

Council Chairman Calouro noted that this was the first time he has seen the BWRSD provide the town council with a strategic plan.

- I2.** Public Notice from CRMC re Wagdy & Nagwa Habashy of 50 Viking Drive, Bristol - requires response before May 25, 2022

- a. recommendation - Town Administrator and Harbor Master

Sweeney/Teixeira - Voted  
unanimously to receive and  
file

- I3.** Town of Bristol - Borrowing Resolutions

Sweeney/Teixeira - Voted  
unanimously to adopt the Borrowing  
Resolution as presented.

Prior to the vote taken, Treasure Goucher noted this was a borrowing resolution for up to \$8.12 million for the sewer department and upgrades.

- I4.** Town of Bristol Reimbursement Resolution of the Town Council (Tanyard Drainage Phase III and WWTF Electrical Improvements)

Teixeira/Parella- Voted  
unanimously to adopt the  
Reimbursement Resolution as  
presented.

Prior to the vote taken, Treasure Goucher noted that the reimbursement resolution for up to \$3.5 million.

- I5.** Police Chief Lynch re Automated License Plate Readers (ALPR)

- a. Sole Source Letter for Flock Safety ALPR Cameras and Solution

- b. Company Description and Boiler Plate

c. Frequently asked Questions

d. Bristol Police Department (ALPR) Law Enforcement Operations

e. ACLU Letter

Sweeney/Teixeira- Voted  
unanimously to receive and  
file

Prior to the vote taken, Police Chief Lynch explained that efforts made by the police department to acquire and utilize "Flock Cameras". He explained that the primary goal of the cameras would be used in the effort to respond to suicidal intent on the Mt. Hope Bridge, Amber Alerts, Silver Alerts, and reduce crime to keep Bristol safe.

Chief Lynch noted that the East Bay Community Action Program along with the Mathew Patton Foundation were both interested in supporting a 1- year pilot program.

Chief Lynch stated that the cameras are NOT speed cameras nor are they traffic control cameras. He explained that the vehicle license plates are detected by "BOLO" which takes still images of the plate and does NOT capture images of faces, occupants, or drivers. He further explained that the footage information is automatically purged after 30 days and would not be stored.

Chief Lynch noted that there were four other communities in Rhode Island that used the program. He stated that it is the intent of the Police Department to be transparent about the location of the flock cameras.

Vice Chairwoman Parella stated that she was not in support of traffic cameras and asked how the police department would ensure that the flock cameras were not used for such purpose now or in the future. Chief Lynch responded the policy, as provided to the council, required that the municipal law enforcement agency provide a presentation to the council following an advertised public hearing prior to engaging in any expansion of the technology for mandatory approval.

Councilman Ley stated he was initially concerned with privacy issues and potential expanded surveillance uses. However, he stated that the copy of the policy addressed his concerns.

A discussion ensued regarding the RI Turnpike initiatives for suicide prevention efforts on the Mt. Hope Bridge.

Chairman Calouro stated that he sees a lot of value in the ALPR and that he appreciated that the policy addressed many of the councils' concerns. He also stated for the record that he trusts the chief and the men and women that serve in the Bristol Police Department.

**I6.** Town Administrator Contente re Authorization to Order Engine-4

Teixeira-Parella - Voted  
unanimously to Authorize  
order of Engine-4

Prior to the vote taken, Town Administrator Contente noted that he would like to advance the authorization for Engine-4 as its delivery time would take up to 24 months. He explained that once the new engine is received the old engine 4 would serve as the reserve engine.

**I7.** Executive Session pursuant to RIGL 42-46-5 (a) (5)  
Lease/Sale of Real Property of Gladding Shops LLC,  
205-211 Thames Street (Gladding-Azevedo Property)

a. copy of lease (signed April 5, 2017)

*It is hereby noted for the record that discussion and action concerning this agenda item took place at the conclusion of the public agenda.*

Sweeney/Teixeira - Voted  
unanimously to convene in  
Executive Session §42-46-5(a) (5)  
Lease/Sale of Real Property of  
Gladding Shops LLC, 205-211 Thames  
Street (Gladding-Azevedo Property)  
at 8:41 PM.

