

CHAPTER 8

SHARING THE ROADWAY

8.1 SHARING THE ROADWAY WITH MOTORCYCLISTS

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8.1

Sharing the Roadway with Motorcyclists

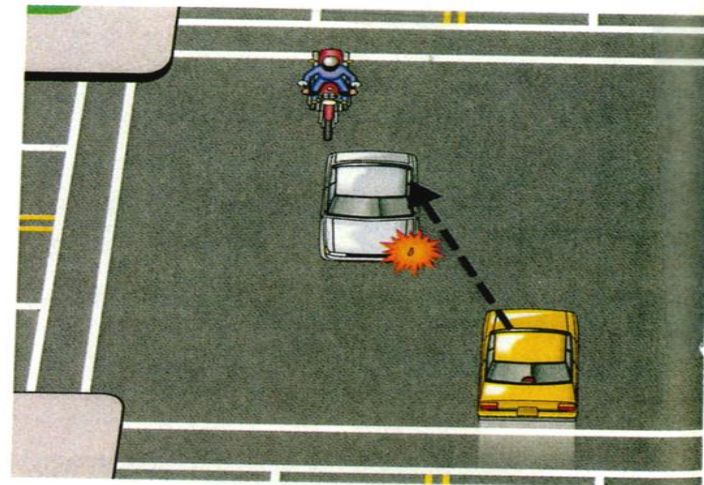
As a driver of a larger vehicle, you must accept the major share of responsibility for protecting motorcyclists as they interact within the HTS. Show cyclists the same courtesy you show other drivers.

Using the IPDE Process

Most low-risk drivers tend to be alert for other cars and larger vehicles that might cause conflict. Because motorcycles are smaller and are driven in several different lane positions, they often are not identified in time to prevent conflict. Make a special effort to use the IPDE Process.

The Identify step is crucial for drivers because motorcycles are more difficult to see. Search all the zones so you will not be surprised by the sudden appearance of a motorcycle.

Predict actions of motorcyclists that might enter your path. Base your decisions on the problems that confront the motorcyclist, and execute your actions. Use every technique possible before a closed zone or conflict occurs. The driver in the yellow car in the picture is looking through the approaching car's windows to see the motorcyclist or other roadway users.

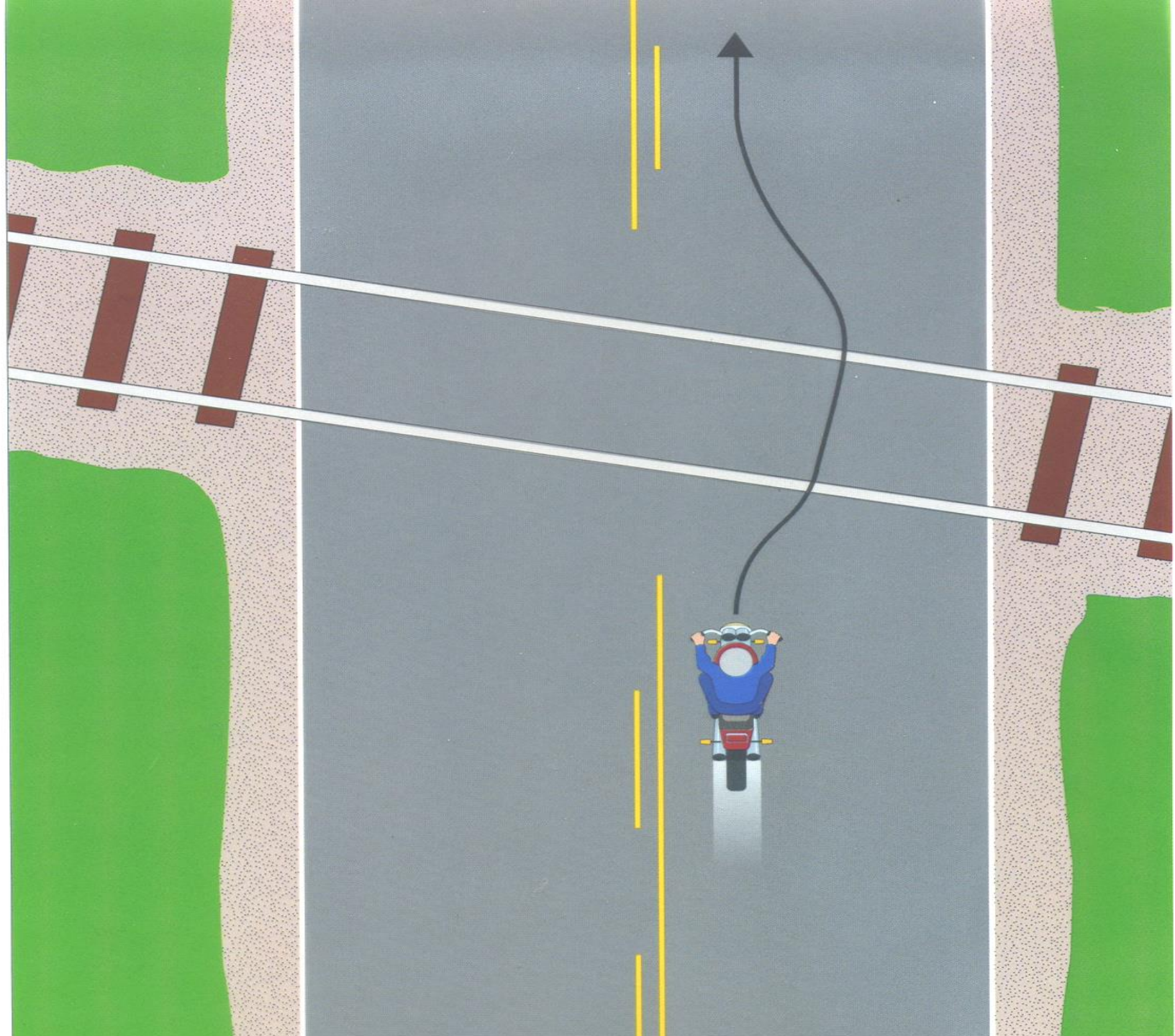


Scan through the windows of other vehicles to see motorcyclists or other roadway users.

