

**From:** [Joe VanWinkle](#)  
**To:** [John Knox White](#); [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Tony Daysog](#); [Trish Spencer](#); [Lara Weisiger](#)  
**Cc:** [Eric Levitt](#)  
**Subject:** [EXTERNAL] RE: Approve License Plate Readers  
**Date:** Tuesday, December 21, 2021 4:08:48 PM

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Dear Mayor and City Council,

Auto Thefts in Alameda

Auto Thefts in Alameda are up 34% from 2018 to 2020.

And in the first 9 months of 2021 there have been almost the same number of auto thefts than in all of 2020.

	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021 – Sept. YTD</u>
Auto Thefts	350	404	470	464

Source: APD Crime Statistics

Studies provide evidence that license plate reader use can achieve demonstrable benefits in combating auto theft (with more plates scanned, more “hits,” more arrests and more recoveries with LPR).

reference: Bruce Taylor et al., Combating Vehicle Theft in Arizona: A Randomized Experiment with License Plate Recognition Technology, CRIMINAL JUSTICE REVIEW

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More than Just Auto Thefts

While the auto thefts alone would warrant Alameda installing license plate readers, the challenge and opportunity is greater.

According to the International Association of Chiefs of Police, **over 70% of all crime is committed with a vehicle**. Hence, a license plate is an excellent way to track down suspects.

Auto theft is frequently a component of high-impact crimes. A stolen van was linked to the bombing of the World Trade Center. The Boston Marathon bombing suspects carjacked a driver at gunpoint.

Theft, robberies and drive by shootings have been enabled with stolen vehicles. Colorado found, “Auto theft offenders were associated with arson, drug trafficking, controlled substance violations, kidnapping,

financial fraud, burglary, robbery, weapons violations, and criminal mischief.” License plate readers could thus be an incredibly valuable tool for the Alameda Police Dept. in solving more than auto thefts.

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Alameda is Ideal for License Plate Readers

Alameda has limited access points with a few roadways, bridges and a tunnel. A small complement of license plate readers could be implemented to capture vehicle entrance and

exits.

Tiburon is similar with only two roads into and out of the San Francisco suburb. The Tiburon Chief of Police Michael Cronin, said "Part one crime has declined 34 percent, and we're pretty pleased with those numbers particularly when we compare them to surrounding jurisdictions whose crime has remained flat or gone up." (Source: Doug Wyllie on Police1.com)

#### Alameda City Council's Legacy

Alameda Part One crimes (aka serious offences) have increased dramatically from 2014 to 2020. In 2014 there were 1885 serious crimes reported, and in 2020, there were 2705. That is an increase of 44%.

This implies an additional 820 victims whose lives were impacted by the increased crime. You probably know people that are victims of crime and certainly you've heard from citizens that have been impacted by the dramatic rise in crime.

Many of you have been on the council during much or all that period, so this is your legacy. The council failed to address reduced staffing of police officers in Alameda. The council failed to support the Alameda Police request for license plate readers in 2018.

Now in 2021 we have a new police chief. He is asking for the same proven technology that was asked for by his predecessor in 2018. He wants help to combat crime and keep the Alameda community safe.

I hope you offer your support to him and to the brave men and women of the Alameda Police Department.

Sincerely,

Joe Van Winkle

Alameda Citizen since 1994

**From:** [Patricia Gannon](#)  
**To:** [John Knox White](#); [Marilyn Ezzy Ashcraft](#); [City Clerk](#); [Malia Vella](#); [Tony Daysog](#); [Trish Spencer](#)  
**Subject:** [EXTERNAL] license plate readers  
**Date:** Tuesday, December 21, 2021 1:57:53 PM

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Honorable Marilyn Ezzy Ashcraft  
Mayor, City of Alameda  
Honorable Members of the City Council

I strongly urge the Council to vote to approve license plate readers at the entrance to our city. Alameda has always been a safe city for citizens to live and walk in and that is now becoming less safe. The installation of license plate readers and mobile readers for our police would go a long way to improve the safety of our citizens. Please vote to make that happen. Thank you.

I wish all of you and your families a Happy Christmas.

Patricia M. Gannon  
1019 Tobago Lane 94502  
[pg3187@gmail.com](mailto:pg3187@gmail.com)

**From:** [Donna Fletcher](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Trish Spencer](#); [Malia Vella](#); [Tony Daysog](#)  
**Cc:** [Lara Weisiger](#)  
**Subject:** [EXTERNAL] Approval of License Plate Readers  
**Date:** Tuesday, December 21, 2021 11:41:15 AM

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Dear Mayor and City Council,

I am concerned about the increase in crime in our City. More and more I read on Alameda Peeps and Next Door that residents don't feel as safe in Alameda as they have before. They also provide accounts and videos of crime in progress or attempted on their homes.

With that in mind, at tonight's City Council meeting, please approve license plate readers as an effective tool to reduce or discourage crime in our community.

Thank you for your careful consideration,

Donna FLetcher  
112 Centre Court  
Alameda

**From:** [Diane Molter](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [John Knox White](#); [Tony Daysog](#); [Trish Spencer](#)  
**Cc:** [Lara Weisiger](#)  
**Subject:** [EXTERNAL] City Council: Approve License Plate Readers Tonight  
**Date:** Tuesday, December 21, 2021 11:20:25 AM  
**Importance:** High

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Dear Mayor Ashcraft, Vice Mayor Vella, and Council Members Knox White, Daysog and Spencer:

I urge you to act and approve the installation of license plate readers at all exit and entry points of Alameda and to install mobile readers for our police. There is an increasing amount of crime in the Bay Area, including in Alameda. Please help to protect Alameda from serious crime by voting for license plate readers at tonight's Alameda City Council meeting. We need to help deter crime by sending a message to criminals that Alameda is not an easy mark for criminal activities.

Thank you for your attention to this matter.

Sincerely,

Diane M. Molter  
Alameda homeowner since 1982.

**From:** [Reyla Graber](#)  
**To:** [John Knox White](#); [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Tony Daysog](#); [Trish Spencer](#); [Eric Levitt](#); [Lara Weisiger](#)  
**Subject:** [EXTERNAL] City Council: Approve License Plate Readers Tonight  
**Date:** Tuesday, December 21, 2021 10:27:17 AM

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Dear Mayor and City Council,

Now is the time for you to act and approve the installation of license plate readers at all exit and entry points of Alameda and to install mobil readers for our police. It is obvious that crime is going up all over the Bay Area including our city.

We read about it every day on Next Door if not covered by our newspapers.

Additionally, Alameda resident Joe Van Winkle has done a great deal of research in his crime report which you must have-- and which clearly shows the sharp increase in **serious** Alameda crime

The increase in crime is shocking to say the least.

Even the Oakland Mayor is asking the State to install them on freeway entry and exit points.

**I ask that you do your duty to protect Alameda residents, and approve these LPR tonight.**

**I trust that your vote will be unanimous for approval.**

Thank you,

Sincerely,

Reyla Graber

178 Basinside Way

**From:** [Harold Demmon](#)  
**To:** [Lara Weisiger](#)  
**Subject:** [EXTERNAL] License plate readers  
**Date:** Tuesday, December 21, 2021 9:56:29 AM

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I strongly urge Alameda install license plate readers at all ingress/egress points ASAP  
Harold R Demmon  
IHA/Architectural BOD  
Bay Farm Island  
Alameda,CA

Sent from my iPhone

**From:** [Ben Deligato](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Tony Daysog](#); [Trish Spencer](#); [Lara Weisiger](#)  
**Subject:** [EXTERNAL] Fixed and mobil license plate readers  
**Date:** Tuesday, December 21, 2021 8:45:28 AM

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Dear Council Members:

Please highly consider installing fixed cameras for all ingress and egress points/roads into and out of Alameda, as well as mobile license plate readers.

