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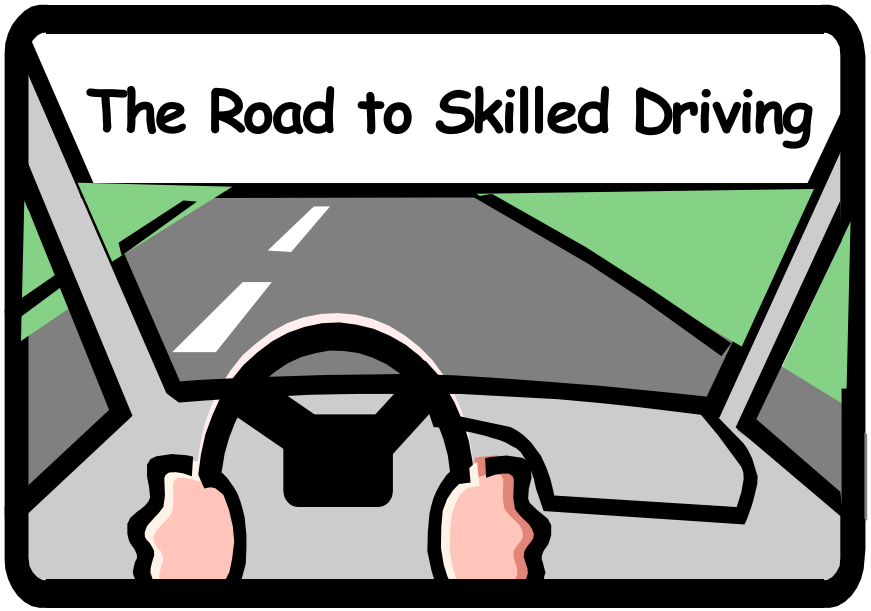

Idaho

Supervising Driver Practice Guide

Special Thanks

…to all the people who contributed to this Guide. A Task Force comprised of parents, public school administrators, driver education instructors, commercial school owners, law enforcement, the Idaho Office of Highway Safety and Driver Licensing, initiated this guide by identifying topics to be included.

Driver education instructors throughout the state reviewed the Guide and gave us feedback. Parents gave it a trial run and told us what works and what doesn't work. This Guide is a work in progress. We welcome your comments and suggestions. Call us at 208/332-6850.

This Guide supports the important partnerships between driver education and training instructors, teen drivers and their parents. It is our hope that this information will contribute to a lifetime of reduced risk driving habits.

Special thanks goes to AAA Idaho and the Idaho State Police for reviewing this guide and to AAA Idaho for providing financial assistance with the first printing cost.

Special thanks goes to the Virginia Department of Education for the use of some graphics from their driver education curriculum guide.

Special thanks goes to Fred Mottola, creator of the Zone Control system for Targeting and Reference Points.

This Guide was developed by the Idaho Department of Education, Driver Education. The information contained in this Guide is not intended to be a comprehensive document for teaching good driving habits. As a helpful guide it contains information that, if used, can help reduce risk. Good judgment should be used to adapt this information to different driving situations and conditions.

Elizabeth Weaver
Driver Education Specialist

Revised December 2003

Idaho Teen Driver Driving Log

Use this log to keep track of your behind-the-wheel practice.
Four months practice (at least 50 hrs, including 10 hrs at night.)

Date	Time of Day AM / PM	Driving Environment	Skills Practiced	Driving Time (Duration)	Adult's Initials

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Welcome to the Exciting World of Teen Drivers

Good drivers don't just happen. The skills, judgment, behaviors and knowledge necessary to safely operate a vehicle take time to develop. Your teen has acquired new and important knowledge and skills in driver education about basic vehicle operation such as turning, backing and parking. Typically, these skills are not difficult for young drivers to master. Other skills require more practice. Young drivers have more difficulty maintaining attention and knowing when and what to watch for. The ability to judge distance can be challenging.

Remember when you took driver education? You were taught hand-over-hand steering, which has now changed, and some terms used today may be strange to you. Terms like "reference points" can be explained and demonstrated by your teen driver. This partnership with your teen drivers will support needed additional behind-the-wheel practice in a safe, supervised setting.

Consider this guidebook a toolbox. It includes clear conceptual ideas that should become an important part of your teen's practice time. By design, it describes basic skills required in everyday driving, where to practice these concepts tips on positive feedback.

As you and your teen become comfortable in simpler driving situations, look for more complex traffic environments. Whether you live in a rural setting or a large community, allow your teen to observe, analyze and drive in progressively larger, more complex settings. For instance, allow your teen to practice when weather limits visibility or there is reduced traction, or to parallel park on busier streets.

Your teen's decision-making skills will develop with appropriate guidance, encouragement and feedback. Reinforce good habits such as longer following distances. Take the time to discuss the goals, driver behaviors and skills you practiced. The skills and behaviors your teen learns now can become part of safe driving habits that last a lifetime.