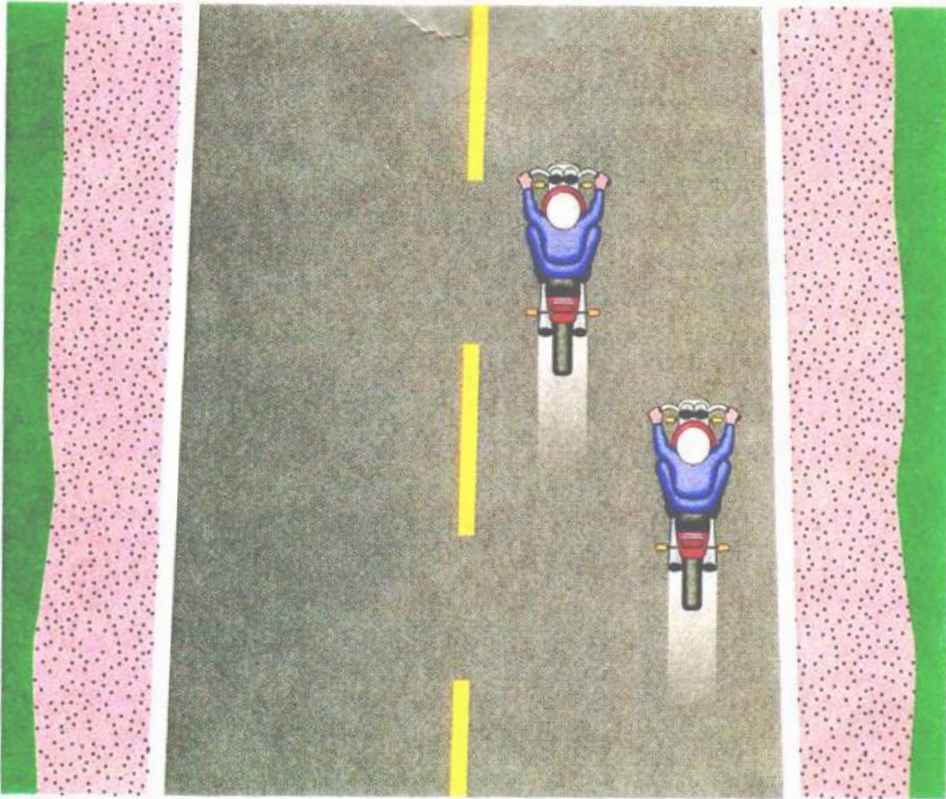
Special Riding Problems

Motorcyclist Crossing Railroad Tracks Railroad tracks are a special problem for motorcyclists. Motorcycle tires can get caught in the grooves of the crossing, causing the motorcyclist to lose balance. A cyclist should cross railroad tracks as close to a right angle as possible, as long as this does not cause the cyclist to enter another lane.

Motorcyclists Carrying Passengers A motorcycle carrying two people requires extra caution from other vehicle drivers. Be alert for a difference in acceleration, braking, and turning when a motorcyclist is carrying a passenger. A passenger can create balance and control problems for the cyclist by leaning the wrong way in curves and turns.



How Motorcyclists Can Help Other Vehicle Drivers



By riding offset, motorcyclists are more easily seen.

Riding in Groups Motorcyclists often travel in groups. When you see one cyclist, be prepared to see others. Cyclists should not ride side by side in traffic. They should be in an offset position, as the picture shows. By riding offset, each cyclist is more easily seen by others and has more space to swerve safely, if necessary.

Riding at Night

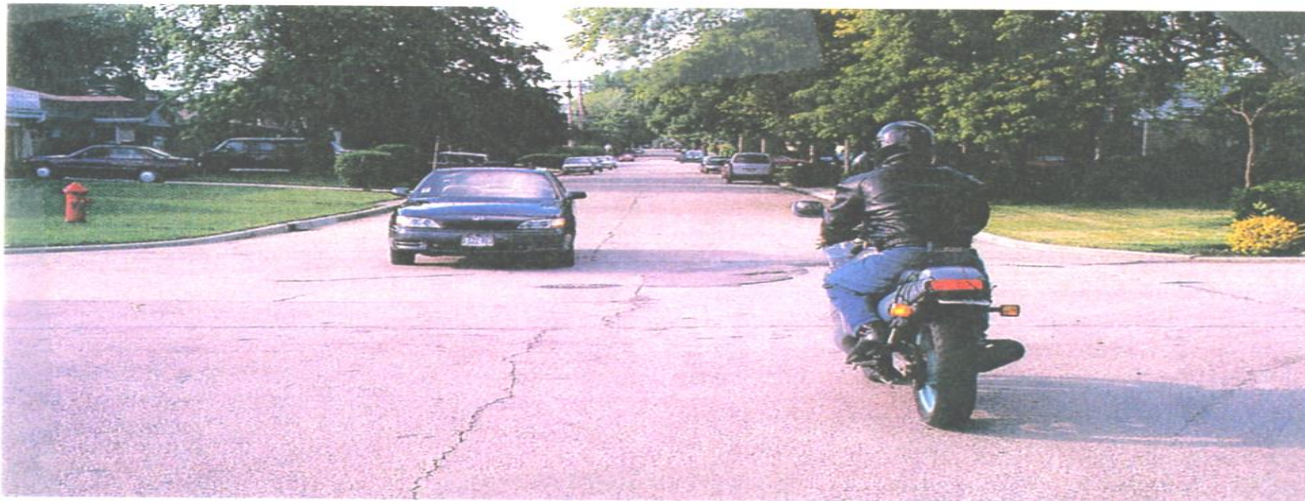
Motorcyclists should take added precautions when riding at night. They can make themselves more visible by putting reflective tape on helmets and clothing and by having reflectors on the motorcycle.

Where to Look for Motorcyclists

Look for motorcyclists in the following situations.

Vehicle Turning Left in Front of Motorcyclist When you plan to turn left across one or more lanes of traffic, be sure your planned path of travel is clear. Even though the cyclist in the top picture on the opposite page is signaling for a left turn, the car driver should predict that the cyclist will continue straight. The car driver should complete the left turn only after scanning front and side zones and after the cyclist has entered his left-turn path.

When you make left turns at night, be especially watchful for oncoming vehicle headlights. The single headlight of a motorcycle can be confused with a larger vehicle that has only one working headlight.



The car should let the motorcyclist start the turn first.

Remember the motorcyclist from chapters 2 and 7?

Observe the color of the lights above the intersection



Vehicle Turning Right at Intersection or Driveway Drivers of larger vehicles who do not check their rear zones frequently might not be aware of traffic to the rear. Therefore, they may turn right directly in front of a motorcyclist, as the picture below shows.