Parella/Sweeney- Voted unanimously  
to resume open session and seal  
the minutes of the Executive  
Session at 9:36 pm

*Assistant Town Solicitor Tietz stated for the minutes that  
no vote was taken in the executive session.*

## EXHIBIT 2: BACKUP PROVIDED TO BRISTOL TOWN COUNCIL FOR MAY 11 MEETING

**FW: Automated License Plate Readers (ALPR) General Order 300.25 - Flock Cameras - Mt Hope Bridge - request to have ALPR presentation to Town council**

Steven St. Pierre &lt;sst.pierre@bristolri.gov&gt;

Thu 4/28/2022 5:40 PM

To: Melissa Cordeiro &lt;mcordeiro@bristolri.gov&gt;

Cc: Kevin Lynch &lt;Klynch@bristolri.gov&gt;

📎 5 attachments (4 MB)

Flock Safety - Sole Source Letter 8.28.21 (1) (1).pdf; Flock Safety Company Description (1).pdf; Flock Safety Media FAQs-2 (1) (1).pdf; G.O. 300.25.pdf; Letter on Flock Safety Cameras (1).pdf;

Clerk Cordeiro,

On Behalf of Chief Lynch please find the following restatement per your suggestions. Thank you.

The Bristol Police Department humbly requests a new item Automated License Plate Readers (ALPR) to be placed on the next **Town Council agenda for a formal presentation.**

**NOTE: NOT FOR REVIEW OR DISCUSSION**

These attached communications are in reference to the Bristol Police Departments' efforts to explore the potential for acquiring and utilizing Flock Cameras <https://www.flocksafety.com/> in an effort to respond to the threat of suicidality with regard to the Mt Hope Bridge. As you are aware this agency has been in frequent contact with the RI Bridge and Turnpike Authority regarding the use of the Mt Hope Bridge for persons with suicidal intent and establishing best practices to combat these tragic events...

As a result, this agency became aware of the use of 'Flock' camera systems in other communities in RI by Municipal and Law Enforcement agencies. These cameras were found to function with great effect and are lauded locally and nationally for their ease of use and effectiveness in meeting many Law Enforcement and Public Safety Missions. This agency consulted with the Cranston Police Department who is presently using the system to great effect and highly recommends the cameras. The systems are effective because of the specific functionality that they utilize, and the user-friendly interfaces. These camera systems are not "Speed Cameras, CCTV Cameras, or traditional Traffic Cameras". When the vehicle license plate is detected "BOLO", it takes still images of the plate as it passes and sends those vehicle images to the desired recipients (in our case the supervisor of dispatcher). The images do not capture faces, gender, race, occupants, or drivers. It is impossible to use these cameras to identify specific groups, or persons, and they can only be used to search for vehicle characteristics. Users cannot access live video feeds only images that have been entered into the system for the cameras to search for, so individual users are not able to manipulate the system to use it to search for operators...

The cost for each Camera is \$2500 for the camera and the annual monitoring and data storage. There is a onetime \$250.00 installation fee for each camera and the company comes out and professionally installs each camera. We would be looking to install a minimum of 4 Cameras, one each at Hope and Woodlawn and Metacom and Woodlawn on the southbound approach to the Bridge and one each on each of the northbound approaches in Portsmouth. This would provide the minimum coverage to the Mt Hope Bridge and allow for the **ten second delay** in each notification. Though the intended purpose of the system would be for suicide prevention the cameras would also be **well positioned for any additional LE usage necessary entering or exiting the town from the south.** The East Bay Community Action Program along with the Mathew Patton foundation both are interested in supporting a 1-year pilot program to prove efficacy with the cameras. EBCAP pledged \$8250.00 for 3 cameras and the MP foundation pledged \$2750.00 respectively...

