

**MINNEAPOLIS POLICE DEPARTMENT
INTERNAL AFFAIRS COMPLAINT FORM #3401**

COMPLAINT INFORMATION

INTERNAL AFFAIRS CASE NUMBER: 14-03580	CCN: 14-025690	DATE OF INCIDENT: 01/24/2014	TIME OF INCIDENT: 2255 hrs.
LOCATION OF INCIDENT: Lake St./Elliot Ave. S.	DATE OF COMPLAINT 02/25/2014	REFERRAL METHOD: Internal	
COMPLAINANT'S NAME (LAST, FIRST MIDDLE) 13.43 - Personnel Data	SEX M <input type="checkbox"/> F <input type="checkbox"/>	RACE:	DATE OF BIRTH:
HOME ADDRESS: 13.43 - Personnel Data	CITY / STATE / ZIP:	TELEPHONE:	

POLICY INFORMATION

POLICIES ALLEGED TO BE VIOLATED:
7-403 : Vehicles-Emergency Response

Only police vehicles with lights and sirens are authorized for emergency response. All MPD officers shall use red lights and sirens in a continuous manner for any emergency driving. Officers responding to a Code 3 emergency shall exercise caution and due consideration for the safety of the public. Although Minn. Stat. §169.03 and 169.17 exempts officers from traffic statutes, the use of the red lights and siren does not exempt officers from the need for caution nor does it exempt them from criminal or civil liability. Officers driving low profile, unmarked, motorcycles, or other MPD vehicles should be particularly aware of the less visible nature of the emergency equipment in/on the vehicle and should use extra caution.

ACCUSED EMPLOYEE(S)

NAME/BADGE:
Officer Nicholas Wasche, #7576

COMPLAINT ALLEGATIONS

It is alleged that on 1/24/14, you were driving marked squad 331. While responding to an assault in progress, you were operating the marked squad, by definition in an "emergency driving" manner to the call. You entered the intersection at Lake St. and Elliot Ave. S. against a red light. You state in your report that the squad's flashing lights were on (light switch in the 2nd position), but the siren was not activated. It is alleged because of hazardous road conditions, you were unable to avoid colliding with a vehicle traveling south bound on Elliot Ave. S. (MN 055-HWG). MN 055-HWG was then forced into east bound traffic on Lake St., causing it to collide with MN VYL-283. No injuries were reported by any of the individuals involved at the time of the incident.

RECOMMENDATION

(Preliminary Cases Only)

- Reckoning Period Expired Before Complaint was Filed
- No Basis for Complaint
- Closed Pending Further Information
- Refer to Precinct with Coaching Documentation
- Exceptionally Cleared
- Policy Failure
- Other

13.43 - Personnel Data

DATE

DATE

3-3-14



MINNEAPOLIS POLICE DEPARTMENT

Internal Affairs Unit
Administrative Case #14-03580
Sgt. Michael Heyer
Date: April 7th, 2014

CASE BACKGROUND

This case resulted from a marked squad accident. On the night of 1/24/14 at approximately 2255 hours, Officer Wasche and Officer Andress were dispatched to an assault in progress. Officer Wasche was driving the marked squad at the time of the call. While responding to the call, Officer Wasche activated the squad's emergency lights, but not the sirens. As Officer Wasche approached the intersection of Lake St. and Elliot Ave. S., the semaphore was displaying "red" for vehicles traveling in his direction. Officer Wasche braked and attempted to slow the squad enough not to enter the intersection. With the road snow covered and icy, Officer Wasche was unable to prevent his squad from entering the intersection against the "red" light. The squad subsequently collided with another vehicle traveling south bound on Elliot Ave. S., entering the intersection with a "green" light. This vehicle then collided with another vehicle traveling east bound on Lake St.

There were no injuries reported from any of the individuals involved.

The Accident Review Committee reviewed the incident and ruled the squad accident, "preventable." The accident was to be reviewed for a possible violation of MPD Policy and Procedure 7-403: Only police vehicles with lights and sirens are authorized for emergency response. All MPD officers shall use red lights and sirens in a continuous manner for any emergency driving. Officers responding to a Code 3 emergency shall exercise caution and due consideration for the safety of the public. Although Minn. Stat. §169.03 and 169.17 exempts officers from traffic statutes, the use of the red lights and siren does not exempt officers from the need for caution nor does it exempt them from criminal or civil liability. Officers driving low profile, unmarked, motorcycles, or other MPD vehicles should be particularly aware of the less visible nature of the emergency equipment in/on the vehicle and should use extra caution.

