail.com

Councilman John P. Donegan
60 Packard St.
Cranston, RI 02910
JohnDoneganForCranston@gmail.com

Councilman Matthew R. Reilly
27 Dellwood Rd.
Cranston, RI 02920
mreillyesq@gmail.com

Rosalba Zanni
Acting City Clerk

-SEPTEMBER 13, 2021-

***DISCUSSION WITH THE POLICE DEPARTMENT REGARDING LICENSE
PLATE CAMERA PILOT PROGRAM***

Council President Paplauskas stated that this meeting is not to defund the Police, it is to ask questions regarding this program. He asked Colonel Winquist to speak regarding this program and then the public will be allowed to speak.

Colonel Winquist stated that during the past few weeks, there has been a lot of mis-information put out and through the media and ACLU and some other organizations. He is present this evening to provide some factual information so everyone can form their own judgement about the program and also spoke about how he became interested in the license plate reader technology. This is not new technology. This has been in existence for decades throughout the Country. Back in July, he received a message from a representative from Flock Safety, which is based in Atlanta, Georgia, and they provided some results of plate reader camera that they tested in Fall River, Massachusetts and when he looked at the results from one camera they had placed in a location, he was thoroughly impressed with the results and he thought this would be a good technology that we could possibly test in the City of Cranston. Shortly after that, he had a meeting with Flock Safety and they went over their camera system and they had every single safeguard that you could imagine placed on this system. All the recommendations that the ACLU has, Flock Safety addresses those. He felt very comfortable with what they had. This is not costing the City anything. We have sixty days free no obligation to purchase to use the camera system. They recommend where the cameras should be placed and they are evenly distributed throughout the City. Currently, there are 24 cameras actively in use. There is a recommendation for 27 cameras. Those three cameras will be installed. They are all on City property and highly visible. At some point, after August 11th, he approached Mayor Hopkins and had a conversation with him stating that he would like to install these plate readers and try out this technology. He also explained the safeguards and the Mayor gave him the go-ahead to do this. On August 18th, there was a press conference. He found out that Woonsocket Police and Pawtucket Police Departments were testing this technology and he thought it would be prudent to introduce this technology together jointly at a press conference and it took place at the Cranston Police Department. This press conference was attended by multiple media agencies and the Mayor did attend this in support and left it up to him on how to communicate this plan to the citizens. The press release was immediately put up on the portal for citizens to see how the system worked. That was up on the 18th and he believes that the Mayor's Communications Director also sent that press release to the City Council. We did not start monitoring the system until August 23rd and that is because we have policies that were put in place on how this system is to be used. The system as of today, has been in place for three weeks. As a result of this system, it has resulted in numerous arrests, recovery of stolen property, located a missing person, located a person who was suicidal and located a person wanted for domestic assault. The system has been very impressive in a short period of time. This is a tool that the Officers have embraced. The information is not shared outside the Police Department, it is not resold. Within thirty days, if your plate is in the system and you do not commit any crime, the information is automatically purged. This system does not have video capability and cameras do not record speed or faces. These flock safety cameras are in forty-one states. It is 100% legal under federal law. These cameras are being used by D.O.T., Airport, Bridges and Turnpikes. 1200 Police Departments are using these cameras. This system will be used responsibly and routine audits will be done to make sure this system is used properly.

Councilman Donegan asked where the data goes and who has access to it. Colonel Winquist stated that it goes into a cloud secured storage and the only ones who have access is the Cranston Police Department.

-SEPTEMBER 13, 2021-

Public Speakers in Person:

Representative Barbara Ann Fenton Fung, 1581 Phenix Ave., appeared to speak and stated that these cameras are in over a thousand different cities in the US and they are praised by many of the leadership in those different cities.

Kevin Courneyour, co-founder of Center for Dynamic Learning in Providence, appeared to speak and stated that he is in total support of this program. If you did not do anything wrong then don't complain.

Pat Ford of Coalition of Radio Network on Admiral St., Providence, appeared to speak and stated that the notion that you can't get caught up with one of these systems, he would beg to differ. As high tech these systems are, they are run by people and there are failures both moral and intentional and unintentional. He thinks that before we go this route, perhaps legislation should be in place ultimately to establish limits to protect the rights of the individual.

Andrew Rivelli, 22 Valley View Dr., appeared to speak in favor of this program and stated that he thinks it will keep crime out of Cranston and give the Police a tool to keep crime out of Cranston.

Public Speakers Via Zoom:

Hannah Stern appeared to behalf of the ACLU of RI, 128 Dorrance St., Providence, and stated that the reality is that these cameras are not just automated plate readers. The Flock Safety website notes that this technology allows for Police to search by identifying features like bumper stickers on a car. The implications that the actual usage of this system is only affecting the individuals committing crimes is not really untrue, but is deliberately avoiding the true issue here, which is that information about all residents driving by is being collected indiscriminately without any public policies or oversight being instituted. Another critical issue of the implementation of these cameras is the function and usage of these cameras and the privacy policies and data retention policies are all at the hands of the Police Department and a private company. There are no constraints on the ability for either of these institutions to change the rules or policies unilaterally at any time. She also stated that there are no requirements for public notification and there are no requirements for public input. She strongly urged the City Council to pass an Ordinance which guarantees community engagement and oversight.

Heather Burback, 97 Broad St., appeared to oppose to this program because of the massive database that is being created. She also stated that what is more distressing to her is the way this was rolled out. No one knew about this and the City Council had to find out from the media about this. If you look at the Flock website, the cameras and the policies and the way that this was instituted is absolutely contradictory to what they recommend, which is that all these policies are in place before you start this process so that everyone can weigh in and people feel secure and people know what is going on. The Chief stated that what they are doing is 100% constitutional and legal. She noted that a decision came out today from the Colorado Supreme Court about these exact kind of cameras finding that they are not in compliance with the constitutional.

Michael Beauregard, 136 Bluff Ave., appeared to speak and stated that he is concerned with everything Ms. Burback stated. This is a massive system and there needs to be legal as well as protocols in place that are publicly known and understood by people in case of a data breach or a hack.

-SEPTEMBER 13, 2021-

Robert Murray, Esq., 75 Debbie Dr., appeared to speak in person and stated that he is present this evening not just as an attorney, but as well as a father, property owner and businessman and he disagrees with the last several speakers. This is not an invasive intrusion into his privacy rights. This is protecting him, his family, his property and his new granddaughter. It should not be scorned. With all due respect to the City Council, you should not be micro-managing the Police Department on this.

Councilwoman Germain referred to Section 3.41 of the City Charter that grants the Police Colonel the power to enact such policy without the approval of the City Council. Colonel Winqvist stated not that he is aware of. In the Charter, under Police chief, he has the right to enact policies and procedures within the Police Department for public safety. Councilwoman Germain asked how this will be paid for and how much it would cost if this program goes forward. Colonel Winqvist stated that the cost would be \$2,500 per camera and he has Grant money that he can use for it, Federal Grant money, as well as narcotics forfeiture money. No City money will be expended at least for the first year. Councilwoman Germain asked Colonel Winqvist what he has in place to prevent anyone from using this information for profiling. Colonel Winqvist stated that if anything, these cameras do opposite of that because they take a picture of every single car that goes by regardless of who is driving it.

Councilwoman Renzulli asked if the City of Cranston can get sued if there is any data breach. Colonel Winqvist stated that there is no personal information in this database. Only thing in this database is the picture of the car plate.

Solicitor stated that a City can be sued for misconduct of its Police Department if they can prove the Police Department was negligent and as a result of the negligence the individual was harmed.