***With the agreed upon funding, we can acquire and install 4 cameras with no cost to the taxpayer for this 1-year pilot...***

TOWN COUNCIL

MAY 11 2022

MEETING

# flock safety

I5A

## Sole Source Letter for Flock Safety ALPR Cameras and Solution

Flock Safety is the sole manufacturer and developer of the Flock Safety ALPR Camera. Flock Safety is also the sole provider of the comprehensive monitoring, processing, and machine vision services which integrate with the Flock Safety ALPR Camera.

**The Flock Safety ALPR camera is the only Law Enforcement Grade ALPR System to offer the following combination of proprietary features:**

ML CAPTURES MORE THAN PLATE

- Patented proprietary machine vision to analyze vehicle license plate, state recognition, vehicle color, vehicle type, vehicle make and objects (roof rack, unique hubcap, etc.) based on image analytics (not car registration data)
- Machine vision to capture and identify characteristics of vehicles with a paper license plates and vehicles with the absence of a license plate
- Ability to capture two (2) lanes of traffic simultaneously with a single camera from a vertical mass
- Ability to 'Save Search' based on description of vehicles using our patented Vehicle Fingerprint Technology without the need for a license plate, and set up alerts based on vehicle description

ALERTS BASED ON DESCRIPTION

- Wireless deployment of license plate reading cameras with integrated cellular communication weighing less than 5lbs and able to be powered solely by a solar panel of 60W or less
- Best in class ability to capture and process up to 30,000 vehicles per day with a single camera powered exclusively by solar power
- One-of-a-kind "Transparency Portal" public-facing dashboard that details the policies in place by the purchaser, as well as automatically updated metrics from the Flock system
- Only LPR provider with "Visual Search" to create investigative leads with reverse image search to find similar vehicles based on the vehicle attributes in the uploaded photo
- On device machine processing to limit LTE bandwidth consumption
- Cloud storage of footage
- Direct integration with Axon Evidence.com (Flock is the only Axon LPR integration partner)
- Built-in integration with NCMEC to receive AMBER Alerts to find missing children
- Integration of onboard cameras on all Police Vehicles with Flock System
- Share data across Law Enforcement Departments on a National level
- Web based footage retrieval tool with filtering capabilities such as vehicle color, vehicle type, vehicle manufacturer, partial or full license plate, state of license plate, and object detection
- Utilizes motion capture to start and stop recording without the need for a reflective plate

REVERSE IMAGE SEARCH

NATIONAL DATABASES

BROAD SEARCH AND FILTER CAPABILITIES

# flock safety

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## BICYCLES?

- Motion detection allows for unique cases such as bicycle capture, ATV, motorcycle, etc.
- Privacy controls to enable certain vehicles to “opt-out” of being captured
- Performance monitoring software to predict potential failures, obstructions, tilts, and other critical or minor issues
- Natively integrated audio and gunshot detection capabilities
- Covert industrial design for minimizing visual pollution
- Lifetime maintenance and support included in subscription price
- Access to additional cameras purchased by our HOA and private business partners, means an ever-increasing amount of cameras and data at no additional cost
- Flock Safety is the only fully integrated ALPR one-stop solution from production of the camera to delivery and installation



Thank you,

Garrett Langley CEO, Flock Safety

# 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.

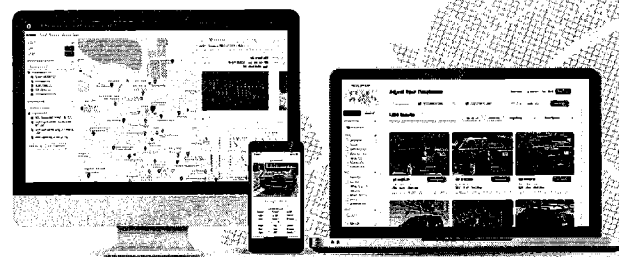
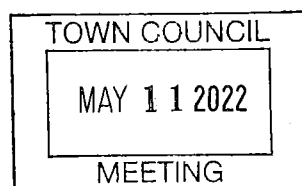
Flock Safety's proprietary devices and cloud-based software reduce crime by +70%.