Sincerely,  
Benny Deligato  
135 Justin Circle  
94502



**From:** [Edward Sing](#)  
**To:** [John Knox White](#); [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Tony Daysog](#); [Trish Spencer](#)  
**Cc:** [Lara Weisiger](#)  
**Subject:** [EXTERNAL] Alameda City Council Meeting Dec 21 2021 - Item 6c - Automated License Plate Readers  
**Date:** Monday, December 20, 2021 7:46:56 PM

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Council Members:

I write in support of installing and implementing Automated License Plate Readers (ALPRs) at entry points into the City of Alameda as well as the addition of Mobile ALPR's to all of our city's police vehicles. It is clear based on other cities use of these devices that they help "solve" crimes in addition to deterring it.

It is absolutely clear based on actual data that crime across all types has risen in Alameda. No ifs, ands or buts. Our city's residents have wondered why has it taken our City's leaders so long to take this action that will help reduce our crime rate.

**We need the ALPRs NOW!!**

**Thank you for your affirmative vote on this matter,**

Ed Sing  
Bay Farm Resident

**From:** [Linda Gossage](#)  
**To:** [John Knox White](#); [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Tony Daysog](#); [Trish Spencer](#); [Lara Weisiger](#)  
**Subject:** [EXTERNAL] I Support License Plate Readers in Alameda  
**Date:** Monday, December 20, 2021 7:40:49 PM

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Hello,

I am writing to please ask that Alameda council install mobile license plate readers throughout as many locations as possible in Alameda. I am in full support of this as well as installation of cameras throughout the island at as many stoplights, businesses and street corners as possible.

Thank you,

--

Linda Gossage  
262 Ratto Road  
Alameda, CA 94502  
Cell: 510.821.2595

**From:** [Michelle](#)  
**To:** [Lara Weisiger](#)  
**Subject:** [EXTERNAL] Please install license plate readers and cameras throughout Alameda  
**Date:** Monday, December 20, 2021 5:57:28 PM

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Hello I am writing to please ask that alameda council install mobil license plate readers throughout as many locations as possible in alameda. I Am full support of this as well as installation of cameras throughout the island on as many stoplights, businesses and street corners as possible.

Thank you,  
Michelle Gossage  
10 Christensen ct, Alameda Ca 94502

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Michelle Gossage  
Mobile (650) 455-8916

**From:** [Patricia Baer](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [Tony Daysog](#); [Trish Spencer](#); [Malia Vella](#); [John Knox White](#)  
**Subject:** [EXTERNAL] Item 6-C  
**Date:** Monday, December 20, 2021 1:46:56 PM

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Council members,

With the increase in crime on our island, I strongly urge you to endorse the use of fixed Automated License Plate Readers on our bridges and tube. If this system were in place, it would make the culprits hesitant to prey on Alameda, and if they still chose to hit here, it would be easier for our police to track them.

Thank you for your consideration,

Patsy Baer

**From:** [Marilyn Rothman](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] License plate readers  
**Date:** Monday, December 20, 2021 12:20:40 PM

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This technology is expensive and unproven.  
I urge you to vote against this invasion of privacy for all.

**Marilyn Rothman**  
Alameda resident and homeowner

**From:** [cytronsf@aol.com](mailto:cytronsf@aol.com)  
**To:** [Trish Spencer](#); [City@aol.com](mailto:City@aol.com); [Lara Weisiger](#)  
**Subject:** [EXTERNAL] cameras  
**Date:** Monday, December 20, 2021 9:30:38 AM

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Please vote to approve fixed and mobile cameras  
Thank you  
Steve Cytron  
121 Basinside Way  
Alameda, Calif 94502

**From:** [Joe VanWinkle](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] ALPR  
**Date:** Sunday, December 19, 2021 10:31:34 PM  
**Attachments:** [We sent you safe versions of your files.msg](#)  
[Dec 21 2021 Alameda CC.pdf](#)

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Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

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Please support the APD request for Automated license plate readers.

Thanks,  
Joe Van Winkle

Get [Outlook for iOS](#)



# Alameda

Public Safety in Jeopardy

December 18 2021



# Our Understanding of ALPR History in Alameda

- **ALPR: Automated License Plate Reader**
  - Cameras optimized for character recognition reading license plates
  - Unlike Red-Light cameras, ALPRs lack illumination inside a vehicle to identify a driver
- **Alameda City Council meeting on February 6, 2018**
  - Police shared report on crime data and requested approval of additional license plate readers (ALPR) to be fixed at bridges/tunnel to help prevent and to solve crimes
  - An ALPR policy existed as ALPRs were already in a few patrol cars since 2014
  - Council rejected proposed contract and directed staff to consider retention period and review/update ALPR policy, and to draft RFP and bring back to council, considering other vendors and excluding cooperation with ICE.
- **For 3 years nothing happened on ALPR in Alameda**
  - Requests for additional ALPRs stalled, while existing ALPRs remain in just 4 patrol vehicles
  - Police Chief and Captain with technology expertise retired
  - Crime increased and has become a more significant issue in Alameda, Bay Area and CA
- **December 2021 - ALPR back on Council Agenda**
  - Fewer officers are deployed than previously. Technology could help bridge the gap.
  - Innovative ALPR vendors now offer encrypted readers powered by solar panels.
  - New Police Chief requesting ALPRs at fixed locations and in additional patrol vehicles.

# Crime Statistics

- John Knox-White posted on Nextdoor “Crime in Alameda: It’s down” This conclusion was based on Part 1 crimes decline May-September 2020. The data was true, but the conclusion was improper. It failed to assess the longer-term trend.
  - Part 1 Crimes did decline in 2020 by 2.6%
  - However, that followed a huge 19.4% increase in 2019
  - And 2021 Part 1 crimes are up an additional 6.7% YTD (Sept.)
    - Assault 177.5%
    - Rape 171.4%
    - Auto Thefts 38.9%
    - Grand Theft 27.2%
    - Burglary 8.5%
- But even back in 2018 when APD asked for ALPRs, the data at the time showed serious crimes had increased significantly since 2014.

