

# The Boston Globe

Serving our community since 1872

THURSDAY, MARCH 28, 2024

‘You almost feel like you could go back in time five years, take a drawing from back then, and send it out again. It’s the same thing.’

TEDDY MOMBRUN *on the situation in Haiti*



CRAIG F. WALKER/GLOBE STAFF

Teddy K. Mombrun and his family came to the United States in 2020 and are living in Brockton. Here he’s shown with son Teddy, 6.

## A critical voice for his country

Haiti is never far from the thoughts of an editorial cartoonist forced to flee

By Danny McDonald

GLOBE STAFF

As he talks about the bloodshed and threats that led him to Massachusetts, Teddy K. Mombrun does what he is best known for back in Haiti: He draws.

Mombrun is sketching a political cartoon on his notepad in the Mattapan immigration nonprofit where he works, 1,600 miles north of the turmoil engulfing his home. The image starts to take shape: A small crowd stands before a chalkboard covered with complicated algorithms and formulas. Above the scrawled solutions, Mombrun has written, simply: “Haiti.”

For Mombrun, a 39-year-old doctor who moonlights as a political cartoonist for Haiti’s oldest newspaper, *Le Nouvelliste*, the drawing is a jab at the convoluted proposals to fix his country’s entrenched crises, which have in recent months metastasized into what some experts call a low-scale civil war.

“The job of an editorial cartoonist is to educate and entertain and serve as a re-



An example of Mombrun's cartoons.

cord,” Mombrun said in Haitian Creole through an interpreter.

In his country, he is known for doing just that. Guerlince Semerzier, a nonprofit consultant from Randolph who came from Haiti in 1990, calls Mombrun “very talented.”

“He’s very influential — he is one of the top political cartoonists in the country,” he said.

Mombrun, who fled Port-au-Prince in 2020, two months after he was threatened by armed gang members, now lives in Brockton with his wife and three children, ages 10, 6, and 1, and works in Mattapan, doing graphic design and social media for Immigrant Family Services. He remains preoccupied with Haiti’s ongoing strife and still sketches his commentary on unfolding events.

“When things are going well, I will show in a cartoon what’s going well, but also if something is not going well, and there’s

CARTOONIST, Page A8

## Schools paid big for police details

As Brockton deficit grew, the practice continued

By Sarah Ryley

GLOBE STAFF

BROCKTON — At the start and end of every school day, the quiet residential street outside the Manthala George Jr. Global Studies School becomes a snarl: Children in backpacks scurry, yellow school buses load and unload, and parents double- and triple-park to skip the line.

Occasionally, an on-duty patrol officer helps administrators and crossing guards control traffic. But hundreds of times in recent years, the school district hired off-duty police officers through the Brockton Police Department’s detail office, paying a premium rate of up to \$575 for the half-hour job at the elementary school.

And it wasn’t just George Global Studies. A Globe analysis of police data found that Brockton Public Schools across the city used police details at least 3,040 times between September 2020 and April 2023 to work drop-offs and pickups, at a total cost of \$1.2 million, even as the district fell deeper and deeper into a deficit.

Police captains, lieutenants, and sergeants — who are paid far more for city details than rank-and-file officers — worked more than three-quarters of the school assignments, the

BROCKTON, Page A9

**Brockton Public Schools used police details at least 3,040 times between September 2020 and April 2023 to work drop-offs and pickups, at a total cost of \$1.2 million**

## As Marathon nears, BAA apologizes to police chiefs

Says spectators must stay off course after issue with 2 diverse clubs last year

By Matt Stout

GLOBE STAFF

The Boston Athletic Association privately apologized to a group of police chiefs for how it addressed a high-profile incident involving their officers and two racially diverse running clubs at last year’s Boston Marathon after the chiefs said they would not help staff the race route next month without an apology.

The effort by BAA chief executive Jack Fleming to assuage law enforcement underscores the long-simmering tensions the episode touched off, both among police and those who argued that officers unnecessarily targeted people of color.

