

Plano Police Department

...in partnership with the community...



REPORT RACIAL PROFILING

TWO THOUSAND NINETEEN



Executive Summary

The Plano Police Department is pleased to present the following information to the Plano City Council regarding our compliance with the State of Texas Racial Profiling Law. For the past 18 years, this report has been required and provided in accordance with Texas law. This report contains motor vehicle stop data for the 2019 calendar year. During this year, Plano officers made a total of 94,478 motor vehicle stops.

This report is an analysis of the 2019 motor vehicle stop data completed in order to determine if officers engaged in any form of bias-based policing. Officers are provided with in-depth instruction, both in our academy and during continuing training, on the importance of not engaging in bias-based policing. We also engage the community through numerous outreach efforts to ensure citizens know how to raise issues of concern or file complaints if necessary. In addition to our training efforts, police supervisors are required to conduct random video reviews of traffic stops each quarter in an effort to identify concerns. There have not been any indications of bias-based policing during this period.

This report indicates that officers are stopping drivers of different races at approximately the same percentage as their presence in the Plano driving pool. The driving pool is determined by the race of not-at-fault drivers in collisions in Plano. This has shown to be the most accurate sample of Plano drivers.

Arrests for warrants are higher for African Americans but this can be explained due to a greater population of African Americans in some of our neighboring cities and an increased number of warrants being issued for traffic violations in those cities. Arrests based on warrants for Hispanics were much less than warrant arrests for African Americans. While there is not a clear reason for this difference, government policies on immigration may contribute to the lower warrant arrest rate for Hispanics. Citations and warnings, both written and verbal, are issued at approximately the same percentage for the different racial groups. The exception was citations issued to Hispanics which showed a higher rate.

Both African Americans and Hispanics were searched at rates twice the number of Caucasian drivers. This can be explained based on a higher arrest rate due to outstanding warrants and arrests for offenses such as no driver license and fraudulent identification. A higher arrest rate, for these reasons, will increase the number of searches since officers are required to search each person arrested.

Officers are allowed to search vehicles when they have probable cause to believe there is evidence of a crime present. However, officers occasionally ask drivers for consent to search their vehicle when they have some suspicion that there is contraband or evidence of a crime in the vehicle. Drivers are free to deny consent for these types of searches. During 2019, there were a total of 792 consent searches requested and approved by drivers. This number is down from the 872 requests we saw in 2018. In this Department, officers requested a consent search averaging slightly more than two times a day. While African American and Hispanic drivers were asked for consent to search at twice the rate of Caucasians, the “hit” rate (actually finding contraband or other evidence of a crime) was similar regardless of the race. This indicates officers are not randomly selecting minority drivers at a higher rate for searches.

During 2019, the Department received nine citizen complaints regarding some type of bias-based policing. All were thoroughly investigated which included reviewing all video evidence. Two complaints were Exonerated (the actions were appropriate but misinterpreted by the complainant.) One complaint was Not

Sustained (investigators were unable to prove the incident occurred.) And six complaints were Unfounded (proven to not have occurred.)

This analysis indicates that Plano police officers are working diligently to reduce traffic fatalities and intercede in criminal activity in a manner consistent with non-biased policing practices. The Department is committed to continuing our training, outreach activities, and continue studying our policies and procedures to ensure we continue to practice non-biased policing.

Background

Traffic Safety is one of the primary responsibilities of a police department. In 2018, Texas experienced 3,639 traffic fatalities compared to 1,324 homicides. Reducing these unnecessary deaths is the primary reason police engage in traffic enforcement. However, traffic stops are not just about enforcing traffic laws. Stopping vehicles for traffic violations is one of the primary methods officers use to reduce other crimes as well. Criminals who engage in criminal activity will often travel around Plano in vehicles. Stopping vehicles for a traffic offense allows officers to investigate, and often intercede, in deterring other criminal activities or capture wanted persons. Active traffic enforcement is one of the reasons Plano remains one of the safest cities in America.

With the understanding that traffic enforcement is a primary function of the police, it is also imperative that we ensure our enforcement efforts are bias-free. The Plano Police Department has always complied with state law prohibiting racial profiling. Article 2.132 of the Texas Code of Criminal Procedure prohibits police agencies in Texas from practicing any form of Racial Profiling. The law requires police departments to:

- Have a policy prohibiting Racial Profiling,
- Provide training to their officers in prohibiting Racial Profiling, and
- Report motor vehicle stop statistics each year to both the Texas Commission on Law Enforcement and the governing body that oversees the local law enforcement agency (Plano City Council).

This statute requires departments to report motor vehicle stop statistics including; the number of motor vehicle stops by racial group, the number of warnings, citations, arrests, and searches conducted. There is no direction on how to analyze or interpret this data. Without analyzing the data, these numbers are of questionable value. The true purpose of this analysis and reporting is to determine if Plano police officers are treating minority drivers differently than the rest of the population.

The Plano Police Department has always complied with the law and has been committed to the prevention of any form of bias-based policing. In all our prior reports, the Department has provided comparison data for easy analysis and review by our governing body. This year's report continues to provide an in-depth analysis and for the second year, and includes documenting verbal warnings based on recent changes in the law. In prior years, only written warnings were analyzed.

Over the years, various agencies and organizations have advocated for the use of different comparison data, including city or region population data, vehicle availability data, driver's license data, and other forms of

data. Each of these methods or datasets have significant problems. Plano, however, is very fortunate to have accurate comparison data.

The following table analyzes the number of motor vehicle stops by racial group and compares them to the percentage of those drivers on Plano streets and highways. This analysis also presents the percentages of each group arrested, cited, given a written or verbal warning, or searched.

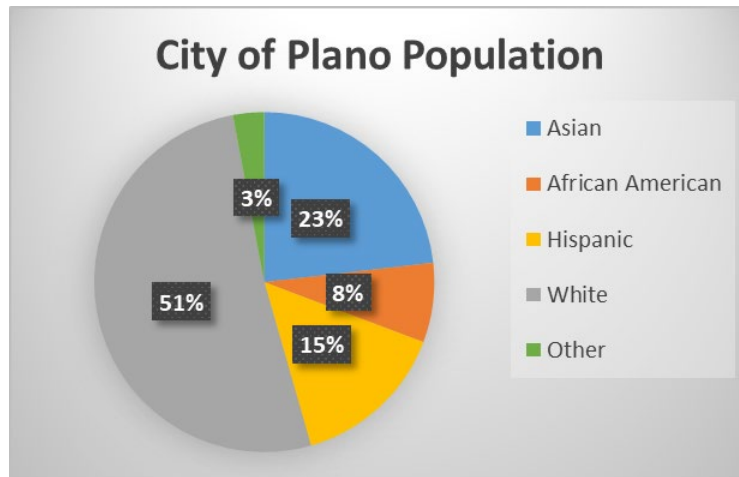
The State also requires officers to indicate whether they were aware of the driver's race before the stop. Data collected this year indicates that only 1.1 percent of the time did officers know the race of the driver before the stop. Officers most often stop vehicles for an observed traffic violation and are unable to tell the race or ethnicity of the driver until they approach the vehicle on foot.