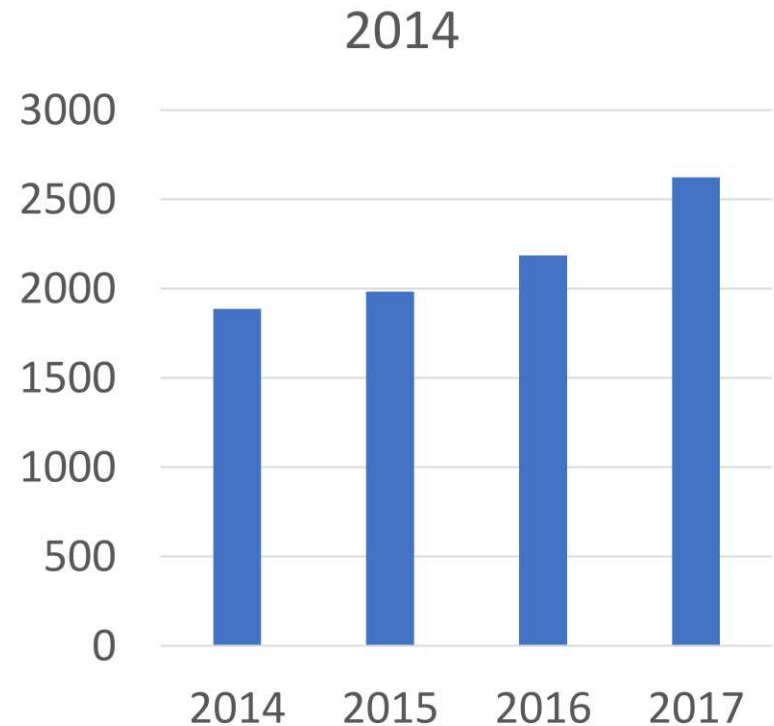
# Crime Statistics: Data Analysis 2014-2017

## Alameda Serious Crime Increased 39%

Part 1 Reports:

MORE SERIOUS OFFENSES THAT INCLUDE MURDER, RAPE, ROBBERY, ASSAULT, BURGLARY, THEFT, GRAND THEFT, AUTO THEFT & ARSON.

Year	2014	2015	2016	2017
Part 1 Reports	1888	1985	2188	2628
		5%	10%	20%
Four Year % Change				39%



- **Growth in Crime Exponential, accelerating from 5% to 10% to 20%**
- **Population Increase was just 2% from 2014 to 2017**

Source: APD Crime Reports

# Crime Statistics: Data Analysis 2014-2017

## Part 1 Serious Crimes – Sector 3



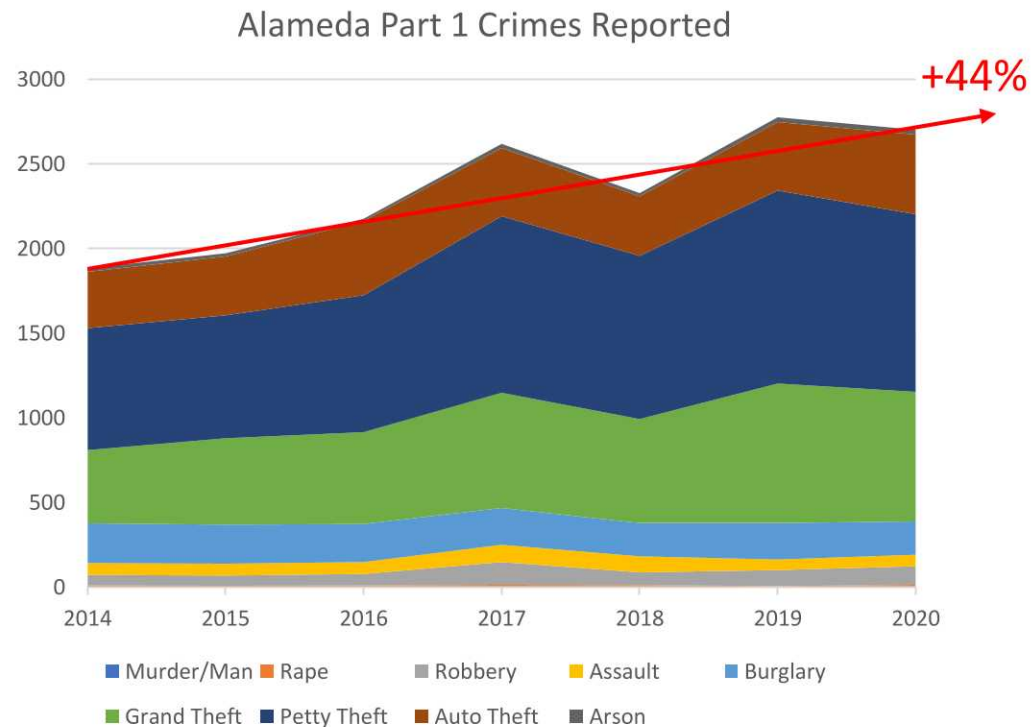
- 42% OF CRIMES OCCUR IN ONE OF FIVE SECTORS
- SECTOR 3 DISPROPORTIONATE SHARE
  - 42% CRIME WITH 17% OF LAND  
(SOURCE: GOOGLE MAPS. ALAMEDA 10.6 SQ. MI. AND SECTOR 3 1.8 SQ. MI.)
- SECTOR 3 CRIME 2014-2017 INCREASED 38%
- SECTOR 3 CRIME 2016-2017 INCREASED 23%
  - ROBBERY +61%
  - ASSAULT +32%
  - GRAND THEFT +34%
  - THEFT +43%

Source: APD Crime Reports

# Crime Statistics: 2014-2020

## Serious Crimes Continue to Climb

- 44% Increase in Crime
  - Rape Increase 20%
  - Robbery 75%
  - Grand Theft 77%
  - Petty Theft 46%
  - Auto Theft 41%
  - Arson 45%
- Total Crimes Reported
  - 2014: 1885
  - 2020: 2705
  - 820+ More Victims in 2020
  - 3.4% of Alamedans Victimized by Crime Each Year
- Murder/Manslaughter
  - 3 reported in 2020
  - highest number in at least 8 years





# Crime Statistics: Data Analysis 2018-2020

## Part 1 Serious Crimes – Sector 4 Harbor Bay



- 2018-2020 SERIOUS CRIMES INCREASED 25% IN SECTOR 4
- SECTOR 4 CRIME 2018-2020 INCREASED 25%
  - ROBBERY +600%
  - AUTO THEFT +69%
  - THEFT \$400+ +57%
- APD staffing is down, forcing officers to cover 5 sectors with staff that historically would have covered 3 sectors

Source: APD Crime Reports

# Are ALPRs Effective?

## Bay Area Examples

- Atherton – Criminals in armed home invasion robbery captured  
<https://www.almanacnews.com/news/2021/02/26/attempted-strong-armed-robbery-at-atherton-home>
- 3 Arrested In Connection With San Mateo Armed Home Invasion <https://patch.com/california/sanmateo/97-year-old-san-mateo-woman-targeted-armed-home-invasion-cops>
- Fairfield – Arrest Made in Fatal Hit and Run of 53-year-old Bicyclist  
<https://www.facebook.com/FairfieldPolice/posts/243880437787855>
  - “Officers and Dispatchers combed through the City’s camera system and located the collision on video, identifying the vehicle involved. Officers and Dispatchers worked from there and linked the cameras to FlockSafety ALPR camera system and located a license plate for the vehicle.”
- Benecia - Arrested Armed Robbery Suspect who Victimized Local StoresBicyclist  
<https://www.facebook.com/189065628095238/photos/a.198774980457636/1513919538943167/>
  - “The suspect vehicle was identified utilizing the newly installed Automated License Plate Readers in the city. Since their installation in the beginning of September, the cameras have assisted us to keep this community safe, which includes the recovery of five stolen vehicles, resulting in three arrests; an arrest of a drive-by shooting suspect in another jurisdiction; and most recently the arrest of the armed robbery suspect.”
- San Mateo - Convicted Felon Arrested for Possessing Sawed-Off Shotgun and Stolen Car  
<https://www.facebook.com/CityofSanMateoPolice/posts/3912532285463459>
- San Ramon: Police make seven arrests over busy four days  
<https://www.danvillesanramon.com/news/2021/01/18/san-ramon-police-make-seven-arrests-over-busy-four-days>
  - “Starting off the string of arrests, at 3 a.m. on Jan. 14 officers received a FLOCK alert -- an automated license plate reader program -- for a vehicle believed to be associated with burglaries in the area.”



