

From the desk of:
Medaria Arradondo
Chief of Police
Minneapolis Police Department
350 South 5th Street, Room 130
Minneapolis, MN 55415
(612) 673-3550



TO: Officer Mohamud Jama Badge #3257

CC: MPD Internal Affairs

DATE: June 28th, 2019

RE: IAU/Investigation Case #19-12450

CHIEF'S DECISION:

- Discharge
- Suspension Duration: 20 Hours
- Written Reprimand
- Permanent Demotion
- Temporary Demotion Duration: _____

SUMMARY OF BASIS FOR DECISION

This memo summarizes my approach and reasoning for my decision as Chief of the Minneapolis Police Department that Officer Mohamud Jama receive a 20 hour suspension. This memo accompanies the enclosed MPD Worksheet.

Policies Violated:

MPD 4-401.02 Vehicle Seat Belts

7-401 (D)(4) Normal and Emergency Vehicle Operation

7-401 (D)(5)(a) Normal and Emergency Vehicle Operation

Facts Supporting Decision (see also Investigation Summary):

On June 28, 2019 Officer Jama and Officer Galayr were assigned to the Cedar Riverside Beat, Car 8126. At 1808 hours they were assigned and responded to an Assist Fire/ Jumper1 call at 900 N 4 ST.

Officer Jama was the driver and Officer Galayr was in the passenger seat. They responded with emergency lights and sirens activated from Riverside Plaza, 1610 S 6th ST.

Officer Jama put on his seat belt² and pulled out onto Cedar AVE S. He took a left turn heading northwest on Cedar/Washington AVE and crossed over Highway 35W into the downtown Minneapolis area. Officer Galayr was in the passenger seat. The in-squad Mobile Data Computer (MDC) map and audio direction system were activated and utilized to assist the officers in finding the incident address. With their emergency lights and sirens activated Officer Jama drove to the incident address and used Washington AVE. The audio direction given from the squad MDC took them off course at Hennepin and Washington AVE. Jama and Galayr realized the error and got back onto Washington AVE and continued to the incident location.

Jama turned south onto 5 AVE N from Washington AVE. 5 AVE N was under construction and was unpaved. On 5 AVE N as Jama approached 4 ST N, he turned off the squad siren. Jama then turned off the emergency lights and unbuckled his seatbelt before he turned west onto 4 ST N from 5 AVE N. They were approximately three blocks from the Assist Fire/Jumper call.

Jama and Galayr continued west on 4 ST N in marked squad 8126. They approached the intersection of 6 AVE N and 4 ST N. A white SUV was in front of them and was stopped on 4 ST N facing west. Jama veered toward the center of 4 ST N and continued into the intersection with 6 AVE N.

The intersection of 4 ST N and 6 AVE N had two stop signs. The two stop signs were located on both the east and west lanes of 4 ST N. 6 AVE N did not have stop signs and was open for north and southbound travel.

Jama and Galayr entered the intersection against a posted stop sign and did not stop for it. At the same time, a black SUV entered the intersection headed north on 6 AVE N. Squad 8126 struck the civilian SUV along the passenger side.

After the accident had occurred, Galayr attempted to notify dispatch that they had been involved in an accident. Jama updated dispatch and requested a supervisor to their location. Galayr exited the squad and located the driver of the black SUV. Galayr started an ambulance for the driver of the SUV.

Both Galayr and Jama suffered minor injuries. They were treated and released from HCMC. Sergeant Joe Will of the MPD Traffic unit arrived and completed his reports. First Precinct Sergeants Hanson, Tuma and Aschoff all arrived at the accident scene.

Upon the completion of this thorough investigation I reviewed the investigative case file materials and made my decision.

Facts of this Case:

- Officer Galayr was the passenger in Squad 8126 with his partner, Officer Jama. They were assigned as the Cedar Riverside Beat car when they were dispatched to an Assist Fire/Jumper call at 900 4 ST N. They drove to the call with emergency lights and sirens activated.

- Before they arrived at their call, Officer Jama and Officer Galayr were involved in an accident at 4 ST N and 6 AVE N and collided with a civilian SUV.