CASE INVESTIGATION

I received this complaint from Commander Granger for investigation. On 1/24/14, Officer Nicholas Wasche and Officer Corey Andress were working the **13.43** shift in the 3rd precinct. Both officers were assigned to work squad 311.

At the start of the shift, Officer Andress was the passenger officer. He noted in his report that because of the foul weather conditions that night; snow and ice on the roads, he and his partner used marked squad 331 (P#76633), which was a Ford

Explorer INT SUV. Officer Andress noted that at the start of their shift he checked and noted that the emergency lights and sirens were working properly.

At approximately 2253 hours, they were dispatched to an assault in progress (CCN 14-025690). The call was aired as two males, assaulting another male. The assault was taking place in the area of 25th St. and Chicago Ave. S.

Officer Wasche was driving the squad at the time of the call. As he was driving west bound on Lake St. he neared Elliot Ave. S. Officer Wasche activated the emergency lights on the squad. He noted in his report that the semaphore at Lake St. and Elliot Ave. S. was displaying, "red" for him. Officer Wasche entered the intersection against the red light. Officer Wasche was unable to slow his squad down enough to avoid colliding with another vehicle that was traveling south bound on Elliot Ave. S. This vehicle then went into the east bound lanes of Lake St. A third vehicle, traveling east bound on Lake St. then struck this vehicle head on.

Officers checked with the occupants of the other two vehicles for injuries. No injuries were reported at the time. A supervisor and a traffic officer were notified. Both responded to the scene.

I received a memo from the Accident Review Committee. This above incident was reviewed and was deemed a "preventable" accident. It also listed a possible Policy

Violation of Code 3 driving; going through a red light with no sirens. A copy of this memo will be included in the case file.

On 2/28/14, I e-mailed and sent Officer Wasche a Notification Letter requesting an interview with him in regards to this case. The interview date was 3/13/14 at 0530 hours at the Internal Affairs Unit.

On 3/13/14 at approximately 0530 hours, Officer Wasche came to the Internal Affairs Unit to give me a statement in regards to IAU case #14-03580. Officer Wasche brought Sgt. Sherral Schmidt as his Federation Representative. Officer Wasche read and signed the Data Practices Advisory; Tennessee Warning. In a recorded statement I advised Officer Wasche about Garrity and he stated he understood.

I advised Officer Wasche that the purpose of this statement related to an internal investigation and specifically an administrative review that was being conducted. It was alleged that on 1/24/14, Officer Wasche was driving marked squad 331. While responding to an assault in progress, Officer Wasche was operating the marked squad, by definition in an "emergency driving" manner to the call. Officer Wasche entered the intersection at Lake St. and Elliot Ave. S. against a red light. Officer Wasche stated in his report that the squad's flashing lights were on (light switch in the 2nd position), but the siren was not activated. It is alleged because of hazardous road conditions, he was unable to avoid colliding with a vehicle traveling south

bound on Elliot Ave. S. (MN 055-HWG). MN 055-HWG was forced into east bound traffic on Lake St., causing it to collide with MN VYL-283. At the time of the accident, no injuries were reported by any of the occupants of the involved vehicles.

I advised Officer Wasche that he was being investigated for an alleged violation of the City of Minneapolis Police Department Policy and Procedures. The specific policy was: 7-403 VEHICLES - EMERGENCY RESPONSE (B-D). Only police vehicles with lights and sirens are authorized for emergency response. All MPD officers shall use red lights and sirens in a continuous manner for any emergency driving. Officers responding to a Code 3 emergency shall exercise caution and due consideration for the safety of the public. Although Minn. Stat. §169.03 and 169.17 exempts officers from traffic statutes, the use of the red lights and siren does not exempt officers from the need for caution nor does it exempt them from criminal or civil liability. Officers driving low profile, unmarked, motorcycles, or other MPD vehicles should be particularly aware of the less visible nature of the emergency equipment in/on the vehicle and should use extra caution. And that he was being called to explain the circumstances regarding this event.

Officer Wasche was asked if he was working in full, MPD uniform and working in a marked squad on the night in question. He stated, "yes" to both questions. He informed me that he was working with Officer Andress for that shift.

I asked Officer Wasche if at the start of his shift on 1/24/14, if he had checked to make sure the squad's emergency lights and sirens were functioning properly. He stated that he had checked them both and found them to be in working order.