# Are ALPRs Effective?

## Randomized Controlled Study

- “Vallejo Police Department (VPD) in California sought to discover whether automatic license plate reader (ALPR) technology would help improve motor vehicle theft detection. In partnership with a nonprofit research organization, BetaGov, VPD conducted a randomized control trial (RCT) study that provided empirical evidence showing that ALPR technology effectively identifies stolen cars and individuals linked to auto theft crimes.”
- “RCTs are the gold standard of research. They allow police departments to isolate the causal effect of an intervention by comparing the outcomes of an intervention group with a control group.<sup>6</sup> With this approach, agencies can discover whether an intervention is working as intended, has no effect, or is doing harm.<sup>7</sup> The VPD used this design to determine whether ALPR technology was effective in its jurisdiction and working as intended.”

Source: Jason Potts, Lieutenant, City of Vallejo Police Department, The Police Chief Magazine, March 2018



# Are ALPRs Effective?

## APD Experience & Insights



- Alameda / Morgan Hill – License plate reported in a crime in Alameda was captured by ALPR in Morgan Hill. Alameda Police Detective was notified. Search of the vehicle provided evidence to close the case.
- Piedmont has ALPRs at each entrance/exit to the city. Their experience has been “night and day compared to jurisdictions all around them. They are able to more effectively allocate their resources.”
- Alameda’s unique geography with limited entrances/exits make it an ideal candidate for ALPRs.

# What Do Citizens and Neighbors Think?

- ALPR Poll in Alameda on NextDoor social media website (as of 12/18/2021)
  - Do we want license plate readers?
  - 955 Votes
  - 84% in Favor
- OAKLAND – Amid a surge in violence in Oakland, including the highest number of homicides in years, Mayor Libby Schaaf called on Gov. Gavin Newsom for additional aid to curb crime. “This year, Oakland has experienced more combined shootings and homicides than we’ve seen in over a decade,” In her letter, the mayor noted the 131 homicides so far this year, violence associated with sidschows and mass retail thefts, along with a rise in armed robberies and carjackings. **Schaaf urged Newsom to consider the installation of license plate readers and vehicle recognition cameras along on- and off-ramps to highways.** The mayor said those committing violent crimes are primarily driving in vehicles that are stolen or who have switched license plates. Source: [Oakland Mayor Libby Schaaf Asks Gov. Gavin Newsom For Plate Readers, More CHP Presence To Curb Crime – CBS San Francisco \(cbslocal.com\)](#)
- San Francisco Mayor Breed, “It’s time the reign of criminals who are destroying our city, it is time for it to come to an end,” she said. “And it comes to an end when we take the steps to more aggressive with law enforcement. More aggressive with the changes in our policies and less tolerate of all the bullshit that has destroyed our city.” ... **“Amending our surveillance ordinance** so law enforcement can interrupt crime in real time.”

# Will the Mayor and City Council of Alameda support the APD request for ALPRs?

## Options:

1. Do nothing and allow our community endure more crime
2. Delay and ask for more data and studies ad nauseum
3.  Approve the APD Request for ALPRs and help them to improve the safety of the Alameda Community. Allow APD to innovate with a tool they feel is needed to do their job effectively and efficiently. 

**From:** [Bev](#)  
**To:** [CityCouncil-List](#)  
**Cc:** [Nishant Joshi](#); [Eric Levitt](#); [City Clerk](#)  
**Subject:** [EXTERNAL] Alameda ALPR Poll Results  
**Date:** Sunday, December 19, 2021 8:30:56 PM  
**Attachments:** [image003.png](#)

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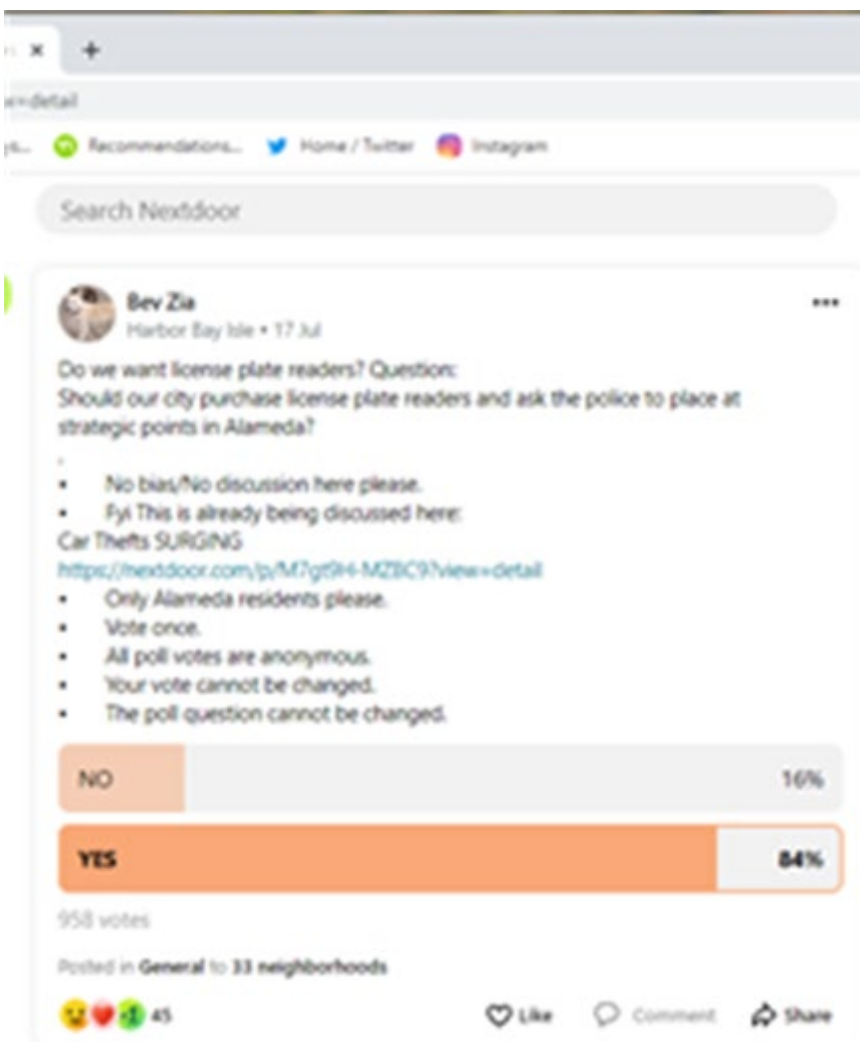
To: Honorable Mayor and Members of the City Council  
Please consider the results of a poll placed on Nextdoor, Alameda.  
The poll is posted at:

<https://nextdoor.com/p/HQtb79S6ppHS?view=detail>

where you can print a better copy.

Poll Question:

Should our city purchase license plate readers and ask the police to place at strategic points in Alameda?