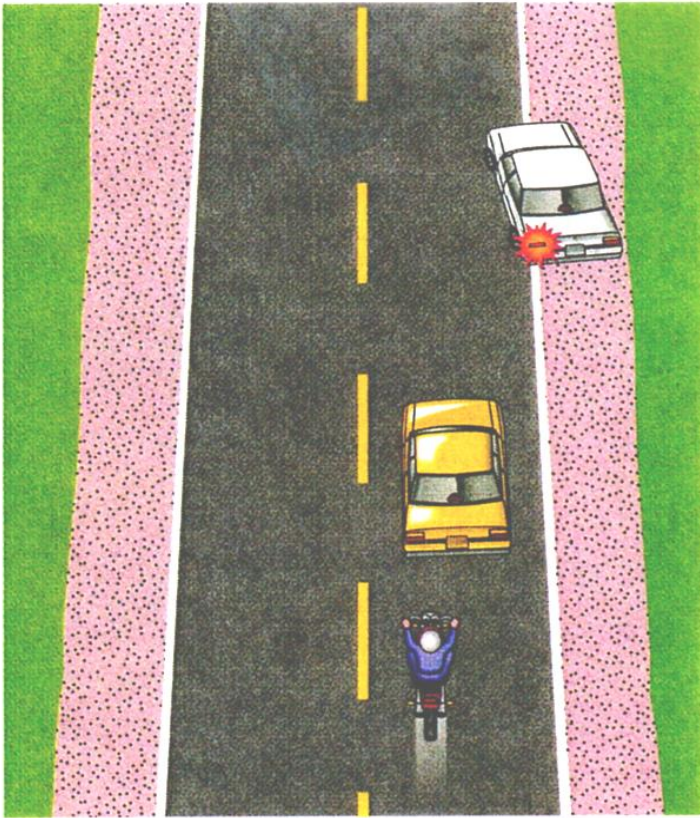
Motorcyclist Turning Left When you are approaching an intersection and there is oncoming traffic, expect smaller vehicles to appear in your path. An approaching motorcyclist who is about to turn left could be blocked from your view. Search your front zones and be aware of any limited sight distance to your left. Be prepared to act to avoid conflict.

Motorcyclist Passing Vehicle on Right or Left

Motorcyclist in Driver's Blind Spot

Tailgating Motorcyclist

Check your rearview mirrors often and increase your following distance if a cyclist is following you.



Watch for tailgating motorcyclists if you must slow or stop suddenly.

Motorcyclist Meeting an Oncoming Vehicle You are more likely to see an oncoming motorcyclist in the daytime if the motorcycle's headlight is on. Many states require that the motorcycle's headlight be on at all times. All motorcycles manufactured today have the headlight come on when the ignition is turned on.

Passing a Motorcyclist



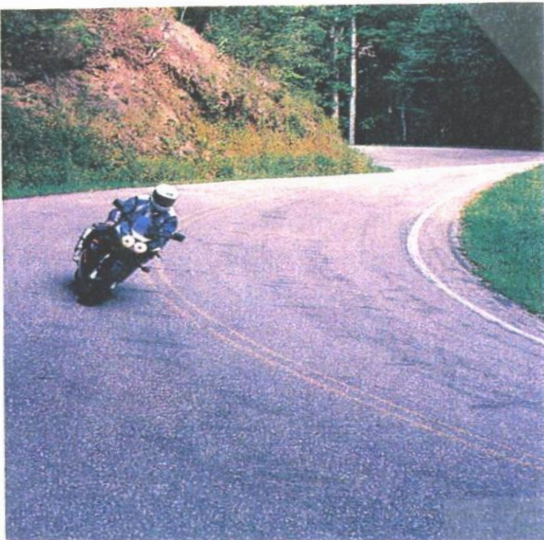
Use the entire lane when passing a motorcyclist. Use lane position 2 when you can

Protecting Motorcyclists

Unlike a driver protected inside a larger vehicle, a motorcyclist is fully exposed to dangers that could cause injury or death. For this reason, you must accept an extra share of responsibility for avoiding conflicts with cyclists. With a larger vehicle under your control, you have the power to cause far more harm than a cyclist. Handle this power with respect.

Motorcyclists Can Lack Experience and Skill

Handling Traits of Motorcycles



Motorcyclists lean when making turns. Watch a motorcyclist's shoulders to anticipate turns.

Increase Your Following Distance

A motorcyclist's balance and stability depend on two small areas of tires that grip the roadway. Water, sand, oil, wet leaves, potholes, or loose gravel reduce traction and can make motorcycle control even more uncertain.

Make the Motorcyclist Aware of You

The small size of the mirrors on the handlebars and the vibration of the motorcycle can restrict the motorcyclist's view to the rear. Keep extra space in your front zone when you think a cyclist is unaware of your presence.

Remember from chapter 4, a recommendation of the Smith System is "Make sure they see you." That applies to all vehicles on the road, motorcycles, bicycles, mopeds, etc., not just cars.

8.2

Motorcyclist Actions Can Affect You

How Motorcyclists Ride

Because motorcyclists share the roadways with others and present special problems, they should develop safe riding skills. All states offer motorcycle safety courses taught by instructors certified by the Motorcycle Safety Foundation. Proper training and widespread helmet use have helped reduce motorcycle fatalities. The student riders in the picture are practicing balance and turns in a motorcycle-riding course taught by a certified instructor.

Braking and Accelerating

Loss of Balance

Following Distance

Motorcyclists should increase their following distance to reduce risk of collisions.



Taking a certified training course can help motorcyclists reduce their risks.

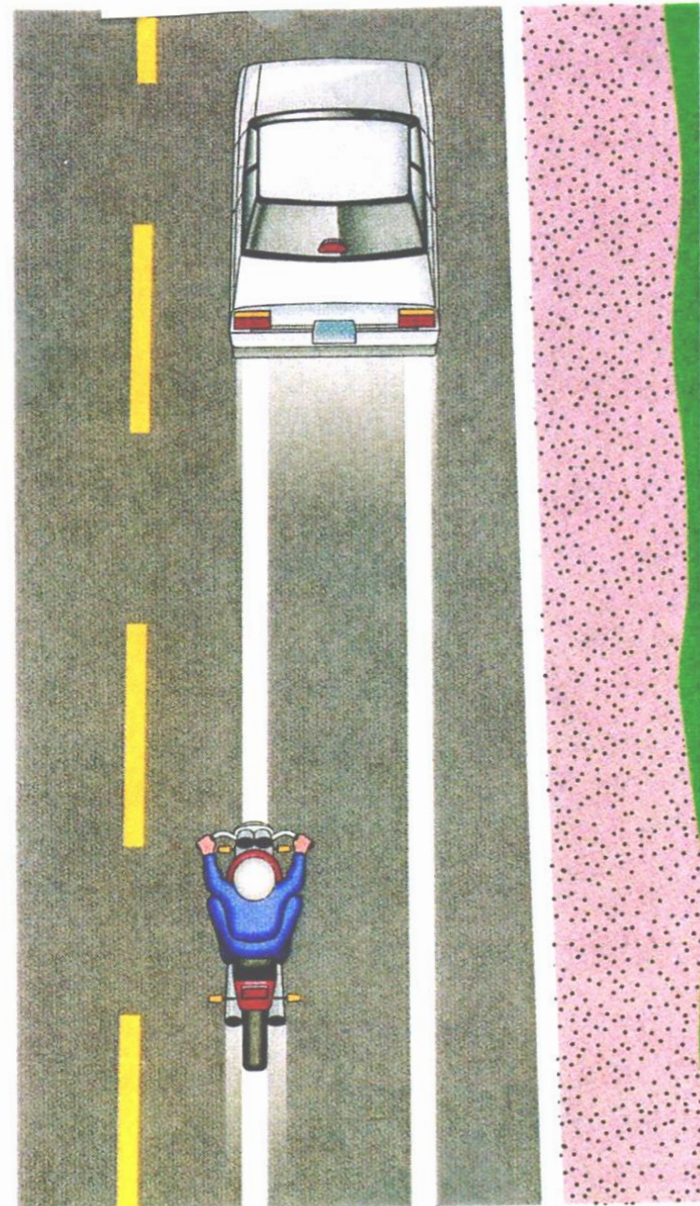
Use of Protective Equipment

A motorcyclist's protective equipment includes the following items:

- helmet—the headgear worn to reduce or prevent head injuries
- eye-protection—goggles or a face shield
- heavy shoes or boots
- full-length pants and jacket made of durable material
- full-fingered gloves

Helmets are required by law in most states and are important in saving lives. In a collision, a cyclist who does not wear a helmet is far more likely to suffer fatal neck and head injuries than a rider who does wear a helmet.

A smart motorcycle driver never rides in the center of a lane. Why?



Motorcyclists can gain traction on wet roads by riding in another vehicle's wheel track.

Legislature unlikely to try for motorcycle helmet law

Helmets

Of the 57 people who died last year in Iowa motorcycle accidents, at least 47 weren't wearing a helmet.

2006 MOTORCYCLE FATALITIES

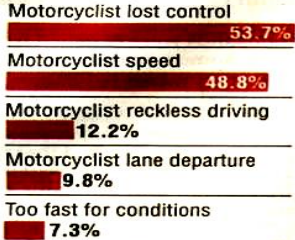
NO HELMET 82.5%



Reasons for crash

Speed was cited as a contributing factor in nearly half of all motorcycle crashes in 2006.

TOP FIVE REASONS FOR CRASH



Note: Investigators could select more than one contributing factor in a crash.

Source: Iowa Department of Transportation
THE REGISTER

Motorcycle fatalities

Fifty-one people were killed in Iowa motorcycle crashes between Jan. 1 and Aug. 31. This year's death toll is on pace to pass the recent high in 1988 and has recorded five more deaths than at the same time last year.

YEAR	CRASHES	INJURIES	FATALITIES
1960	269	N/A	7
1961	257	N/A	7
1962	302	N/A	7
1963	418	N/A	11
1964	579	N/A	12
1965	1,041	N/A	19
1966	1,227	N/A	33
1967	1,181	1,129	26
1968	1,194	1,137	35
1969	1,176	1,086	28
1970	1,512	1,366	43
1971	1,835	1,682	41
1972	2,287	2,160	66
1973	2,925	2,823	72
1974	3,008	2,851	66
1975	2,669	2,428	62
1976*	2,800	2,400	68
1977*	2,563	2,400	69
1978*	2,516	2,400	79
1979	2,903	2,463	83
1980	3,100	2,737	76
1981	2,950	2,661	74
1982	2,152	2,048	66
1983	2,192	2,079	54
1984	2,132	2,091	44
1985	2,040	1,915	57
1986	1,905	1,816	53
1987	1,743	1,681	57
1988	1,723	1,508	58
1989	1,506	1,372	42
1990	1,352	1,264	37
1991	1,262	1,221	38
1992	1,086	1,052	29
1993	920	893	39
1994	932	865	30
1995	868	820	43
1996	754	710	16
1997	718	679	26
1998	646	638	27
1999	668	653	30
2000	774	779	32
2001	766	665	38
2002	769	662	41
2003	861	779	51
2004	847	807	37
2005	1,009	922	45
2006	N/A	N/A	57
2007**	N/A	N/A	51

* Injury number is an estimate
** As of Aug. 31

Source: Iowa Department of Transportation
THE REGISTER

Iowa is one of only three states without a helmet law.

8.3

Bicycles, Mopeds, and Motor Scooters

Bicyclists' Responsibilities

Bicyclists must share the responsibility for avoiding conflicts with other roadway users.

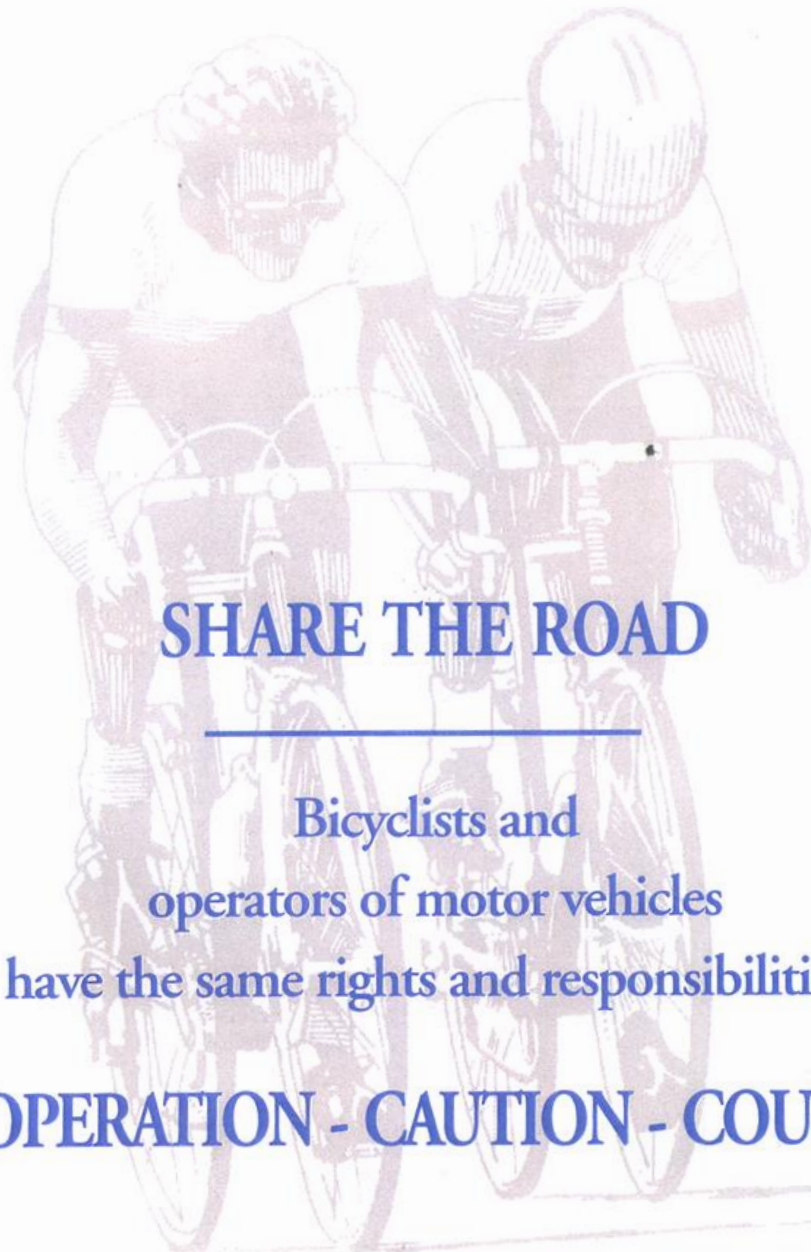
Be a responsible bicyclist by following these safe-riding practices:

- Wear a helmet for protection.
- Know the laws regarding roadway riding, lane position, and sidewalk riding.
- Obey all signs, signals, and laws.