Officer Wasche acknowledged that on that night, at approximately 2255 hours, he and his partner were dispatched to a priority 1 call; an assault in progress. It was believed that two males were assaulting another male. The incident was occurring near 25th St. and Chicago Ave. S. Officer Wasche believed that they were near 28th St. and 12th Ave. S., when they received the call.

I asked Officer Wasche if he activated the squad's emergency lights and or sirens when they initially received the call. Officer Wasche stated that he did not. I asked him at what point he did activate the emergency lights. He stated that he activated the lights when he was driving on Lake St. nearing 10th Ave. S., which is one block east of the intersection of Lake St. and Elliot Ave. S.

I spoke to Officer Wasche about the different settings for the squad's emergency lights. The first setting is for the rear lights only, the second setting is for the front and rear lights and lastly, the third setting activates all of the emergency lights on the squad. I asked Officer Wasche which setting he was running the emergency lights at the time he went into the intersection at Lake St. and Elliot Ave. S. Officer Wasche stated that the lights were running in the second position.

I asked Officer Wasche why he had activated the emergency lights. He stated because he was approaching an intersection where the semaphore was changing from green to red. The lights were activated to alert other traffic of his approach. I asked him if it would be correct for me to say that he was attempting to reach their call as quickly as possible and were therefore responding in a Code 3 manner.

Officer Wasche stated that that was correct.

Officer Wasche was asked if he was familiar with 7-403 in the MPD Policy and Procedure Manual that states: Only police vehicles with lights and sirens are authorized for emergency response. All MPD officers shall use red lights and sirens in a continuous manner for any emergency driving. Officers responding to a Code 3 emergency shall exercise caution and due consideration for the safety of the public. Although Minn. Stat. §169.03 and 169.17 exempts officers from traffic statutes, the use of the red lights and siren does not exempt officers from the need for caution nor does it exempt them from criminal or civil liability. Officer Wasche stated that he was familiar with the policy.

I asked Officer Wasche if there a reason why he did not have all of the squad's emergency lights activated and the sirens were not on. Officer Wasche stated that because he and his partner were in close proximity of the call, they did not want to alert the assailants that they were responding and were near. Officer Wasche, therefore believed they had a better opportunity of apprehending the suspects if they were not alerted to a responding squad car.

Officer Wasche was asked if he and his partner, Officer Andress had an agreement in place, that if whoever was driving the squad could not drive and operate the lights and siren at the same time; that the passenger officer would do that task. He stated that they did not have an agreement for that situation.

I informed Officer Wasche that according to his statement in CAPRS, he stated that he was driving the squad west bound on Lake St. and that the weather and road conditions were not ideal. I asked Officer Wasche to describe the weather and road conditions that night. He stated that the temperature was 10 to 20 degrees, with an additional wind chill factor; the roads were snow and slush covered with ice patches.

I asked Officer Wasche if he was conscious of the weather and road conditions while he was driving to this call and therefore driving in a more cautious and controlled manner. He stated that he was.

I asked Officer Wasche to describe to me how he was driving in a more cautious and controlled manner. He stated that he was driving at a lower rate of speed than he normally would have been to a call of this severity. He was driving in a manner where he felt he was in control of the vehicle. I asked him when he neared the intersection of Lake St. and Elliot Ave. S., if the semaphore for him was showing; red, yellow or green. Officer Wasche stated that it was showing "yellow," when he was

approximately one block away. The semaphore turned to "red" when he was roughly mid-block.

I asked Officer Wasche if the semaphore was "red," when he reached the intersection of Lake St. and Elliot Ave. S. He stated that it was. Since the semaphore was "red," I asked him if he attempted to stop or slow down enough to make sure the intersection was safe to cross. Officer Wasche stated he did.

I asked Officer Wasche to describe what happened as the squad approached the intersection and what happened once he entered it. He stated that he braked and slowed down as he neared the intersection. He looked to his right and could see a vehicle (MN 055-HWG), approaching the intersection that was south bound on Elliot Ave. S. Officer Wasche was unable to slow the squad down enough to avoid colliding with this other vehicle. He stated that the squad just continued to slid, due to the poor weather and road conditions.

I asked Officer Wasche to describe to me what unfolded next. He stated that the squad collided with MN 055-HWG. The squad was struck near the front, passenger side quarter panel. He believed the squad was spun around and was left facing east bound. The other vehicle spun into the east bound lanes of Lake St. and was struck by MN VYL-283.