Councilman Ferri asked if there is a list of things that this system would be used for. Colonel Winqvist stated that if someone has a criminal warrant and they are connected to a vehicle, it could be used for that purpose. They have a policy on the use of the database. It has to be associated with a criminal investigation.

Director Moretti stated that the Mayor has full confidence in the Colonel and the Police Department and gave his blessing to this program. He did not micromanage it.

The meeting adjourned at 9:50 P.M.


 Rosalba Zanni
 Acting City Clerk



CRANSTON CITY COUNCIL SPECIAL MEETING

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Or One tap mobile :

US: +16465588656,,81296482873#,,, *533912# or
+13017158592,,81296482873#,,, *533912#

Or Telephone:

Dial (for higher quality, dial a number based on your current location):

US: +1 646 558 8656 or +1 301 715 8592 or +1
312 626 6799 or +1 669 900 9128 or +1 253 215 8782
or +1 346 248 7799 or 888 788 0099 (Toll Free) or 833
548 0276 (Toll Free) or 833 548 0282 (Toll Free) or 877
853 5247 (Toll Free)

Webinar ID: 812 9648 2873

Passcode: 533912

International numbers available:

<https://us02web.zoom.us/j/kNNq8y1m>

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- **Discussion with the Police Department regarding License Plate Camera Pilot Program.**
(No Vote will be taken)

Individuals requesting interpreter services for the deaf and hard of hearing must notify the City Clerk at 461-1000 x-3194, 72 hours prior to meeting.

9/9/21



Press Release: Cranston, Pawtucket, Woonsocket Police Piloting High-Tech Flock Safety Cameras to Solve and Reduce Crime

Agencies Become First in Rhode Island to Deploy Innovative, Technology Proven to Reduce Crime

August 18, 2021 (Cranston, RI) — The Cranston, Pawtucket, and Woonsocket Police Departments jointly announced today that they have partnered with Flock Safety, a public safety technology company that brings together communities and law enforcement to eliminate crime while protecting privacy. These three agencies will begin a sixty-day pilot program using Flock Safety automated license plate reading (ALPR) cameras in strategic areas around their cities to pursue proactive and reactive crime-fighting.

Cranston has installed 29 Flock Safety cameras, Pawtucket 17, and Woonsocket 13. All of these cameras are on city-owned property. These cameras will soon be fully activated and monitored. Flock Safety ALPR cameras will help law enforcement investigate crime by providing objective evidence. They capture still photographs of license plates and vehicle characteristics as they travel on public roads. The cameras do not independently record people or faces. They will be used to solve and reduce violent and property crime. The cameras will never be used for traffic enforcement, as they cannot track speed or identify unregistered or uninsured vehicles.

To proactively prevent crime from occurring, the cameras will send a real-time alert to law enforcement when a stolen car or known wanted suspect from a state, or national crime database enters the jurisdiction. They can also send real-time alerts for vehicles associated with missing persons or when an AMBER or Silver Alert is detected. When a plate is captured, the system does not immediately provide vehicle owner information. License plates identified as potentially being associated with criminal activity must be verified through a manual inquiry by an Officer or Dispatcher.

Each agency will maintain an updated policy around the usage of the ALPR system. All searches are restricted to a limited number of law enforcement personnel employed by the agency collecting the data and solely for official law enforcement purposes. These purposes include identifying stolen or wanted vehicles, stolen license plates, and missing persons. It may also be used to gather information related to active arrest warrants, stolen property recovery, and active criminal investigations. The historical data is only visible to the collecting law enforcement agency and never sold or shared with third parties. In addition, to promote transparency and accountability, the agencies will maintain accompanying ALPR

Transparency Portals readily available to the public, which displays their usage and data policies, the type of information captured, and a search log of the last 30 days. All plate images are automatically purged after 30 days unless the image is identified as evidence in a criminal investigation. The Cranston Police LPR transparency portal can be accessed through the following link:

<https://transparency.flocksafety.com/cranston-ri-pd>

“Crime is constantly changing and innovative, and it is incumbent upon law enforcement leaders to explore the latest technology that will maximize the efficiency and effectiveness of our resources to keep our communities safe,” said Colonel Michael Winquist of Cranston. “We are proud to partner with Flock Safety, a company that emphasizes objective, ethical policing and strong community partnerships, to help improve public safety in our city and across Rhode Island. Law enforcement agencies have successfully used license plate readers throughout the country for several years to enhance public safety. I am proud to join my fellow law enforcement leaders in Woonsocket and Pawtucket in bringing this technology to our respective cities.”

“The Woonsocket Police Department is always looking for ways to enhance the safety and security for everyone in the City of Woonsocket,” stated Colonel Oates of Woonsocket. “This technology developed by Flock Safety is another tool for law enforcement to help prevent crime and apprehend those responsible for it. The Woonsocket Police Department looks forward to working with Flock Safety as well as the Cranston and Pawtucket Police Departments using this technology to benefit the communities for which we serve.”

The Pawtucket Police Department continues to assess and develop innovative ways to assist in the prevention and reduction of crime in the community,” stated Chief Goncalves of Pawtucket. “Our partnership with the Cranston Police Department, the Woonsocket Police Department, and Flock Safety will help to enhance the safety of the residents in Pawtucket while building community trust. As a community, our most lasting accomplishments are those obtained through the mutual efforts of our residents and the men and women who are sworn to protect them.”

“At Flock Safety, we know that the key to safer communities is in building strong bonds between police departments and the citizens they pledge to protect,” said Garrett Langley, CEO of Flock Safety. “We’re proud to partner with these progressive agencies in the pursuit of public safety and look forward to expanding across Rhode Island.”

Flock Safety cameras are in use in over 1,200 cities across 40 states, and the company works with over 1,000 police departments. They have been shown to reduce crime by up to 70%.

Media Contacts

Cranston Police Department
Colonel Michael J. Winquist
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Woonsocket Police Department
Colonel Thomas Oates
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401.766.1212

Pawtucket Police Department
Chief Tina Goncalves
tgoncalves@pawtucketpolice.com
401.727.9100

Flock Safety
Holly Beilin
holly@flocksafety.com
954.551.7749



Katie Lynn ST JEAN
29yo; Cumberland RI



Natalia BETTERS
28yo; Pawtucket RI



Francis FERNANDEZ
38yo; Methuen MA



Vanessa YOUNG
48yo; Johnston RI



James FIELD
49yo; Providence RI



JUVENILE MALE
14yo; Cranston RI



JUVENILE MALE
17yo; Warwick RI



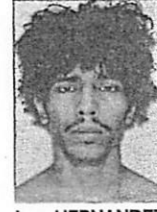
JUVENILE MALE
15yo; Pawtucket RI



JUVENILE FEMALE
14yo; Woonsocket RI



JUVENILE FEMALE
15yo; Woonsocket RI



Jose HERNANDEZ
18yo; Providence RI

23

FLOCK ASSISTED ARRESTS & 1 WARRANT ISSUED



Leonardo MALDONADO
18yo; Providence RI



Nelly MENDEZ
41yo; Providence RI



Michael BERRIGAN
44yo; Narragansett RI



Tywan RODRIGUEZ
20yo; Providence RI
WANTED FOR POSSESSION
OF A STOLEN MOTOR VEHICLE