In Iowa a bicyclist has as much right to use the road as any other vehicle

- Walk bicycles across busy intersections and yield to other vehicles.
- Wear light-colored clothing and have lights and reflectors on bicycles when riding at night.
- Do not wear earphones while bicycling. Wearing earphones while bicycling or driving a motor vehicle is illegal in many states.
- Keep bicycles in safe operating condition.

When riding at night use a headlight that is visible for at least 500 feet. Reflective tape on the frame and fenders of your bicycle, as well as on your helmet, adds safety for night riding.



SHARE THE ROAD

Bicyclists and
operators of motor vehicles
have the same rights and responsibilities.

COOPERATION - CAUTION - COURTESY

Reserved Lanes

On various roadways one or more lanes may be reserved for special vehicles. Reserved lanes are marked by signs stating that the lane is reserved for special use, and often have a white diamond posted at the side of the road and/or painted on the road surface. Do not travel in one of these lanes unless operating that type of vehicle.



(Left) This sign means the lane is for bus and car pool use only.

(Right) This sign means the lane is reserved for bicyclists.



High Occupancy Vehicles (HOV) lanes are reserved for car pools and vehicles with more than one person in them. Signs say how many people must be in the vehicle as well as the days and hours to which it applies. For example, "HOV 4" means there must be at least four people in the vehicle.

Be a smart driver. When you see a bike lane sign expect to see bicycles

Protecting Bicyclists

As a driver of a larger vehicle, give bicyclists extra space whenever possible. Some bicyclists might not be able to control their bicycles well. When following a bicyclist, be aware of the possible path the bicyclist might take. Railroad tracks, storm drains, potholes, puddles, and other roadway hazards may cause a bicyclist to swerve into your path.

Use the IPDE Process constantly as you encounter bicyclists. Scan wide enough to include the sides of the roadways as well as sidewalks.

Use these techniques to further prevent conflicts with bicyclists:

- Check rear zones and signal early when you plan to slow or stop.
- Help others identify a bicyclist by adjusting your position. At night, use low-beam headlights or a flick of high-beam headlights so that others can see the cyclist.
- Reduce speed and increase space when you are unsure of a bicyclist's control.
- Look for bicyclists before opening the street-side door of your vehicle.

**Never honk your horn at a bicyclist unless it is absolutely necessary.
Why?**



To pass a bicyclist safely, move to lane position 2.

Mopeds and Motor Scooters

A **moped** is a two-wheeled vehicle that can be driven with either a motor or pedal. Its name comes from *motor-driven bicycle* and *pedal-driven bicycle*. Like a bicycle, a moped can be pedaled and can be stopped with a hand brake. Like a motorcycle, a moped is powered by an engine and controlled by a hand throttle.

A **motor scooter** is also a low-powered two-wheeled vehicle. It is more powerful than a moped. A motor scooter is similar to a motorcycle, though most motor scooters require no shifting.

Moped and Motor Scooter

Restrictions Most states require moped and motor scooter operators to have an operator's license. Mopeds and motor scooters are restricted from certain high-speed roadways. Both the speed and the acceleration of mopeds are limited. Because they do not accelerate to traffic speed as quickly as a motorcycle or other vehicles, they may be unable to keep up with the traffic flow.

Responsibilities of Moped and Motor

Scooter Drivers Even though these vehicles are smaller than motorcycles, their drivers also can benefit from taking a rider-training course.

In addition to observing laws and local requirements, moped and motor scooter drivers should follow these guidelines:

- Wear protective clothing. At night, wear clothing that has reflective tape on it, as the picture shows.
- Have the headlight on at all times.
- Position the vehicle in the lane so it can be seen by others.
- Keep a space cushion between themselves and other vehicles.
- Use extra care when riding on wet or slippery surfaces.
- Concentrate on the driving task and use the IPDE Process.

We are assuming the mopeds and motor scooters are street legal



Reflective tape makes the motor scooter rider more visible to other drivers at night.

A street legal motor scooter. It has a headlamp, tail lamp, mirrors, turn signals and brake lamp on the rear.

8.4 Pedestrians and Special Vehicles

Pedestrians

Many pedestrians who do not drive are not fully aware of traffic laws and signals. Children and older people are most at risk. Children are less visible to drivers and often lack the judgment to know when it is safe to cross streets. Older people may not hear or see well and may be unaware of possible conflicts.

Other adult pedestrians may just get careless. They are drivers of vehicles and fully understand traffic laws.

Communicate with pedestrians so they will know you are there. A tap on the horn or a wave of your hand can give the message that you are there. Use the IPDE Process continually and always be ready to yield to pedestrians.



Be especially alert for pedestrians as you drive out of an alley or driveway because buildings can obstruct your view. Be prepared to stop.

WHERE ARE WE LIKELY TO FIND PEDESTRIANS?

Business Districts Many collisions involving pedestrians occur at intersections and crosswalks in business districts where there is often a high volume of traffic. Many pedestrians assume that drivers will yield the right-of-way to anyone in the crosswalk. Drivers, however, are often looking at traffic signals and other vehicles and may not see the pedestrian in time to avoid a conflict.

Rain and snow often cause pedestrians to be more concerned about protection from weather than protection from traffic. Be extra alert under these conditions. It is often difficult to identify pedestrians at night and during adverse weather conditions.

Residential Areas Many residential streets are used by children as play areas, as the picture shows.

Regardless of the legal aspect of children playing in the street, it is the driver's responsibility and obligation to make the utmost effort to prevent conflict. Search for pedestrians coming from between parked vehicles on residential streets.

Jogging Areas Although joggers are safer using a sidewalk or a jogging path, expect to see them on streets and in traffic lanes. Joggers should yield to moving traffic—but do not expect this to happen. Always be ready to slow, steer around, or stop for joggers.

Parking Lots

Parking lots present a high-risk area for drivers, riders, and pedestrians.

Follow these guidelines to lower your risk when driving in parking lots:

- Obey parking-lot speed limits.
- Follow the routes for traffic flow. Do not drive diagonally across parking-lot lines.
- Be alert for pedestrians, bicyclists, roller-bladers, and skateboarders.
- Avoid tight parking spaces. Try to avoid parking in end spaces.
- Drive far enough into the space so the front or rear of your vehicle will not extend into the path of moving traffic.
- Position your vehicle properly in the parking space.
- Secure the vehicle properly.