Motor Vehicle Stops						
	African American	Asian	Caucasian	Hispanic	Native American	Total
2019 Motor Vehicle Stops	17875	14490	47226	14733	154	94478
% of Motor Vehicle Stops	18.9%	15.3%	50.0%	15.6%	0.2%	100.0%
Plano Not at Fault Driver Crash Data						
Plano Drivers Not at Fault %	15.3%	18.2%	52.8%	13.6%	0.1%	100.0%
Arrests, Citations, and Warnings						
All Arrests	782	66	766	537	5	2156
Arrest %	4.4%	0.5%	1.6%	3.6%	3.2%	2.3%
Warrant Arrests (Required)	364	15	241	158	3	781
Warrant %	46.5%	22.7%	31.5%	29.4%	60.0%	36.2%
No/False Id Arrests (Required)	40	0	17	35	0	92
No/False ID %	5.1%	0.0%	2.2%	6.5%	0.0%	4.3%
Arrests for Discovered Offenses	216	40	371	249	1	877
Discovered %	1.2%	0.3%	0.8%	1.7%	0.6%	0.9%
Citations	6771	5483	18273	6566	78	37171
Citation %	37.9%	37.8%	38.7%	44.6%	50.6%	39.3%
Written Warnings	4020	3752	13463	2769	62	24066
Written %	22.5%	25.9%	28.5%	18.8%	40.3%	25.5%
Verbal Warnings	6302	5189	14724	4861	9	31085
Verbal %	35.3%	35.8%	31.2%	33.0%	5.8%	32.9%
All Warnings	10322	8941	28187	7630	71	55151
All Warning %	57.7%	61.7%	59.7%	51.8%	46.1%	58.4%
Searches						
All Searches	1195	97	1166	804	5	3267
All Search %	6.7%	0.7%	2.5%	5.5%	3.2%	3.5%
Consent Searches	217	24	342	209	0	792
Consent Search %	1.2%	0.2%	0.7%	1.4%	0.0%	0.8%
Race / Ethnicity Known Prior to Stop						
Known Race/Ethnicity	270	112	457	160	0	999
Pct of Stops	1.5%	0.8%	1.0%	1.1%	0.0%	1.1%

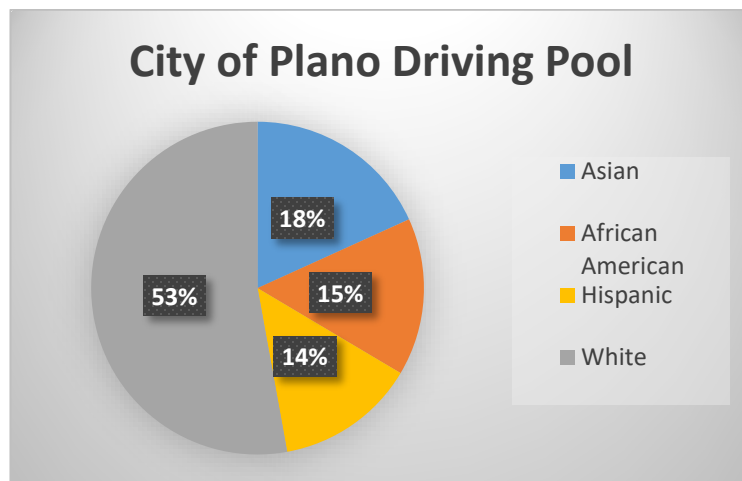
Analysis and Interpretation

Choosing the Correct Comparison Data

The Texas Commission on Law Enforcement requires agencies to report comparative analysis between motor vehicle stops and the population of the jurisdiction. Population percentages are provided below for that purpose. The required State Report is included as Attachment B.



However, in cities that adjoin other major metropolitan areas, where population percentages differ greatly, using the agency's population data may distort the true picture. Plano officers normally stop vehicles driving within the city limits. The data shows that 79 percent of the traffic stops are of drivers living outside the city of Plano. So the best comparative data is the percentage of actual drivers in the city of Plano and not relying on Plano's demographic data. This data is determined by examining the percentage of each racial group involved in accidents classified as the "not-at-fault" driver. This percentage, derived from 5,448 crash reports, represents a true random sample of the driving pool in Plano because each driver has an equal chance of being the victim of a traffic accident.



In 2001, the Department of Civil Engineering at the University of Kentucky completed a study for the United States Department of Transportation. The University of Kentucky study found that estimates from a distribution of “not-at-fault” drivers involved in crashes closely mirrors the accurate driving population. The chart above uses the more accurate Plano driving pool for comparison.

Total Motor Vehicle Stops

The total motor vehicle stops by race approximate the percentage of drivers by race in the Plano driving pool data. All racial groups are within four percentage points of their presence in the driving pool. African Americans and Hispanics were stopped approximately 3.6 and 2.0 percentage points greater than their respective driving pool. Asians and Caucasians were stopped 3 percentage points lower than their driving pools. During the analysis of 2019 racial profile data, it was discovered there are 2,307 (approximately 0.02 percent of the total) traffic stop calls for service in which there is no required racial profile documentation via a citation, written warning, verbal warning, or arrest. It is possible some of these calls for service were mislabeled. For example, the officer marked out on a traffic stop, but the vehicle was parked and unoccupied, or the call was supposed to be a traffic hazard and it was never corrected. Other examples could have been when an officer attempted to stop a vehicle, but it fled so there was not actual stop. There is no video to verify the information and the Department’s video system purges videos after 180 days unless the video is evidence in an investigation. The issues have been corrected and we anticipate complete data collection next year.

Arrests

When officers make a motor vehicle stop, they often check the driver for warrants. If the person is wanted on a warrant from another city, does not have identification, or presents fictitious identification, an arrest is required by either law or policy. If other offenses are discovered during the stop, such as possession of narcotics, stolen property, or the individual is intoxicated, an arrest may also be required.

Since Plano is part of the North Texas Regional Wanted Persons Database, we often arrest individuals for warrants issued in other cities. If the surrounding cities have a higher minority population, this may result in a higher percentage of warrants issued for minority violators. This also may result in a higher arrest rate,

compared to our resident population or Plano driving pool, since the arrest is based on a warrant. In 2019, there were 877 arrests for offenses discovered after a motor vehicle stop, such as possession of drugs, driving while intoxicated, or driving with license suspended. While this is a small portion of the total motor vehicle stops, it amounts to approximately 41 percent of the arrests from motor vehicle stops made by Plano Police in 2019.