George SANTANA
28yo; Providence RI



Noel RODRIGUEZ
18yo; Providence RI



Gabricha ORTIZ ARIZA
18yo; Providence RI



Mia HALE
18yo; Providence RI



Joseph DOMENICO
41yo; Cranston RI

flock safety

CITY COUNCIL
PROGRESS REPORT
September 13, 2021

<u>AGES</u>	<u>SEX</u>	<u>CITY OF RESIDENCE</u>	<u>PRIOR RECORD</u>
<20: 11	Male: 15	Providence: 10	YES: 14
21-30: 3	Female: 9	Cranston: 2	NO: 5
31-40: 2		Woonsocket: 2	JUV: 5
41-50: 5		Pawtucket: 2	
51-70: 2		Warwick: 1	
		Smithfield: 1	
		Narragansett: 1	
		Cumberland: 1	
		Johnston: 1	
		N. Kingstown: 1	
		Out of State: 1	



2010 FORD E450 BOX TRUCK
Estimated value: \$20,000



2009 MERCEDES BENZ E350
Estimated value: \$10,000



2021 NISSAN SENTRA SV
Estimated value: \$21,000



2004 TOYOTA HIGHLANDER
Estimated value: \$7,000



2012 MAZDA3
Estimated value: \$7,000



2021 INFINITI QX50 LUXE
Estimated value: \$40,000



2015 GMC ACADIA SLT1
Estimated value: \$18,000



2021 TOYOTA HIGHLANDER XSE
Estimated value: \$45,000



2015 AUDI Q7
Estimated value: \$26,000



2018 MERCEDES C300
Estimated value: \$35,000

TOTAL ESTIMATED VALUE OF RECOVERED STOLEN PROPERTY:

\$318,000



2019 HONDA CR-V EX
Estimated value: \$29,000



2011 BMW 328i
Estimated value: \$30,000



f'rock safety

CITY COUNCIL
PROGRESS REPORT
September 13, 2021

TOTAL RECOVERIES	AVERAGE VALUE	STOLEN FROM:	
13	\$24,461	Out of State: 4	
VEHICLES USED IN OTHER CRIMES		Cranston: 3	RI State Police: 1
5		Woonsocket: 1	Johnston: 1
		Warwick: 2	Providence: 1



2008 FORD F350 DUMP TRUCK
Estimated value: \$20,000

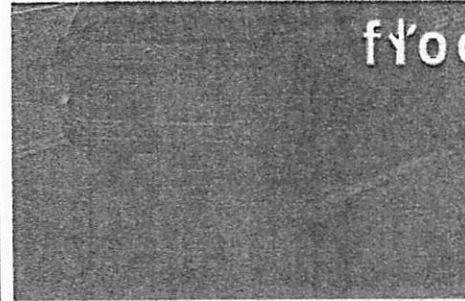


On 08/12 at 4:41pm the resident of 57 Frankfort St reported their car stolen from the driveway. The suspects arrived in a **BLACK GMC ENVOY**. The passenger stole the victim's car while the other fled in the Envoy. Utilizing the FLOCK search by date, time, location and description detectives were able to locate a photo of the suspect vehicle and plate. Since then, a suspect has been identified and charges are likely in the near future.

Case# 21-43596-OF



On 08/25 at 4:31pm a female called to report that she was pepper sprayed during a road rage incident in the 1300blk of Oaklawn Ave. She stated the suspect left the area in a **GOLD NISSAN POSSIBLY RI "EB-302"**. That plate did not match. A FLOCK search was conducted using date, time and general vehicle description. A vehicle matching that was found in the vicinity earlier in the day with a plate of RI "BB-302". The vehicle and operator were tracked down to their residence in Cranston and the male operator was charged with assault. Case# 21-46169-AR.



On 09/02 at 12:37pm a FLOCK alert was broadcast for a missing person out of Milford, MA who was driving a **GREY TOYOTA MINIVAN MA 361NT8** in the Reservoir Ave area. Officers eventually located the vehicle after other hits on New London Ave. The missing subject was not in the car, but Milford Police was contacted, and they eventually made contact with the male who was missing. He was subsequently removed from NCIC.

Case# 21-47876-OF



flock safety

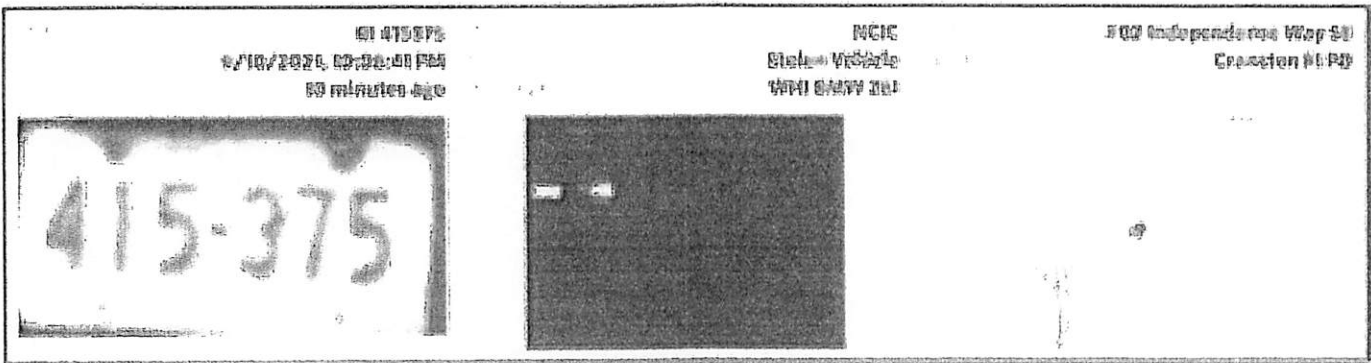
**CITY COUNCIL
PROGRESS REPORT
September 13, 2021**

Plate: ME 5343PQ	Plate: ME 5343PQ	Plate: VA 5343PQ	Plate: ME 5343PQ
Date: 8/30/2021, 11:33:43 PM	Date: 8/30/2021, 11:16:54 PM	Date: 8/30/2021, 11:16:54 PM	Date: 8/30/2021, 9:42:47 PM
Camera: #28	Camera: #25	Camera: #25	Camera: #28
Seen: 16 times in the last 30 days	Seen: 16 times in the last 30 days	Seen: 16 times in the last 30 days	Seen: 16 times in the last 30 days

On 08/30 starting at 9:35pm FLOCK alerts were received for a stolen vehicle out of Cranston, ME 5343PQ. It was learned earlier in the day that this vehicle and plate were connected to recent carjackings in Massachusetts. Several alerts were received between 9:35pm and 11:33pm but officers were unable to locate it due to the speed with which the vehicle was maneuvering around the city. Several hours later, 2 separate armed robberies with a firearm were reported to Cranston PD. Due to the information developed at the scenes, the suspect MO and the recent FLOCK hits it was believed that these were the suspects. All area departments were notified especially Warwick PD due to the location of the FLOCK hits. Within hours Warwick PD located the suspect vehicle at Motel 6. In total 4 suspects were detained and 2 were eventually charged with various robbery and weapons offenses. Multiple stolen vehicles, including a carjacking vehicle from Providence, a gun, cash and stolen property were recovered. Several cases in RI and MA were closed as a result of this investigation. Case #'s 21-47271-OF, 21-47271-AR, 21-47271-A-AR, 21-47271-OF



MOST RECENT ARRESTS & RECOVERIES
SATURDAY 09/11-MONDAY 09/13



STOLEN VEHICLE ARREST: On 09/10 at 2209hrs a FLOCK alert was broadcast for a stolen vehicle out of Warwick that was entering the Walmart plaza via Independence Way. In the previous few days, this vehicle and its occupants were suspected to be involved in several shoplifting incidents in RI and MA. It was also involved in a high speed pursuit with East Providence Police. Officers located the vehicle and several subjects were detained. It was learned that 2 additional subjects had already entered the store to do a shoplifting but fled the area when they saw police. One suspect was located nearby on Plainfield Pike and the 2nd was located the next day. **Aheshya TAYLOR 38yo of Providence** was charged with *Possession of a Stolen MV*. **William PARENTEAU 53yo of Pawtucket** was charged with *Felony Shoplifting, Felony Conspiracy* and was remanded to the ACI on a RI Parole Board warrant. **Matthew SCIUCHETTI 30yo of North Kingstown** was charged with *Shoplifting and Conspiracy*.