Thank you.

[Bev Zia](#)  
[205 Brighton Ct](#)

Alameda CA

**[CITYCOUNCIL-List@ALAMEDACA.GOV](mailto:CITYCOUNCIL-List@ALAMEDACA.GOV)** includes:

[Mayor Marilyn Ezzy Ashcraft, mezzyashcraft@alamedaca.gov](mailto:mezzyashcraft@alamedaca.gov)

[Vice Mayor Malia Vella, mvella@alamedaca.gov](mailto:mvella@alamedaca.gov)

[Councilmember Tony Daysog, tdaysog@alamedaca.gov](mailto:tdaysog@alamedaca.gov)

[Councilmember Trish Herrera Spencer, tspencer@alamedaca.gov](mailto:tspencer@alamedaca.gov)

[Councilmember John Knox White, jknoxwhite@alamedaca.gov](mailto:jknoxwhite@alamedaca.gov)

**From:** [Andy Murdock](#)  
**To:** [City Clerk](#); [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [John Knox White](#); [Trish Spencer](#); [Tony Daysog](#)  
**Subject:** [EXTERNAL] Comment on License Plate Readers, Item 6-C on the Dec. 21, 2021 Agenda  
**Date:** Sunday, December 19, 2021 10:38:23 AM

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Dear Mayor Ashcraft, Vice Mayor Vella, and councilmembers,

To ask whether Alameda should adopt ALPRs is to start with the wrong question. A smart approach to policy would start with understanding the problems Alameda is facing today and then (1) find the tools and techniques to address those problems, and (2) ensure that those tools and techniques do more good than harm. Currently, ALPRs don't pass either test.

It's understandable that Alameda residents want to do \*something\* to address public safety and crime — I count myself in that number, but I would urge the City to adopt effective policies that address real issues. Speeding is the largest issue in Alameda for public safety, but ALPRs don't address this, and speed cameras are still not legal in California.

The current data on the effectiveness of ALPRs is not promising. There's no evidence that they deter crime, some evidence that they help solve specific types of cases, and unfortunately a growing pile of evidence that they create more problems than they solve. These include: police misuse, over-policing, wasting police time, false positives, and data privacy violations by vendors.

The issue of police misuse is particularly concerning. There is a well-documented history of police misuse of ALPRs in California and elsewhere across the country. Even in jurisdictions with well-crafted policies, these policies are frequently ignored without consequence. APD's track record, particularly with regards to civil rights abuses and just recently ignoring the City's ban on facial recognition technology, unfortunately does not inspire confidence. False positives and having APD chase cars with warrants from other jurisdictions not only wastes police time, it increases the likelihood of dangerous traffic stops, something the City is working to reduce.

The biggest issue ALPRs would solve is momentarily appeasing the bloc of residents who have decided that we need them. This is like a doctor prescribing antibiotics for a viral infection because the patient demands it while knowing that it will do more harm than good.

Instead of starting with a technology and asking if we need it, we should start with a sober assessment of the problems and find the best tools for the job. Are ALPRs in that toolkit? At the moment, the costs outweigh the benefits.

Thank you for your time and I wish you all a happy holiday season!

**Andy Murdock — Windsor Drive**  
[andymurdock@gmail.com](mailto:andymurdock@gmail.com)

**From:** [Brian Tremper](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Automatic License Plate Readers  
**Date:** Friday, December 17, 2021 5:09:02 PM

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I would like to voice my support for the plan by our Chief of Police to install automatic license plate readers. I believe that these will be an effective tool in creating a safer city. I also believe that the Chief's plan has addressed privacy concerns. Please include this email of support in the city council package. I am a long time resident and the president of my homeowners association. Thank you

December 21st Council Meeting. The item is listed as 6c

Brian Tremper

**From:** [Bill Pai](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] ALPRs and Alameda  
**Date:** Thursday, December 16, 2021 4:55:52 PM

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To the City Clerk of Alameda,

My name is Bill Pai, and I am president of the primary board for the Community of Harbor Bay Isle, located on Bay Farm Island. Our community is comprised of 20 homeowner associations and almost 3000 homes in total.

This letter to express our strong support for automated license plate readers (ALPRs) at various points in our city and community. Recent increases in crime and reduced staffing at the Alameda Police Department/APD make this issue even more important to consider now. We have been delaying this discussion for years.

One location in particular I believe would benefit from having an ALPR installed: the point where Bay Edge Road becomes Harbor Bay Parkway. This "backdoor" entrance to our community allows criminals (such as those stealing catalytic converters from cars parked on nearby streets) to rapidly exit the area and be on Ron Cowan Parkway within 2 minutes. There is no way the APD can respond quickly enough to prevent their escape via that route.

I realize there are privacy concerns and residents who do not wish the APD to have the information collected by ALPRs, but with proper safeguards we believe the benefits outweigh the risks. Given the relatively limited number of entrance/exit routes to our city, ALPRs could have a strong impact once criminals in the area know their plates will be photographed and recorded by the APD.

The Community of Harbor Bay Isle firmly supports installing ALPRs at appropriate points within our city and community. I plan to attend and speak at the Dec. 21 City Council meeting on this topic as well (hopefully this agenda item won't be deferred again). Thank you for your consideration.

Bill Pai  
CHBIOA board president



**From:** [Debbie Damele](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Support in Favor of LPR's  
**Date:** Wednesday, December 15, 2021 9:52:40 AM

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I am in full support of Alameda installing LPR's. Violent crimes are primarily done in vehicles including those that are stolen or who have switched license plates. The need for a system that can capture vehicle descriptions and alert law enforcement to vehicles associated with violent crime, in real time, is critically needed. Such technology can multiply law enforcement efforts in a focused, intelligence-based manner, while still balancing privacy interests of the community. Technology is the way to assist in fighting crime as we've seen numbers rise dramatically in Alameda across all fronts of lawlessness.

It's now time for the City of Alameda to move forward with LPR's. It's been shelved way too long. Based on a Nextdoor Neighbor survey 83% of Alameda residents are in favor of LPR's. SF & Oakland Mayors are now calling for more live cameras & LPR's in order to fight crime & keep citizens safe - Alameda needs to jump on the bandwagon.

Please approve them as we are critically short in having a fully staffed Alameda Police Department.

**From:** [Steve Schneider](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] support for ALPR  
**Date:** Monday, December 13, 2021 5:10:15 PM

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I would like to express my strong support for funding automated license plate readers in Alameda to the mayor and city council.

Thank you

**From:** [Lara Weisiger](#)  
**To:** [Ashley Zieba](#)  
**Subject:** FW: [EXTERNAL] Item 7-E on December 7 Agenda  
**Date:** Tuesday, December 7, 2021 5:29:29 PM

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**From:** Is Sullivan <is.ann.sullivan@gmail.com>  
**Sent:** Tuesday, December 7, 2021 4:54 PM  
**To:** City Clerk <CLERK@alamedaca.gov>  
**Subject:** [EXTERNAL] Item 7-E on December 7 Agenda

Good evening,

I strongly urge you to not direct staff to move forward with expanding the mobile APLR program.

This program would not improve safety, reduce crime, or serve the needs of our communities. The money that would be spent on this technology would better used if directed toward services that meet peoples' needs and reduce the root cause of many crimes.

