

TRUCK SAFETY COALITION

★ HELPING FAMILIES & SAVING LIVES ★
FOR OVER 30 YEARS

LARGE TRUCK CRASH ACCOUNTS

With AEB, these horrific catastrophes can be averted

Anesa Noelle Acosta, Quintin Michael McGowan, Brekkin Riley Bruce, and Trentin Beau Bruce - Ohio

On July 9, 2020, Anesa Noelle (15), Quintin Michael (13), Brekkin Riley (8), and Trentin Beau (6), were with their father, Aaron Bruce, traveling from his home in Kansas City to his sister's home in Columbus, OH. The family was slowed in merging construction traffic when a semi pulling a loaded box trailer did not slow down and slammed into their car. The semi pushed them into the semi in front of them and then continued to push them into the wires and tie rods when the car burst into flames. Aaron was pulled from the vehicle with severe injuries, but the children were not able to be rescued. All four of them were killed. The driver of the truck that hit them had

methamphetamine and fentanyl in his system. He plead guilty to four counts of causing death when operating a motor vehicle while intoxicated and one count of causing catastrophic injury when operating a motor vehicle while intoxicated. He was sentenced to 45 years in prison.



Scott Arrington - South Carolina

On the morning of April 9, 2012, at 7:30 am, Scott Arrington was on his way to work in North Charleston, South Carolina, when he was hit and killed by a semi-truck. Scott was riding his motorcycle and traveling in the right lane of traffic, when the truck driver, who had been sitting in the center median, got tired of waiting on traffic. The truck driver suddenly turned right, crossed two lanes and hit Pina's husband. Even though Scott was wearing his helmet, he died from blunt force trauma to his head. The truck driver was charged with reckless homicide and taken to jail. He has since been released.



Heather Baker - Indiana

On October 27, 2020, Heather and her three colleagues were headed to spend a couple of days at a bed and breakfast. They were all medical professionals taking a break together during the height of the pandemic. They witnessed a collision between a semi and a pickup truck and stopped to check on the drivers. As they were heading back to their vehicle, another semi failed to slow down for the traffic from the first crash, struck a vehicle, jackknifed and the trailer hit Heather and one of her friends. Heather was killed. Heather had a smile that would light up a room, and her laugh was infectious. Heather not only worked in the medical field, she volunteered to serve the homeless, and she ultimately gave her life in service to others.



Sylvia Bingham - Ohio

On September 15, 2009, Sylvia was riding her bike to work when she was struck by a box truck and killed. The driver left the scene but a witness identified him to the police. He was eventually convicted of aggravated vehicular homicide.

Sylvia was a graduate of Yale and had recently begun work as an AmeriCorps volunteer at the time of her death. Sylvia dedicated her life to social justice. From environmental justice to issues related to economic inequality, Sylvia found every opportunity to make a positive impact.



Sylvia was intelligent and passionate. She was a dedicated friend and a talented cook. In 22 short years, Sylvia's impact on her various communities and the world at large was profound.

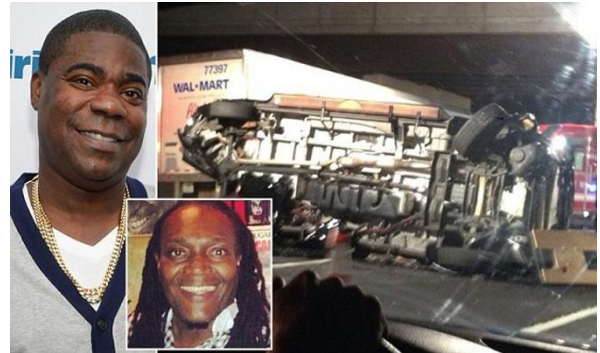
Kimberly and Piper Britton, Ulrike Blopleh, Vicky Palacios - Illinois

On Monday, July 21, 2014, a tractor-trailer driver traveling northbound on I-55 came upon traffic stopped in a construction zone, abruptly changed lanes and crashed into three vehicles. Four of the vehicle occupants were killed in the crash including Kimberly Britton, and her daughter, Piper, Ulrike Blopleh, and Vicky Palacios. Four other victims were injured and transported to hospitals. One of those was airlifted. It was later revealed that the truck driver was blind in one eye. The truck driver was indicted on 15 counts of reckless homicide.