Fleming’s overture came after Westwood Police Chief Jeffrey Silva — president of the Metropolitan Law Enforcement Council, a consortium of more than 40 police departments — told the BAA that the council would not help

MARATHON, Page A9

## Sweet 16 is here

The East Regional of the men’s NCAA Tournament tips off tonight at TD Garden with top-seeded UConn playing the first game, against San Diego State. **More in Sports, C1.**



DANIELLE PARHIZKARAN/GLOBE STAFF

**Federal and state lawmakers promised more scrutiny of for-profit health care. D1.**

**A total of 206 plaintiffs have joined the suit against Dr. Derrick Todd, who is accused of performing unnecessary exams. B1.**

**Joe Lieberman, the first Jew to win a spot on a national ticket when he ran as Al Gore’s vice president in 2000, died at 82 of complications from a fall. C10.**

**Joe Lieberman, the first Jew to win a spot on a national ticket when he ran as Al Gore’s vice president in 2000, died at 82 of complications from a fall. C10.**

## An inexorable drift, then ‘the whole bridge just fell down!’

By Nicholas Bogel-Burroughs, Annie Correal, and Campbell Robertson

NEW YORK TIMES

BALTIMORE — “Hold all traffic on the Key Bridge.”

The terse command from an officer in Baltimore’s busy commercial shipping port was one of the first warnings of a disaster that experts now predict will transform shipping on the Eastern Seaboard and change

how ships and bridges function around the world. But after the cargo ship Dali lost power early Tuesday, there were precious few minutes to act.

In those minutes, many people — from the ship’s crew, who sent out a mayday signal, to the transportation authority police officers, who stopped traffic heading onto the Francis Scott Key Bridge — did what they could to avert catastrophe,

most likely saving many lives.

And yet — no matter what anyone did — several factors made catastrophe all but inevitable. When a ship of this size loses engine power, there is little to be done to correct its course, even dropping an anchor down. And the Key Bridge was particularly vulnerable. As long ago as 1980, engineers had warned that the bridge, be-

BRIDGE, Page A8

## For too many cars, ‘bus stop’ means ‘park here for free’

Bill calls for cameras, and tickets through mail

By Taylor Dolven

GLOBE STAFF

Three drivers sat in their cars with their hazards on in a bus stop outside the Oak Square YMCA recently. The white letters spelling “BUS” painted on the asphalt beneath them and the signs warning of a \$100 fine were no deterrent. Across the street, another driver, also parked in a bus stop, got out of his SUV and walked into a Dunkin’ shop care-free.

All were betting — correctly — that they wouldn’t be ticketed.

In many cities, bus stops and bus lanes meant to make public transit faster and more reliable are kept clear of cars thanks to bus-mounted, license

plate-reading cameras that allow for tickets to be sent to scofflaws by mail. But in Boston, as well as in Cambridge, two of the most densely populated municipalities served by the MBTA, state law prevents delivering parking tickets via the mail.

And so in Boston, drivers routinely park illegally, ignoring bright paint and signs denoting lanes just for buses. This doesn’t just slow down the bus, it creates unnecessary dangers for passengers, especially people with disabilities.

In Brighton, as the 57 bus approached the YMCA stop, the driver honked at the cars to no avail. Instead of pulling up to the curb, the bus doors

BLOCKED BUSES, Page A12



JOHN TLUMACKI/GLOBE STAFF

Casandra Xavier, who is blind and deaf, said cars blocking buses pose a particular safety risk to her.

Double dripping

**Thursday:** Rain all day. High 48-53. Low 38-43.  
**Friday:** Drying out later. High 47-52. Low 37-42.

High tide: 1:48 a.m., 2:15 p.m.  
Sunrise: 6:33 Sunset: 7:06

**Weather and Comics, D5-6. Obituaries, C10-11.**

VOL. 305, NO. 88

\*  
Suggested retail price  
\$3.50



0 947725 4