### 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.

IF SUICIDE PREVENTION IS THE AIM, WHY DOES THIS FOCUS ON CRIME

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%.

TOWN COUNCIL

MAY 11 2022

MEETING





## 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.

CAPTURES MANY DETAILS OF VEHICLE

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.

MACHINE LEARNING SYSTEMS ARE INHERENTLY FALLIBLE

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 TM 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.

I5D



# BRISTOL POLICE DEPARTMENT

<b>SUBJECT:</b> Automated License Plate Readers (ALPR)	<b>GENERAL ORDER NO. 300.25</b> Pages 10
<b>SECTION:</b> 300. – Law Enforcement Operations	<b>AMENDS/SUPERSEDES:</b>
<b>SUBSECTION:</b> 00. - General	<b>EFFECTIVE DATE:</b> April 14, 2022 <b>REVISED DATE:</b> <b>REVIEW DATE:</b> As Necessary

NOTE: This written directive is for the internal governance of the Bristol Police Department and is not intended and should not be interpreted to establish a higher standard of care in any civil or criminal action that would otherwise be applicable under existing law.

## INDEX WORDS:

### I. PURPOSE:

The purpose of this policy is to provide guidance for the capture, storage, and use of digital data obtained through the use of Automated License Plate Reader (ALPR) technology.

To aid the Bristol Police Department in the threat of suicidality with regard to the Mt Hope Bridge. The Department has been in frequent contact with the RI Bridge and Turnpike Authority regarding the use of the Mt Hope Bridge for persons intent of committing suicide and constantly seeks measures to prevent these types of tragedies from occurring. When used in the primary capacity for suicide prevention with responses to the Mt Hope Bridge, they could be positioned on the approaches to the bridge on 114 and 136 and utilized as an overlapping measure of security and safety, allowing supervisors, officers, and dispatch to know if any vehicle matching the description "BOLO" loaded into the NCIC system passed by an ALPR camera.

Although the intended purpose of the ALPR system would be for suicide prevention, the cameras would also be positioned for any additional official law enforcement usage (see Section V, A, 1,2,&3).

SUICIDE IS "PRIMARY" BUT AN ARRAY OF OTHER USES FOLLOWS

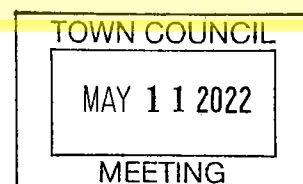
### II. POLICY:

The policy of the Bristol Police Department is to utilize ALPR technology to capture and store digital license plate data and images while recognizing the established privacy rights of the public. All data and images gathered by the ALPR are for the official use of this Department. Because such data may contain confidential information, it is not open to public review.

EVEN THE PD CONSIDERS THIS DATA CONFIDENTIAL

4/14/2022

1



300.25

## Bristol Police Department

The ALPR technology, also known as License Plate Recognition (LPR), allows for the automated detection of license plates and the vehicle make, model, color, and unique identifiers through the Bristol Police Department's ALPR system and the vendor's vehicle identification technology. The Bristol Police Department uses the technology to convert data associated with vehicle license plates and vehicle descriptions for official law enforcement purposes, including identifying stolen or wanted vehicles, stolen license plates, and missing persons. It may also be used to gather information related to active warrants, homeland security, electronic surveillance, suspect interdiction, stolen property recovery, and active criminal investigations.

A. NOT JUST PLATES

B. BROAD LIST, INCLUDING "ELECTRONIC SURVEILLANCE"

C. PORTSMOUTH PD OMITTED THIS PARAGRAPH, BUT  
RESIDENTS TRAVELING OVER THE BRIDGE ARE STILL  
SUBJECT TO THIS ON THE BRISTOL SIDE

### III. DEFINITIONS:

#### A. Automated License Plate Reader:

An automated license plate reader means an electronic device mounted on a law enforcement vehicle or positioned in a fixed location that is capable of recording data on, or taking a photograph of, the license plate of a vehicle and comparing the collected data and photographs to existing law enforcement databases for investigative purposes. An automated license plate reader includes a device owned or operated by a person who is not a government entity to the extent that data collected by the reader are shared with a law enforcement agency. For the purposes of this policy, "automated license plate reader" does not refer to those electronic devices mounted on a law enforcement vehicle or positioned in a fixed location that is capable of recording data on, or taking a photograph of, the license plate of a vehicle solely for the purpose of recording the speed on a vehicle, recording information for tolling purposes, or recording traffic patterns and assessing traffic violations at an intersection.

