

Minister Destiny Testimony Schools

# **Law Enforcement: Fair Traffic Stops: Necessary Checks Only, Never Racial Profiling, and Clear Identification on the Road**

Law Enforcement — Class Book · Section 5

Minister Destiny Marie Morgan

Minister & Founder

## A Prayer Before You Begin

In the name of God, the Most Gracious, the Most Merciful.

Lord, bless this reader on their journey. Guard their health in body, mind, and spirit as they study. Open their heart to knowledge and their mind to understanding, and let what they learn here become light in their hands. Guide them to the places where they are needed — to help others, and to save lives, safely. Bless their steps, their work, and every life their learning will one day protect.

Amen.

— Minister Destiny Marie Morgan

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Minister Destiny Testimony Schools — Law Enforcement: Fair Traffic Stops: Necessary Checks Only, Never Racial Profiling, and Clear Identification on the Road.

Published by Minister Destiny Marie Morgan, Minister & Founder.

Educational completion certificate only — not a state license, POST certification, or government credential.

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This is community-designed training — Minister Destiny's program, built from lived experience in the neighborhoods being policed. It is not agency policy and does not replace your department's training, general orders, or the law. Where this program proposes new approaches, they are taught and labeled as proposals.

## How This Book Works

This book is one class of Minister Destiny Testimony Schools — Law Enforcement: Section 5 — Fair Traffic Stops: Necessary Checks Only, Never Racial Profiling, and Clear Identification on the Road. It is the study book for this class's test. Everything the test asks is taught in this book, in plain language: the full lesson, Words to know, the stories to think through, the Try-this activity, and Resources to keep.

Minister Destiny Testimony Schools is a free school. The classes, the tests, and the certificates are free online at [destinymorganbooks.com](http://destinymorganbooks.com) — nothing about this class costs money. This book is the print edition, for people who want the class in their hands. You never need to buy a book to take a class or a test.

How to use this book: read the lesson, learn the Words to know, think through the stories, and do the activity. Try the word search for fun. Then take the Chapter Test at the back of the lesson — printed without answers marked. Score 80% or higher to complete the class and earn its certificate (the certificate page is in this book; write your name on it after you pass). The Answer Key is at the back of the book, for parents, teachers, and self-checking after you finish. Go at your own pace.

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## Before You Start

*A note on what this school is: this is community-designed training — Minister Destiny's program, built from lived experience in the neighborhoods being policed. It is not agency policy and does not replace your department's training, general orders, or the law. Where this program proposes new approaches, they are taught and labeled as proposals. Nothing here is legal advice.*

### Before you start

- This school never collects your name. Progress and quiz answers stay on your device; pass the section quiz (80% or higher, retakes allowed, answers are not shown) and your certificate downloads with a blank name line to fill in after saving.
- The traffic stop is the encounter most residents will ever have with police — for many families, it is the only one. That makes every stop a fairness test the whole neighborhood grades afterward. This section examines the stop from both sides of the window: the decision to stop, the checks you run, the words you use, and one specific proposal from Minister Destiny's program for making officers and vehicles easier to identify and roadside needs easier to communicate safely.

# Section 5 — Fair Traffic Stops: Necessary Checks Only, Never Racial Profiling, and Clear Identification on the Road

Minister Destiny Testimony Schools — Law Enforcement

## The lesson

### 1. The stop begins before the lights — a lawful, articulable reason

A fair stop starts with a reason you can state plainly, in facts, without reaching for character: a vehicle traveling well above the posted limit on a residential street, a stop sign run in view of a crosswalk, a plate that returns as belonging to a different vehicle, a driver weaving across lanes. Notice what those reasons share. Each is an observed action or a verified record about this vehicle, at this time — not a feeling about a neighborhood, not a driver's appearance, not a car that "doesn't belong here."

Work the decision in this order. First, what did I actually see or verify? Second, does that fact, by itself, justify a stop under the law and my department's policy? Third, would I make this same stop, in this same way, in any neighborhood in the city, with any driver behind the wheel? The third question — Section 2's swap check applied to the road — is where habit gets audited. Officers who ask it honestly sometimes discover that a street, a car model, or a time of night has been doing quiet extra work in their decisions. Finding that out is not an admission of being a bad officer. It is the moment a professional corrects a pattern before a complaint, a court, or a conscience does it less kindly.