- Continually scan in all directions when backing out of a parking space. If vision is blocked by a large vehicle, tap the horn before you back out.
- Watch for others who may back out toward you and may not see your vehicle. The drivers in the picture nearly collided because they were not aware that the other driver was backing out.

BE A SMART DRIVER. BE AWARE THAT PARKING LOTS CAN BE ESPECIALLY DANGEROUS BECAUSE OF CHILDREN WHO BOLT AWAY FROM PARENTS OR OTHER CAREGIVERS

Special-Purpose Vehicles

Besides sharing the roadway with cyclists and pedestrians, you must also share it with an increasing number of special-purpose vehicles. Some special-purpose vehicles can be expected at different times of the year. For example, snow plows can be expected in winter months in cold climates. In rural areas large, slow-moving farm machinery should be expected. When mobile homes are being transported, they often are preceded and followed by vehicles that carry a "Wide Load" sign. Use extra caution when meeting or passing such vehicles.

A **recreational vehicle** is a type of vehicle used mainly for pleasure and travel. Some of the more common types of recreational vehicles are vans, motor homes, campers, travel trailers, pickup trucks, and sports utility vehicles.



Allow extra space to increase your sight distance, and use caution when passing.

This is an extremely difficult situation. The mobile home tow vehicle driver cannot move the mobile home any further to the right and the driver of the car (you in this photo) will be required to use the shoulder if you decide to pass.

Buses

Local buses and school buses are the two most common types of buses you will encounter. Laws governing school buses are more strict than those governing local buses. School buses usually stop for students right in the lane of traffic. Most states require traffic going in both directions on a two-way street to stop when a school bus stops to load or unload passengers. A school bus has flashing red lights and, in some states, a STOP sign that swings out from the side of the bus. Some buses have flashing yellow lights before the flashing red lights begin. Do not proceed until all the lights stop flashing, the STOP sign is withdrawn, and the bus begins to move.

Most states do not require traffic from either direction to stop for local buses. When stopping to discharge or pick up passengers, local buses usually pull in toward the curb out of the lane of traffic. However, just because a stop is not required for local buses, it is your responsibility to keep alert for pedestrians near the bus who might cause a conflict.

Use the following guidelines to protect pedestrians near buses:

- Expect to see school buses more frequently in mornings and afternoons during school opening and closing times.
- Identify school buses by their yellow color, and then be prepared for stops. Expect some local buses to be used as school buses. Although you are not required to stop for local buses, exercise caution when you approach them.
- Expect pedestrians hurrying to catch a bus to be unaware of your presence. Communicate with horn and eye contact.
- Search areas around stopped or parked vehicles that might hide pedestrians.
- Give buses extra space. When passing a stopped bus, be sure no pedestrian who is blocked from view will enter your path.
- Reduce speed and cover the brake, if needed, to give yourself more time to respond.

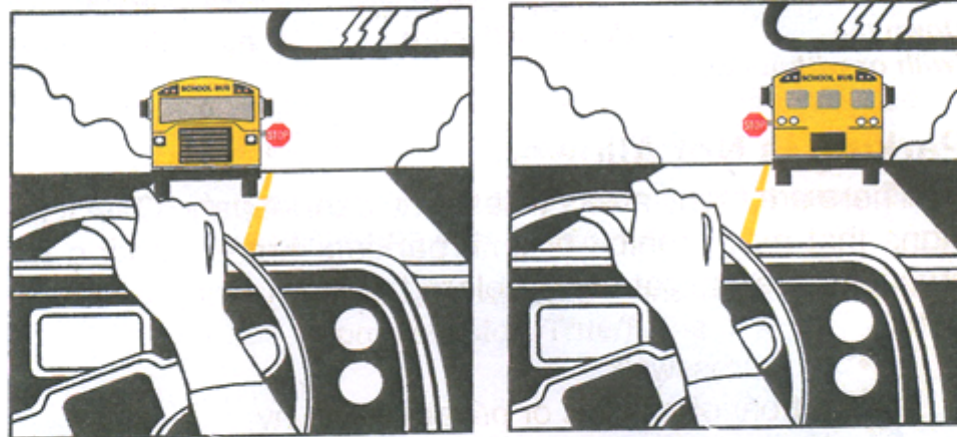
School Buses

When you meet an oncoming school bus displaying flashing amber lights, you must slow down to no more than 20 mph and be prepared to stop. If the red lights are flashing or if the stop arm is out, you must come to a complete stop at least 15 feet from the bus. You must remain stopped as long as the red lights flash or the stop arm is out.

The only exception to this is where you are approaching the bus from the opposite direction on a road with at least two lanes in each direction.

When overtaking a school bus, you may not pass when red or amber warning lights are flashing.

After a school bus has stopped to let students off, watch for children on the side of the road.



If the red lights are flashing or if the stop arm is out, you must come to a complete stop at least 15 feet from the bus and remain stopped as long as the red lights flash or the stop arm is out.

Emergency Vehicles

Always yield to emergency vehicles with sirens and flashing lights—regardless of the direction the vehicle is traveling. When you see the lights or hear the siren, pull over to the right as far as possible. Stop if there is space and it is safe to do so. The drivers in the picture have pulled off the roadway and stopped.

If you are in heavy traffic, move in the direction other drivers are moving. Leave as much space for the emergency vehicle as possible.

Some drivers become careless about their response to emergency vehicles. They fail to pull over or stop. Not only are they putting themselves and the emergency vehicle at risk, but they may be harming others who are waiting for the emergency vehicle.



Yield to emergency vehicles at all times.

When you are driving on a four lane road you must move to the left lane if there is a police or emergency vehicle parked on the right shoulder.

Failure to yield for an emergency vehicle parked on the shoulder of the road is illegal in Iowa and most states

Teen in crash may have tried to outrun truck

A witness says that as a firetruck approached a West Des Moines intersection, Erika Schwager 'gunned it.'

By **MELISSA WALKER**
REGISTER STAFF WRITER

Investigators on Tuesday tried to determine if a critically injured West Des Moines teenager tried to beat a firetruck through an intersection before her car was broadsided in a chain-reaction collision.



Schwager

Rescuers used special equipment to free Erika Schwager, 16, from her mangled car Monday night. Three firefighters aboard the West Des Moines firetruck escaped injury.