B. Municipal law enforcement agency- shall mean the Bristol Police Department.

C. ALPR Operator - Trained Department members who may utilize ALPR system/equipment. ALPR operators may be assigned to any position within the Department, and the ALPR Administrator may order the deployment of the ALPR systems for use in various efforts.

D. ALPR Administrator - The Chief of Police or his designee serves as the ALPR Administrator for the Department.

E. Hotlist - A list of license plates associated with vehicles of interest compiled from one or more databases including, but not limited to, NCIC, RI DMV, Local BOLOs, etc.

INCLUDING BUT NOT LIMITED TO

## Bristol Police Department

- F. Detection - Data obtained by an ALPR of an image (such as a license plate) within public view that was read by the device, including potential images (such as the plate and description of a vehicle on which it was displayed), and information regarding the location of the ALPR system at the time of the ALPR's read.**
- G. Hit - Alert from the ALPR system that a scanned license plate number may be in the National Crime Information Center (NCIC) or other law enforcement database for a specific reason including, but not limited to, being related to a stolen car, wanted person, missing person, domestic violation protective order or terrorist-related activity.**

**IV. APPROVAL MANDATORY FOR (ALPR) FUNDING ACQUISITION OR USE:**

- A. A municipal law enforcement agency shall provide a presentation to the Town Council following an advertised public hearing of the Council prior to engaging in any of the following acts:**

PORTSMOUTH ONLY REQUIRES "PRESENTATION"

- 1. Seeking funds for automated license plate readers, including but not limited to applying for a grant or soliciting or accepting state or federal funds or in-kind or other donations;**
- 2. Acquiring or borrowing automated license plate readers, whether or not that acquisition is made through the exchange of monies or other considerations; or**
- 3. Soliciting proposals for or entering into an agreement with any other person or entity to acquire, share, or otherwise use automated license plate readers or data therefrom.**
- 4. Any expansion of the technology associated with ALPR's or additional scope of use as currently depicted in this policy.**

**V. REGULATED USE OF AUTOMATED LICENSE PLATE READER (ALPR):**

- A. Operation of and access to an automated license plate reader shall be for official law enforcement purposes only and shall only be used to scan, detect, and identify license plate numbers for the purpose of identifying:**

- 1. Stolen vehicles;**
- 2. Vehicles associated with wanted, missing, or endangered persons; or**
- 3. Vehicles that register as a match within the National Crime Information Center.**

MOSTLY CRIME IN THIS LIST

- B. An automated License Plate Reader shall not be used for:**



## Bristol Police Department

1. **Photographing or recording, or producing images of the occupants of a motor vehicle;**

2. **Photographing or recording, or producing images of further identifying features of a vehicle, including but not limited to bumper stickers, paint color, or other unique aesthetic details, unless for a purpose authorized under subsection (a) above;**

SAME EXCEPTION AS THE PORTSMOUTH POLICY

3. **Photographing or recording, or producing images of passersby or pedestrians, including the photographing, recording, or production of images that may identify biometric information about such passersby or pedestrians through the usage of facial, voice, iris, or other software;**

4. **In the absence of a judicial warrant, utilizing any photographs or records, or images produced through the implementation of the automated license plate reader for the purpose of identifying potentially associated vehicles or tracking the number of times that a specific vehicle has been driven by the automated license plate reader over a certain period of time;**