Additionally, how will the data collected be used, and how long will it be stored? Since APD continued to use facial recognition software after Council banned its use in Alameda, APD cannot be trusted to collect or store this data.

An Alameda that surveils the basic movement of residents and visitors is not an Alameda that I feel proud to live.

Please do not move forward with the APLR program.

Sincerely,  
Is Sullivan

**From:** [Birgitt Evans](#)  
**To:** [Birgitt Evans](#)  
**Cc:** [John Knox White](#); [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Tony Daysog](#); [Trish Spencer](#); [Lara Weisiger](#); [Eric Levitt](#)  
**Subject:** [EXTERNAL] Comments on Item 7C of Tonight's City Council Meeting  
**Date:** Tuesday, December 7, 2021 2:54:05 PM

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Mayor Ashcraft and City Council Members,

In May, 2020, you voted, with little notice to a populace coping with a pandemic and whose lives had been turned upside down, to block off 4.7 miles of Alameda's roadways and making them essentially private roadways and forcing essential workers, caretakers, volunteers and people who worked on those streets (gardeners, housekeepers, plumbers etc.) to find alternative routes to where they needed to go.

This was especially egregious with Versailles Ave. since it is an artery, the only road you can use to get into the neighborhoods between Broadway and High Street from the Miller-Sweeney Bridge via Fernside Dr. In addition, the only partial alternative, Pearl Ave., is unsafe where it crosses both San Jose and Encinal Avenues. At that point on Encinal Ave., eastbound cars are merging from two lanes to one and cars are coming at regular intervals from the four-way stop sign at Versailles Ave. - placed there for safety - and there is poor visibility. I have nearly been hit on five separate occasions at that intersection, no matter how slowly I inched out and peered around parked SUVs. Traffic on Pearl Street is very heavy with the loss of Versailles Ave. with cars dodging around parked delivery vans, garbage trucks and (for nearly a year) construction vehicles on Pearl St. at Encinal where a major renovation was taking place.

On October 21st, City Staff issued a report in which they recommend that the entire network of "Slow Streets" be continued for another year.

There are two main problems with the "Slow Streets" project:

- 1) It unfairly preferences certain residents over other residents.
- 2) It creates dangerous conditions, counter to the Vision Zero goal of eliminating injuries and deaths due to motor vehicle accidents.

First, streets to be blocked of were selected because they "are lower-traffic, two lane residential streets" which means that all of the traffic on these streets was pushed onto streets already having more traffic and more residents. Alameda is approximately 45% non-white (58% according to Councilwoman Herrera Spencer) and a lot of our residents of color live in units created in larger houses on streets like Clinton and Lincoln Avenues and in rental units on Pearl St. In addition, the Pacific Ave. "Slow Street" pushed still more traffic onto Buena Vista Ave. where residents have long complained about taking more than their fair share of traffic already. And so these people bear the burden of people living on already quiet streets getting even more quiet space to enjoy.

The second main problem with the "Slow Streets" is one of safety. In 1904, my great-grandmother was walking down a street in London and was struck by a trolley and lost her leg. We have subsequently created wide sidewalks in our cities, including Alameda *to separate vehicular and pedestrian traffic and minimize accidents of this nature.*

While, during the first scary months of the pandemic, before we knew how SARS-CoV-2 was transmitted, people were walking in the streets to avoid each other, it is now possible for

pedestrians to return to using the sidewalks. And while most pedestrians even on the Slow Streets have appeared to do so, the creation of these streets seems to have sent a message to people that it's OK to walk or jog down the middle of *any and all streets*. I encounter pedestrians - some with a real sense of entitlement - on Clinton Ave, San Antonio Ave, Pearl Street, Mound St. *a lot*. I am trying to avoid closed streets so they can have space, but they are now occupying the middle of all the streets - and not just to avoid others on the sidewalks - and this is going to cause accidents. We created and maintain sidewalks *to separate vehicular and pedestrian traffic and minimize accidents*.

Getting onto and off of Slow Streets is dangerous for those who need to do so. This was pointed out at one of the August meetings by a teacher at Edison School. Why have we created these dangerous intersections, including around schools? What happens when someone gets hit by a resident trying to negotiate a barricade?

We have spent lifetimes trying to teach children to "stop at the corner" and now we are teaching them to walk in the middle of the street? But only sometimes. Add to that the fact that so many people - drivers, pedestrians and cyclists alike - are distracted in some way or wearing ear buds that prevent them from hearing what's going on around them and we have a problem.

The main beneficiaries of the "Slow Street" project seem to have been bicyclists, the vast majority of whom are on recreational rides. We have already created separated bike lanes on Shore Line Dr. and Clement Ave. plus bike lanes on many other streets to accommodate these riders.

As of today, the main reason for shutting down streets has gone away as people have been vaccinated and returned to work and school and no longer need to be able to social distance by walking down the middle of the street. And yet, City Staff is still recommending a one year extension of all 4.7 miles of the blocked off streets.

To reach their conclusion that the "Slow Street" project should continue for another year, City Staff conducted a survey this past August. All of the residents of the blocked off streets (supposedly) received notification of the survey as well as recipients of the Bike Walk Alameda newsletter, two groups that benefit from the continuance of the program. *None of the people living on Clinton Ave, Oak St, Haight Ave., Pearl St. or any of the other roadways taking additional traffic due to this program were notified of the survey.* So the people who benefitted from the program were notified and asked to weigh in on it. Even with this skewed data set, 35% of the respondents said it was time to end the project and another 4% said to keep some, but not all of the street closures. Fifty percent of the people who lived within one block of Versailles Ave. said they wanted that street opened to traffic and yet that street was not decoupled from the program until more data could be gathered.

Please vote to end the "Slow Streets" project effective immediately. Any initial benefits of the project have already been realized and the project is now a major inconvenience to residents living both on and off of the streets and a safety hazard. In addition, the project is creating unsafe conditions with pedestrians and bicycles intermingling with traffic on many streets and not necessarily feeling that they still need to be mindful of vehicles and their own safety.

If you still think that you would like to continue the project, please go back and notify everyone on the island of the survey and solicit comments from a wide variety of residents and not just those who benefit from the project. That way, if you do continue with it, you can proceed with broad support and not anger and resentment.

Finally, please remove Versailles Ave. from the “Slow Streets” project. It is a vital artery that opens up the Miller-Sweeney Bridge to residents, taking pressure off of the High and Park Street bridges. There is no safe alternative route to use and Broadway residents will tell you that their street is already becoming impassible.

Thank you for your consideration,

Birgitt Evans

**From:** [Ashley Gregory](#)  
**To:** [City Clerk](#); [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Tony Daysog](#); [John Knox White](#); [Trish Spencer](#); [Manager Manager](#)  
**Subject:** [EXTERNAL] Item 7-E  
**Date:** Tuesday, December 7, 2021 2:52:40 PM

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Dear Madame Mayor, Council Members and City Staff,

I am writing to oppose the proposal to implement automated license plate readers (ALPR) in any capacity within the City of Alameda.

While I understand the stated intention behind the use of the ALPR technology, increasing surveillance does not actually equate to creating safety.

Let us imagine new ways to support people who are themselves victims of systems of inequality with the \$500-700K instead. We do not have to rely on fear or intimidation to address the very real needs of everyday people.