Officer Wasche was asked if he or his partner, Officer Andress were injured in the accident. He stated that neither one of them sustained any injuries. I asked him if any of the occupants of the vehicle that they had collided with were injured. He stated that no one reported any injuries. I asked him if any of the occupants of the third vehicle involved in the accident were injured and he stated that no one reported any injuries.

Officer Wasche was asked if he notified a supervisor about the incident. He stated that a supervisor was notified and responded to the scene. A traffic officer also responded the scene.

I informed Officer Wasche that I had looked up the digital squad video for squad 331, P#76633, the vehicle he had stated in his report that he was using on the night of the incident. The only video was a one minute clip from 2257.40 to 2258.40 hours. The video showed what I believed was the air bag on the front passenger side deployed. I asked Officer Wasche if he had activated the emergency lights all the way to the third position to activate the squad camera after the accident or if he may have turned the squad camera on manually. Officer Wasche stated that he did not manually turn on the squad's camera after the accident.

Before the interview, I looked up the squad on VisiNet for the night in question. I printed out the data for review. The AVL data listed speeds ranging from 17 m.p.h. to 38 m.p.h., while the squad was responding to the call. I showed Officer Wasche

the print out. I asked him if the speeds appeared to be accurate. He stated that they did. I asked him if he could give me an estimate on the speed his squad was traveling when it slid into the intersection at Lake St. and Elliot Ave. S. He stated that he believed it was probably traveling approximately 15 m.p.h. to 35 m.p.h.

I asked Officer Wasche if there were any facts concerning this incident that he had knowledge of, but had not disclosed. He stated that there were not. He was asked if there was anything else that he would like to add to this statement that I had not asked him concerning this incident. He stated there was not. He acknowledged that it was a true and accurate statement. He was advised PER MPD POLICY AND PROCEDURE, SECTION 5-107.8, that he was not to discuss this interview or case investigation with anyone other than his Federation/Union representative or attorney. He stated that he understood. The statement was concluded, shortly thereafter.

On March 21st, 2014, I mailed Officer Wasche two copies of his transcribed statement. Enclosed was a letter asking him to review the statement for accuracy and to make any corrections. I did not receive a signed copy of Officer Wasche's statement.

On 3/03/14, I e-mailed and sent Officer Andress a Notification Letter requesting an interview with him in regards to this case. The interview date was 3/13/14 at 0500 hours at the Internal Affairs Unit.

On 3/13/14 at approximately 0500 hours, Officer Andress came to the Internal Affairs Unit to give me a statement in regards to IAU case #14-03580. Officer Andress brought Sgt. Sherral Schmidt as his Federation Representative. Officer Andress read and signed the Data Practices Advisory; Tennessen Warning. In a recorded statement I advised Officer Andress about Garrity and he stated he understood.

I advised Officer Andress that the purpose of this statement related to an internal investigation and specifically an administrative review that was being conducted and that he had been called in as a Witness officer in regards to his partner Officer Wasche being accused of operating an emergency vehicle in violation of Department policy. The incident occurred on 1/24/14, at approximately 2255 hours. The incident location was Lake St. and Elliot Ave. S., CCN 14-025690. And that he was being called to explain the circumstances regarding this event.

Officer Andress was asked if he was working in full, MPD uniform and working in a marked squad on the night in question. He answered, "yes." I asked him if he was working alone or with a partner that night. He informed me that he was working with Officer Wasche for that shift.

I asked Officer Andress if at the start of his shift on 1/24/14, if he had checked to make sure the squad's emergency lights and sirens were functioning properly. He stated that he did.

Officer Andress acknowledged that on that night, at approximately 2255 hours, he and his partner were dispatched to a priority 1 call; an assault in progress. It was believed that two males were assaulting another male. The incident was occurring near 25th St. and Chicago Ave. S. Officer Andress believed that they were near 28th St. and 12th Ave. S., when they received the call.

I asked Officer Andress if he activated the squad's emergency lights and or sirens when they initially received the call. Officer Andress stated that he did not. I asked him if he recalled at what point his partner activated the emergency lights. He stated that he did not remember. Officer Andress stated that the lights were activated prior to the accident.

I spoke to Officer Andress about the different settings for the squad's emergency lights. The first setting is for the rear lights only, the second setting is for the front and rear lights and lastly, the third setting activates all of the emergency lights on the squad. I asked Officer Andress which setting the squad's emergency lights were running at the time they went into the intersection at Lake St. and Elliot Ave. S. Officer Andress stated that the lights were running in the second position.