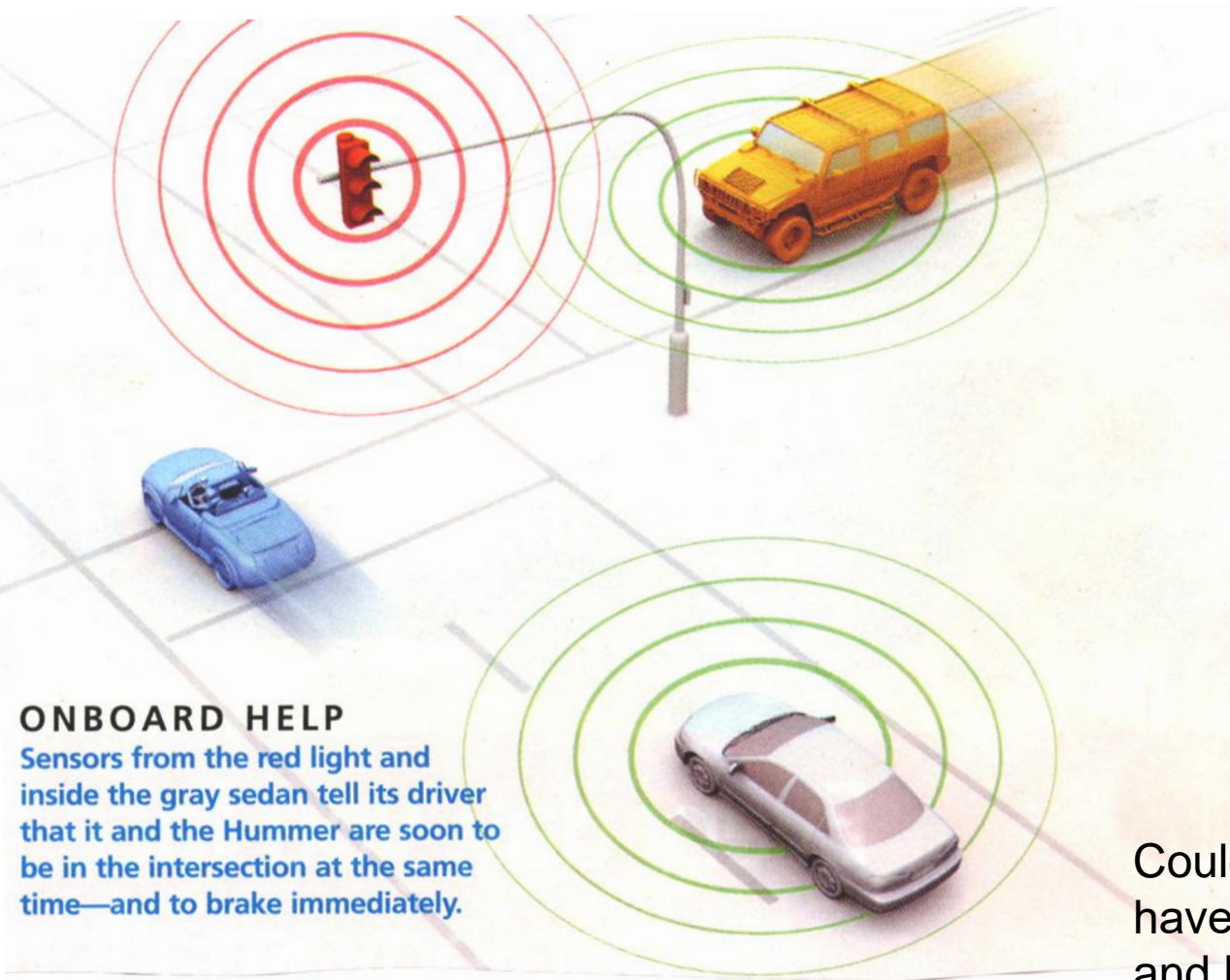
Police said Schwager, a junior at Des Moines Christian School, was on her way home after shopping at Valley West Mall when the accident happened shortly before 9 p.m. at Valley West Drive and Westown Parkway.

The firetruck was headed

to the mall, where an alarm had sounded at the Younkers department store. It turned out to be a false alarm.

"It looked like she was trying to beat the firetruck," said Craig Clark, whose vehicle was struck by another as a result of the collision. "Two police cars had already gone through. She came up to the intersection and slowed down, and then she gunned it trying to beat the firetruck."

No charges have been filed. A Mercy Medical Center spokeswoman said Tuesday that Schwager, of 4120 Lexington Plaza, was in intensive care. The hospital would not make public information about her injuries.



“No longer are we only reacting to what has already happened. We are anticipating,” says Kenneth Laberteaux, a Toyota researcher developing such technology at the company’s Ann Arbor, Mich. technical center.

The automakers still have a mountain of issues to sort out, including how to rank incoming signals by importance, how to minimize false alarms and how to make the networks secure. Automakers don’t want a roadside hoodlum to be able to bring traffic to a halt with a push of a button.

ONBOARD HELP
Sensors from the red light and inside the gray sedan tell its driver that it and the Hummer are soon to be in the intersection at the same time—and to brake immediately.

Could a system like this possibly have saved Erika Schwager’s life and kept the motorcyclist from colliding with the car in the video we just viewed?

8.5

Sharing the Road with Trucks

Types of Trucks

The three main classifications of trucks are light, medium, and heavy. Most trucks are light or medium and are the types you commonly see as service trucks, pickup trucks, and delivery trucks. Heavy trucks include dump trucks and tractor trailers.

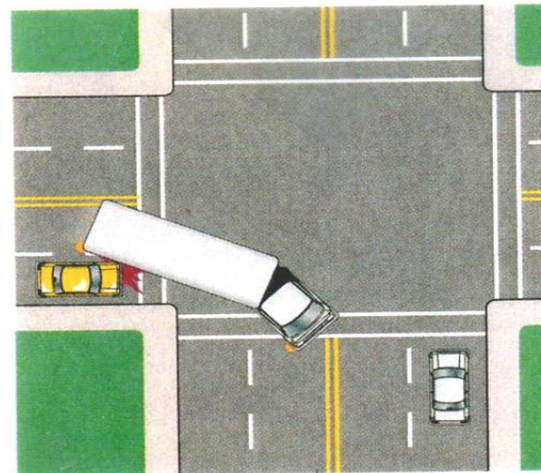
Tractor Trailers

A truck that has a powerful tractor that pulls a separate trailer is called a **tractor trailer**. The tractor is the front part that includes the engine and the cab. The most common size tractor trailer is the **tractor-semitrailer**. This is a tractor that pulls one trailer and is commonly called an “eighteen wheeler.” Next in size is the double trailer, two trailers pulled by a tractor. The largest trucks, triple trailers, consist of three trailers pulled by a tractor.

Even though most truck drivers practice a high degree of safe-driving behavior, be aware that there are times when drivers suffer from fatigue or loss of sleep. Drivers often face the problem of tight scheduling and drive over long periods of time.

Large Trucks Making Right Turns

Many drivers following a tractor-semitrailer assume that if the truck moves to the left it is preparing to make a left turn. However, drivers of large trucks usually swing out to the left as the first step in making a *right* turn. If you begin to pass on the right at that time, you could be caught in the “right-turn squeeze,” as the picture shows. Always check a truck’s turn signals before you start to pass.



