

SURVEILLANCE

Flock cameras draw bipartisan scrutiny



Tom Fox/Staff Photographer

A sign opposing Flock camera surveillance was posted below a solar-powered camera on North Munger Boulevard in Dallas on July 29. The AI-assisted cameras capture images of passing vehicles and record identifying details.

Republicans and Democrats call for tighter rules, removal

By Chase Rogers and Jacob Quinn Sanders  
Staff Writers

Hannah Foust's entry into a growing debate over police surveillance began with a photo in a group chat.

A friend had spotted an ob-long camera mounted high on a streetlamp one May evening over a residential intersection in Carrollton. Not everyone in the chat knew what it was, but within weeks, members of the group were organizing against

it. They learned that similar AI-assisted Flock cameras were appearing along roads across the country, logging billions of vehicle locations each month. Each capture could include a plate, color, make and distinguishing features — down to bike racks and dents — feeding a vast searchable network police use to identify suspects and locate missing people and vehicles.

To them, it felt like an invasion of privacy that didn't make sense: an almost unfathomable record of ordinary drivers' movements. They wondered how a tool with such reach had

quietly spread so widely. "It's more than what's needed," Foust, a 41-year-old project manager, said in an interview with *The Dallas Morning News*. "It's like using a jackhammer to hang a picture frame." The photo from that Carrollton group chat would lead the friends to knock on doors, organize meetings, and last week, confront the City Council — joining a broader national conversation weighing public safety against personal privacy. During Memorial Day weekend, the friends gathered in Foust's living room, their kids playing loudly nearby. They made a plan to reach out

across the political spectrum. Democrats. Republicans. Socialists. Libertarians. In North Texas, the opposition to a favored law enforcement tool has drawn a rare mix of critics, often from competing political backgrounds. Foust and like-minded Flock opponents want the cameras gone outright. Others — including lawmakers in both major parties, police groups and civil liberties advocates — have called for tighter oversight and rules. The debate is moving from online discourse and local meetings into proposed legisla-

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Oak Cliff weighs Halperin Park's promise, risks

Research points to how the city could reap the benefits

By Aria Jones  
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Cars and pedestrians swarmed an Oak Cliff neighborhood as Dallas police directed FIFA World Cup fans carrying folding chairs, strollers and kids across the Interstate 35E service road.

Hundreds gathered on a grassy concrete structure above the highway for the Mexico vs. South Korea watch party at Dallas' new public greenspace, Halperin Park — an estimated \$300 million investment aimed at mending communities long fractured by the road below. For some, the park has not only emerged as a gathering space, but a symbol of renewed interest and investment for neglected corners of southern Dallas.

"I feel like there was not a lot of attention over here, but now we have this big park," said Stephanie Her-

nandez, who visited the watch party from her nearby home. "We're seen."

Gazing at the sea of fans, she said the park was an acknowledgment from the city. Early estimates boast a massive economic impact — \$1 billion over the first five years. That's if the nonprofit running it, the city and area developers do their part in activating the space, handling needed infrastructure and balancing the effects of growth.

Otherwise known as cap or lid projects, the structures are built over roadways to form bridges or decks. Parks can then be designed to fill the limited space on top with greenery, amenities or buildings.

Like cities across the country, Dallas is using these projects as a tool to bridge neighborhoods and spark economic growth. It's not always clear how well the new structures achieve their goals, especially in the long term, research shows. Dallas' first deck park, Klyde Warren in Uptown,

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IMMIGRATION ENFORCEMENT

Dallas faces ICE flight protests



Photos by Elías Valverde II/Staff Photographer

A man in restraints boarded an Eastern Air Express plane on Tuesday at Dallas Love Field.

City and aviation experts say local control is limited

By Jordan Parker, Isabella Volmert and Everton Bailey Jr.  
Aviation Reporter, Staff Writers

Under a blazing morning sun, dozens of people lined up behind a bus near a plane at a private hangar at Dallas Love Field Airport.

Over the course of an hour, about 25 people, with restraints on their wrists, waists and ankles, could be seen climbing stairs onto a Boeing 737-800, a plane operated by Eastern Air Express. About 14 people in similar restraints disembarked from the plane and boarded the bus.

For months, Dallas activists and immigrant advocates have protested the transportation of migrants in federal custody through flights at Love Field, saying the city-owned airport should have no role in what they say is the inhumane treatment of hundreds of people.

Dallas aviation department officials confirmed to *The Dallas Morning News* that flights connected to federal immigration operations have occurred at Love Field. But the city and



Dallas activists and immigrant advocates have protested the transportation of migrants in federal custody through flights at Love Field, saying the airport should have no role.

a private hangar company on airport grounds say they have no authority over flights conducted by U.S. Immigration and Customs Enforcement.

Patrick Clarke, a spokesperson for the City of Dallas

Department of Aviation, told *The News* in an email: "Dallas Love Field does not manage or oversee federal immigration enforcement operations, nor does the airport have authority over federal decisions regard-

ing the movement of individuals in federal custody."

"Immigration enforcement activities and the transportation of individuals in federal

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Sunny and very warm

Metro, back page

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