- The Minneapolis Police Traffic Unit responded. The Crash Data Retrieval (CDR) system of Squad 8126 (P# 76721) was triggered due to the collision. Sergeant Windus of the MPD Traffic unit downloaded the CDR data into report form. [REDACTED]

- Officer Jama was the driver of Squad 8126 with his partner, Officer Galayr. They were assigned as the Cedar Riverside Beat car when they were dispatched to an Assist Fire/Jumper call at 900 4 ST N. They drove to call with emergency lights and sirens activated.

- Before they arrived at their call, Officer Jama and Officer Galayr were involved in an accident at 4 ST N and 6 AVE N and collided with a civilian SUV.

- The Minneapolis Police Traffic Unit responded. The Crash Data Retrieval (CDR) system of Squad 8126 (P# 76721) was triggered due to the collision. Sergeant Windus of the MPD Traffic unit downloaded the CDR data into report form. The CDR report indicated that Officer Jama did not have his seatbelt buckled one second prior to the accident.

- After four and a half minutes of emergency driving with lights and sirens activated, Jama turned off the lights and sirens of their squad car. He unbuckled his seat belt.

- Jama was within a few blocks of the Assist Fire/Jumper call when he unbuckled his seatbelt and deactivated the lights and sirens.

- Jama admitted that it was common for him to remove his seatbelt as he got closer to certain calls.

- Jama acknowledged that he should have continued to wear his seatbelt when he drove to the call.

- Officer Jama was the driver of Squad 8126 with his partner, Officer Galayr. They were assigned as the Cedar Riverside Beat car when they were dispatched to an Assist Fire/Jumper call at 900 4 ST N. They drove to call with emergency lights and sirens activated.

- Jama drove from the Cedar Riverside area. He utilized Cedar AVE then Washington AVE when he drove through downtown Minneapolis.

- Minneapolis Police Policy and Procedure 7-401 states, "Officer performing emergency driving shall exercise caution and due consideration for the safety of the public."

- Squad and Body Worn Camera video revealed that Jama navigated through multiple controlled intersections. When he approached intersections against a red-light, Jama slowed down and proceeded when the intersections were clear.
- After four and a half minutes of emergency driving with lights and sirens activated, Jama turned off the lights and sirens of their squad car. Jama was within a few blocks of the incident address when he de-activated the emergency lights and siren.
- Jama explained that as he got closer to the Jumper call, he de-activated the emergency lights and siren. Jama did this so not to alarm or distract the potential "jumper".
- Jama reported he and his partner talked in the past about "special calls⁵⁹". Jama acknowledged that the de-activation of emergency equipment and the unbuckling of his seat belt prior to their arrival, was how he prepped for the call before they arrived in a few blocks.
- Minneapolis Police Policy and Procedure allows for unannounced approaches, "if a responding officer determines the incident warrants an unannounced approach, the officer may deactivate or avoid use of emergency lights or sirens when nearing the location."
- Squad and Body Worn Camera video revealed that Jama was a couple of blocks away from the incident address as he drove west on 4 ST N approaching 6 AVE N. Emergency lights could be seen two blocks ahead of them on 4 ST N.
- Squad Car video revealed that Jama moved the squad car to the center of the of 4 ST N to go around a white vehicle that was stopped in front of him at 6 AVE N.
- Jama [REDACTED] unfamiliar with that area of the First Precinct and did not know that the intersection was controlled by a two way stop sign.
- Minneapolis Police Policy and Procedure states, "The officer shall sound the siren or display at least one department authorized lighted red light to the front if exceeding the speed limits or proceeding past a red or stop signal or stop sign."
- Jama admitted to having "tunnel vision⁶⁰" as he approached 6 AVE N and did not see the posted stop sign.
- Jama did not see the civilian SUV northbound on 6 AVE N, due to "pillars⁶¹" that blocked his view.
- Before they arrived at their call, Officer Jama and Officer Galayr were involved in an accident at 4 ST N and 6 AVE N and collided with a civilian SUV.
- Jama acknowledged that depending on the call he could have used lights and sirens or been more thorough when he cleared the intersection.

As Chief of Police I am responsible for providing clear expectations on what is acceptable behavior in our workplaces as well as what will not be tolerated. Based on my review of the facts of this investigation and Officer Jama's statement that he could have used lights and sirens or been more thorough when he cleared the intersection I am suspending Officer Jama for 20 hours.