5. **Recording or otherwise capturing audio.**

BRISTOL PD ADMITS THEY NEED  
A WARRANT FOR HISTORICAL  
LOCATION DATA

C. **In the case of suicide prevention, data shows that distraught person(s) may travel over the bridge several times while contemplating the situation. Only in these cases shall the simultaneous tracking of information be utilized to save a life.**

EXCEPT IF YOU DRIVE OVER THE BRIDGE MULTIPLE TIMES  
AS YOU MIGHT AS AN RWU STUDENT

D. **Records of license plates recorded by an automated license plate reader shall not be transmitted for any other purpose and shall be purged from the database or system within thirty days of their capture in such a manner that they are destroyed and not recoverable unless the identification of a license plate resulted in an arrest, a citation, or identified a vehicle that was the subject of a missing person or wanted broadcast or remains the subject of an active investigation, in which case the data on the particular license plate may be retained until final disposition of the matter. Captured license plate data obtained for the purposes identified in section (A) above may be shared with another law enforcement agency for official documented law enforcement purposes or as otherwise permitted by law upon written request to the Chief of Police and upon approval from the Chief of Police or the authorized designee prior to the request being fulfilled. The written request for ALRP data shall include:**

CAN BE SHARED FOR ANY LEGAL PURPOSE

## Bristol Police Department

1. The name of the agency.
  2. The name of the person requesting.
  3. The intended purpose of obtaining the information.
- E. The Bristol Police Department does not permit the sharing of ALPR data gathered by the town or its contractors/subcontractors for the purpose of federal immigration enforcement; these federal immigration agencies include Immigrations and Customs Enforcement (ICE) and Customs and Border Patrol (CPB). CBP? PORTSMOUTH HAS THE SAME TRANSPOSITION
- F. The approved request is retained on file. Requests for ALPR data by non-law enforcement or non-prosecutorial agencies will not be processed.
- G. Information gathered or collected, and records retained by Flock Safety cameras or any other Bristol Police Department system will not be sold, accessed, or used for any purpose other than legitimate law enforcement or public safety purposes.
- H. ALPR vendor, Flock Safety, will store the data (data hosting) and ensure proper maintenance and security of data stored in their data towers. Flock Safety will purge their data at the end of the 30 days of storage.

WHAT IS A "DATA TOWER?"

## VI. PROCEDURE:

- A. Department members shall not use or allow others to use the equipment or database records for any unauthorized purpose.
- B. An ALPR shall only be used for official law enforcement business.
- C. An ALPR may be used in conjunction with any routine patrol operation or criminal investigation; reasonable suspicion or probable cause is not required before using an ALPR. NO NEED FOR PROBABLE CAUSE
- D. Partial license plates and unique vehicle descriptions reported during major crimes should be entered into the ALPR system to identify suspect vehicles.
- E. No member of this Department shall operate ALPR equipment or access ALPR data without first completing department-approved training.
- F. If practicable, the officer should verify an ALPR response through the Rhode Island Law Enforcement Telecommunications System (RILETS) before taking enforcement action that is based solely on an ALPR alert. Once an alert is received, the operator should confirm that the observed license plate from the



## Bristol Police Department

system matches the license plate of the observed vehicle before any law enforcement action is taken because of an ALPR alert; the alert will be verified through a RILETS inquiry via MDT or through Dispatch.

Officers will not take any police action that restricts the freedom of any individual based solely on an ALPR alert unless it has been validated. Because the ALPR alert may relate to a vehicle and may not relate to the person operating the vehicle, officers are reminded that they need to have reasonable suspicion and/or probable cause to make an enforcement stop of any vehicle. (For example, if a vehicle is entered into the system because of its association with a wanted individual, officers should attempt to visually match the driver to the description of the wanted subject prior to making the stop or should have another legal basis for making the stop.)