Pretext deserves plain language here. A stop made for one stated reason while the real interest is an unrelated hope — to look inside a car, to run a person's life, to fish — corrodes every fair stop around it, because drivers compare stories. The driver stopped tonight tells the story for years, and the story's moral is never about the taillight. If your reason would embarrass you read aloud in a courtroom or a kitchen, find a better reason or let the car go.

### 2. Never racial profiling — what it is, why it fails, what replaces it

Racial profiling is using race, ethnicity, or national origin — alone or as a meaningful factor — as a reason to stop, prolong, question, search, or run checks on a person, instead of using that person's own observed actions and verified information. This program's position is absolute: never.

It fails on its own terms, not only on fairness terms. Profiling floods your attention with low-information stops — drivers selected for who they look like produce very little contraband, very few warrants that matter, and very many angry, law-abiding residents — while drawing attention away from behavior that actually predicts danger. It degrades information flow for years: a neighborhood that experiences profiling stops calling in real

crime, stops describing real suspects in useful detail, and teaches its teenagers that compliance and courtesy change nothing, which makes every future stop harder and riskier for the next officer. And it places the officer's own credibility at stake in court and in public, because a pattern visible in stop data is visible to everyone who requests it.

What replaces profiling is narrower and stronger: behavior and records. A specific driving action you witnessed. A plate return you verified. A description from a victim that is specific enough to act on — and when you act on a description, the stop is explained by the description, documented as such, and ended promptly when the person plainly does not match it. A person who matches a general description still gets the full measure of this section: introduction, reason, necessary checks only, and release the moment the facts clear them, with an explanation that treats their time as valuable.

### **3. Necessary checks only — the scope of a fair stop**

Once a vehicle is stopped, every additional minute and every additional inquiry needs its own justification. This school teaches a simple scope rule: a stop covers the reason for the stop, the documents and safety matters directly connected to driving, and specific new facts that arise and can be articulated. It is not an open-ended audit of a driver's life.

In practice, work the stop like this:

- 1. Introduce yourself and give the reason first.** Name, department, and the observed reason, before requesting documents: "I'm Officer [name] with [department]. I stopped you because your right brake light is out." A driver who knows the reason in the first ten seconds is a driver whose imagination stops inventing worse ones.
- 2. Request the standard driving documents** — license and registration — and explain any wait honestly: "This check takes about three minutes. I'll be right back with you." Time estimates, kept, are fairness you can prove.
- 3. Run the checks the stop actually requires** — the validity of the license, the registration status of the vehicle, and safety-critical alerts connected to this stop — through your department's systems and procedures.
- 4. Let new inquiries earn their place.** A smell, a statement, an object in plain view, a return that changes the picture — any of these may lawfully expand a stop under your training and the law, and you should be able to say exactly which fact did it. A hunch about a neighborhood, a driver's nervousness alone, a passenger's appearance, or a wish to "see what comes back" does not earn an expansion.
- 5. Do not run passengers through the same scrutiny by default.** A passenger who has done nothing observable is a bystander in a car. Questioning, identifying demands, and checks on passengers need their own specific basis under the law and your policy — not the momentum of the stop.
- 6. End the stop when its work is done.** License valid, warning or citation explained, documents returned, questions answered in a sentence or two, and a clean release: "You're all set. The light can be fixed at most parts stores; drive safe." A fair stop ends

on time. Every extra minute past its purpose is spent from a fund of public trust that other officers also draw on.

**7. Document facts, not profiles.** Times, observed violation, checks run and why, outcome. If a reader could reconstruct your reasoning from the record and find it sufficient, the stop was scoped fairly. If the record needs adjectives about the driver to justify itself, it was not.

Nervousness deserves its own note. Most stopped drivers are nervous — hands shaking, voice thin, paperwork fumbled — including drivers with nothing to hide, drivers with prior frightening stops, new drivers, elderly drivers, and drivers for whom a fine is a genuine emergency. Read nervousness as the normal weather of a stop, not as evidence.

#### **4. Conduct at the window — the eighteen inches that decide everything**

Drivers judge the stop in the space between their window and your face. Stand where your training directs for safety, keep your hands visible and your tone level, and treat explanation as part of the job rather than a concession. Answer the question "why me?" once, factually, without sarcasm — it is the question every driver is asking, and answering it cleanly defuses more stops than any other single sentence.