To avoid conflict, keep out of the open space to the right of a tractor-semitrailer making a right turn.

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Following Large Trucks

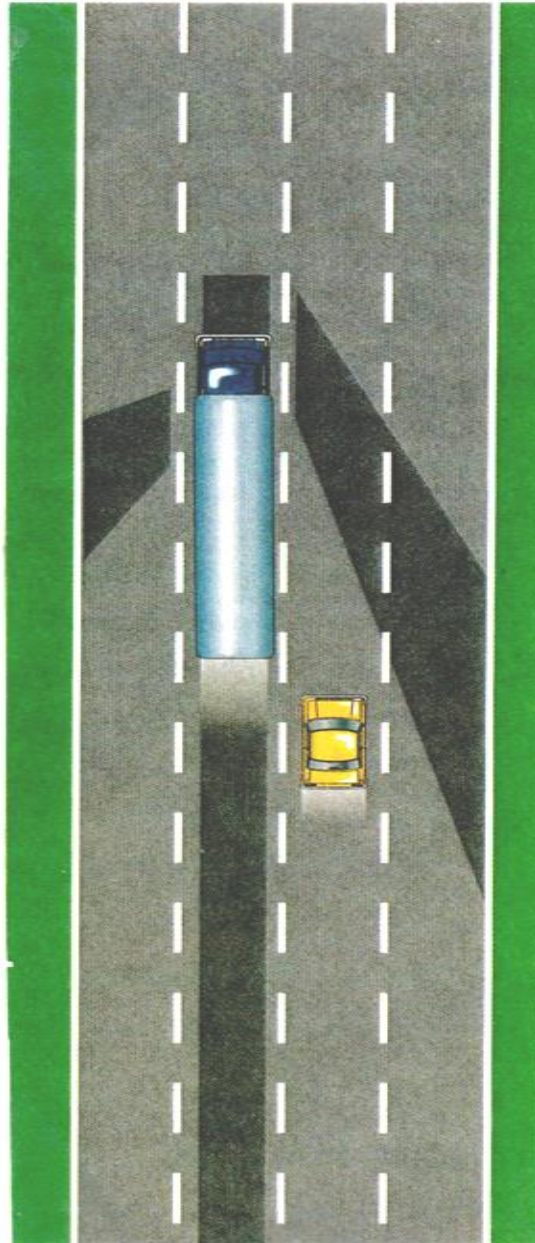
Drivers of large trucks sit high above the road and have an excellent view of the roadway ahead. However, their view to the sides and rear is often restricted by the size of their rig.

Large trucks often create visibility problems for other drivers. When you follow a large truck, the truck causes a line-of-sight restriction.

There are large blind spots in front, to the sides, and to the rear of every large truck. These blind-spot areas, called **no-zones**, are where truck drivers cannot see other vehicles and where most collisions occur.

When drivers travel in a truck's no-zones, they put themselves at a high degree of risk because they cannot be seen by the truck driver. When you are following a large truck, increase your following distance to allow clear sight distance ahead. Stay far enough back so you can see the sideview mirrors of the truck. If you can't see one of the driver's sideview mirrors, then the driver can't see you.

Some trailers even have mud flaps that say "If you can't see my mirrors, then I can't see you."



Stay out of the No-Zones where truck drivers cannot see you.

Passing Large Trucks

Whenever possible, plan to pass a large truck when the driver shifts gears to gain speed. Passing is more easily done when you leave a STOP sign or a traffic light. Do not begin to pass until you are both clear of the intersection.

Use the following guidelines when passing large trucks:

- Check front and rear zones, signal a lane change, and change lanes smoothly.
- Stay in lane position 2 during the passing maneuver, and complete your pass as quickly as possible.
- After you can see both headlights in your rearview mirror, signal, check over your right shoulder, and return to the right lane.

CAUTION: *In many trucks, the front no-zone can extend over 20 feet. Be sure you are well beyond that distance before you return to the right lane.*

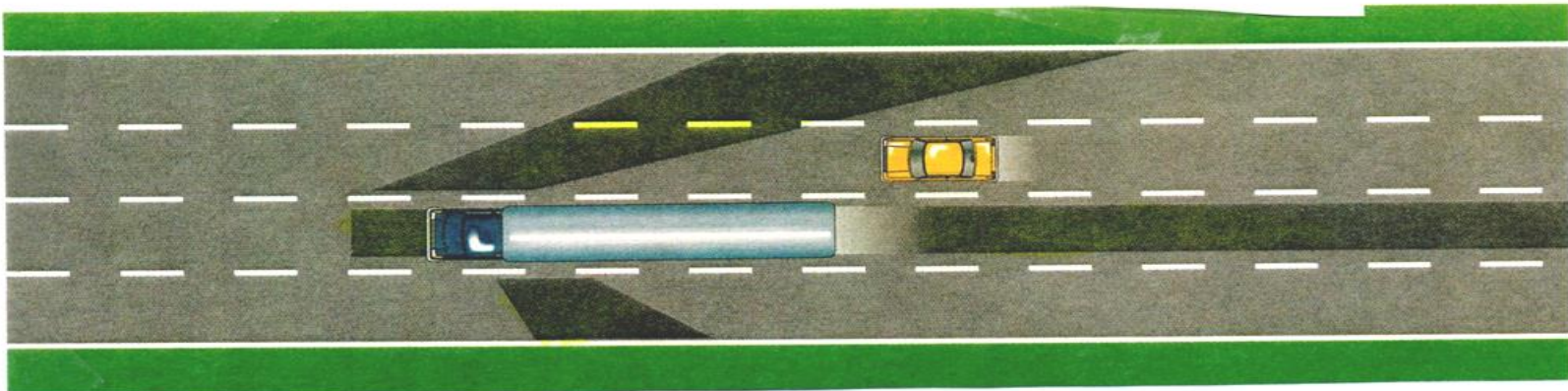
- Do not slow during or after completing the pass. Maintain your highway speed.

Passing a large truck during rain or snow increases your level of risk. Both traction and visibility are reduced. When passing under such conditions, flash your headlights so the truck driver will know you are passing.

Meeting Large Trucks

You do not have much room when meeting large trucks on narrow two-lane highways. When you meet a large truck, move to lane position 3. Look well ahead and drive in a straight line. Try to choose a meeting point where the shoulder offers an escape path. Hold the steering wheel firmly because you might encounter a wind gust as you meet the larger vehicle.

Stay out of the No-Zones where truck drivers cannot see you.



Decision Making



1. What is the car driver's responsibility in avoiding a collision? How could the car driver have avoided this possible conflict?



2. What is wrong with the motorcyclists' position in the traffic lane? Why is this position hazardous? What is the correct position for the cyclists in the traffic lane?



3. What should the car driver do to clear the way for the emergency vehicle?



4. If you were the driver of the car following this truck, what error would you be making? What procedure should you follow when driving behind a large truck?