James McNair, Tracy Morgan, Andre Fuqua, Jeff Millea, Harris Stanton - New Jersey

On June 7, 2014, the dozing driver of a speeding tractor trailer slammed into the back of a vehicle carrying comedian Tracy Morgan and his associates, causing it to spin and flip over. At the time of the crash, the Morgan vehicle was slowed due to construction traffic. The crash created a chain reaction involving six vehicles total. A criminal complaint against the truck driver cites that he had been awake for more than 24 hours prior to the crash. James McNair was killed in the crash that also seriously injured Morgan and Millea, and injured Fuqua and Stanton.



Lindsey Williams, Yazmin and Arielle Goldman, Yvette Williams, Jamin and Jazmin Osborne, Amado Mangual - Indiana

On August 15, 2013, the family's SUV was stopped in traffic approaching a work zone when they were rear-ended by a speeding semi-truck that failed to slow or stop for traffic. The initial impact pushed the SUV into another semi ahead of them. The SUV subsequently burst into flames. The crash took the lives of Lindsey Williams, 27, and her two children, Yazmin Goldman, 5, and Arielle Goldman, 3, Lindsay's sister Yvette Williams, 35, and her two children, Jamin Osborne, 5, and Jazmin Osborne, 7, and the Williams sisters' Uncle, Amado Mangual, 49. The truck drivers involved suffered minor injuries.



Morgan Lake - Maryland

On July 19, 2013, while slowed to a near stop for traffic on the Chesapeake Bay Bridge, Morgan's car was hit from behind by a distracted truck driver traveling at approximately 50 mph. The impact sent Morgan's car up and over the bridge railing, where it teetered before plunging 27 feet into the water. The impact shattered the windows, and the car rapidly filled with water. Morgan freed herself from the car and swam to a bridge support pillar. She was rescued from rocks at the base of the bridge pillar and treated for shock and injuries.



Brian and Aaron Lee and Stephanie Swaim - Indiana

On May 13, 2017, Brian Lee, Aaron Lee, and Stephanie Swaim were stopped in traffic that was backed up due to a brake fire on a car carrier, when they were rear-ended by a distracted semi driver. The car was pushed underneath the flatbed semi ahead of them, caught fire, and Brian, Aaron, Stephanie, as well as the truck driver, were killed at the scene.

Brian Lee was a hard-working devoted father who loved spending time with his family. He loved God, hunting, and fishing. His belly laugh and smile filled the room. His love for God and family will always be remembered.



Chuck Novak, Theresa Seaver, Alvin and Gail Kimble, Amber Reid - North Carolina

Charles “Chuck” Novak, Theresa Seaver, Alvin and Gail Kimble and Amber Reid died as a result of a multi-vehicle truck crash on October 24, 2010, in Henderson County, North Carolina, caused by a speeding tractor-trailer that crashed into a line of cars stopped on Interstate 26 due to an earlier crash. Ten other victims were injured in the crash, one suffering permanent disabilities. The truck did not slow down or brake and there were no skid marks on the road.

The truck driver was charged with five counts of involuntary manslaughter as well as charges of having falsified records and an improper medical certificate. The small company that the truck driver drove for had been cited a dozen times in 2010 for violations, and the truck driver had not been medically examined or certified.



Susan, Peter and Matthew Slattery - Ohio

On August 16, 2010, Susan and her sons, Peter and Matthew, were on their way home from Ohio when only an hour into their drive they were rear-ended by a truck driver who fell asleep behind the wheel of a triple trailer truck. The impact of the crash pushed the Slattery family's car into the semi in front of them killing Susan and critically injuring Peter and Matthew. Following the impact with their car, the truck went on to hit two other semis and four more passenger vehicles before stopping in the divider and bursting into flames. Peter suffered a broken pelvis and a facial fracture. Matthew, who was in a coma from massive head trauma, is now permanently disabled. Ed has participated in many interviews on truck driver fatigue and in support of truck safety improvements.