Enjoy this special time with your teen driver.

Dr. Marilyn Howard
State Superintendent of Public Instruction

Practice Checklist

Use the following chart to track your teen driver's progress.
MP = More practice needed OK = Acceptable

Skills Practiced	Date	MP	MP	MP	OK	Adult Initial
Seat Belts/mirrors	Pg.8					
Steering Control	Pg.10					
Reference Points/lanes	Pg.12					
Searching	Pg.14					
Following Distance	Pg.16					
Avoiding Conflicts	Pg.17					
Braking/ABS	Pg.18					
Backing Straight	Pg.21					
Right Turns	Pg.22					
Left Turns	Pg.24					
U-Turns	Pg.26					
2-Pt. Turnabout	Pg.27					
3-Pt. Turnabout	Pg.28					
Lane Changes	Pg.29					
Angle Parking	Pg.30					
Perpendicular Parking	Pg.32					
Parallel Parking	Pg.36					
Hill Parking	Pg.38					
Passing	Pg.40					
Rail Road Crossings	Pg.41					
Freeway Driving	Pg.42					
Reduced Vision/Traction	Pg.44					
Off-Road Recovery	Pg.45					
Skid Recovery	Pg.46					
No Zone Safety	Pg.48					

PARENT-TEEN CONTRACT

ISSUE: Paying for Car, Gas, Insurance, etc.
AGREEMENT:

ISSUE: Using Seatbelts/Child Restraints
AGREEMENT:

ISSUE: Using Cell Phone and Other Distractions While Driving
AGREEMENT:

ISSUE: Number of Passengers in Vehicle
AGREEMENT:

ISSUE: Using Drugs/Alcohol, Riding With Someone Under the Influence
AGREEMENT:

ISSUE: Driving Area Limits
AGREEMENT:

ISSUE: Music and Food in the Vehicle
AGREEMENT:

ISSUE: Grades
AGREEMENT:

ISSUE: Crashes, Tickets
AGREEMENT:

TEEN DRIVER SIGNATURE

PARENT/GUARDIAN SIGNATURE
DATE

Did you know?

During 2002, drivers under age 19 were 2.7 times more likely than other drivers to be involved in a fatal or injury collision. This age group had 17.7% of all the fatal and injury collisions that occurred in Idaho by all drivers.

How to Use This Guide

This Guide provides practice tips for the supervising driver to use during the required 50 hours practice, over at least four months.
It works like this:

- A traffic light graphic is placed where a tip may be new information to the supervising driver. Use this opportunity to talk with your teen driver about the methods learned in their driver education course.
- Pages 8-17 describe good driving habits drivers use whenever they are driving. Practice these until they are the teen's habits.
- Page 18-43 describes basic driving maneuvers with a step-by-step sequence for the teen driver's practice. The section on common errors will help guide the teen toward good habits.
- Pages 44-46 provides tips on handling traction loss in the event it occurs.
- Page 48 contains sample ideas for a contract on driving privileges between you and your teen driver
- **Track** your teen driver's progress on the Checklist, page 49
- **Document** your practice time on the driving log, pages 50-51

Keep this Guide in your car, refer to it, write in it, use it.

Some Tips Before you Start

Following these guidelines will enhance your experience:

- Set aside time for practice
- Be relaxed and keep your voice calm
- Give clear feedback immediately and precisely
- Plan your route before you start; rush hour traffic may not be the best time to practice
- Ask questions, such as "Where were you looking," or "What are the steps for this maneuver?"
- Know when to talk; a complicated maneuver may require lots of concentration
- Be supportive and positive; this will promote success
- Set a good example when you drive.
- Reinforce the skills taught by the driver education instructor.
- Have the Idaho Driver's Manual available for reference.

The Graduated Driver Licensing Law

Idaho's Graduated Driver Licensing program is designed to reduce the number of teen driver citations and collisions by giving young drivers more driving experience before becoming fully licensed.

The Supervised Instruction Permit given to the teen driver after successfully completing an Idaho approved driver education course must be in the driver's possession while driving. **It may not be altered, copied or laminated.** The permit is valid for one year from the date of purchase. If the permit expires during the minimum four month supervising instruction period, a new Supervised Instruction Permit must be purchased for $11.50.

Teen drivers are required to follow these restrictions:

- The four month Supervised Instruction Period begins the day the driver training course is successfully completed
- Teen drivers must practice driving for a minimum of four months, with a supervising driver, accumulating a minimum of 50 hours of driving time
- Ten of those 50 hours must be at night
- The permit must be in the teen driver's immediate possession.
- The supervising driver must have a valid license, be at least 21 years of age and sit in the seat beside the teen driver
- No other passengers are allowed in the front seat
- All occupants must wear a safety belt or be restrained by child restraints
- Observe all laws regarding the use of alcohol or other intoxicating substances

If the permit is cancelled, the teen driver will have to apply for a new Supervised Instruction Permit and start the 4 month supervised instruction period all over again.