With care,

Ashley Gregory

**From:** [Joyce Mercado](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Tonight's agenda items comments  
**Date:** Tuesday, December 7, 2021 2:32:59 PM

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Hi, I'm writing in support of the following:

Vision zero staff recommendations

Slow streets continuing

Automated license plate readers

Joyce Mercado

2901 Lincoln Ave

Sent from my iPhone



**From:** [Jenice A](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [Tony Daysog](#); [Trish Spencer](#); [Malia Vella](#); [John Knox White](#); [City Clerk](#)  
**Subject:** [EXTERNAL] License Plate Readers item 7-E  
**Date:** Tuesday, December 7, 2021 12:17:41 PM

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Dear Council,

I strongly urge against the installation of license plate readers in our city as a reaction to the often over exaggerated uptick in crime. I know that this is a pet project of one council member in particular and have followed this issue closely over the last year and half. It is incredibly frustrating to see incorrect assertions that these cameras will somehow solve the issue of property crime on our island.

More surveillance does not make us safer. More cops do not make us safer. Spending money on technology that has only proven to be helpful in *some* instances does not help our community. I heard a lot of people in last night's OGC meeting talk of privacy online and assertions about what is or isn't an invasion of privacy on a semi-publicly accessible social media platform. But what about a reasonable expectation of privacy on our streets? I have a dog and walk all over the island, I am keenly aware of the hundreds if not thousands of video cameras I walk by on a daily basis. Cameras that citizens willingly provide footage from to police regularly. We already have a network of surveillance cameras on our island and we do not need more, we definitely do not need more data that is in the direct control of police as they have proven to be irresponsible and untrustworthy for a number of reasons.

While I am not going to debate the statistics on how many police officers commit violence against their spouses I know it is warranted to say that the incidence of domestic violence is higher among police than the general public, how much higher may be disputed. I have had the unfortunate privilege of supporting too many friends through domestic violence situations. The most worrisome of all those situations was one in which a friend's spouse engaged police friends to surveil his wife during their divorce. Had they had access to locating her car via license plate readers in their city her safety would have been even more compromised. I am in no way saying our officers are rampant domestic abusers, however we know from the outing of a former captain in our department as having deeply concerning racist views that not every officer in our department is as innocent as Andy Griffith and this isn't Mayberry. If it would be at all possible for an officer to use this even once to cause harm to their own family that alone is reason enough to not allow this surveillance technology to become part of our policing toolbox.

We are constantly funding ways to arm police with more tools for those "just in case" situations. An armored vehicle, just in case we have an active shooter event for example. And now we want to surveil the island just in case it helps recover a few vehicles, or just in case a criminal is dumb enough to not disguise their license plate if they come here specifically to commit whatever crime they supposedly premeditate. A little electrical tape, a stolen plate, or a disguised dealer plate and those license plate readers are all but useless. Either people are masterminds engaging in vast rings of organized crime or they would be sloppy enough to use their own car and their own license plate to come to an **island** to steal from people. Apparently the nextdoor contingent can't make up their minds, either way I don't think they should be the deciding opinion on how our city is governed.

Sincerely,  
Jenice Anderson

**From:** [Savanna Cheer](#)  
**To:** [Malia Vella](#); [Tony Daysog](#); [Trish Spencer](#); [John Knox White](#); [Marilyn Ezzy Ashcraft](#)  
**Cc:** [City Clerk](#); [Lara Weisiger](#); [Manager Manager](#)  
**Subject:** [EXTERNAL] Public comment for item 7-E for Dec 7 meeting  
**Date:** Monday, December 6, 2021 10:04:53 PM

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Hi All:

I'm writing to ask you to reject ALPR (automated license plate readers) in Alameda. There is a long list of reasons why this is not a community-minded policy for a city to undertake. I'll provide a few:

1) First and foremost, the staff report itself cites questionable efficacy of this surveillance technology. The one citation provided in the staff report is a journal article that says that ALPR *may* be effective but more research is needed. So for those of you who consider cops to be the experts on these tools, they are saying very plainly that they cannot assess the value of this technology without further research. Therefore, why would we spend Alamedans' money on something that just may or may not "work?" **Trish and Tony** - you are often heard espousing thrift and budget consciousness in council meetings, it would be strange for you to now support a costly undertaking that is not proven to be effective and can cause harm.

2) As for that harm, the Alameda Police Department does not have a winning record on utilizing new technologies (1991 anyone?). Clearly there have been lapses in oversight or training which recently led to officers misusing AI technology. You can read [the BuzzFeed article](#) about this if you haven't already. Considering the community hasn't heard *anything* about the Clearview AI issue after the article broke, there isn't community confidence in APD being given another surveillance tool to potentially misuse. Probably best to focus on an existing problem and follow up with the community on that, rather than potentially create more problems!

3) The staff reports references "over-policing." So while a technology like ALPR might take an officer off the street to "focus on investigations," the tech itself is inherently a policing activity within our community. It's ridiculous to suggest that somehow Alamedans aren't going to be policed as much just because a computer is looking around versus human eyeballs. It's a thinly-veiled argument for retaining more police personnel, increased "safety," and maintaining budgets and police power.

4) The last point to be made is more of an accountability check on you all. You, as an elected body, committed to following through with the Police Reform and Racial Justice subcommittee work from late 2020/early 2021. Your votes on this committee work resulted in the soon to launch pilot program that will address mental health crises without a badge and gun (CARE team), amongst a host of other efforts. Your votes signaled to the community that you were committing to addressing a new path that meant less police-community interaction and exploration of different ways to create a safe community free of the historical harms of policing. **Surveillance technology is not this. It's not.** So now, should you authorize use of ALPR in Alameda, you run the risk of reversing course and contradicting much of what you've already committed to.

Please let city staff know that you do not want to pursue this harmful surveillance technology and reject ALPR in Alameda once and for all. We can't be a safe and healthy community with a harmful mechanism like this in our city.

Thank you,  
Savanna Cheer

**From:** [Lorin Laiacona Salem](#)  
**To:** [City Clerk](#); [Marilyn Ezzy Ashcraft](#); [Manager Manager](#)  
**Subject:** [EXTERNAL] Item 7-E ALPR  
**Date:** Monday, December 6, 2021 5:33:31 PM

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Dear Mme. Mayor and Council,

With regards to item 7-E, Installation and Use of ALPR, I am opposed to permitting APD to deploy this technology in Alameda. Surveillance technologies like license plate readers do not promote safety and can cause harm, with no evidence that they provide a benefit. In the summary report, even the chief of police himself cites evidence that ALPRs have unknown efficacy. I also have no evidence or trust that APD can properly manage these new technologies and avoid harming our community with them, as evidenced by the April 2021 Buzzfeed article outlining APD's abuse of other surveillance tools. I ask that you reject this request by APD and say no to ALPR in Alameda.

Thank you,  
Lorin Salem  
Alameda resident

**From:** [Drew Dara-Abrams](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [John Knox White](#); [Tony Daysog](#); [Trish Spencer](#)  
**Cc:** [City Clerk](#)  
**Subject:** [EXTERNAL] transportation safety on 12/7 council meeting agenda: 7-A, 7-B, 7-C, 7-D, 7-E  
**Date:** Monday, December 6, 2021 10:56:17 AM  
**Attachments:** [image.png](#)

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Dear Mayor, Vice Mayor, and Councilmembers,

I am writing to strongly support adoption of the Vision Zero Action Plan and associated plans and budget for 2022 and beyond. I would also like to comment on how related items on tonight's agenda can concurrently improve the safety and quality of Alameda's transportation network:

### **7-A Vision Zero Action Plan and 2022 Budget**

It's appropriate to see the VZ Action Plan paired together with a concrete set of projects and budget proposed for 2022. I hope you all will vote to pass both resolutions tonight.