I asked Officer Andress why the emergency lights had been activated. He stated that he did not activate the lights. I asked him if he could tell me why his partner, Officer Wasche had activated the emergency lights. Officer Andress stated that he believed it was because they were approaching an intersection and he believed that his partner wanted other drivers to be able to see their vehicle.

I asked him if it would be correct for me to say that they were attempting to reach their call as quickly as possible and were therefore responding in a Code 3 manner. Officer Andress stated that that was correct.

Officer Andress was asked if he was familiar with 7-403 in the MPD Policy and Procedure Manual that states: Only police vehicles with lights and sirens are authorized for emergency response. All MPD officers shall use red lights and sirens in a continuous manner for any emergency driving. Officers responding to a Code 3 emergency shall exercise caution and due consideration for the safety of the public. Although Minn. Stat. §169.03 and 169.17 exempts officers from traffic statutes, the use of the red lights and siren does not exempt officers from the need for caution nor does it exempt them from criminal or civil liability. Officer Andress stated that he was familiar with the policy.

I asked Officer Andress if there a reason why they did not have all of the squad's emergency lights activated and the sirens were not on. Officer Andress stated that he was not in control of the squad's lights and sirens.

Officer Andress was asked if he and his partner, Officer Wasche had an agreement in place, that if whoever was driving the squad could not drive and operate the lights and siren at the same time; that the passenger officer would do that task. He stated that they did not have an agreement for that situation.

I informed Officer Andress that according to his statement in CAPRS, he stated that he was the passenger in the squad on the night in question. That the squad was traveling west bound on Lake St. in response to the assault in progress call. The weather and road conditions were not ideal. I asked Officer Andress to describe the weather and road conditions that night. He stated that the road conditions were icy and full of snow and the temperature was cold. He stated that he did not recall the exact temperature.

I asked Officer Andress if he believed that his partner was conscious of the weather and road conditions while he was driving to this call and therefore driving in a more cautious and controlled manner. He stated that he believed he was.

I asked Officer Andress to describe to me how Officer Wasche was driving in a more cautious and controlled manner. He stated that he was driving "slow." I asked him if it was his impression that Officer Wasche was driving in a manner that was taking into account the weather and road conditions. He stated that he believed he was.

I asked Officer Andress if he could give me an estimate on how fast the squad was traveling when they were responding to the call. He estimated the speeds were approximately 15 m.p.h. to 35 m.p.h.

I asked him when they neared the intersection of Lake St. and Elliot Ave. S., if the semaphore for them had been showing; red, yellow or green. Officer Andress stated that it was showing "yellow," when they were half a block away.

I asked Officer Andress if the semaphore was "red," when they reached the intersection of Lake St. and Elliot Ave. S. He stated that it was. Since the semaphore was "red," I asked him if his partner had attempted to stop or slow down enough to make sure the intersection was safe to cross. Officer Andress stated he believed his partner had tried.

I asked Officer Andress to describe what happened as the squad approached the intersection and what happened once they entered it. He stated that Officer Wasche slowed down prior to entering the intersection. Officer Andress believed they hit an ice patch and the squad slid into the intersection. They then collided with another vehicle (MN 055-HWG).

Officer Andress was asked if he or his partner, Officer Wasche were injured in the accident. He stated that neither one of them sustained any injuries. I asked him if any of the occupants of the vehicle that they had collided with were injured. He

stated that no one reported any injuries. I asked him if any of the occupants of the third vehicle involved in the accident were injured and he stated that no one reported any injuries.

Officer Andress was asked if they notified a supervisor about the incident. He stated that a supervisor was notified and responded to the scene. A traffic officer also responded the scene.

I informed Officer Andress that I had looked up the digital squad video for squad 331, P#76633, the vehicle he had stated in his report that he was using on the night of the incident. The only video was a one minute clip from 2257.40 to 2258.40 hours. The video showed what I believed was the air bag on the front passenger side deployed. I asked Officer Andress if his air bag; the front passenger side air bag, did deploy and he stated that it did. I asked Officer Andress if he had activated the emergency lights all the way to the third position to activate the squad camera after the accident or if he may have turned the squad camera on manually. Officer Andress stated that he manually turn on the squad's camera after the accident.