Citations and Warnings

When officers stop a vehicle for a traffic violation, and no other violation is observed or detected, the officer has the discretion to issue a citation for the violation or issue a written or verbal warning. Even if the officer gives only a verbal warning, the officer must submit motor vehicle stop data required for the State Report. Officers often use the seriousness or magnitude of the violation and the danger created by the violation in making the decision to issue a citation.

Citations were issued in approximately the same percentages to all races, with the exception of Hispanics. In this data, Hispanics received citations in an approximately 6-7 percentage points greater number than African Americans, Asians and Caucasians. Hispanics were issued written warnings at a lower percentage than other races. African Americans were issued written warnings approximately 10 percentage points less than Caucasians. Verbal Warnings were issued in approximately the same percentages to all races.

Searches

Because officers are required to search anyone that may be arrested or who the officer believes presents a danger to the officer or others, some searches are “Non-Discretionary”. If an arrest is made, officers must conduct a search of the person before taking them to jail. Officers are required to search a suspect in these situations.

Discretionary searches, usually requiring the consent of the person being searched, are most likely subject to abuse. The discretionary (Consent Requested) searches make up only a small portion (less than one percent) of all motor vehicle stops. While the chart shows African American and Hispanic drivers are asked for Consent to Search more often than Caucasians, the “hit” rate on these searches is approximately equal among the races.

One of the most significant methodologies for evaluating bias in policing is the use of Consent Search “hit” rates. This is looking at the number of consent searches that result in finding something of significance during the search that was unrelated to the original stop. If the “hit” rate is significantly lower for minorities than for Caucasians, it could mean that the officers were using some other factor other than legal suspicion. These factors could include race or ethnicity. The “hit” rate would be the number of consent searches conducted where additional evidence or contraband is found. Using this methodology, a significantly lower “hit” rate for minorities might indicate officers are making decisions based on some form of bias.

Hit Rate Analysis					
	African American	Asian	Caucasian	Hispanic	Total
Consent Searches Requested	217	24	342	209	792
Consent Search Hits	68	10	117	60	255
Hit Rate	31%	42%	34%	29%	32%

This “hit” rate data above is all within three percent of the average with exception of Asians which is 10 percentage points of the average. This number may be impacted by the low number of consent searches requested from Asian drivers. In total, the overall hit rate data indicates officers are making decisions using approximately the same rationale or criteria for all groups when requesting Consent Searches and not on some arbitrary factor such as race.

Training and Community Engagement

The Plano Police Department provides significant training to officers both in our Academy and during in-service. During our Academy training, officers receive a total of 22 hours of training on cultural diversity, multiculturalism and racial profiling. This past year, all officers received a training update on racial profiling and a review of our Department Administrative Directive regarding Professional Police Contacts (Attachment A.) In addition, officers were required to undergo additional “Citizen Interaction Training” during our annual in-service training. This new course designed by the Texas Commission on Law Enforcement was designed to improve citizen interactions on traffic stops. This department also engages the community frequently through the UNIDOS program and numerous other initiatives to ensure citizens know both how to respond to police during traffic stops and how to make a complaint if they feel an officer engaged in misconduct.

Citizen Complaints

During 2019, the Plano Police Department received nine citizen complaints regarding inappropriate profiling or bias. These complaints were investigated by the Professional Standards Unit to include reviewing all in-car and body camera video and examining the officer’s actions. Two complaints were Exonerated (the actions occurred but were justified.) One complaint was Not Sustained (Investigators were unable to prove the incident occurred.) And six complaints were Unfounded (proven to not have occurred.) See Attachment C.

Summary

The Plano Police Department continues to strive for bias-free enforcement of the laws. This report shows that during 2019, we were successful in doing so. We are committed to working with our community groups, scientists, and other professionals to ensure continued appropriate policing. Persons who have questions regarding this report should contact the Plano Police Department Public Information Office.

Attachment A – Plano Police Administrative Directive 112.032 Professional Police Contacts

**ADMINISTRATIVE DIRECTIVE – 112.032
PROFESSIONAL POLICE CONTACTS**

EFFECTIVE DATE: August 31, 2001
AFFECTS: Sworn Personnel

REVISION DATE: January 22, 2019

I. PURPOSE

The purpose of this administrative directive is to unequivocally state that racial or bias-based profiling in the Plano Police Department is totally unacceptable. This directive also provides guidelines for officers to prevent such occurrences, and to protect our officers when they act within the law and from unwarranted accusations. This directive strictly prohibits the use of racial or bias based profiling by employees of the Plano Police Department.

II. POLICY

It is the policy of this department to patrol in a proactive manner, to aggressively investigate suspicious persons and circumstances, and to actively enforce the statutes, laws, and ordinances while insisting that individuals will only be stopped or detained when there exists reasonable suspicion to believe they have committed, are committing, or are about to commit, an infraction of the law. Employees of the Plano Police Department are prohibited from engaging in practices of racial or bias-based profiling. Any employee found, after thorough investigation and review, to have engaged in racial or bias-based profiling shall be subject to disciplinary action, which may include indefinite suspension. In accordance with Administrative Directive 108.003, any person or persons alleging racial or bias-based profiling may file a complaint against any employee(s) of the department. For purposes of this directive, an employee refers to both non-sworn and sworn employees of the Plano Police Department unless otherwise stated.

III. DEFINITIONS

- A. Bias-based Profiling – The detention, interdiction, search or seizure of any person based upon the person's age, gender, sexual orientation, race, color, creed, ethnicity, national origin, or similar personal characteristic.
- B. Racial Profiling – A law enforcement-initiated action based on an individual's race, ethnicity, or national origin rather than on the individual's behavior or on information identifying the individual as having engaged in criminal activity.
 - 1. Examples of racial profiling include but are not limited to the following:
 - a. Detaining a driver who is speeding in a stream of traffic, where most other drivers are speeding, because of the driver's race, ethnicity, or national origin.
 - b. Detaining the driver of a vehicle based on the determination that a person of that race, ethnicity, or national origin is unlikely to own or possess that specific make or model of vehicle.
 - c. Detaining an individual based on the determination that a person of that race, ethnicity or national origin does not belong in a specific part of town or a specific place.
- C. Race or Ethnicity – Means of a particular descent, including Caucasian, African, Hispanic, Asian, Native American or Middle Eastern descent.
- D. Motor Vehicle Stop – An occasion in which a peace officer stops a motor vehicle for an alleged violation of a law or ordinance.
- E. Reasonable Suspicion – Also known as articulable suspicion. Specific, articulable facts and circumstances, and reasonable inferences from those facts and circumstances, that would lead a person of reasonable prudence to believe that some type of criminal activity is afoot, and the person(s) detained are somehow involved.
- F. Detention – Any restriction upon a person's liberty imposed by a peace officer.

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- G. Seizure – any taking of property from an individual without the individual's consent or any restriction of an individual's liberty without the individual's consent. A detention will be considered a seizure, as will an arrest.