Getting to the true safety of "zero" deaths and serious injuries on Alameda's roads may take years and effort — as represented by the target date of 2035 — but rapidly reducing risks for everyone by redesigning infrastructure and making related policy and programmatic changes is within reach in the next handful of years.

Bad news about traffic safety in Alameda is there are so many physical design features, city policies, and behaviors by all of us that lead to potentially dangerous driving. This is also the good news: there are many "levers" the city and residents can all choose to use to lower the chances of deaths and serious injuries on our streets.

Thanks to diligent work by city staff and consultants, this Vision Zero Action Plan has the breadth and the depth needed to effectively address many causes, direct and indirect, of traffic deaths and injuries. This plan learns from what has worked and what has failed in other American cities that have adopted their own Vision Zero plans (many of which, like San Francisco's, were adopted 7+/- years ago and are unfortunately not on track to meet their targets of eliminating traffic deaths within 10 years).

Alameda's original draft did over-correct by setting a target date of 2040. (Sure was depressing to stand around at one of the outreach events and chat with other concerned residents about how many Alamedans might be hit on streets in the period of 19 years!) Thanks to staff for listening to this feedback — but more importantly, thanks to staff for also submitting to City Council an appropriately aggressive plan for 2022. Both ends of the Vision Zero timeline matter: setting a target date that is inspiring but achievable *and* beginning with sufficient commitment and budget across all the city departments to make substantive progress on the most dangerous infrastructure, policies, and behaviors.

**One suggestion:** Federal dollars are coming for transportation improvements, particularly to support the "safe systems" approach, "complete streets," and projects that promote equity through transportation. **How can the City of Alameda be ready to apply for as many of these funds as possible? What are the bottlenecks to having "shovel ready" projects? If the bottleneck is staff time, please hire more or bring on more consultants. If the bottleneck is cross-departmental communication, please direct the City Manager to prioritize this.** Given the large infusion of funds by the "Bipartisan Infrastructure Bill" and discretion Secretary of Transportation Buttigieg and his staff have been given, this is a unique opportunity for the City of Alameda to improve the safety

and quality of its transportation network. Please go get that funding and use it, on behalf of Alameda's residents of today and tomorrow.

### **7-B Signalized Intersection Access**

What an unfortunate contrast with the Vision Zero Action Plan. With all due respect to the city's traffic engineers and Transportation Commission members, they have presented you with a Catch-22: They think it's unwise to provide pedestrians the same experience at intersections as drivers, because if there's an unneeded WALK cycle with no nearby pedestrians, the motorists will sit, emit more CO<sub>2</sub>, and maybe get so mad they just run the red light.

But why do the WALK lights have to be on so long? Because post-war American intersections are very wide to provide multiple thru-lanes and turning lanes for motorists. The WALK cycle must stay on longer than a typical green car signal, to allow a pedestrian to get all the way across all that pavement.

It's even worse near senior living centers, where WALK cycles are often made longer as a token effort to enable slower walkers to cross. Therefore, all the more reason — per the traffic engineer's logic — that these long WALK cycles must only happen when a pedestrian has pressed a “beg button” in advance of the light changing. Pressing the button during a green car cycle isn't sufficient — it has to be pressed in advance.

Note that the “beg buttons” are often attached directly to the posts used to support traffic lights, which may already be offset from the sidewalk. Meaning further walking for the potentially elderly pedestrian.

Take this example. It's between the Marina Village Shopping Center (to the east) and Independence Plaza, a senior living complex. I believe it's also where Augusta Collins, aged 69, was killed while crossing on foot in 2015. The WALK cycle is now extra long, but pedestrians and cyclists are most always waiting, since they didn't arrive at the right time to press the “beg button.” (For cyclists, they have to get off their bike and walk down a slope to reach the posts where the buttons are attached.) The extended WALK cycle time just put lipstick on the pig of an intersection that is no more accessible or safer than before.



The full solutions for intersections like these are to reduce the distance pedestrians must cross, or to redo the entire intersection as modern roundabouts (which have much shorter legs for pedestrians to cross). While those types of changes are out of scope for this specific policy, a good traffic signal policy should still somehow reflect this broader context of what actually makes intersections accessible for all users.

**Please take the staff recommendation for “1. Construction of new traffic signals should have crosswalks marked on all legs” and send the rest of this policy back to the drawing board.**

### **7-C Slow Streets**

My family has used and enjoyed almost all of the Slow Streets. First as places to walk (novel places to go during the doldrums of last year!) and now mainly as pleasant routes to ride our bikes across town.

The temporary barricades aren't the ideal method to slow traffic everywhere. Many intersections where Slow Streets cross larger arterials could also use re-thinks. But that's what makes this a good experiment: the city is now well positioned to decide what features to retain and what to change.

**Please continue the program so that the city can transition these routes to more permanent status as part of the Active Transport Plan.** These are exactly the type of projects the city should be primed and ready to submit as “shovel ready” to transportation funding agencies, at moment's notice.

### **7-D Roundabouts**

Alameda may not need quite as many roundabouts as the Indiana town featured in The New York Times article that the Mayor emailed around, but modern roundabouts are a good “tool” to add to Alameda’s “traffic toolkit.”

To use this tool properly does require expertise. For example, the City Council’s most recent discussion of the Central Ave Safety Project turned into an exercise in literal hand-waving about the

proposed modern roundabout at Sherman/Central/Encinal. The fact that electeds asked staff and consultants to dig into the appendix to pull out design alternatives is perhaps representative of the homework everyone needs to do to successfully deploy the tool of modern roundabouts in Alameda. Good to see staff presenting City Council with a productive way forward on this topic.

#### **7-E Automated License Plate Readers**

I was surprised to read in the staff report that APD already has vehicles equipped with ALPRs, but they aren't currently in operation. For all the repeated calls for ALPRs, I didn't realize the city already had this technology at hand.

This suggests one potential solution: Just install big fake cameras at Alameda's bridges and tubes. I'm only half kidding. ALPRs seem to have an almost totemic significance to some in Alameda. However, that focus on the solution of cameras at city limits does not make for good decision-making.

To my knowledge, more people in Alameda have been killed in recent years by drivers speeding than by other forms of crime with the culprit then fleeing town by get-away car. **Please broaden the focus of this topic from using ALPRs to "catch bad guys" at city limits to encompass automated camera enforcement, including speeding, in appropriate locations around the city.**

Just as there is much homework to do to effectively deploy modern roundabouts, the City of Alameda must do even more preparation before deploying fixed automated camera enforcement. (To wit: BuzzFeed's reporting in 2019 on APD's unauthorized use of facial recognition software.) By broadening the focus of ALPRs to also encompass roadway safety, I hope the city can have more productive discussions about the role of automated camera enforcement in public safety.

Thank you for helping to make Alameda streets safer for me, my family, and everyone else who lives and works in Alameda.

Sincerely,  
Drew Dara-Abrams  
Calhoun St.