For safety's sake

Truckers say, 'Share the road'

Every Warnet inclusives of the deliver of the deliver of the small four-wheeler. That's what the driver of the small car who just did something cracy and nearly caused an accident.

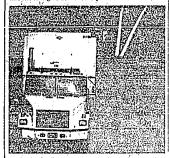
How often do these near-accidents occur?

These some form of safety violation at Janat five times a day. "said Geny Gourlay, trucker for Canton-based A.D. Transport Express inc.

Each week, Gourlay logs about 1.600 miles on his daily run from Reseville to un auto plant in Saginaw. Still fresh in his raids of the pick-up driver who just the day before on 1.94 near Reseville had cut right in front of him, forcing him to hit his brakes.

Thou he hern at him. He just turned end looked at me and smiled."

Road safety for both truckers and small vohicle drivers allke is the top priority of the Lansing based Michigan Truck Subty Commission.



Give 'em room: Above, trucks, like this rig enter-ing I-96 from Newburgh Road, need to be given room to merge onto the freeway as they get up to speed.

On the read: Each week, Gerry Gourlay, at right, logs 1,500 miles on his daily run from Roseville to Saginaw. The ex-Marine, who lives in Taylor and is close to retirement, has been driving trucks for 36 years.

Through the glore: Far right, a trucker looks down on traffic from a dig rig as the sun come up going east on Michigan Avenue in Canton.

If AAA is known for "Bring 'em Back Alivo", thin the MTSG is known for "Share the Road, Michigani, 'g slogan down seen on billhoards on Michigani reserves with medic commercials."

Through the advertising, the MTSG hopes to promote beitte endigestanding and greater cooperation this summer beitween texteers and everyday drivers, especially with both now having to cope with end has construction-coines. One states show that more than 70 percent of slarge truck necidants involving cars are canned by the ear, 'asid Ed Gaffano', MTSG director.

"By unders' anding the special rules of the road involving truck, we shope to minimize acidents and have a safe summer driving season."

The statistic gate were more critical when you pled with this: Wille the 'ard driver is meat apt to cause an acident,' its the 'ard driver who is most kept to survive.

"I've soon many collisions, and its the truck that comes out absend, and the 'bright free who is most ept to survive."

"I've soon many collisions, and its the truck that comes out absend, and the productive who is most ept to auritive."

"I've soon many collisions, and its the truck that comes out absend, and for the productive who is most ept to a truck."

When the late of the the form of the Dept tunch. Echoes Gourlaw. I'll was it as a resident, I'd was to be in a truck."

Vetoran trucker

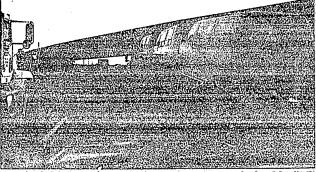
Rehous Guntlay: "If wen'th' an Arridant, I'd wan to be in a twen,"
Vetoran trucker
Gourley, a groud ex Maynen, who lives in Taylor, and is close to relievening, that been driving trucker for 80 years. Four years ago to beoked up with.
A.D. Transport Express when the Wertland company he worked for moved to Ohio.

He new apende inciday's driving a diesel-powered 18-wheeler, carding meetly-autic parts uround southeant Michigant, The top meed he cought in the trader troiler is 69 MPH.

O'hie dolly top's from Rosseville to Sagintaw, his rig, stoffed with nato parts, can weigh up to 60,000 pounds.

Tracks that heavy take a long time to stop, smalling materiests don't realize as they don't and out of lame, forcing truckers to brake, evid Richard Kumiandi, also a trucker for A.D. Transport Express. port Express.





Contag through: The driver of this car hauler signals as he merges onto 1-275 from M-14 in the construction zone. It's helpful to truck drivers when other motorists are patient and let them merge. The Michigan Truck Safety Commission hopes to promote better understanding and greater cooperation this summer between truckers and every day drivers, especially with both now having to cope with endless construction zones.

having to cope with endless construction zones.

"I see potential accidents coveryley," said
Kaminaki, who lives it Wayne. "People de ptupid
things ardund tructs."

Beddes extition is 150 to of fast-moving but slowrtopping tructs, what are some of these "stupid"—
land maybe green deadly—things metorists do?
They telligate trucks, following too closely, Even
after 38 years as a trucker, Gearlay is still mystified as to why motorists do this.
In doing so, they hide in one of a truck's blind
spots, directly belished the truck of the truck are the
truck arive's rearrive mirror.

"They hong around the side directly outside the
truck drive's rearrive mirror.

"They hong around the side of you; they get
alongside you and stey there," Saminacht ead.
"We can't see in those blind spots."

From one such blind spot, on the right passenger side, drivers even make quick for turns in
front of trucks, a doubly deadly deed.

Cutting in

Cutting in

Much to the frustration of truckers, drivers jump into the "sale" opace truckers leave hotween



their truck and the vehicle ahead of them. This forces truckers into a temporary unaafe aituation, first clowing down and then building up to a safe, driving distance again. The slowdown also antagonizes drivers behand the truck.

"Your try to leave a distance, but cars jump in front of you," said Boljesie of the Canton police.

"They look at it is an invitation to get in." Geurly colls it the "me-fret" syndrous to follow. Everybody is an hurry. Nobody wants to follow. Everybody wants to be at the head of the line. But overybody exart be number one. Motoriets also fall to "hang back" while truckers eving out a bit to make wide turns.

They also fall to use their turning signals. "It's tough to read people's minds," Gourlay said. But truckers also do their own share of deadly deeds. These include driving too fast (especially gravel truck drivers, which Gourlay gargees are the covboys of the trucking industry), taking turns too fast, navigating circular freeway entrance and exit ramps too quickly, and some-Plones see YNUCKS, A10

More than 70 percent of all fatal currifuck crashes nationally are caused by the driver of the car. Most of these pecidents can be provented if car drivers learn the best ways to "share the road."

best ways to "share the road."

If There are more cars and Lucks on the road today than over before. With the increased vehicle traffic—as well as the increased traffic due to the summer travel season—drivers should be more aware than ever of how to share

road.
here is a record amount of construction projects going throughout metro Detroit this summer. Because of this instruction, frustrations may run high but solety should

not be compromised.

Matro Detroit is an important trucking region because it is a crucial economic import/export gateway to and from





ion on to our website www.jcpenney.com