Passengers and children change the temperature in predictable ways. Speak to the driver; do not conduct the stop through a child interpreter for anything beyond an immediate safety need (Section 11 covers interpreters and disability in depth). Acknowledge children simply and kindly — a wave and "hi, folks, this will just take a few minutes" — because a child watching a calm, respectful stop is learning the opposite lesson from the child in Section 1's porch doorway. If a driver needs a moment — to find documents, to calm a baby, to move a medical device — plainly allowing it, where safety permits, costs nothing and buys cooperation for the remainder of the encounter.

Searches and exits from the vehicle carry the highest stakes and the highest legal requirements. This section teaches no tactics beyond your training and the law, but it teaches their fairness frame: any step beyond the window conversation must rest on a specific lawful basis you can articulate, be explained in plain language at the time ("I'm asking you to step out because..."), and be carried out without mockery, unnecessary exposure of the person's belongings, or commentary for bystanders. A person whose car is searched and cleared is owed the same clean close as any other driver — an explanation, their documents, and a genuine "thank you for your patience" — because their story of the stop will be told either way.

#### **5. Minister Destiny's vehicle sign and window-cling proposal — taught as a proposal**

The following is a **proposal from Minister Destiny's program. It is not current agency policy, not a requirement, and not the law anywhere in this lesson.** It is taught here, clearly labeled as a proposal, so officers can understand the problem it answers and the form it would take if a department chose to adopt it.

**The problem the proposal answers.** Two roadside confusions recur in the community this program serves. First, drivers — especially at night, and especially drivers who have heard stories of people impersonating officers — cannot always tell quickly who has stopped them or whether the vehicle behind them is a genuine department vehicle, and fear in that gap can produce dangerous misunderstandings. Second, drivers sometimes carry information an approaching officer needs at once — that they are a licensed firearms carrier, or that the vehicle carries medical or emergency supplies — and the window of a stopped car, with hands tense and voices raised, is the worst possible place to communicate it for the first time.

**The proposal.** Under this program's proposal, a department would issue standardized signs and window clings, designed and supplied by the agency, in two groups:

- **Officer and vehicle identification clings.** A clearly readable agency-issued sign or window cling for department vehicles — and, in the proposal's design, visible identification showing the officer's **rank, badge number, and department** — so that a stopped driver can read, at a glance and from inside their own vehicle, who is conducting the stop and for which department. The same information an officer states aloud at the window would be confirmable visually, before the window ever opens.
- **Driver-communication signs.** Agency-issued, voluntary signs or clings that a driver could display to communicate, silently and in advance: that the driver is a **licensed firearms carrier**, so an officer approaches already knowing a firearm may lawfully be present and can give calm, specific instructions; and that the vehicle carries **medical or EMT supplies** — for example, that an occupant is an EMT or carries equipment such as an automated external defibrillator or critical medication — so medical need is understood as fact, not discovered as confusion.

**How the proposal is meant to work.** Every element is agency-issued so that designs are uniform, hard to counterfeit casually, and taught in training on both sides — officers learning to read the clings as information to verify calmly, never as conclusions, and drivers learning, through the issuing agency, what display does and does not mean. A firearms-carrier cling would not change any legal duty, create any suspicion by its absence, or substitute for a driver's own calm disclosure and an officer's instructions; a medical-supply cling would explain a cooler, a case, or equipment an officer might otherwise have to question. The identification clings would answer the frightened driver's first questions — real officer, real department, badge number I can write down — in the seconds when fear is highest.

**Limits the proposal itself names.** Because this is a proposal, its open questions belong in the open: counterfeiting and misuse would need enforcement design; an unmarked-vehicle unit's work could conflict with visible identification, which the proposal would have adopting departments address explicitly rather than pretend away; and no cling may ever be treated as required — a driver without any sign is owed the identical fair stop, and an officer who treats the absence of a sign as meaningful has misunderstood the proposal completely. Officers taking this section should be able to

describe the proposal accurately, name it as a proposal in any community conversation, and never represent it as a current rule a driver has failed to follow.

## 6. After the stop — data, supervision, and self-audit

Fairness that cannot be checked drifts. Close the loop on your own practice: know what your department records about stops, review your own patterns the way a supervisor or a journalist would — by neighborhood, by driver demographics as recorded, by reason, by outcome, by how often a stop expands beyond its original scope — and treat a lopsided pattern as information to investigate in yourself first. Where a stop went wrong, say so early through your department's channels; an officer who reports his own rough stop teaches his whole shift more than a training video does. And where a stop went right — a frightened driver calmed, a dangerous car taken off the road with courtesy intact — name the steps that made it work, because fair practice spreads by example exactly the way unfair practice does.