Nick Liberatore - Maryland

Nick Liberatore, was killed on June 9, 1997, just south of the Delaware/Maryland state line, by a fatigued truck driver. Nick was traveling to Six Flags Great Adventure in New Jersey with five or six carloads of friends. When the cars were separated while traveling north on Interstate 95, a few of them pulled over on the shoulder of the highway to wait for the others to catch up. Nick was sitting in the back seat of a car on the shoulder of the highway when a tired trucker carrying a load of steel veered across three lanes, and ran over the car. The truck driver had not slowed as he approached the toll booth which was about 1,000 feet past the crash site.

**Wanda and John Lindsay - Texas**

Wanda and her husband John were on their way to Kentucky to visit family on May 7, 2010, when they stopped for traffic on I-30 as they were coming into the west side of Texarkana, Texas. They were the last car stopped in a two mile long, very visible line of traffic, in a well-marked construction zone when a Celadon tractor-trailer slammed into the rear of their car. The truck was traveling 65 mph with the cruise control engaged when it hit John and Wanda. John died on Mother's Day, May 9, as a result of his extensive injuries. After the crash the Lindsay family learned that about two months prior to the collision the truck driver had been diagnosed with severe, uncontrolled sleep apnea, which among other health issues results in chronic, serious fatigue. Yet, he was still allowed to drive a truck even though he was not being treated and monitored for his condition.



Vickie, Curt, Crystal, Cody and Abbey Johnson - South Carolina

On October 1, 2009, Vickie and Curt Johnson were on the way to the beach with their daughter Abbey and Vickie's stepchildren Crystal and Cody. As they headed across a bridge near Florence, SC, they noticed a stalled dump truck in the right lane. The dump truck had his flashers on and the Johnson family found themselves stuck behind the dump truck and unable to get into the left lane because of traffic.

As the Johnson family waited for an opportunity to move around the dump truck a semi-truck slammed into the rear of the family's car causing it to burst into flames. Crystal and Curt were killed in the crash.

Vickie, Abbey and Cody survived the crash with serious injuries. The Johnson family later found out that the truck driver's cell phone records indicate he had been using his cell phone around the time of the crash.

**Bill Badger - Georgia**

Bill Badger, was killed on December 23, 2004, just over the Georgia state border by a tired trucker who fell asleep at the wheel and crashed into Bill's car as it was slowed in traffic. At the time of the crash, Bill was on his way to the airport to fly to New Jersey and join his four children for Christmas. The truck driver stated that he had been driving all night in order to get to Atlanta by 7:00 a.m. so that he could be assigned to another truck which was headed to Florida. The driver had been enticed to make the overnight drive on time in order to spend Christmas at home in Florida with his family.

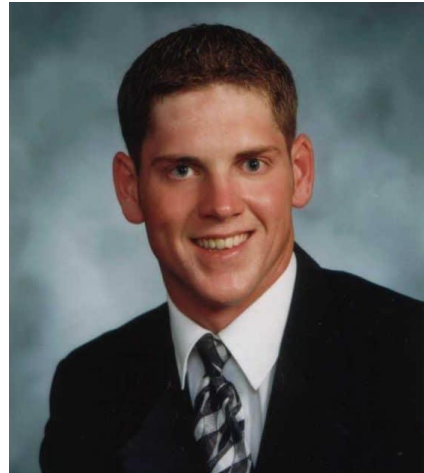


David and Mary Kathryn Mathis - Florida

On March 25, 2004, David and his wife Mary Kathryn, were killed in a truck crash in Titusville, Florida as they drove home from their honeymoon. They had only been married for five days. David and Mary Kathryn were stopped in traffic because of an earlier wreck on I-95 when a truck driver, who had fallen asleep behind the wheel, rear-ended their car. The impact of the crash shoved them into the back of the truck in front of their car and set the car on fire.

**Orbie Wilburn - Oklahoma**

On Sept. 2, 2002, Orbie was killed instantly when a tired truck driver slammed his semi into the rear of Orbie's car doing an estimated 75 miles per hour. Orbie's car, which was stopped behind another semi due to a stalled car on the highway, exploded on impact. After the crash, it was revealed that the truck driver who crashed into Orbie's car had repeatedly falsified logs and violated safety procedures while the company he worked for turned a blind eye.