STOLEN PLATE ARREST: On 09/10 at 1114hrs a FLOCK alert was broadcast for a stolen license plate (RI AD-783) that was being displayed on a grey GMC Envoy. The plates were reported stolen to Smithfield PD on 08/17 and belongs on a silver Buick. The vehicle was traveling in the area of Plainfield and RT 295. Officer Lang located the vehicle and conducted a stop on RT 295 northbound. The operator was identified as **Anthony DAREZZO 63yo of Smithfield**. He was charged with *Receiving Stolen Goods*.



STOLEN PLATES RECOVERED: On 09/11 at 1630hrs a FLOCK hit was received for a stolen license plate attached to a grey Honda Accord that was entering Lowe's on Garfield. The plates had been reported stolen to CPD on 05/12 after having been stolen from R&R Auto on Niantic (21-25500-OF). The vehicle was located unoccupied, officers waited for the operator, but he never returned. The plates were seized, and car was towed.



**ARRESTS FOR DRIVING W/O CONSENT
AND POSSESSION OF A STOLEN MV**

ARRESTS

	DWOC	POSMV	TOTAL	
2021	8	24	32	+128% 2020 TOTAL vs 2021 YTD
			<i>AS OF 09/13</i>	
2020	3	11	14	
2019	4	15	19	
2018	11	23	34	
2017	12	15	27	

2021				
JAN	0	4	4	
FEB	1	1	2	
MAR	0	1	1	
APR	1	0	1	
MAY	3	1	4	
JUN	0	1	1	
JUL	1	0	1	16
AUG	2	0	2	IN 233 DAYS

SINCE FLOCK RELEASE ON 08/23

AUG	1	8	9	17
SEP	0	8	8	
				IN 19 DAYS



TOTAL FLOCK ALERTS: 85

As of 1600hrs on 09/13/2021

1ST SHIFT: 43 (50.58%)
2ND SHIFT: 38 (44.70%)
3RD SHIFT: 4 (4.80%)

STOLEN CAR: 59 (69.41%)
STOLEN PLATE: 14 (16.47%)
WANTED PERSON: 8 (9.41%)
MISSING PERSON: 4 (4.70%)

TOTAL LOCATES: 15

As of 1600hrs on 9/13/2021

1ST SHIFT		7
STOLEN CAR	4	
STOLEN PLATES	2	
WANTED PERSON	0	
MISSING PERSON	1	
2ND SHIFT		7
STOLEN CAR	6	
STOLEN PLATES	1	
WANTED PERSON	0	
MISSING PERSON	0	
3RD SHIFT		1
STOLEN CAR	0	
STOLEN PLATES	0	
WANTED PERSON	0	
MISSING PERSON	1	



About Flock Safety

Company Description and Boiler Plate

Who We Are

Flock Safety is a public safety operating system for cities that helps communities and law enforcement in 1,200+ communities work together to eliminate crime, protect privacy, and mitigate bias. We build devices that detect objective evidence and use machine learning to decode and deliver unbiased investigative leads to law enforcement.

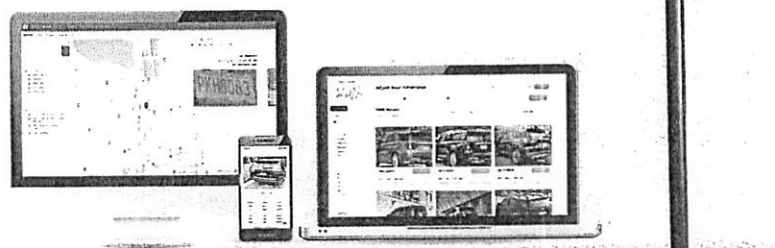
Flock Safety's proprietary devices and cloud-based software reduce crime by +70%.

Our Founding Story

In 2017, our Co-Founder and CEO Garrett Langley experienced property crime in his Atlanta neighborhood. With little evidence to help police track down the suspects and a dead-end case, he saw an opportunity to make a change.

After working with local police to understand how citizens can help prevent and solve crime, Garrett brought in co-founder Matt Feury and early employees Paige Todd and Bailey Quintrell to launch Flock Safety. Since March 2017, the company has exhibited double digit month over month growth. Flock Safety is now trusted by communities in 1,200+ cities and partners with 700+ law enforcement agencies. Flock has raised \$230 million in venture capital from leading firms including Andreessen Horowitz, Matrix Partners, Initialized Capital, Axon, Bedrock Capital, Matrix Partners, Founders Fund, and Y-Combinator.

Despite its incredible growth, today Flock retains the same vision that Garrett founded the company with: to eliminate crime while respecting privacy.





About Flock Safety

Frequently Asked Questions

What is ALPR?

Automatic License Plate Readers (ALPR) have long helped law enforcement in solving crimes and recovering stolen vehicles. ALPRs capture computer-readable images of license plates, allowing law enforcement agencies to compare plate numbers against those of stolen cars or cars driven by people suspected of being involved in criminal activities.

Probably the most recognizable example of ALPR usage is on marked police cars, usually equipped with 1 to 4 corners, or attached to public intersections in conjunction with traffic lights and redlight cameras.

According to the National Conference of State Legislatures, when employed ethically and objectively, ALPRs are an effective tool for law enforcement, cutting down on the time required for investigations and acting as a force multiplier for agencies with limited budgets. In 2011, a study by the Police Executive Research Forum concluded that ALPRs used by the Mesa, Ariz., Police Department resulted in "nearly 3 times as many 'hits' for stolen vehicles, and twice as many vehicle recoveries."

Flock Safety has found that our suite of products can reduce crime by over 70 percent. In some areas, that included an over 60 percent reduction in non-residential burglaries and over 40 percent reduction in robberies.

What is Flock Safety?

Flock Safety is a public safety operating system that helps communities and law enforcement in 1200+ cities work together to eliminate crime, protect privacy, and mitigate bias. We build devices that capture objective evidence and use machine learning to create and deliver unbiased investigative leads to law enforcement. Our proprietary devices and cloud-based software reduce crime by up to 70%.



About Flock Safety

Frequently Asked Questions

Who does Flock Safety serve?

Flock Safety serves HOAs, neighborhoods, business owners, law enforcement agencies, towns, and cities to provide them with the tools they need to increase the effectiveness of their public safety efforts, target crime efficiently and objectively, and help provide the information police need to stop crime.

Where is Flock Safety located?

Over 1,200 cities and thousands of neighborhoods across the U.S. use Flock Safety. Flock Safety can service customers almost anywhere across the U.S. with our local teams strategically located in cities across the country.

Flock Safety is headquartered in Atlanta and has over 270 employees.

What is the Flock Safety Falcon camera?

The Flock Safety Falcon is a solar-powered, motion-activated and infrastructure free camera that leverages our proprietary Vehicle Fingerprint™ technology to identify and take a snapshot of the critical details of a vehicle that passes by it. The Falcon captures the make, vehicle type, color, license plate (full, partial, or missing), state of the license plate, and the unique features of the vehicle, including damage and after-market alterations. They are connected to the cloud through LTE, like a mobile phone, and perform 24/7 in any weather.