## Words to know — Section 5

- **Articulable reason** — a specific, factual basis for a stop or an expanded inquiry that an officer can state in observations, not impressions.
- **Racial profiling** — using race, ethnicity, or national origin, alone or as a meaningful factor, in place of a person's own actions and verified information when deciding to stop, question, search, or check them.
- **Pretext** — a stated reason for a stop that conceals the officer's real, unrelated purpose.
- **Scope of a stop** — the inquiries and checks justified by the stop's reason and by specific new facts that arise; the boundary beyond which a stop becomes an unrelated audit.
- **Window cling** — in this program's proposal, an agency-issued sign displayed in a vehicle window to communicate identification or safety information at a glance.
- **Identification cling (proposal)** — the proposed department-issued display showing an officer's rank, badge number, and department for a stopped driver's confirmation.
- **Firearms-carrier sign (proposal)** — the proposed voluntary, agency-issued display by which a licensed carrier communicates in advance that a firearm may lawfully be present.
- **Medical / EMT-supply sign (proposal)** — the proposed voluntary display indicating that a vehicle carries medical or emergency supplies or that an occupant serves in an emergency-medical role.
- **Stop data** — the recorded facts of stops — reason, checks, outcome, duration — used by departments and officers to audit fairness.

## Myths vs facts — Section 5

- **Myth:** A driver who is very nervous probably has something to hide. **Fact:** Nervousness is the normal condition of stopped drivers, including the entirely law-abiding; evidence comes from observations and verified returns, not from shaking hands.
- **Myth:** Running extra checks "just to be thorough" on every stop is good policing. **Fact:** Checks beyond a stop's scope spend residents' time and public trust without a factual basis; thoroughness means the necessary checks done well, not every check imaginable.
- **Myth:** Profiling is efficient because it focuses on the likeliest offenders. **Fact:** Selection by appearance produces low-yield stops, misses behavior-based danger, and dries up the community information real investigations depend on.
- **Myth:** The sign and window-cling system described in this section is a rule drivers must follow. **Fact:** It is a labeled proposal from Minister Destiny's program — not agency policy and not law — and a driver with no sign is owed the identical fair stop.

## Think it through — Section 5

**The situation:** At 9:20 p.m. you stop a sedan for a brake light that is out. The driver, a woman in her thirties, is shaking, apologizes three times before you speak, and takes a full minute to find her registration in a glove box that also holds children's drawings and a first-aid kit. Her license and the vehicle check out completely. A passenger in the back seat, an older man, stares straight ahead and says nothing. Nothing unlawful is visible. You feel a pull to "just check the passenger too, while we're here," and to ask where they are coming from and where they are headed tonight.

### Walk it through:

1. The stop's scope was set by its reason: a brake light, the driver's license, and the vehicle's registration. All three are now resolved — light confirmed out, license valid, registration in order. The stop's work is done.
2. Test the pull you feel against the scope rule. The passenger has done nothing observable; his silence and stillness are not facts that earn an identification demand or a records check, and Section 2 has already taught what silence in the presence of police most often is. The driver's nervousness resolved exactly as normal stop weather predicts — shaking hands and fumbling in a family glove box.
3. The travel questions have the same problem. Where a family is coming from and going to is not connected to a brake light, and asking it teaches the driver that a fair, cleared stop still ends in an interview — the precise experience that makes the next stop, with the next officer, start frightened and uncooperative.
4. Close fairly instead: explain the outcome, note kindly that the first-aid kit is a good thing to carry, give the practical word — a replacement bulb is inexpensive and the light matters for her own safety — return the documents, and release them inside the time a brake-light stop should take.

5. Document the stop as it was: violation observed, checks run, warning given, duration. In your self-audit, notice the pull you felt and where it came from — habit, boredom, a hard call earlier — because naming it is how it loses authority over your next stop.