IV. PROCEDURES

A. Training

1. Officers will receive initial and ongoing training in proactive enforcement tactics, including training in officer safety, courtesy, cultural diversity, the laws governing search and seizure, racial profiling, and interpersonal communication skills. Training will also cover bias based profiling issues including legal aspects.
2. Training programs will emphasize the need to respect the rights of all persons to be free from unreasonable government intrusion or police action.
3. The Professional Standards Unit shall make available to the public information describing the process by which a complaint may be filed. The information will be readily accessible to the public in the police department lobby and other City facilities open to the public, including but not limited to the Municipal Center and public libraries.

B. Stops / Detentions

1. Individuals shall only be subjected to stops, seizures or detentions based upon reasonable suspicion that they have committed, are committing, or are about to commit an infraction.
2. In the absence of a specific, credible report containing a physical description, a person's gender, gender identity, sexual orientation, race, color, creed, ethnicity, national origin, age, disability status, or similar personal characteristic or any combination of these shall not be a factor in determining probable cause for an arrest or reasonable suspicion for a stop.

C. Oversight

1. Enforcement of statutes, laws, and ordinances will be accompanied by consistent, ongoing supervisory oversight to ensure that officers do not go beyond the parameters of reasonableness in conducting such activities.
2. Supervisors shall randomly review the Mobile Digital Video Recording (MDVR) recordings of each of their subordinates.
3. The supervisor shall determine compliance with this and other applicable directives.
4. The supervisor shall discuss their assessment with the respective employee.
5. The supervisor shall report their assessment each calendar quarter, via chain of command, to the Division Commander. The reports shall be uniformly structured and contain:
 - a. The name of the employee under review
 - b. The date and time stamp of each contact reviewed
 - c. A written assessment of each contact reviewed, which shall include:
 - (1) The race/ethnicity of the person detained
 - (2) Whether a search was conducted
 - (3) If a search was conducted, whether consent was provided by the person
 - (4) The quality of the video recording
 - (5) The quality of the audio recording

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(6) Whether employee actions were in accordance with department policy and procedures

(7) A summary of the feedback provided to the employee

d. The Division Commander shall review the supervisor's reports.

D. Seven Point Violator Contact

1. Absent some articulable reason for deviation, officers shall utilize the following seven-step action, in the order specified, when conducting motor vehicle stops.
 - a. Greeting and identifying the police officer and the Police Department. The greeting is accomplished in the most natural way for the officer. The officer will introduce their self as Officer Doe with the Plano Police Department. This is a courtesy we owe every person stopped. The objectives in the greeting are to employ business courtesy, to help make the person feel at ease, and to establish a common ground free of superiority or deference.
 - b. Example: "Hello. I'm Officer Doe, with the Plano Police Department."
 - c. Stating the reason for the stop. This will be done upon initial contact as a basic courtesy. The officer should ascertain whether extenuating circumstances might morally justify the infraction to a normal, prudent person. This offers the individual stopped an opportunity to justify their actions if a reason exists and, if none, places them in the position of admitting the violation. Listen politely and allow the person ample opportunity to explain their perspective. However, with the above exception, one should refrain from asking questions concerning the person's knowledge of the violation committed. Remarks made by the officer should be in the form of a statement rather than a question. Example: "The reason your vehicle was stopped was for speeding, 55 in a 40 mph zone. Do you have an emergency?"
 - d. Identifying the individual detained and checking their condition as well as the vehicle. The officer should identify every individual stopped by requesting their driver license. If the person has no license, the officer should ask for other forms of identification, preferably one that carries the person's description. The officer should not accept an identification document if offered in a wallet, case or purse – ask the person to remove the document and accept that only. The officer, after identifying the person, should call him by name for the remainder of the interview.
 - e. State the action being taken. The officer should make a clear statement, in a firm but calm manner that will leave no doubt as to the action being taken. For example, "You are receiving a citation for the offense of speeding. Officers should refrain from using the word "I" during the interview. Place emphasis on the person and the violation committed by using the word "you". This technique keeps the person from shifting blame onto the officer. Officers have the option of informing the person of the action being taken during the first or second contact.
 - f. Taking the action. Issue the citation, take the person into custody, or call their attention to the seriousness of the violation and possible consequences (warning).
 - g. Explaining what the person is to do. Explain to the person exactly what action he must take. That is, he is to sign the citation and contact the court within a certain time frame, or, he is under arrest and will be required to post a cash bond, etc. In some cases a short explanation helps to dispel much of the uncertainty in the mind of the person detained. Make the explanation clear and be sure that the person understands. Example: "You will need to contact the Municipal Court within fifteen (15) days to arrange

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for a court date and/or pay the fine. This information is on the back of your copy.”

- h. Leaving. Closing the contact with the person is awkward for many officers. It is an opportunity to create feelings of friendliness if the proper technique is used. An expression of helpfulness and service is desired. The leave-taking should be as firm and impersonal as the approach. A “take care” or “drive carefully” spoken in a sincere, yet business-like tone is sufficient. Do not use the trite expression, “have a nice day” or “good afternoon”, which would be inappropriate in these circumstances. When the contact with the person has been broken, make sure the driver is able to merge safely back into the traffic stream.

E. Enforcement Action

1. Appropriate enforcement action should always be completed. A written warning, citation, juvenile notice/warning, or arrest should be made when probable cause exists. Verbal warnings may be issued when appropriate. Field Contact Cards shall be completed when the stop or detention was made based on reasonable suspicion and no other enforcement action will be taken.
2. No person, once cited or warned, shall be detained beyond the point where there exists no reasonable suspicion of further criminal activity, and no person or vehicle shall be searched in the absence of a warrant, a legally recognized exception to the warrant requirement, or the person's voluntary consent.
3. An officer shall not use a person's gender, gender identity, sexual orientation, race, color, creed, ethnicity, national origin, age, disability status, or similar personal characteristics or any combination of these factors as a basis to take any law enforcement action against the person.
4. Officers are prohibited from contacting the person's employer regarding the violation or enforcement action unless the officer receives permission from a lieutenant or above to do so.

F. Mobile Digital Vehicle Recording (MDVR) Equipment

1. Officers shall ensure the MDVR is activated to record both, video and sound before the stop, to document the behavior of the person and the vehicle's actions, and shall remain activated until the person is released to resume their journey (refer to AD 112.024).
2. Officers are responsible for ensuring the vehicle's recording equipment is fully operational throughout their tour of duty. Any equipment failures or repairs needed should be immediately reported to the on-duty shift supervisor.
3. Vehicles with non-functioning MDVRs are to be placed out of service and not driven as operational vehicles.
4. Should a MDVR fail during a motor vehicle stop or a stop is not recorded, the officer shall note such on the citation, the juvenile warning/notice, the written warning, arrest report, or Field Information card.
5. MDVR Recordings shall be retained for a period of ninety (90) days, in accordance with Administrative Directive 112.024. However, if a complaint is filed alleging an employee engaged in racial profiling with respect to a motor vehicle or pedestrian stop, the video and audio or audio record of the stop shall be retained until final disposition of the complaint. Upon the commencement of such a complaint, and pursuant to their written request, the officer who is the subject of the complaint shall be provided a copy of the recording.