Flock Safety cameras leverage the FBI's NCIC federal and state hotlist, which are updated every 24 hours, to send real-time alerts to nearby law enforcement officers when a wanted or stolen vehicle is detected. Officers can then verify that information with their dispatch to safely make arrests and recover stolen property. They can also be used in the event of an Amber or Silver Alert in the same capacity.



About Flock Safety

Frequently Asked Questions

What makes Flock Safety better than its competitors?

Flock Safety has several categories of competitors. Most often purchased by cities or police departments, traditional license plate reading (LPR) cameras are a sophisticated and effective option in this category.

Unfortunately, traditional LPR cameras are extremely expensive, costing anywhere from \$10,000-\$40,000, which is unrealistic for many of Flock Safety's customers.

Though a more affordable option, Flock Safety cameras employ best-in-class LPR and machine learning technology. Flock cameras have an intentionally short shutter speed, which allows the camera to wake up and start taking pictures in less than a tenth of a second, and to capture multiple frames of a car traveling up to 75 MPH.

The Falcon camera's infrared captures highly-accurate, clear images day or night. Our machine learning is constantly updating, so the camera learns to capture vehicle information beyond the license plate, like make, model, and unusual characteristics that help law enforcement quickly identify leads when there is a crime.

In side-by-side tests, Flock Safety technology consistently performs above competitors. In a study conducted by the LA Sheriff's Department, Flock Safety produced 30% more accurate reads than the competition.

Additionally, Flock Safety is infrastructure-free, powered by solar and LTE. Our flat annual fee covers installation, maintenance, data, security, and customer service.

Lastly, Flock Safety is in the top echelon of the industry for our strict protocols on privacy, transparency, and security. Our data will never be shared without permission, sold to third parties, or used for unpaid fines, unauthorized viewing outside of a legitimate crime-related event, or kept in a library. The footage is fully encrypted and stored in the cloud. All footage is deleted after 30 days on a rolling basis, unless a democratically-elected governing body or official legislates a different retention period.



About Flock Safety

Frequently Asked Questions

Could Flock Safety or LPR technology contribute to police bias?

Flock Safety technology is purpose-built to remove human bias from crime-fighting. Our cameras and Vehicle Fingerprint™ technology are engineered to capture vehicle characteristics and license plates, which we cross-check against state and federal records to ensure data accuracy and minimize errors.

Because license plate readers do not collect information on who is driving or riding in the vehicle, it is not considered Personally Identifiable Information (PII). Upwards of 70 percent of crime is committed with a vehicle, so Flock Safety is confident that a clear, accurate photo of a license plate is the most effective piece of information to help law enforcement solve crime.

Our cameras take still images of cars passing through the lens, and cannot follow or track vehicles once they leave the camera's view.

Flock Safety does not and will never include facial recognition or footage of passerby or pedestrians. Flock Safety will never record names, phone numbers, or addresses and doesn't mark specific locations of where people have been. We do not engage in predictive policing or make predictions or judgements on specific locations, neighborhoods, or areas.

Finally, Flock Safety is built to allow for a transparent, robust audit capability. Both private and law enforcement customers must enter a reason for each search made through the Flock system. That search history can be easily displayed for a community or law enforcement leadership to see what the Flock system has been used for. Flock Safety provides an optional ALPR Transparency Portal to serve as a hub for a police agency's ALPR usage, data retention, and search policies.

Flock Safety is committed to building technology, tools, and a team that treat all people equitably, regardless of race, ethnicity, class, background, and orientation. We believe that everyone has a right to public safety.

flock safety

Since 2017, Flock Safety has played a critical role in crime reduction and cases solved:

We provide the evidence for police to solve 185 crimes every day:

- 7 total kidnappings and Amber alerts solved including in Chamblee, GA, Wichita, KS, and Memphis, TN
- Dozens of murders solved including in College Park, GA, Fort Worth, TX, Shelby County, TN, and Hemet, CA
- 100s of robberies and assaults including in Indianapolis, IN, Trussville, AL, and Redlands, CA
- 1000s of stolen vehicles recovered
- 100s of pounds of illegal narcotics seized
- 100s of illegal weapons seized

We're seeing crime reduction across the county:

- 34% reduction of crime in Marietta, GA - 2019
- 62% reduction in crime in Cobb County, GA - 2020
- 70% reduction in burglaries in San Marino, CA - 2021
- 43% reduction in crime in a Dayton, OH neighborhood - 2020
- 30% reduction in Type A crimes in Shelby County, TN
- 46% fewer car break-ins and 25% fewer motor vehicle thefts at a Community Improvement District (CID) that welcomes over 1 million visitors each year
- Up to 90% reduction in mail theft in residential neighborhoods including Pickwick Commons in Pickwick, IN and Sundance Community in Beaumont, CA

Stolen vehicles recoveries have totaled:

- \$1.5 million in Fort Worth, TX
- \$1 million+ in Memorial Villages, TX
- \$1 million+ in Hemet, CA
- \$1.9 million+ in Wichita, KS



About Flock Safety

Privacy and Ethics Factsheet

How exactly does Flock Safety protect citizen privacy?

Flock Safety products are built to protect privacy. We have implemented the following policies and features:

The Safe List

- The Safe List allows neighborhood or HOA residents to register their license plate number, so in the event of a crime, customers are able to quickly separate out who lives in the neighborhood and who doesn't. If a neighbor's license plate is on the Safe List, any footage of their vehicle will be marked as "resident."
- The resident can also opt to have their vehicle removed from all footage in the interest of privacy.

Law Enforcement accountability

- While searching footage, law enforcement agencies must enter reason codes to verify the legitimacy of the search and create an audit trail.
- Authorized users go through training to properly use our system and communicate with their dispatch teams.
- Flock Safety customers commit not to use the footage to work with repossession companies, traffic enforcement, revenue collection, unpaid fines, or towing companies. We do not use facial recognition or utilize any personally identifiable information such as name, phone number, or address, and we do not work with government agencies for immigration enforcement purposes.
- Flock Safety's ALPR Transparency Portal, an optional free feature for all law enforcement customers, is the first public-facing dashboard for law enforcement agencies, city leaders, and local government officials to share policies, usage, and public safety outcomes related to ALPR technology. The Transparency Portal promotes transparency and accountability in the use of policing technology in order to build community trust while creating a safer, more equitable society.



**ARRESTS FOR DRIVING W/O CONSENT
AND POSSESSION OF A STOLEN MV**

ARRESTS				
	DWOC	POSMV	TOTAL	
2021	8	22	30 <i>AS OF 09/10</i>	+114% 2020 TOTAL vs 2021 YTD
2020	3	11	14	
2019	4	15	19	
2018	11	23	34	
2017	12	15	27	

2021				
JAN	0	4	4	
FEB	1	1	2	
MAR	0	1	1	
APR	1	0	1	
MAY	3	1	4	
JUN	0	1	1	16
JUL	1	0	1	
AUG	2	0	2	IN 233 DAYS

SINCE FLOCK RELEASE ON 08/23				
AUG	1	8	9	15
SEP	0	6	6	
				IN 19 DAYS



TOTAL FLOCK ALERTS: 82

As of 1300hrs 09/10/2021

1ST SHIFT: 42 (51.20%)
2ND SHIFT: 36 (43.90%)
3RD SHIFT: 4 (4.80%)

STOLEN CAR: 58 (70.73%)
STOLEN PLATE: 12 (14.63%)
WANTED PERSON: 8 (9.75%)
MISSING PERSON: 4 (4.87%)

TOTAL LOCATES: 12

As of 1300hrs 09/10/2021

1ST SHIFT		6
STOLEN CAR	4	
STOLEN PLATES	1	
WANTED PERSON	0	
MISSING PERSON	1	
2ND SHIFT		5
STOLEN CAR	5	
STOLEN PLATES	0	
WANTED PERSON	0	
MISSING PERSON	0	
3RD SHIFT		1
STOLEN CAR	0	
STOLEN PLATES	0	
WANTED PERSON	0	
MISSING PERSON	1	

RECEIVED
21 SEP 10 PM 1:59
CRANSTON
CITY CLERK

Dear Ordinance Committee and City Council Members:

I am writing concerning the request for a zoning change for the parcel at 0 Sage Drive in Alpine Estates. This request is for an A-80 to an A-20. We as neighbors opposed this change for many reasons when it was requested, and subsequently withdrawn, by the current owner two years ago.