## One more real-life story — Section 5

A veteran officer tells new recruits about the stop that retaught him the job. He had stopped a battered pickup for rolling a stop sign in a neighborhood he privately considered "a problem area." The driver was a quiet man in work clothes who answered everything in monosyllables and would not meet his eyes — and the officer caught himself building a story out of that quiet: something in the truck, something in the man's past, a reason to extend things. Then the man's phone lit up on the seat with a photo of two small girls and a text: "Daddy we are waiting with cake." He was a father who had worked a double shift, was terrified that a ticket meant no birthday money, and had learned from his own father that the safest thing a man can do at a window is become very small and very quiet. The officer wrote the warning the violation called for, explained it in full sentences, and let him go in four minutes. "I almost investigated a birthday," he tells the recruits. "The man hadn't done one thing after the stop sign. My neighborhood story was doing all the work — and my neighborhood story was wrong." The takeaway is Section 5's core discipline: the stop you can justify is the one built entirely from what the driver did and the records returned — never from the story you brought with you.

## Try this — Section 5

Adopt this fair-stop self-check for your next twenty stops, and review the tally honestly:

- **Reason stated:** Did I give my name, department, and the observed reason before requesting documents?
- **Scope kept:** Did every check I ran connect to the stop's reason or to a specific new fact I can write down?
- **Clock honored:** Did the stop end when its work ended, with the wait explained while it lasted?
- **Close delivered:** Documents returned, outcome explained, driver released with a courteous final sentence.
- **Record clean:** Could a stranger reconstruct my reasoning from my notes and find it sufficient, with no adjectives about the driver doing the work?

If one item fails repeatedly, that item — not "traffic enforcement" in general — is your training assignment for the next month.

## Resources to keep — Section 5

- **911** — for a driver, passenger, or bystander medical emergency or immediate danger at any stop.
- **988** — call or text 988 for the Suicide and Crisis Lifeline, if a stopped driver shows despair that outlasts the stop or asks for help.
- **Crisis Text Line** — text HOME to 741741 for a live, trained crisis counselor by text.
- **National Domestic Violence Hotline — 1-800-799-7233** — or text START to 88788, when a stop reveals that a driver or passenger is afraid to go home.
- **Poison Control — 1-800-222-1222** — if a stop involves a possible poisoning or harmful exposure, after calling 911 for an emergency.
- **Your department's crisis-intervention team** — when a stop's real problem turns out to be a crisis rather than a violation.
- **The local hospital** — the evaluation point for any person at a stop who is injured, ill, or showing unexplained confusion.
- **Your local library can help you find** community information about license, registration, and vehicle-repair assistance programs in your area to pass on to drivers for whom a repair is a financial emergency.

## What you earned / what's next — Section 5

**Section 5 complete** (quiz score 80% or higher): You can state an articulable reason for a stop and hold its scope to necessary checks, refuse profiling in favor of behavior and records, conduct the window conversation with explanation and calm, describe Minister Destiny's sign and window-cling proposal accurately as a proposal, and audit your own stop patterns.

## Word Search — Section 5

Find the words from this class's Words to know. Words run across, down, or diagonally.

Q S G T P R E T E X T I I  
D P C V Q R P Y A T F W E  
Y G S O W B U X O K Y S H  
V Y L L P L A G K U M T K  
U Z D H H E I C Z I C O Y  
V G B V B R O C L X C P V  
K Y V O O P U F P F P D A  
A U E J O X F F A S H A C  
W A L G M T V B X S N T C  
R O X Y X O Q C Z M T A B  
X T Z L T T W S V O Y O R  
S U D X F W A D Q R S U P  
C W I N D O W C L I N G V

Words to find: Pretext · Scopeofastop · Windowcling · Stopdata

## Chapter Test — Section 5

Answer every question. Score 80% or higher to complete this class and earn its certificate. The answers are in the Answer Key at the back of this book — for parents, teachers, and self-checking after you finish.

**1. In the lesson's worked scenario, a brake-light stop clears completely — license and registration valid, nothing unlawful visible, a silent older passenger in the back. What does the school teach?**

- A. Run the passenger's record while you have the chance
- B. Close the stop fairly — the brake light, license, and registration are resolved, the silent passenger has done nothing that earns a check, and the stop ends on time
- C. Ask the family where they are coming from and going tonight
- D. Extend the stop until the driver stops shaking

**2. What is an articulable reason for a traffic stop?**

- A. A specific, factual basis you can state in observations — an action you witnessed or a record you verified about this vehicle at this time
- B. A feeling that a car does not belong in a neighborhood
- C. A driver's appearance combined with the time of night
- D. Knowledge that stops on this street have found contraband before

**3. Why does racial profiling fail on its own terms, according to this section?**

- A. It produces too much paperwork for departments
- B. It is only a problem when a driver complains
- C. It yields low-information stops, misses behavior-based danger, and dries up the community information real investigations depend on
- D. It works well but looks bad in stop data