G. Consent to Search

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1. It is not necessary for a consent search to be supported by reasonable suspicion or probable cause. Voluntary consent to search may be utilized by officers for the search of both persons and property, and may be used at any point during the detention.
 2. The officer should ask for consent to search a vehicle before the person detained is released and the initial detention is completed. However, any further detention or consent to search at this point must be completely voluntary by the driver or owner of the vehicle, or the person being detained.
 3. It is strongly recommended that consent searches only be conducted with consent documented in writing.
- H. City of Plano Equal Rights Ordinance Complaint Process
1. When responding to a complaint regarding a potential violation of Plano's Equal Rights Ordinance, officers shall:
 - a. Contact a supervisor.
 - b. Document all pertinent information in an information report.
 - c. Inform the alleged victim to submit an Equal Rights Ordinance Violation Complaint Form to the Director of Human Resources within ninety (90) days.
 - d. Direct the alleged victim to the City of Plano website for information on the complaint process and form.
- I. Reporting (Effective January 1, 2018)
1. When completing a citation, a written warning, a juvenile notice/warning, an adult or juvenile arrest report or a field information card, officers shall report the following information:
 - a. The street address or approximate location of the stop;
 - b. The initial reason for the stop;
 - c. The person's gender;
 - d. The race and ethnicity of the individual detained as listed on their government issued identification, if the individual does not have any form of government issued identification, the officer may ask the individual to self-identify or determine the individuals race or ethnicity to the best of their ability.
 - e. Whether the officer knew the race or ethnicity of the individual detained before detaining that individual.
 - f. Whether a search was conducted as a result of the stop, and, if so
 - g. Whether the individual detained consented to the search, or
 - (1) Whether any contraband or other evidence was discovered in the course of the search and a description of the contraband or evidence;
 - h. The reason for the search, including whether:
 - (1) Any contraband or other evidence was in plain view;
 - (2) Any probable cause or reasonable suspicion existed to perform the search; or
 - (3) The search was performed as a result of the towing of the motor vehicle or the arrest of any person in the motor vehicle;

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- i. Whether the officer made an arrest as a result of the stop or the search, including a statement of whether the arrest was based on a violation of the Penal Code, a violation of a traffic law or ordinance, or an outstanding warrant and a statement of the offense charged;
 - j. Whether the officer issued a verbal or written warning or a ticket or citation as a result of the stop, and
 - k. Whether the officer used physical force that resulted in bodily injury, as that term is defined by Section 1.07, Texas Penal Code, during the stop.
2. The Planning and Research Division Manager will submit a cumulative report to the Office of the Chief of Police concerning citation and arrest data described in section IV.
3. The Planning and Research Division Manager will perform a comparative analysis of the data collected in accordance with section IV. in this directive.
 - a. Analysis will be based on a calendar year.
 - b. Summary reports of the analysis must be submitted to the Office of the Chief of Police
 - c. The report must:
 - (1) Evaluate and compare the number of motor vehicle stops, in Plano, of persons who are recognized as racial or ethnic minorities;
 - (2) Examine the disposition of motor vehicle stops, categorized according to the race or ethnicity of affected persons including any searches resulting from stops in Plano.
 - (3) Contact information relating to each complaint within the department alleging bias or racial profiling.
 - (4) The report may not include identifying information about an officer or about the person stopped.
4. The Professional Standards Sergeant shall have supervisory oversight of all MDVR recordings.
5. The Office of the Chief of Police shall submit to the Texas Commission on Law Enforcement and to the Office of the City Manager, no later than March 1 of each year an annual report concerning citation and arrest data recorded in the preceding year.

Racial Profiling Report | Full

Reporting Date: 02/23/2020

Agency Name: PLANO POLICE DEPT.
TCOLE Agency Number: 085218

Chief Administrator: DANIEL H. CURTIS

Agency Contact Information:
Phone: (972) 941-2410
Email: dancu@plano.gov

Mailing Address:
P. O. BOX 860358
PLANO, TX 75086-0358

This Agency filed a full report

PLANO POLICE DEPT. has adopted a detailed written policy on racial profiling. Our policy:

- 1.) clearly defines acts constituting racial profiling;
- 2.) strictly prohibit peace officers employed by the PLANO POLICE DEPT. from engaging in racial profiling;
- 3.) implements a process by which an individual may file a complaint with the PLANO POLICE DEPT. if the individual believes that a peace officer employed by the PLANO POLICE DEPT. has engaged in racial profiling with respect to the individual;
- 4.) provides public education relating to the agency's complaint process;
- 5.) requires appropriate corrective action to be taken against a peace officer employed by the PLANO POLICE DEPT. who, after an investigation, is shown to have engaged in racial profiling in violation of the PLANO POLICE DEPT. policy adopted under this article;
- 6.) require collection of information relating to motor vehicle stops in which a citation is issued and to arrests made as a result of those stops, including information relating to:
 - a.) the race or ethnicity of the individual detained;
 - b.) whether a search was conducted and, if so, whether the individual detained consented to the search; and
 - c.) whether the peace officer knew the race or ethnicity of the individual detained before detaining that individual; and
- 7.) require the chief administrator of the agency, regardless of whether the administrator is elected, employed, or appointed, to submit an annual report of the information collected under Subdivision(6) to:
 - a.) the Commission on Law Enforcement; and
 - b.) the governing body of each county or municipality served by the agency, if the agency is an agency of a county, municipality, or other political subdivision of the state.

Executed by: DANNY R. ALEXANDER, Planning and Research Manager

Date: 02/23/2020

Total stops: 94478

Gender

Female	39706
Male	54772

Race / Ethnicity

Black	17875
Asian / Pacific Islander	14490
Hispanic / Latino	47226
White	14733
Alaska Native / American	154

Was race or ethnicity known prior to stop?

Yes	999
No	93479

Reason for stop?

Violation of law	711
Preexisting knowledge	104
Moving traffic violation	77714
Vehicle traffic violation	15949

Street address or approximate location of the stop

City street	62754
US highway	1522
County road	0
State highway	2055
Private property or other	28147

Was a search conducted?