**Stone and Holt Weeks - Virginia**

On July 23, 2009, brothers Stone Weeks, 24, and Holt Weeks, 20, were happily on their way home to Washington DC from Rice University in Houston. They were to visit friends and family and to celebrate Stone's work at the inaugural publication event honoring The Wilderness Warrior: Theodore Roosevelt and The Crusade for America. Stone was author Douglas Brinkley's researcher for the history book. Holt was a history student and summer research intern for other professors. Both worked at The James A. Baker III Institute for Public Policy.



Driving on Interstate 81 in Virginia with only an hour left to go, Stone and Holt were in the right-hand lane preparing to exit onto Interstate 66 -- when traffic stopped because of a jackknifed tractor trailer ahead. The brothers stopped at the end of the miles-long line, and were then slammed from behind by a 40-ton Peterbilt tractor trailer rig traveling full-speed. The severity of the impact shot Stone's and Holt's car under the tractor trailer ahead of them. Catastrophic fire obliterated their car and both tractor trailers. This carnage and devastation melted and seared the road to the extent it had to be remilled and repaved. The striking truck with refrigerated trailer was hauling fruit cross-country from California to Maryland and the two men inside were able to escape. The man who claimed to be driving said he did not remember anything. The other claimed to be asleep. No blood alcohol tests were ever done. There had been warning signage overhead signaling traffic was stopped ahead. The crash occurred on a straight away with clear visibility. Stone's and Holt's parents learned that the drivers responsible for killing their only children, were -- a 21-year old on his first professional cross-country trip who had recently obtained a CDL with the minimum training required, and a 24-year old owner-operator whose license was suspended on a DUI conviction. Stone's and Holt's remains could only be identified through dental records and DNA mouth swabs from their parents.

Santiago Calderon - California

On April 10, 2014 I was in the last few months of my senior year in high school. I was accepted to Humboldt State University and was offered a free trip to tour the school. Of course I said yes and met in LA to board a charter bus. With over 40 other high school seniors at the time, 3 chaperones from Humboldt State and the bus driver.

It was to be about a 10-12 hour trip that day. About 7 hours into the trip, a FedEx Double Tractor trailer truck, heading south on the I-5 freeway, crossed over the median and crashed into the charter bus I was in head on. We were on the other side of the highway heading northbound.



After impact I instantly stood up, looked to the front of the bus and it was engulfed in flames. I knew it was going to explode and I had to escape, in order to survive. Frantically I look for any way out, couldn't find one. I remember accepting death in those very moments. Suddenly, I see a kicked open window and get out head first. I landed on my shoulder, from jumping out, in excruciating pain with full belief I had broken it. Adrenaline filled my body and I forgot about the pain for some time. The bus had not yet exploded and I knew I had to get away because the fire was getting bigger and bigger.

It looked like a war scene, blood, smoke and burns were on people's faces. I was in complete shock. I turn around and look at the Charter Bus and FedEx truck. 3 explosions then went off from the fire and I had this instant feeling people were dead. I feel like I'm there as I write this. It's such a sad, overwhelming feeling then and now.

It's so sad to say, 10 innocent lives were taken that day. 5 high school seniors at the time, all 3 chaperones and both drivers of the vehicles. They were such beautiful souls, from the short time I experienced with them. May they forever Rest In Peace.

Kaitlyn Cooley - Missouri

On August 25th, 2020, at 5 a.m., Kaitlyn was on her way to work. She had passed a semi driver and went to exit the interstate. All she saw was headlights, and then there was a loud and heavy impact. The semi driver was not paying attention and hit her going 70 mph, while Kaitlyn was only going 40 mph. Kaitlyn sustained significant injuries, she has several discs out in her neck and back, a brain injury, and PTSD, at only 20 years old. Kaitlin pushes through the bad days to make them good and works hard to have a normal life with her wonderful baby girl.



Karen Goggin - Virginia

On July 15, 2021, Karen and her husband were driving from their home in Virginia to Decatur, Georgia. They were on their way to help their son move out of his apartment. Shortly after lunchtime, they entered a construction zone and were stopped safely behind a line of traffic on I-85 in South Carolina. A semi-truck failed to stop and hit them from behind. Karen was killed in the crash, along with two others. Her husband was injured in the crash but survived.