**4. What is the scope of a fair stop?**

- A. Any check an officer can think of, done thoroughly
- B. Whatever a driver consents to discuss
- C. Checks on every passenger by default
- D. The reason for the stop, the driving documents and safety matters connected to it, and specific new facts that arise and can be articulated

**5. A stopped driver's hands shake and she fumbles her paperwork. This school reads nervousness as:**

- A. Evidence the driver is hiding something

- B. The normal weather of a stop — most stopped drivers are nervous, including the entirely law-abiding
- C. A lawful reason to extend any stop
- D. A sign a driver should be removed from the vehicle

**6. What should come first at the driver's window?**

- A. Demand documents first, then explain if asked
- B. Run the license check before any conversation
- C. Introduce yourself by name and department and give the observed reason for the stop before requesting documents
- D. Ask the driver if they know why they were stopped

**7. Under Minister Destiny's proposal, what would the agency-issued identification cling show a stopped driver?**

- A. The officer's rank, badge number, and department
- B. The officer's home station and shift schedule
- C. The driver's violation history
- D. A warning that the vehicle may be searched

**8. How must the proposed firearms-carrier sign be understood?**

- A. It is a current legal duty in Massachusetts that drivers have failed to follow
- B. It is a labeled proposal — voluntary and agency-issued — and its absence creates no suspicion and changes no legal duty
- C. It replaces a driver's need to follow an officer's instructions
- D. It is a rule officers should enforce once they learn it here

**9. What is a pretext stop?**

- A. A stop with two violations instead of one
- B. A stop that lasts longer than planned
- C. A stop made at night on a quiet street
- D. A stated reason for a stop that conceals the officer's real, unrelated purpose — such as hoping to look inside the car

**10. How does the school say fairness on stops gets checked over time?**

- A. Wait for a complaint to reveal any pattern
- B. Ask drivers at the window whether the stop felt fair
- C. Review your own stop patterns — reason, checks, outcome, expansion — the way a supervisor or journalist would, and investigate a lopsided pattern in yourself first
- D. Stop recording stop data so patterns cannot be misread



## Certificate — Section 5

Minister Destiny Testimony Schools

### **Certificate of Completion — Section 5: Fair Traffic Stops: Necessary Checks Only, Never Racial Profiling, and Clear Identification on the Road**

This certifies that

\_\_\_\_\_  
Name (write your name here)

has completed

#### **Minister Destiny Testimony Schools — Law Enforcement**

Section 5: Fair Traffic Stops: Necessary Checks Only, Never Racial Profiling,  
and Clear Identification on the Road

Date completed: \_\_\_\_\_

Presented by **Minister Destiny Marie Morgan**, Minister & Founder

*Congratulations. You have committed to the encounter residents judge most: a stop with a real reason, checks that stay within their purpose, and courtesy that costs you nothing and buys a neighborhood's trust. Fairness at eighteen inches, repeated stop after stop, is how the road gets safer for everyone on it.*

— Minister Destiny Marie Morgan

School completion and rank are school achievements only. It is not a law-enforcement rank, title, or credential, and it does not certify you for any duty.

Educational completion certificate only — not a state license, POST certification, or government credential.

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## My Agenda — Class Tracker

Everything in this agenda is yours to write in. It stays in your book — nothing is collected.

| Step                                          | Done | Date | Score | Grade |
|-----------------------------------------------|------|------|-------|-------|
| Week 1 — Study the lesson                     |      |      |       |       |
| Week 2 — Study + Words to know                |      |      |       |       |
| Week 3 — Stories + Try-this activity          |      |      |       |       |
| Week 4 — Chapter test (pass at 80% or higher) |      |      |       |       |

Letter grades: A 90–100 · B 80–89 · C 70–79 · D 60–69 · F below 60.

## My goals for this class

Write the goals you are working toward in this class — and for yourself.

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# My Weekly Planner

Monday

Tuesday

Wednesday

Thursday

Friday

Saturday

Sunday

Notes

## Resources to Keep

This class's resources, in one place. Keep this page.