Before the interview, I looked up the squad on VisiNet for the night in question. I printed out the data for review. The AVL data listed speeds ranging from 17 m.p.h. to 38 m.p.h., while the squad was responding to the call. I showed Officer Andress the print out. I asked him if the speeds appeared to be accurate. He stated that they did. I asked him if he could give me an estimate on the speed his squad was

traveling when it slid into the intersection at Lake St. and Elliot Ave. S. He stated that he believed it was probably traveling approximately 15 m.p.h. to 38 m.p.h.

I asked Officer Andress if there were any facts concerning this incident that he have knowledge of, but had not disclosed. He stated that there were not. He was asked if there was anything else that he would like to add to this statement that I had not asked him concerning this incident. He stated there was not. He acknowledged that it was a true and accurate statement. He was advised PER MPD POLICY AND PROCEDURE, SECTION 5-107.8, that he was not to discuss this interview or case investigation with anyone other than his Federation/Union representative or attorney. He stated that he understood. The statement was concluded, shortly thereafter.

On March 21st, 2014, I mailed Officer Andress two copies of his transcribed statement. Enclosed was a letter asking him to review the statement for accuracy and to make any corrections. On March 28th, 2014, I received a signed copy of Officer Andress's statement.

SUMMARY OF ALLEGATIONS

If these allegations are found to be true, Officer Wasche could be in violation of the following Department policy:

MPD Policy and Procedure 7-403: Only police vehicles with lights and sirens are authorized for emergency response. All MPD officers shall use red lights and sirens in a continuous manner for any emergency driving. Officers responding to a Code 3 emergency shall exercise caution and due consideration for the safety of the public. Although Minn. Stat. §169.03 and 169.17 exempts officers from traffic statutes, the use of the red lights and siren does not exempt officers from the need for caution nor does it exempt them from criminal or civil liability. Officers driving low profile, unmarked, motorcycles, or other MPD vehicles should be particularly aware of the less visible nature of the emergency equipment in/on the vehicle and should use extra caution.

Investigative Facts

On 1/24/14, while working marked squad 311, Officer Wasche and Officer Andress were dispatched to an assault in progress. The evening was cold; the roads were snow covered and icy. Officer Wasche was operating the squad at the time they were dispatched. Officer Wasche was attempting to arrive at the call as quickly as possible. Officer Wasche activated the squad's emergency lights in the "second position," but did not activate the sirens.

While driving to the assault, Officer Wasche admittedly entered the intersection of Lake St. and Elliot Ave. S., against a "red" light. Officer Wasche attempted to slow down the squad and make sure the intersection was clear, before he entered it. Officer Wasche stated that because of the adverse road and weather conditions, he

was unable to stop the squad, before sliding into the intersection and subsequently colliding with another vehicle.

In looking at the A.V.L. data, it appears that Officer Wasche was responding to a priority one, assault call, at reasonable speeds, given the weather and road conditions. Ultimately, Officer Wasche was not in control of his squad car. Officer Wasche slid into an intersection and collided with another vehicle, which subsequently was struck by another vehicle.

Officer Wasche told me that he took responsibility for the accident and that he had learned a valuable lesson from the incident.

I confirm that the information I provided in this case is true to the best of my knowledge.

Respectfully Submitted,

Sgt. Michael Heyer

Internal Affairs Unit



Minneapolis
City of Lakes

Police Department

Janeé L. Harteau
Chief of Police

350 South 5th Street - Room 130
Minneapolis, MN 55415-1389

612 673-2735
TTY 612 673-2157

October 17, 2014

Officer Nicholas Wasche
Third Precinct
Minneapolis Police Department

Officer Wasche,

RE: IAU Case Number #14-03580
LETTER OF REPRIMAND

The finding for IAU Case #14-03580 is as follows:

MPD P/P 7-403 Vehicles – Emergency Response.....SUSTAINED (Category B)

You will receive this Letter of Reprimand. This case will remain a B violation and can be used as progressive discipline for three years until 01/24/2017, which is from the date of incident. The case will remain in the IAU files per the record retention guidelines mandated by State Law.

Be advised that any additional violations of Department Rules and Regulations may result in more severe disciplinary action up to and including discharge from employment.

Sincerely,

Janeé Harteau
Chief of Police

BY:
Matthew Clark
Assistant Chief



Page 2
Officer Nicholas Wasche
Letter of Reprimand

I, Officer Nicholas Wasche, acknowledge receipt of
this Letter of Reprimand.



Officer Nicholas Wasche 10-23-14
Date of Receipt



Inspector Sullivan 10-22-14
Date

CC: Inspector Sullivan
Personnel
IAU