At the time of her passing, Karen had just retired and moved to Virginia to be closer to family. After spending nearly 40 years as a nurse, she was finally ready to relax, travel, and watch her two sons make lives of their own. She was a cancer survivor and battled fiercely for her family and friends. She spent every day savoring the little moments with loved ones and devoting her time to bettering her community. She is survived by her husband, Tom Goggin and her two sons, Brian and Sean Goggin.

Trevor Doom - Kentucky

On August 2, 2021, Trevor Doom, age 26 along with his fiancé, her mother, her mother's boyfriend, and a 14-year-old cousin of the fiancé were in their car exiting the driveway of a business when semi driver ran a red light and hit them broadside. 5 lives were lost in an instant from the impact of the crash. Trevor was the front seat passenger. It was estimated the semi was traveling 55 to 60 mph at the time of impact. Trevor and his fiancé were recently engaged and formal introductions of their families were never able to occur.



Trevor Doom was born 3 months prematurely weighing only 1 lb 11oz. He was given only a 10-15% chance of surviving. He spent 3 months in Kosair Children's Hospital before coming home with only mild cerebral palsy. His parents were told that he may never walk, talk, see, or hear but he overcame all other odds and lived only with his left side being weaker than his right. He never let his disability slow him down on pursuing his dreams. He wanted to become the 3rd generation volunteer firefighter in his family just as his grandfather and uncle had been, which he did through hard work and perseverance.

He not only became a firefighter, but he had been the fire chief of the Wickliffe Rural Fire Department for two years when he passed away. He was known as the 1st to arrive on scene and the last to leave the station after cleaning up after a call. Trevor Doom dedicated his life to serving his community and giving back to others. He loved telling people how you can achieve anything if you believe in yourself. He would tell you that he never looked at things with an "I can't" attitude, but rather "how can I adapt this situation with my limitations to achieve what I want."

Anna Guardipee and Jenny Burton - North Carolina

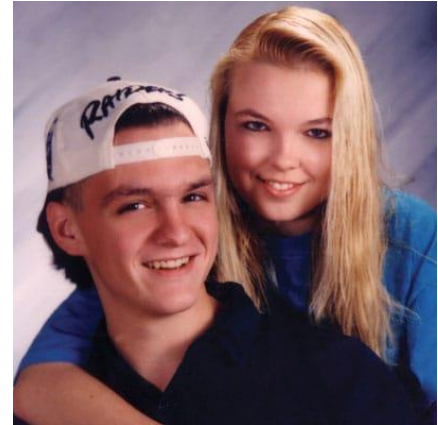
On October 27, 2019, Anna and Jenny were returning to Virginia from a trip to North Carolina for Anna's granddaughter's baptism. They were stopped in traffic on I-77 when a distracted semi driver failed to notice the stopped traffic and slammed into the back of their car, pushing them into the semi they were stopped behind. Jenny and Anna were air lifted to the hospital. Jenny died on November 2, having never regained consciousness. Anna survived and is paralyzed from the waist down. In the county where the crash occurred, the prosecutor determined the charge for the



driver would be a misdemeanor. Anna and her community organized a letter writing campaign, demanding the driver be charged with a felony for causing Jenny's death. The campaign was successful, and the driver eventually plead guilty to involuntary manslaughter and assault with a deadly weapon inflicting serious injury. He was sentenced to 10 months in jail.

Jeff Izer and Angie Dubuc - Maine

On October 10, 1993, Jeff Izer and Angie Dubuc were killed by a fatigued Wal-Mart truck driver. They were with a group of friends, on their way to a haunted hay ride. They had pulled into the breakdown lane on the Maine turnpike, when the truck driver fell asleep and ran over the top of their car. As a result of this horrific but preventable crash, four teenagers were killed and one was seriously injured.



Bill Bailey - Colorado

On April 25, 2019, Bill was on his way home from his passion, flying his RC planes. He was slowed in traffic on I-70, when a semi slammed into the line of traffic at nearly 85 mph. The driver had burnt out his brakes traveling out of the Rocky Mountains, failing to use any of the available options to avoid such an outcome as he descended the steep terrain. Bill was killed along with 3 other people and many more were injured. The driver was convicted on 27 counts and sentenced to 110 years in prison. The sentence was later reduced to 10 years by the governor. The issues surrounding the crash that took Bill's



life are numerous. The driver was not well trained and should not have been in the mountains, the owner of the company had little experience and carried only the federal minimum \$750,000 insurance policy, which was exhausted before many victims had time to recover any damages, and the public outrage at the driver's 110 year sentence as well as the governor's subsequent commutation, ahead of an already scheduled hearing, did nothing to help the grieving families. Bill's wife, Gage Evans, has worked tirelessly to advocate for justice and truck safety reform in his honor.