Alpine Estates is a beautiful neighborhood and because of that has exploded with homes. This popularity has spilled over to Orchard Farms Elementary which is bursting at the seams. Many of the classrooms are 3-4 students over cap each year. The school originally housed 2 Kindergartens and 4 classrooms for each grade. They are now at 4 all day Kindergartens displacing other grades throughout the building. Hope Highlands was turned into a middle school a few years back to accommodate middle school growth. Is there a plan for an additional elementary school?

I am also concerned about one point of egress in the neighborhood. What happens if there is an emergency such as a gas leak and an evacuation is necessary? Several hundred, if not thousands, of cars will descend onto the ONE exit. How about a bad storm causing a tree or electrical wires to fall across the only road exit? Isn't this considered into a zoning change? If not why not? This is public safety.

There are several parcels of land adjacent to Alpine Estates that are currently zoned A-80. I have NO doubt should this zoning be changed it will create a domino effect on the other parcels. These currently zoned A-80 home lots will turn into hundreds of home lots. The current low water pressure is something to consider with this as well. These owners purchased the properties knowing full well the zoning situation. I don't feel trying to cash in with more homesites is a valid reason for change. *I realize there is currently an out of date Comprehensive Plan for the City, which is currently in default with the state's mandates, but when it was written did it take into account the extent of growth in this area of the City and the strain on schools and utilities?* Although required by law it has not been updated as mandated every 10 years.

My home is locate directly across from 0 Sage. When the owner of the property, Mr Casale, faced neighbor resistance when it was first proposed 2 years ago, he cleared the land for no reason other than to create an eye sore. My husband and I witnessed confrontations by the owner where he threatened the cutting of the trees among other things! The once attractive lush woods were replaced by stumps and half trees then surrounded by cheap uneven chain link fence. This was intentional. The bordering neighbor had to put up a 10 foot fence and landscaping to hide the mess.

Unfortunately, we will be traveling during the September 15th meeting but I would respectfully ask that you consider our points along with those of our neighbors and vote to keep 0 Sage as a A-80.

Sincerely,
Susan & Gary Bucci

67 Sage Drive

susanbucci@cox.net

garybucci@cox.net

Testimony from: Katherine Lacasse
Testimony opposing the use of Flock surveillance cameras

RECEIVED
21 SEP 10 PM 1:59
CRANSTON
CITY CLERK

To Members of the Cranston City Council:

My name is Katherine Lacasse and I am a resident of Cranston, RI. I am testifying today in opposition to the Flock surveillance cameras that were installed on the city streets of Cranston.

I share many of the ACLU's concerns about these cameras. For one, I am concerned that the cameras collect more data than just license plate numbers – they also collect data on features of the car such as color, additions such as roof racks or spoilers, and even bumper stickers. This information can be used to profile the individuals driving the cars in ways that simply capturing a license plate number would not.

I am particularly concerned that the cameras were installed without any public input and without giving notice to the City Council. This lack of transparency creates the impression that it was already known that the public and City Council would have serious concerns, so the cameras were installed hoping that it would be harder to stop the program once the cameras were already up. I do understand that the police often try out new technology without having public information sessions about it, as was stated in the August 18, 2021 *Providence Journal* article. However, this broad surveillance technology is highly visible on public streets and leads to the invasion of the privacy of all drivers, not just those who have committed crimes.

Finally, if surveillance cameras such as these were to be used in Cranston, they should not be installed and utilized until there are local ordinances or state legislation that establishes precisely how and when the data can be used as well as the limits of its use. Otherwise, the use of the data is at the complete discretion of the police department and the Flock corporation.

For these reasons, I oppose the use of the Flock surveillance cameras in the city of Cranston, even on a trial basis. I hope the City Council passes an ordinance to prohibit their use entirely, or at least to prohibit their use until other ordinances can be passed to establish the limits of their use.

Thank you,

Katherine Lacasse
108 Myrtle Avenue
Cranston, RI 02910
401-383-0848
katherine.lacasse@gmail.com

Resident's Statement Regarding the Use of Automatic License Plate Readers

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21 SEP 10 PM 3:36
CRANSTON
CITY CLERK

If the City of Cranston intends to deploy automatic license plate readers (ALPRs) on the streets of the City, it should do so with full awareness of certain risks and responsibilities that attach to this form of video surveillance of its citizens.

First among these would seem to be to honor the principle of presumed innocence in law enforcement. A presumption of innocence would suggest that any such system be configured not to record information about any vehicle which is not currently under suspicion of criminal activity, and not to leave that record sitting in a surveillance database available for searching by parties unknown and vulnerable to hacking or abuse.

“Rhinebeck, New York—which, in three months in 2011, according to the New York Civil Liberties Union, scanned 164,043 plates and found only 8 of interest” (We See It All, Jon Fasman)

That is a return on investment of four thousandths of a percent. The way to increase that rate of return and protect the safety and privacy of plates not “of interest” is for non-suspect license plates to be pre-opted out of the system.

Second, the City should anticipate that any such system will make mistakes (“According to one estimate from the Northern California Regional Intelligence Center, the readers can be wrong around 10 percent of the time.” Wired, October 2019), and the City should be prepared for the consequences of mistaken identifications in situations involving armed law enforcement. Three incidents reported from other jurisdictions underscore this point:

Aurora CO police forced a Black mother and her four children out of their car onto the pavement and handcuffed them because “the license plate of the family’s minivan matched the license plate of a motorcycle from Montana that had been reported as stolen.” (Gizmodo, 8/4/2020).

Two men driving in the Bay Area in 2019 said they were pulled over and handcuffed as police pointed guns at them, after an ALPR incorrectly identified their rental car as stolen (Wired, October 2019, quoting the NY Times).

“Late one night in 2009, San Francisco cops pulled over Denise Green, an African-American city worker driving her own car. At gunpoint, they handcuffed her, forced her to her knees, and then searched both her and her car—all because an automatic license plate reader misread her plate and identified her car as stolen.” The ALPR had recorded a “3” as a “7” (Electronic Frontier Foundation, 5/21/2014).

Third, the City should take into account the potential availability of the information in that system to entities who are not the City of Cranston and over whom the City may have no control.

From the Flock website: “Flock Safety works on an interconnected system [“1200+ cities”], allowing us to view footage from other jurisdictions.”

Which implies that 1200 other jurisdictions could have the ability to view Cranston’s data. The City may have no way of knowing who that might be. ICE, for example, bought access to the Vigilant database, which in 2018 contained 7 billion plate scans, complete with geospatial information.

An Electronic Frontier Foundation survey found that police shared their ALPR data with an *average* of 160 other agencies. Can the City control what these agencies might do with the data once they view it—or download and preserve it, circumventing the retention policies of the City of Cranston?

