

From the desk of:  
Medaria Arradondo  
Chief of Police  
Minneapolis Police Department  
350 South 5<sup>th</sup> Street, Room 130  
Minneapolis, MN 55415



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**TO:** Officer Josie Goodman

**CC:** MPD Internal Affairs

**DATE:** 12/4/2021

**RE:** OPCR Case #20-05010

**CHIEF'S DECISION:**

Discharge

Suspension                      **Duration: 20 hours**

Written Reprimand

Permanent Demotion

Temporary Demotion                      **Duration:**

No Merit

## SUMMARY OF BASIS FOR DECISION

The Police Conduct Review Panel recommended merit [REDACTED] in this case: [REDACTED] and a violation of the normal and emergency vehicle operation policy. This memo summarizes my approach and reasoning for my decision as Chief of the Minneapolis Police Department that [REDACTED] against Officer Josie Goodman are sustained. This memo accompanies the enclosed suspension form.

### **Facts Supporting Decision (see also Investigation Summary):**

It is alleged that Officer Josie Goodman failed to use lights and siren continuously when engaged in emergency driving and entered an intersection against the red light without exercising caution and due consideration for the safety of the public. Her driving conduct resulted in a crash with the vehicle that entered the intersection with the right of way. According to the Accident Review Committee Summary, Accident Report and PIMS report, this crash occurred on 3/5/2020 at 2216 hours. Officer Goodman was driving marked squad 425 northbound on Lyndale Avenue North near Broadway when she made a u-turn to head southbound to assist another squad responding to a call involving a stolen vehicle. Officer Goodman accelerated at a high rate of speed, exceeding 80 miles per hour on Lyndale Avenue where the posted speed limit was 30 miles per hour. As Officer Goodman approached the intersection with Plymouth Avenue, she had a red light. The emergency lights were turned on less than 10 seconds prior to entering the intersection controlled by the red light and the siren was activated just prior to impact with a vehicle entering the intersection eastbound with the right of way. Officer Goodman slammed on the brakes but crashed into the other vehicle. The driver of the other vehicle remarked that he had not heard the siren or seen the squad coming. He complained of injury to his shoulder and was checked by the paramedics and released without transport to the hospital. Officer Goodman and her partner reported that they were not injured in the crash. Both the squad and the other vehicle had damage but were drivable from the scene. The crash was determined to have been preventable.

The Event Data Recorder indicated that the squad was traveling 80mph five-seconds before impact and this was confirmed via MVR. The accelerator pedal indicated 0 meaning the accelerator pedal was not being depressed. The squad was coasting at that speed. The service brake indicated to be in the on position at five-seconds before impact, meaning the brakes were being applied very slightly as the countdown time showed that at four-seconds before impact, the squad was traveling at 76.9mph. At three-seconds before impact, the squad was traveling at 69.5mph. The squad slowed to 46.2mph and slammed on the brakes indicating that the driver knew that a collision was imminent. The speed at impact was 16.6mph. [REDACTED]

[REDACTED] MVR and BWC video showed that squad emergency lights were not activated while the vehicle was traveling 70-80mph. Emergency lights were activated 6-7 seconds prior to impact. The emergency siren was activated at impact.

In a Garrity statement, Officer Goodman said she thought her lights and siren were activated. She did not remember when she activated the siren and turned on the lights as she was approaching the intersection with Plymouth. [REDACTED] At

the Loudermill hearing, Officer Goodman stated that she regretted this accident. She noted that the driver of the other vehicle did not seek further medical treatment and that this leads her to believe “that thankfully [he] was not injured, as a result of my failure to follow policy and procedure as it relates to emergency vehicle operation.” She also said that she has learned from her mistakes [REDACTED]

The following MPD Policy and Procedures outline expectations relevant to this incident:

- [REDACTED]
- MPD PP 7-401(D)(4) requires that ordinarily officers use continuous lights and siren during emergency driving unless the incident necessitates an unannounced approach.
- MPD PP 7-401(D)(5)(a) requires that officers exercise caution and due consideration for the safety of the public when engaged in emergency driving and notes that the use of red lights and siren does not exempt officers from the need for caution.

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, Officer Josie Goodman failed to use both lights and siren continuously while engaging in emergency driving on Lyndale Avenue North at speeds of 80mph between the point of the u-turn just south of Broadway to the point of impact in the intersection with Plymouth. Additionally, Officer Goodman entered the intersection with Plymouth against the red light without using caution and due care for the safety of the public. The combination of speed, failure to clear the intersection and failure to continuously use both emergency lights and siren resulted in a crash. The driver of the other vehicle reported suffering pain in his shoulder because of this crash and he could have suffered much greater harm. Therefore, as Chief of Police with authority to discipline for violations of policy under Minn. Stat. §626.89 Subd. 17, I am imposing a 20-hour suspension for violating the department policy outlining expectations for normal and emergency vehicle operations [7-401 D (4) & (5)]. [REDACTED]

[REDACTED]

DocuSigned by:  
*Medaria Arradondo*  
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**Medaria Arradondo**  
**Chief**  
**Minneapolis Police Department**

12/4/2021