We don’t need this data,
And we *shouldn’t* want it.
*We can do better.*
10% Pedestrian area

90% of the users were pedestrians

90% Car area

10% were motorists
May 1, 2019

In January of this year, a reporter was able to identify the exact location of a smartphone using only the phone number and a $300 payment to a bounty hunter. The ensuing journalistic investigation revealed that a wireless carrier sold an individual’s real-time location data to a data aggregator, who then sold it to a skip-tracing firm, who then sold it to a bail-bond company, who then sold it to an independent bounty hunter. The investigation further revealed that every major wireless carrier in the United States may have sold location data to aggregators, making consumers’ real-time location information available to hundreds of bounty hunters.

Real-time location information is sensitive data deserving the highest level of privacy protection. But it is evident from press reports that this data may have been sold without the explicit consent of consumers and without appropriate safeguards in place.

Finally, the public still has very little detail about how much geolocation data is being saved and stored—including in ways that may be far too accessible to others. Even de-anonymized location data may be combined with other information in ways that could make it personally identifiable again. Accordingly, please explain whether AT&T’s agreements...
Deployment Research of the New York City Fire Project

Edward H. Blum
smart-city technologies are not being used to solve problems of radical inequality, or systemic poor governance, or compromised urban planning agendas.

“[three dangers]: the first, that **the machine may not behave well enough**; the second, that it behaves so well that people **will come to depend too strongly** on its decisions...a third: in order to question a decision, one has to know the reasons why it was made. But as computers grow more and more complex...**authors often no longer understand their programs.**”

“Our tools utilize algorithms and machine learning models. Mobility data is inherently noisy, so algorithms or machine learning models are necessary to create actionable insights that are useful for transportation departments.”

Tom Mercer, Remix, 2019