SAME "SHOULD" AS PORTSMOUTH

- G. Designation of hotlists to be utilized by the ALPR system shall be made by the Chief of Police or his designee. Hotlists shall be obtained or compiled from sources consistent with the purposes of the ALPR system set forth in this policy. Hotlists utilized by the Department's ALPR system may be updated by agency sources more frequently than the Department may be uploading them, and thus, the Department's ALPR system will not have access to real-time data. Occasionally, there may be errors in the ALPR system's read of a license plate. Therefore, an alert alone shall not be a basis for police action (other than following the vehicle of interest). Prior to initiation of a stop of a vehicle or other intervention based on an alert, officers shall undertake the following:

1. An officer must receive confirmation from Bristol Police dispatch or other department computer device that the license plate is still stolen, wanted, or otherwise of interest before proceeding (absent exigent circumstances).
2. Officers shall visually verify that the license plate of interest matches identically with the image of the license plate number captured (read) by the ALPR, including both the alphanumeric characters of the license plate, state of issue and vehicle descriptors before proceeding. Officers alerted to the fact that an observed motor vehicle's license plate is entered as a Hot Plate (hit) in a specific BOLO (be on the lookout) list are required to make a reasonable effort to confirm that a wanted person is in the vehicle and/or that a reasonable basis exists before an officer would have a lawful basis to stop the vehicle.

REASONABLE EFFORT

3. Officers will clear all stops from hotlist alerts by indicating the positive ALPR Hit, i.e., with an arrest or other enforcement action. If it is not obvious in the text of the call as to the correlation between the

## Bristol Police Department

**ALPR Hit and the arrest, then the officer shall update with Dispatch and the original person inputting the vehicle in the hotlist (hit).**

4. **General Hot Lists will be automatically downloaded into the ALPR system a minimum of once a day, with the most current data overwriting the old data.**

5. **Custom Hotlists can be created by dispatchers, detectives, and supervisors. These Hotlist groups are defined as SIU Hotlist, Detective's Hotlist, Traffic Hotlist, and All Department Hotlist.**

THAT'S A LOT OF HOT LISTS

6. **All entries and updates of specific Hot Lists within the ALPR system will be documented by the requesting department member within the appropriate general offense report. As such, specific Hot Lists shall be approved by the ALPR Hotlist Managers at the rank of sergeant or above before initial entry within the ALPR system. Time permitting, all efforts should be made to clear Hot List entries through the appropriate respective chain of command. The updating of such a list within the ALPR system shall thereafter be accomplished pursuant to the approval of a supervisor.**

7. **Custom Hotlist entries containing information only shall not be acted on as probable cause to initiate a traffic stop, search a vehicle or person, or take any other action that would be restricted absent of the FLOCK "hit."**

8. **Custom Hotlist should be only shared among necessary officers or groups needing the information, and appropriate list expirations should be made.**

9. **Once a Custom Hot List "hit" has been received and acted upon, the entry should be removed, or information updated immediately by a Hotlist Manager to avoid repeated unnecessary stops and/or interactions.**

WEEKLY AUDITS=MORE STAFF TIME

10. **Supervisors will conduct weekly audits of Hotlists created by their subordinates and purge or update lists as necessary. Dispatchers, Hot List creators, and Hot List Managers will remove Hotlist entries upon adequate disposition after a hit is acted upon, and notification will be sent to that specific Hotlist creator and their immediate supervisor.**

11. **All Hotlist Plates, vehicles, and suspect information entered into the ALPR system will contain the following information at a minimum:**

- a. **Entering department member's name**

## Bristol Police Department

- b. Authorizing Supervisor
- c. Related case number
- d. Short synopsis describing the nature of the originating call

**VII. ACCOUNTABILITY AND SAFEGUARDS:**

- A. All data will be closely safeguarded and protected by both procedural and technological means. The Bristol Police Police Department will observe the following safeguards regarding access to and use of stored data:
  - 1. All non-law enforcement requests for access to stored ALPR data shall be processed in accordance with applicable law.
  - 2. All ALPR data downloaded to a mobile device, computer, or MDT shall be accessible only through a login/password-protected system capable of documenting all access of information by name, date, and time. All users will be required to have individual credentials for access and use of the systems and/or data, which has the ability to be fully audited.
  - 3. Persons approved to access ALPR data under these guidelines are permitted to access the data for legitimate law enforcement purposes only, such as when the data relates to a specific criminal investigation or department-related civil or administrative action.
  - 4. ALPR data may be released to other authorized and verified law enforcement officials and agencies for legitimate law enforcement purposes.
  - 5. Every ALPR Detection Browsing Inquiry must be documented by either the associated Bristol Police case number or an incident number and/or a reason for the inquiry.