Dylan Wood - Georgia

On November 21st, Dylan was involved in a hit and run early in the morning by a semi-truck, which, without attempting to swerve or slow down, drove over the top of his Honda Accord and fled the scene without calling for help.

Thankfully, witnesses called 911 and he remains in ICU where he is receiving treatment for multitudes of life altering injuries including traumatic brain injury, fractures to the skull, neck, and back, as well as internal injuries.

Dylan's injury/condition is a C1 Complete Spinal Injury, which means he is now a quadriplegic and has no feeling or control of any muscles other than his face and mouth; he cannot hold up his head or turn his neck without assistance and the doctor have stated that due to the severity of this injury, the likelihood of Dylan regaining function of his limbs is highly improbable. Also due to the severity of Dylan's spinal cord injury, his body was not able to naturally be weaned off the ventilator; however Shepherd Center was able to eliminate his vent dependency through the use of a Diaphragmatic Pacemaker (DPS). A DPS stimulates the diaphragm's nerves, forcing the lungs to suck in air. Even so, Dylan's trach tube remains, and a backup ventilator and oxygen tanks will forever live in the home in case of emergencies. His wife, Alexandra, had to drop out of law school in order to help support the exorbitant cost of Dylan's medical care and provide him with the caregiving he now needs.



Eileen, Brandon and Bryan Kosc

On August 12, 2013, Eileen and her two sons, Brandon (12) and Bryan (7) were headed home from a vacation at the beach in Ocean City, Maryland. They were almost home when, in Smyrna, Delaware, they experienced a traffic back-up and the cars were at a complete stop. The Kosc's car, while almost fully stopped, was hit by an inattentive box truck driver going approximately 65 mph at 10 pm that night. Part of the truck came through the back window striking Bryan in the head and he experienced severe head trauma. The truck



continued on and hit four other vehicles before finally coming to a stop. Eileen and Brandon were all taken to the hospital with injuries, but Bryan did not survive. If that box truck had been equipped with AEB, Bryan would likely still be here today.

Sandra Anderson, Tiffany Watts, Kelsie and Savannah Garrigues – Tennessee

On June 25, 2015, Kelsie and Savannah Garrigues arrived in Atlanta for a summer visit with their mother, Tiffany Watts. Tiffany and her mother, Sandra Anderson, picked Kelsie and Savannah up at the airport and were headed home to Tennessee. The four of them were stopped in construction traffic on I-75 near Chattanooga, TN, when a tractor-trailer failed to stop in time and collided with eight vehicles. The truck traveled more than the length of football field from the initial point of impact to its final rest position. In total, six people, including Tiffany, Kelsie, Savannah, and Sandra, were killed and another six people were injured in what several veteran officers stated was the most horrific crash they had ever seen. This was one of the few surface transportation crashes that the National Transportation Safety Board (NTSB) investigated that year.



Dana Wood – Virginia

Dana Wood and a friend were killed on October 15, 2002 on I-95 in Virginia. Dana and her friend were driving to East Carolina University when a truck driver, who neither slowed nor attempted to change lanes, struck Dana's car pushing it 1,500 feet down the highway. He had already clocked nine hours behind the wheel on that day and was driving on a suspended license.



Betsy Wood – Texas

On September 20, 2004, Betsy Wood, her daughter Lisa Wood Martin, her three grandchildren, Chance, Brock and Reid Martin, were killed just outside Sherman, Texas. A tractor trailer driver fell asleep behind the wheel and crossed a median into oncoming traffic on a busy North Texas highway. The driver collided with two vehicles, killing a total of ten people and injuring two more. The truck driver eventually pleaded guilty to 10 counts of manslaughter in the 2004 crash. It was this particular crash that set an investigative team from The Dallas Morning News on a 14 month-long exploration that revealed – among other things – unqualified drivers, dangerous working conditions, lack of safety inspections, and very little oversight of an industry that affects every city in the country.