Beyond any “authorized” sharing of surveillance data with other jurisdictions, the City should prepare for the possibility of unauthorized access. The fact that this has happened before, and the routine frequency with which so-called “secure” data systems are compromised (“With ‘Unprecedented Generosity,’ Hackers Release A Million Credit Cards For Free” —Forbes, 8/10/21), require that the City assume that ALPR data will be compromised, as it was in these instances:

In 2015, “...the EFF [Electronic Frontier Foundation] found live feeds from multiple stationary ALPRs accessible to anyone with a browser who knew where to look.”
(Fasman)

“In 2015, a journalist in Boston found the city’s entire ALPR database online, including the addresses of everyone with a city parking permit, along with thousands of people suspected of being terrorists or gang leaders.” (Fasman)

“Tech Crunch, an American tech news website, found more than 150 Internet-connected ALPRs; many of the feeds were either completely exposed or protected by just a default password.”(Fasman).

Lastly, the City should be wary of adopting and repeating Flock Safety’s promotional language regarding “reduction” or “prevention” or “defeat” of “crime”. Such language is so vague as to be meaningless (Which crimes, exactly, are included? What does it mean for ‘crime’ to be “defeated”?).

Cranston should establish its own framework for measuring the direct effects of the system, if

any, on rates of *specific* crimes. It should be prepared to make those metrics public, so that the residents of Cranston can see how the system is being used and whether its measured effectiveness justifies the cost of deploying and maintaining the system.

Is there an exit strategy? Is there any way to decommission the system should the City decide its costs or the tradeoff in freedom are not warranted?

Listed below are issues that the City Council could take into consideration before going ahead with the deployment of a mass vehicle surveillance system.

Suggested Guidelines for ALPR Deployment in Cranston

1. Any Rhode Island vehicle or plate number not already suspected of criminal involvement should be pre-emptively opted out of the system before the system is deployed. In fact, the list of license plate numbers that the system actually records should be zero, until suspect vehicles are actively entered into the system. This protects both the citizenry and the police department by reducing the risk from data breach, mistaken identifications, and misuse of the system.
2. Before any of these systems are deployed, there should be an adequate assessment of informed public opinion regarding their use in Cranston. This assessment should cover not only the safety but also the expense of deployment. In light of the famously unbalanced and restrictive measures now found in software end-user agreements, the terms and conditions of the engagement should also be made public so that residents are aware of exactly what the City is committing itself to.
3. Before deploying a system, the City should understand exactly how that system operates, how the data recorded by the system is transmitted within the system, and how vulnerable that system is to intrusions by unauthorized parties.
4. What is the City's liability in the event that a plate number is incorrectly reported by a witness, resulting in police action against innocent persons?
5. Already at least 16 states have passed laws restricting the use of ALPR systems. Rhode Island State-level guidelines governing the use of such systems could impact their projected usefulness. Might the City could find itself paying for a system that it can no longer use in the ways that it had counted on at the outset?
6. The City should explicitly define what constitutes a legitimate law enforcement use of the system, including the criteria for making a decision and what information it will be required to record and make public regarding operation and use of the system. The system should only be employed for a documented, legitimate law-enforcement use, and these procedures and criteria should be publicly available.
7. Before deploying the system, the City should have in place explicit measures to document and audit usage and effectiveness of the system.

8. There should be an explicit, publicly available policy defining rules of access to Cranston data by other jurisdictions. This policy should prevent the transfer of data to other jurisdictions whose rules regarding its use are not in compliance with Cranston's own (for example, with regard to data retention periods).
9. The City should understand a) the cloud vendor's measures for compliance with privacy standards, ensuring that they are consistent with those of the City, and b) what are the policies in place governing Flock's release or sale of captured data to third parties.
10. Would data in the ALPR system be subject to disclosure under the Rhode Island Access to Public Records Act? What will be the conditions and mechanisms to public access to stored data?
11. The City should not accept by default a 30-day retention period for data. Maine forbids ALPR data from being kept longer than 21 days. New Hampshire requires that ALPR data be deleted within **three minutes** unless it leads to an arrest or citation.
12. Cloud systems are designed to be resilient to failure. This typically requires the existence of backup data storage. The City needs to understand not only its own data retention policies but also those of the cloud vendor.
13. According to a Wired article from October 2019, Flock cameras "typically cost around \$2,000 a year each to rent and operate." What is the City's budget allowance for the cost of deploying these cameras citywide into the indefinite future, and what is the City not buying with those funds?
14. The City should have explicit public policies outlining procedures for making and resolving complaints arising from the use of the system.



RECEIVED
21 SEP -9 AM 10:10
CRANSTON
CITY CLERK

128 Dorrance Street, Suite 400
Providence, RI 02903
Phone: (401) 831-7171
Fax: (401) 831-7175
www.riaclu.org
info@riaclu.org

September 7, 2021

VIA EMAIL AND MAIL

Members of the Cranston City Council
869 Park Avenue
Cranston, RI 02910

Dear City Councilors:

We are writing to express our organization's deep concerns about the Cranston Police Department's surreptitious installation of automated license plate reader (ALPR) camera systems throughout the city, and the Department's acknowledgement of their participation in a 60 day pilot program of the system only after receiving media inquiries about the cameras. While the ACLU of Rhode Island certainly understands the importance of public safety, the approach to safer communities cannot and should not include the implementation of technologies, like these cameras, which raise serious privacy issues, carry the clear potential for expanded surveillance, and are implemented with absolutely no statutory safeguards in place and in the absence of any public input. We urge you to direct the police department to halt its use of the cameras and to adopt an ordinance that will set standards for the deployment of any future law enforcement surveillance technology.

While our organization has substantive concerns about the actual technology of these cameras, we are just as distressed by the police department's failure to solicit any public input prior to the pilot implementation of the program. As such, we wish to provide some context as to why the ACLU believes your municipality should reject the use of these cameras and take steps to ensure that any attempt at future implementation of surveillance technology cannot occur in this manner.

• **The cameras capture more than license plate numbers.** In an effort to downplay the obvious privacy concerns implicit in a surveillance system like this, police representatives have touted the cameras as being limited to capturing only the license plates of passing vehicles, and further assured the average motorist that they need not be worried because police are alerted only if the license plate number matches information in a federal national criminal database, known as the NCIC, or Amber/Silver Alert systems. But even leaving aside the well-known inaccuracies of the NCIC database and the problems that alone can cause, these claims are extremely misleading.

As Police Chief Winquist noted last month at the news conference announcing the program, the cameras also send an alert if a vehicle appears to have no license plate – a situation that has nothing to do with NCIC-matching. In fact, as Chief Winquist acknowledged in passing at the news conference, the cameras capture still photographs of license plates *and vehicle characteristics*. The website of Flock Safety, the company responsible for the cameras, explains

what this means: its surveillance system allows police to “search by *vehicle make*, color, type, license plate, state of the license plate, missing plate, covered plate, paper plate, and unique vehicle details like roof racks, *bumper stickers*, and more.”¹ (emphasis added) Such technological capabilities are far beyond those communicated to the public, and far beyond what one conceives of when considering a technology often described as an “automated licensed plate reader.”

Further, as the reference to “searches” suggests and as Chief Winquist pointed out at the news conference, the system does not merely operate passively. The police have the ability to input any license plate number – and presumably vehicle characteristics such as those noted above – and obtain information about a vehicle’s whereabouts, if captured by a camera, for the preceding 30 days. In addition, that search will encompass photos not only from Cranston, but also from any of the other municipalities – Pawtucket and Woonsocket, for now – that are part of the system.