- 911 — for a driver, passenger, or bystander medical emergency or immediate danger at any stop.
- 988 — call or text 988 for the Suicide and Crisis Lifeline, if a stopped driver shows despair that outlasts the stop or asks for help.
- Crisis Text Line — text HOME to 741741 for a live, trained crisis counselor by text.
- National Domestic Violence Hotline — 1-800-799-7233 — or text START to 88788, when a stop reveals that a driver or passenger is afraid to go home.
- Poison Control — 1-800-222-1222 — if a stop involves a possible poisoning or harmful exposure, after calling 911 for an emergency.
- Your department's crisis-intervention team — when a stop's real problem turns out to be a crisis rather than a violation.
- The local hospital — the evaluation point for any person at a stop who is injured, ill, or showing unexplained confusion.
- Your local library can help you find community information about license, registration, and vehicle-repair assistance programs in your area to pass on to drivers for whom a repair is a financial emergency.

## Answer Key

For parents, teachers, and self-checking after you finish the chapter test.

### **Section 5 Test — Fair Traffic Stops: Necessary Checks Only, Never Racial Profiling, and Clear Identification on the Road**

1. Close the stop fairly — the brake light, license, and registration are resolved, the silent passenger has done nothing that earns a check, and the stop ends on time
2. A specific, factual basis you can state in observations — an action you witnessed or a record you verified about this vehicle at this time
3. It yields low-information stops, misses behavior-based danger, and dries up the community information real investigations depend on
4. The reason for the stop, the driving documents and safety matters connected to it, and specific new facts that arise and can be articulated
5. The normal weather of a stop — most stopped drivers are nervous, including the entirely law-abiding
6. Introduce yourself by name and department and give the observed reason for the stop before requesting documents
7. The officer's rank, badge number, and department
8. It is a labeled proposal — voluntary and agency-issued — and its absence creates no suspicion and changes no legal duty
9. A stated reason for a stop that conceals the officer's real, unrelated purpose — such as hoping to look inside the car
10. Review your own stop patterns — reason, checks, outcome, expansion — the way a supervisor or journalist would, and investigate a lopsided pattern in yourself first

## Sources & Credits

The lessons in this book were written for Minister Destiny Testimony Schools from public sources — official websites, public health and safety organizations, help lines, and the law itself. The sources each chapter was built from, and the help resources it points you to, are listed under that chapter's name, with credit, so you can check anything in this book and keep learning. Court opinions and laws are public documents that belong to everyone. Everything here is retold in the school's own plain words — nothing in this book is copied from anyone else's book.

### **Section 5 — Fair Traffic Stops: Necessary Checks Only, Never Racial Profiling, and Clear Identification on the Road**

- 911 — for a driver, passenger, or bystander medical emergency or immediate danger at any stop.
- 988 — call or text 988 for the Suicide and Crisis Lifeline, if a stopped driver shows despair that outlasts the stop or asks for help.
- Crisis Text Line — text HOME to 741741 for a live, trained crisis counselor by text.
- National Domestic Violence Hotline — 1-800-799-7233 — or text START to 88788, when a stop reveals that a driver or passenger is afraid to go home.
- Poison Control — 1-800-222-1222 — if a stop involves a possible poisoning or harmful exposure, after calling 911 for an emergency.
- Your department's crisis-intervention team — when a stop's real problem turns out to be a crisis rather than a violation.
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The school itself is free: every class in this book, with its test and certificate, is free online at [destinymorganbooks.com](http://destinymorganbooks.com).

## About the Author

Minister Destiny Marie Morgan is an ordained Muslim minister. She was ordained on May 15, 2025, through the Universal Life Church, and she is registered clergy in Massachusetts.

Her ministry is advocacy — standing up to injustice and helping people, locally and internationally.

She is the founder of Minister Destiny Testimony Schools, a free school. She built it so people can learn for free what cost her years to learn — people who may not have jobs, good credit, or loans, and who deserve real knowledge anyway. Every class is free online, for every age, with no sign-up and nothing collected.

She is also the author of two testimony series — Chronicles of Destiny Morgan and The Chronicle Trials — her own story, in her own words. Those books are her testimony; these school books are her teaching.

Follow her Amazon Author Page to find every new book as it comes out.

The school is free online at [destinymorganbooks.com](https://destinymorganbooks.com).

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## From Minister Destiny

You finished this book — but the learning does not stop here. Keep your resources close, keep asking questions, and use what you now know to help the people around you. If this book helped you, pass it to someone who needs it. I built this school for you, and I am proud of you for showing up for yourself. — Minister Destiny Marie Morgan

**Minister Destiny Testimony Schools — Law Enforcement**

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