Yes	3267
No	91211

Reason for Search?

consent	792
contraband	103
probable	900
inventory	22

ncident to arrest	1450
Was Contraband discovered?	
Yes	1220
No	2047
Description of contraband	
Drugs	604
Currency	3
Weapons	16
Alcohol	125
Stolen property	21
Other	451
Result of the stop	
Verbal warning	31085
Written warning	24066
Citation	37171
Written warning and arrest	175
Citation and arrest	419
Arrest	1562
Arrest based on	
Violation of Penal Code	693
Violation of Traffic Law	214
Violation of City Ordinance	2
Outstanding Warrant	977
Was physical force resulting in bodily injury used during stop?	
Yes	8
No	94470

Submitted electronically to the



The Texas Commission on Law
Enforcement

2019 Racial Profile/Bias Based Policing Complainants

- Complaint #1
 - An Asian officer was investigating a traffic crash that involved an African American male in one vehicle and two Caucasian parties in the other vehicle. During the investigation, the Asian officer came in contact with the parties to get more details. The African American male stated that the Asian officer only allowed him to speak for "15 seconds" because he was African American. He continued on saying the other two involved parties were Caucasian and the Asian officer spent 15-20 minutes speaking with them. The African American male alleged the Asian Officer did not listen to him and placed him at fault after speaking with the other involved parties. He also alleged the Asian Officer's report narrative was incorrect. The allegation of racial bias was **Unfounded**.
- Complaint #2
 - An African American male felt he was wrongfully trespassed from the Fiesta Market due to his race. He was arrested by a Caucasian officer for outstanding warrants. The African American male said unnecessary force was used on him to place him in his jail cell. Once the officer arrived at the jail the suspect refused to comply with jail staff by not answering intake questions and by refusing to change clothing. Jail staff escorted the suspect to his cell by standing on both sides of him and holding his arms and walking him to his cell. The allegation of racial bias was **Unfounded**.
- Complaint #3
 - A Caucasian officer responded to a parking lot accident at Sam's Club involving a female of unknown race and another driver near the entrance of the store. The female informed the officer upon his arrival that she had already exchanged information with the other driver, but added that she felt intimidated by the other driver, and wanted to file a report because he had grabbed her arm. The officer contacted store personnel who were able to play the camera footage that captured the encounter. The officer re-connects with the female and explains to her that what occurred was not an offense, therefore he would not be creating a report. After confirming that both parties had each other's information with regards to the accident, the officer left the scene. Later that day the female came to the main station and completed a report. She claimed the officer failed to document an offense and "discriminated" against her. In her written complaint she gives no explanation or basis for her allegation of discrimination. She stated that she believed the officer "favored" the other party and did not want to upset him because he was black. The allegation of racial bias was **Unfounded**.

- Complaint #4
 - A Caucasian officer stopped a motorist of Asian descent due to the motorist not maintaining his lane prior to the traffic stop. The motorist submitted a complaint stating the officer “abused my human rights, misused the power, and racially discriminated against me.” It was also noted in the complaint that in order to stop the crime of the officer which was, abusing human rights and racial discriminating against minorities, he had to call the Plano Police Department to report the crime. The allegation of racial bias was **Unfounded**.
- Complaint #5
 - A Caucasian officer came in contact with a female of unknown descent in the office of Child Protective Services. The female alerted CPS and the Plano Police Department about her granddaughter stating she had been touched by her daycare teacher. The female decided to file a complaint against the way the Caucasian officer handled the investigation into the alleged sex crime. She stated in her complaint that it was a joke and waste of our tax dollars to pay the Caucasian officer to display racism and hatred toward a child. The allegation of racial bias was **Unfounded**.
- Complaint #6
 - A Caucasian officer conducted a traffic stop on a motorist of Hispanic descent due to the fact that he was speeding. The motorist requested to see the radar to prove that he was speeding, however the officer denied his request. The motorist decided to file a complaint stating when he asked the officer to see the radar the officer said, “YOU are not going to get into my car!” the motorist believes that was a racist comment because he is Hispanic. The allegation of racial bias was **Unfounded**.
- Complaint #7
 - A Caucasian officer conducted a traffic stop on a motorist of African American descent. The stop was made because the officer ran the license plate while she was at a red light and observed that the plate came back canceled. The complainant believes the officer stopped her because she was black and discovered her registration was invalid only after the stop was made. The allegation of racial bias was **Not Sustained**.
- Complaint #8
 - A Caucasian officer arrested an African American suspect for a criminal trespass. While being booked into the jail a Hispanic Detention Officer responded to assist with the intake. During the process the detention officer asked the complainant if she was transgender and the complainant took offense and stated, “No”. She decided to file a written complaint alleging sexual harassment and demanded an apology. The allegation of racial bias was **Exonerated**.

➤ Complaint #9

- A Caucasian officer conducted a traffic stop on a vehicle with a Hispanic driver and Native American passenger due to the vehicles expired registration. The officer greeted the two individuals and when the driver asked how the officer was doing he stated, “good, as long as you don’t call your friends to come shoot us up.” The complainant filed a written complaint which stated the officer’s comments were inappropriate and if two white women were in the car instead he might not have made that comment. The allegation of racial bias was **Exonerated**.

Comparative Analysis of Motor Vehicle Stops by Race / Ethnicity

Plano Demographics - Race / Ethnicity						
Race / Ethnicity	African American	Asian	Caucasian	Hispanic	Native American	** Other
* Race / Ethnicity Percent	8.2%	20.4%	53.1%	15.2%	0.3%	2.7%
Total						
						100%
Motor Vehicle Stops by Race / Ethnicity						
Race / Ethnicity	African American	Asian	Caucasian	Hispanic	Native American	*** Other
2019 Motor Vehicle Stops	17,875	14,490	47,226	14,733	154	N/A
Percent of Motor Vehicle Stops	18.9%	15.3%	50.0%	15.6%	0.2%	N/A
Total						
						100.0%
Race / Ethnicity Known Prior to Stop by Race / Ethnicity						
Race / Ethnicity	African American	Asian	Caucasian	Hispanic	Native American	*** Other
2019 Known Race/Ethnicity	270	112	457	160	0	N/A
Percent of Motor Vehicle Stops	1.5%	0.8%	1.0%	1.1%	0.0%	N/A
Total						
						999
						1.1%

* Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

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Comparative Analysis of Motor Vehicle Stops by Gender

Plano Demographics - Gender											
Race / Ethnicity	African American		Asian		Caucasian		Hispanic		Native American		Total
Gender	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male Female
* Plano Gender	11,322	12,536	27,877	30,446	74,844	76,254	22,017	21,293	604	704	7,093 143,757 148,441
Plano Gender by Percent	3.87%	4.29%	9.54%	10.42%	25.61%	26.10%	7.53%	7.29%	0.21%	0.24%	2.43% 2.47% 49.20% 50.80%

Motor Vehicle Stops By Gender											
Race / Ethnicity	African American		Asian		Caucasian		Hispanic		Native American		Total
Gender	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male Female
2019 Motor Vehicle Stops	9,752	8,123	8,912	5,578	26,503	20,723	9,511	5,222	94	60	N/A N/A 54,772 39,706
Percent of Motor Vehicle Stops	17.80%	20.46%	16.27%	14.05%	48.39%	52.19%	17.36%	13.15%	0.17%	0.15%	N/A N/A 57.97% 42.03%