**VIII. PUBLIC LOG OF USE REQUIRED:**

- A. The Bristol Police Department will create a transparency portal available to the public, which will outline the APLR policy and metrics of the system to include:
  - 1. Hot List sources
  - 2. Data retention
  - 3. Number of operational cameras
  - 4. Organizations with access to cameras

## Bristol Police Department

5. Number of the total plate reads in a 30 day period and;
6. Number of searches in a 30 day period

**B. The public log shall be updated on an ongoing quarterly basis and contain, but is not limited to, the following information:**

1. The aggregate number of vehicles on which data are collected for each month of use and a list of all state and federal databases with which the data were compared unless the existence of the database itself is not public;
2. For each month of use, a breakdown of the number of vehicles in which the collected data identified a stolen vehicle or license plate, a warrant for the arrest of the owner of the vehicle, or any other basis for pursuing the owner or operator of a motor vehicle based on an identification generated in accordance with this policy;
3. The location at which any stationary or fixed location automated license plate reader that is actively collecting data is installed and used; and
4. A summary of complaints or concerns that were received during each month of active use about the automated license plate reader and any instances of license plate identification that were discovered to be incorrect.

**C. The law enforcement agency must maintain a public list of current and previous locations for automated license plate readers, including dates at those locations, of any fixed stationary automated license plate readers used by the agency.**

**IX. ALPA DATA DETECTION AUDITS:**

HIT LIST MAINTENANCE PLUS AUDITS MEANS  
THIS IS A NON-ZERO-COST ITEM

**A. It is the responsibility of the Office of Professional Standards or the Chief of Police's designee to ensure that an audit is conducted of ALPR detection browsing inquiries at least once quarterly per calendar year. The Department will audit a sampling of the ALPR system utilization from the prior quarter to verify proper use in accordance with the above-authorized uses. The audit shall randomly select at least 10 detection browsing inquiries conducted during the preceding three-month period and determine if each inquiry meets the requirements established in the policy section.**

**B. The audit shall be documented in the form of an internal department memorandum to the Chief of Police. The memorandum shall include any data errors found so that such errors can be corrected. After review by the Chief of Police or his designee, the memorandum and any associated**

## Bristol Police Department

**documentation shall be filed and retained by the Office of Professional Standards.**

**X. ALPA ADMINISTRATORS:**

**A. The Major of Administration shall be responsible for compliance with the following:**

- 1. Only properly trained sworn officers, crime analysts, and police dispatchers are allowed access to the ALPR system or to collect ALPR information.**
- 2. Ensuring that training requirements are completed for authorized users.**
- 3. ALPR system monitoring to ensure the security of the information and compliance with applicable privacy laws.**
- 4. Maintaining the title and name of the current designee overseeing the ALPR operation.**
- 5. Continually working with the Records Division on the retention and destruction of ALPR data.**
- 6. Ensuring this policy, related procedures, and the transparency portal are conspicuously posted on the Department's website.**

**XI. RESPONSIBILITY:**

**It is the responsibility of all personnel to familiarize themselves and comply with this order.**



ISE

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

September 7, 2021

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

VIA EMAIL AND MAIL

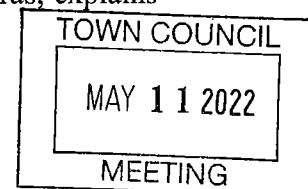
Dear City Councilors:

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 Winkist 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 Winkist 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.”<sup>1</sup> (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.<sup>2</sup>

• **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.<sup>3</sup>

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

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

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

<sup>3</sup> <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 Winkvist 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.”<sup>4</sup>

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).<sup>5</sup> 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

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

<sup>5</sup> <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 Winkvist