Based on the representation that the alert process is only triggered by motor vehicles associated with criminal activity and that innocent motorists thus have nothing to fear, one would assume that camera alerts would be few and far between. But in the short period of time that the Cranston surveillance cameras have been operational, there have thus far been, according to the “transparency portal” set up for the Department, over 1,100 “hits,” and police have conducted over 2,000 searches of the system. Further, those cameras have taken photographs of more than *two million vehicles* in that time, information that will be accessible for police searches for 30 days.²

• **It is almost inevitable that the use of these cameras will expand over time to engage in more, and more intrusive, types of surveillance.** The history of surveillance technology in this country – from wiretaps to stingrays to cameras to drones – has been a history of ever-growing uses, and those expanded uses are then used to justify and normalize even greater intrusions on privacy. Indeed, Chief Winquist made just this argument in attempting to dismiss privacy concerns associated with the installation of these cameras by noting the prevalence of camera surveillance in *other* contexts. This is how our expectations of privacy become minimized and more Orwellian.

Flock Safety’s cameras exemplify this “mission creep.” Just this month, the company announced the availability of “advanced search” features for its camera systems that will

- Allow police to upload a picture of a vehicle from any source and then perform a search to see if any of the cameras have seen it;
- Allow police to enter a license plate number, and then search cameras to find vehicles that frequently travel with that vehicle, to “help identify accomplices to crimes”; and
- Give police the ability to search for vehicles that have been in multiple specified locations recently.³

Even if not being used in these more expansive ways today, the potential capabilities of this program are not as narrow as is being communicated by law enforcement, and nothing prevents

¹ <https://www.flocksafety.com/lpr-vehicle-recognition/>

² <https://transparency.flocksafety.com/cranston-ri-pd>

³ <https://www.govtech.com/biz/flock-safety-gives-users-expanded-vehicle-location-abilities>

expanded uses in the future. The chilling effects of the ability to track individuals in all these manners cannot be understated.

- **In the absence of legislatively established limits on their use, the privacy rights of the public remain at the complete discretion of the police department and a private company, which can change their policies at any time.** At the news conference, Chief Winqvist noted that all participating departments would be adopting public policies governing usage of the surveillance cameras. But no matter what assurances of privacy are given in policy – by either the Department or Flock Safety – there are no meaningful constraints on their ability to change the rules at any time. Today we are told, for example, that all photos will be destroyed after 30 days, but nothing prevents the agencies or the company six months from now from extending it to 60 days, a year or a decade. The same is true for any other “safeguards” offered by police departmental policy or Flock Safety guidelines.

- **The secrecy in which the cameras were installed and the adoption of preliminary policies without public input both demonstrate the need for a comprehensive ordinance setting standards of public oversight for any future surveillance programs.** If the potentially discriminatory and far-reaching capabilities of these devices aren't being accurately communicated now, at the very outset of the program, how can we expect transparency as their usage is expanded and refined? Indeed, it is worth noting that the deployment of the Flock Safety surveillance cameras has occurred in a manner directly contrary to the process promoted on Flock Safety's own website, which emphasizes its support for “the direct involvement of the community in crafting policies and providing oversight on public safety technology including ALPR.”⁴

In fact, Flock Safety directly links to guidance from national civil liberties and civil rights organizations that calls for the *statutory* adoption of policies that promote community control over police surveillance (and are thus known by acronym as CCOPS laws).⁵ The organizations' model ordinance details the potential discriminatory and stigmatizing effects that the utilization of camera systems like these can pose, and versions of the ordinance have now been adopted in over 20 jurisdictions across the country. Its necessity here is only confirmed by the secretive way these cameras were installed.

When police surveillance techniques like these ALPRs are promoted, they often imply a false choice between public safety and privacy. But public safety is the result of community-based tools and systems that directly and tangibly support residents – it is not, and has never been, a consequence of indiscriminate 24/7 surveillance. To suggest that such surveillance technology is only a threat to those committing crimes is dismissive of the legitimate privacy concerns that all residents have, and particularly ignores how police surveillance over the decades has often targeted communities in a discriminatory manner.

While the above are detailed concerns directly related to Flock Safety's cameras and the specific implementation of them in your municipality, we wish to emphasize that all surveillance

⁴ <https://www.flocksafety.com/ethics-center/>

⁵ <https://www.aclu.org/issues/privacy-technology/surveillance-technologies/community-control-over-police-surveillance>

technology has the capability to encourage, intentionally or not, more aggressive and unduly invasive policing and foster community distrust in policing systems. We call upon the City Council to enact an ordinance that prohibits their use and instead promotes community engagement, oversight, and extensive transparency for any future law enforcement surveillance technology.

Thank you in advance for your attention to this important matter. If you have any questions about our views, please feel free to let us know.

Sincerely,



Steven Brown
Executive Director



Hannah Stern
Policy Associate

cc: Mayor Kenneth Hopkins
Col. Michael Winqvist

Zanni, Rosalba

From: Chris Paplauskas <chrispaplauskas@gmail.com>
Sent: Monday, September 13, 2021 1:38 PM
To: Zanni, Rosalba
Subject: Fwd: Special Meeting of the Cranston City Council, 09-13-2021 Surveillance System

Please add to the record for tonight's meeting. Thank you

----- Forwarded message -----

From: Debbie Flitman <dflitman21@icloud.com>
Date: Mon, Sep 13, 2021 at 1:34 PM
Subject: Special Meeting of the Cranston City Council, 09-13-2021 Surveillance System
To: <nicoleforcranston@gmail.com>, Jessica Marino <marinoforcranston@gmail.com>, Robert Ferri <robferri2426@gmail.com>, Lammis Vargas <lammis.vargas@gmail.com>, <aniece@aniecegermain.com>, <JohnDoneganForCranston@gmail.com>, <Brady4Cranston@gmail.com>, <ChrisPaplauskas@gmail.com>, <reillyforcranston@gmail.com>

Hello Cranston City Council Members.

I plan to make every attempt to attend the Special Meeting of the City Council this evening. However, I am forwarding you a copy of my public comment ahead of time.

If possible, could you kindly acknowledge receipt of my email?

Thank you in advance for taking the time to consider my concerns.

RE: Special Meeting of the Cranston City Council, 09-13-2021
Cranston Police Department's Installation/Use of Surveillance Cameras

As a Cranston resident, I have several concerns regarding the recently installed surveillance cameras aka Automated License Plate Reader which was touted as being used on a trial basis.

My first question: How long is the trial basis?

My second question: Why was the purchase/lease of this hardware/software NEVER presented for public comment to the residents of Cranston?

Without public input, the city lacks the knowledge of what is important to the residents. We want to know what policies if any, are in place to ensure that this type of surveillance technology will not be used in an invasive manner?

After a read through the Flock Safety website, I see that the surveillance system has the capabilities to allow police to search for make, model, color, missing license plate, roof racks, and the list goes on. At a recent news conference, the Police Chief did acknowledge that the cameras capture the vehicle's characteristics. This is in direct contrast to what we were told. The public was told that cameras will only read the plate.

We understood that the automated license plate reader would only be accessed by the police if criminal activity was involved. Public information documents show that since the implementation of the automated license plate readers, over 2 million vehicles have been photographed. Have we really had the need to locate 2 million plus criminals in this short period of time?

Another concern, is the lack of transparency and lack of community input. The residents of Cranston would like to be part of the decision making process, we want to be part of the oversight into the policy on how this system should be

I think that until the city along with its residents can be on the same page, the use of this surveillance system should be stopped. I respectfully recommend the the City Council, along with Cranston residents come up with an ordinance that will include increasing community engagement by the police, and that use of this type of surveillance equipment cannot be implemented until a detailed plan of how such a system will be used with input from Cranston residents. We all need to be part of the decision making process.

A city functions better when all things are transparent.

Debbie Flitman
400 Scituate Avenue
Cranston, RI 02921
dflitman21@icloud.com

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Sincerely,

Chris Paplauskas
Cell: 401-996-9196