Race / Ethnicity Known Prior to Stop By Gender											
Race / Ethnicity	African American		Asian		Caucasian		Hispanic		Native American		Total
Gender	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male Female
Known Race/Ethnicity	168	102	72	40	289	168	115	45	0	0	N/A N/A 644 355
Percent of Motor Vehicle Stops	1.72%	1.26%	0.81%	0.72%	1.09%	0.81%	1.21%	0.86%	0.00%	0.00%	N/A N/A 1.18% 0.89%

* Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

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Comparative Analysis of Motor Vehicle Stop Results by Race / Ethnicity

Plano Demographics - Race / Ethnicity						
Race / Ethnicity	African American	Asian	Caucasian	Hispanic	Native American	** Other
* Race / Ethnicity Percent	8.2%	20.4%	53.1%	15.2%	0.3%	2.7%
Total						100%
Arrests, Citations, and Warnings by Race / Ethnicity						
Race / Ethnicity	African American	Asian	Caucasian	Hispanic	Native American	*** Other
All Arrests						
Percent of 2019 Motor Vehicle Stops	782 4.37%	66 0.46%	766 1.62%	537 3.64%	5 3.25%	N/A N/A
Arrests Only						
Percent of 2019 Motor Vehicle Stops	527 2.95%	52 0.36%	574 1.22%	405 2.75%	4 2.60%	N/A N/A
Arrests with Citation Issued						
Percent of 2019 Motor Vehicle Stops	180 1.01%	11 0.08%	132 0.28%	96 0.65%	0 0.00%	N/A N/A
Arrests and Written Warning Issued						
Percent of 2019 Motor Vehicle Stops	75 0.42%	3 0.02%	60 0.13%	36 0.24%	1 0.65%	N/A N/A
Citations Issued						
Percent of 2019 Motor Vehicle Stops	6,771 37.9%	5,483 37.8%	18,273 38.7%	6,566 44.6%	78 50.6%	N/A N/A
Written Warnings Issued						
Percent of 2019 Motor Vehicle Stops	4,020 22.5%	3,752 25.9%	13,463 28.5%	2,769 18.8%	62 40.3%	N/A N/A
Verbal Warnings Issued						
Percent of 2019 Motor Vehicle Stops	6,302 35.3%	5,189 35.8%	14,724 31.2%	4,861 33.0%	9 5.8%	N/A N/A
Total						31,085 32.9%

* Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

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Comparative Analysis of Motor Vehicle Stop Results by Gender

Plano Demographics - Gender														
Race / Ethnicity	African American		Asian		Caucasian		Hispanic		Native American		** Other		Total	
Gender	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
* Plano Gender	11,322	12,536	27,877	30,446	74,844	76,254	22,017	21,293	604	704	7,093	7,208	143,757	148,441
Plano Gender by Percent	3.87%	4.29%	9.54%	10.42%	25.61%	26.10%	7.53%	7.29%	0.21%	0.24%	2.43%	2.47%	49.20%	50.80%
Arrests, Citations, and Warnings By Gender														
Race / Ethnicity	African American		Asian		Caucasian		Hispanic		Native American		*** Other		Total	
Gender	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
All Arrests	563	219	53	13	539	227	455	82	5	0	N/A	N/A	1615	541
Percent of 2019 Motor Vehicle Stops	5.77%	2.70%	0.59%	0.23%	2.03%	1.10%	4.78%	1.57%	5.32%	5.00%	N/A	N/A	2.95%	1.36%
Arrests Only	389	138	42	10	389	185	349	56	4	0	N/A	N/A	1,173	389
Percent of 2019 Motor Vehicle Stops	3.99%	1.70%	0.47%	0.18%	1.47%	0.89%	3.67%	1.07%	4.26%	0.00%	N/A	N/A	2.14%	0.98%
Arrests and Citation Issued	123	57	9	2	105	27	81	15	0	0	N/A	N/A	318	101
Percent of 2019 Motor Vehicle Stops	1.26%	0.70%	0.10%	0.04%	0.40%	0.13%	0.85%	0.29%	0.00%	0.00%	N/A	N/A	0.58%	0.25%
Arrests and Written Warning Issued	51	24	2	1	45	15	25	11	1	0	N/A	N/A	124	51
Percent of 2019 Motor Vehicle Stops	0.52%	0.30%	0.02%	0.02%	0.17%	0.07%	0.26%	0.21%	1.06%	0.00%	N/A	N/A	0.23%	0.13%
Citation Issued	3,614	3,157	3,278	2,205	10,259	8,014	4,223	2,343	46	32	N/A	N/A	21,420	15,751
Percent of 2019 Motor Vehicle Stops	37.06%	38.86%	36.78%	39.53%	38.71%	38.67%	44.40%	44.87%	48.94%	53.33%	N/A	N/A	39.11%	39.67%
Written Warnings Issued	2,029	1,991	2,174	1,578	6,952	6,511	1,649	1,120	37	25	N/A	N/A	12,841	11,225
Percent of 2019 Motor Vehicle Stops	20.81%	24.51%	24.39%	28.29%	26.23%	31.42%	17.34%	21.45%	39.36%	41.67%	N/A	N/A	23.44%	28.27%
Verbal Warnings Issued	3,546	2,756	3,407	1,782	8,753	5,971	3,184	1,677	6	3	N/A	N/A	18,896	12,189
Percent of 2019 Motor Vehicle Stops	36.36%	33.93%	38.23%	31.95%	33.03%	28.81%	33.48%	32.11%	6.38%	5.00%	N/A	N/A	34.50%	30.70%

* Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

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Comparative Analysis of Contraband Found During Search by Race / Ethnicity

Plano Demographics - Race / Ethnicity						
Race / Ethnicity	African American	Asian	Caucasian	Hispanic	Native American	** Other
* Race / Ethnicity Percent	8.2%	20.4%	53.1%	15.2%	0.3%	2.7%
Total						
						100%
Contraband Found During Search by Race / Ethnicity						
Race / Ethnicity	African American	Asian	Caucasian	Hispanic	Native American	*** Other
Searches Resulting in Contraband						
Contraband Found Percent	421 35.2%	34 35.1%	462 39.5%	303 37.7%	0 0.0%	N/A N/A
Consent Searches						
Contraband Found Percent	217 31.3%	24 41.7%	342 34.2%	209 28.7%	0 0.00%	N/A N/A
Contraband/Evidence in Plain View						
Contraband Found Percent	41 100.0%	1 100.0%	41 100.0%	20 100.0%	0 0.0%	N/A N/A
Incident to Arrest						
Contraband Found Percent	539 11.50%	44 4.55%	498 16.67%	364 18.96%	5 0.00%	N/A N/A
Probable Cause/Reasonable Suspicion						
Contraband Found Percent	390 63.08%	27 77.78%	277 78.34%	206 73.79%	0 0.00%	N/A N/A
Towing Inventory						
Contraband Found Percent	8 50.00%	1 0.00%	8 50.00%	5 40.00%	0 0.00%	N/A N/A
						22 45.45%

* Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

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Comparative Analysis of Contraband Found During Search by Gender

Plano Demographics - Gender												
Race / Ethnicity	African American		Asian		Caucasian		Hispanic		Native American		** Other	
Gender	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
* Plano Gender	11,322	12,536	27,877	30,446	74,844	76,254	22,017	21,293	604	704	7,093	7,208
Plano Gender by Percent	3.87%	4.29%	9.54%	10.42%	25.61%	26.10%	7.53%	7.29%	0.21%	0.24%	2.43%	2.47%
Total												
50.80%												
Contraband Found During Search By Gender												
Race / Ethnicity	African American		Asian		Caucasian		Hispanic		Native American		***Other	
Gender	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
Consent Searches	184	33	23	1	255	87	188	21	0	0	N/A	N/A
Contraband Found Percent	29.89%	39.39%	43.48%	0.00%	34.51%	33.33%	27.66%	38.10%	0.00%	0.00%	N/A	N/A
Total												
35.21%												
Contraband/Evidence in Plain View	32	9	1	0	29	12	16	4	0	0	N/A	N/A
Contraband Found Percent	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	0.0%	N/A	N/A
Total												
100.0%												
Incident to Arrest	368	171	32	12	335	163	298	66	5	0	N/A	N/A
Contraband Found Percent	9.78%	15.20%	3.13%	8.33%	16.42%	17.18%	20.47%	12.12%	0.00%	0.00%	N/A	N/A
Total												
15.29%												
Probable Cause/Reasonable Suspicion	287	103	24	3	204	73	175	31	0	0	N/A	N/A
Contraband Found Percent	62.72%	64.08%	79.17%	66.67%	78.43%	78.08%	74.29%	70.97%	0.00%	0.00%	N/A	N/A
Total												
70.00%												
Towing Inventory	7	1	1	0	4	4	4	1	0	0	N/A	N/A
Contraband Found Percent	57.14%	0.00%	0.00%	0.00%	50.00%	50.00%	25.00%	100.00%	0.00%	0.00%	N/A	N/A
Total												
43.75%												

* Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

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Comparative Analysis of Searches by Race / Ethnicity

Race / Ethnicity	Plano Demographics - Race / Ethnicity						Total
	African American	Asian	Caucasian	Hispanic	Native American	** Other	
* Race / Ethnicity Percent	8.2%	20.4%	53.1%	15.2%	0.3%	2.7%	100%
Searches by Race / Ethnicity							
Race / Ethnicity	African American	Asian	Caucasian	Hispanic	Native American	*** Other	Total
All Searches							
Percent of 2019 Motor Vehicle Stops	1,195 6.69%	97 0.67%	1,166 2.47%	804 5.46%	5 3.25%	N/A	3,267 3.46%
Consent Searches							
Percent of 2019 Motor Vehicle Stops	217 1.21%	24 0.17%	342 0.72%	209 1.42%	0 0.00%	N/A	792 0.84%
Contraband/Evidence in Plain View							
Percent of 2019 Motor Vehicle Stops	41 0.229%	1 0.007%	41 0.087%	20 0.136%	0 0.000%	N/A	103 0.109%
Incident to Arrest							
Percent of 2019 Motor Vehicle Stops	539 3.02%	44 0.30%	498 1.05%	364 2.47%	5 3.25%	N/A	1,450 1.53%
Probable Cause/Reasonable Suspicion							
Percent of 2019 Motor Vehicle Stops	390 2.18%	27 0.19%	277 0.59%	206 1.40%	0 0.00%	N/A	900 0.95%
Towing Inventory							
Percent of 2019 Motor Vehicle Stops	8 0.045%	1 0.007%	8 0.017%	5 0.034%	0 0.000%	N/A	22 0.023%

* Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

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Comparative Analysis of Searches by Gender

Plano Demographics - Gender														
Race / Ethnicity	African American		Asian		Caucasian		Hispanic		Native American		** Other		Total	
Gender	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
* Plano Gender	11,322	12,536	27,877	30,446	74,844	76,254	22,017	21,293	604	704	7,093	7,208	143,757	148,441
Plano Gender by Percent	3.87%	4.29%	9.54%	10.42%	25.61%	26.10%	7.53%	7.29%	0.21%	0.24%	2.43%	2.47%	49.20%	50.80%
Searches By Gender														
Race / Ethnicity	African American		Asian		Caucasian		Hispanic		Native American		***Other		Total	
Gender	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
All Searches	878	317	81	16	827	339	681	123	5	0	N/A	N/A	2472	795
Percent of 2019 Motor Vehicle Stops	9.00%	3.90%	0.91%	0.29%	3.12%	1.64%	7.16%	2.36%	5.32%	0.00%	N/A	N/A	4.51%	2.00%
Consent Searches	184	33	23	1	255	87	188	21	0	0	N/A	N/A	650	142
Percent of 2019 Motor Vehicle Stops	1.89%	0.41%	0.26%	0.02%	0.96%	0.42%	1.98%	0.40%	0.00%	0.00%	N/A	N/A	1.19%	0.36%
Contraband/Evidence in Plain View	32	9	1	0	29	12	16	4	0	0	N/A	N/A	78	25
Percent of 2019 Motor Vehicle Stops	0.33%	0.11%	0.01%	0.00%	0.11%	0.06%	0.17%	0.08%	0.00%	0.00%	N/A	N/A	0.14%	0.06%
Incident to Arrest	368	171	32	12	335	163	298	66	5	0	N/A	N/A	1038	412
Percent of 2019 Motor Vehicle Stops	3.77%	2.11%	0.36%	0.22%	1.26%	0.79%	3.13%	1.26%	5.32%	0.00%	N/A	N/A	1.90%	1.04%
Probable Cause/Reasonable Suspicion	287	103	24	3	204	73	175	31	0	0	N/A	N/A	690	210
Percent of 2019 Motor Vehicle Stops	2.94%	1.27%	0.27%	0.05%	0.77%	0.35%	1.84%	0.59%	0.00%	0.00%	N/A	N/A	1.26%	0.53%
Towing Inventory	7	1	1	0	4	4	4	1	0	0	N/A	N/A	16	6
Percent of 2019 Motor Vehicle Stops	0.072%	0.012%	0.011%	0.000%	0.015%	0.019%	0.042%	0.019%	0.000%	0.000%	N/A	N/A	0.029%	0.015%

* Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

** The Race / Ethnicity category "Other" is composed of persons identifying as some other race alone and two or more races according to U.S. Census Bureau.

*** The Texas Code of Criminal Procedures Article 2.132 defines race or ethnicity as Alaska Native or American Indian, Asian or Pacific Islander, black, white, and Hispanic or Latino. Officers are required to identify persons for racial profile data collection purposes using this definition.