A supervising instruction permit can be cancelled for:

- Conviction of a traffic violation (speeding, running a red light or not stopping for a stop sign, etc.)
- Violation of the permit restrictions (driver and passengers not wearing seat belts, permit not in teen driver's possession, etc.)
- Any suspension ordered by the court or the Idaho Transportation Department, such as non payment of a citation, failure to attend school, etc.

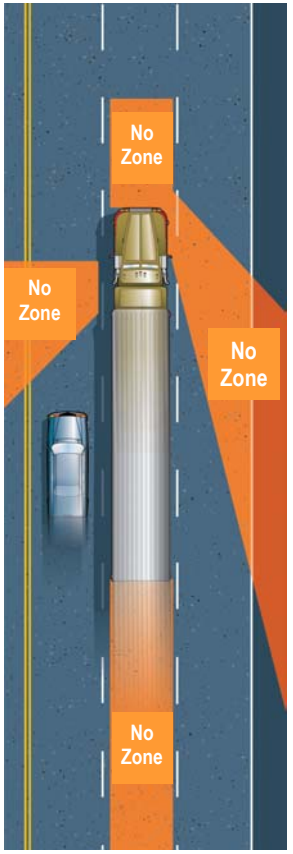
Don't hang out in the NO-ZONE

OBJECTIVE

Share the road safely with Commercial Motor Vehicles

DRIVING ENVIRONMENT

Any time trucks are on the road



GOOD HABITS

1. Learn to read the language of trucks
   a. Weight (loaded or unloaded) will cause the truck to act differently
   b. Weather conditions may result in less reaction time
   c. Spray coming off the truck's wheels can reduce your visibility
   d. Trucks may not be able to stop on snow or ice
2. Use turn signals and brake lights to communicate your intention sooner than you would in normal traffic
3. Stay visible in the truck drivers' mirrors
4. Know the truck driver can't see directly in front of the tractor's hood
5. Be alert to trucks turning right, they need space to make wide right turns

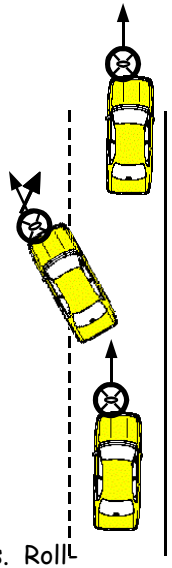
COMMON ERRORS

1. Following too closely
2. Pacing along side a truck on multiple lane highways
3. Not reading a truck's need for room to maneuver
4. Failing to merge smoothly onto a freeway with trucks
5. Cutting across several lanes to exit a roadway, creating high risk for everyone
6. Hanging out in the No Zone www.nozone.org
   www.Idahotruckingimage.com

SKID RECOVERY

Skidding can happen on any surface, during braking, accelerating or steering. Early detection can turn a heart thumping experience into calm control. Your mind needs to act quickly so you can take the car where you want it to go. Many parents were taught to "steer in the direction of the skid, which is confusing. Now we teach to "steer to the target." That puts our thought process to the front of the vehicle, rather than the rear of the vehicle. In the event this occurs during your practice, follow these steps:

- Early Detection: Keep your eyes on the target area (at least 12-15 seconds ahead)
- The instant you detect the vehicle going off target, turn the steering wheel back on target
- It's important to get the vehicle back on target before it gets 15-25° off target. That's your point of no return; once the skid reaches that angle, it's going to keep on in the direction of the skid



Arrive Home Safe

Aggressive driving behaviors most common among Idahoans and teen drivers are:

- Failure to yield the right-of-way
- Running stop signs
- Speeding
- Driving too fast for conditions
- Following too close
- Disregarding traffic signals

Single vehicle rollovers cause more than 2/3 of all fatal injuries. Roll overs usually occur when a vehicle leaves the road, and the driver over-corrects. Most of these errors are caused by inattention.

Create a contract with your teen that establishes guidelines for their driving after they complete the four month practice period. Together families can help reduce the tragic deaths of teens on our streets and highways.

Graduating to the Licensing Stage

At a minimum of 15 years, and after successfully completing the four-month practice period, a teen driver may apply for a Class D driver's license. Here are the steps:

1. Obtain a list of the state's licensed skills testers from your local county office and schedule a skills test. Be prepared to pay the tester $11.50. You must successfully pass this test.
2. Successfully pass the state knowledge test administered by the county office. Be prepared to pay $3.00 for the knowledge test.

Licensing Fees

Purchase Age	Duration of License	Fee
15, 16	until age 18	$20.50
17	until age 18	$12.25
18,19	until age 21	$20.50
20	until age 21	$12.25
21	Eligible for 4 or 8 year license: 4 Yr - $24.50 / 8 Yr – $45.00	

Consequences for Violations Committed by Drivers Age 17 or Younger

All drivers under the age of 17 are subject to consequences for violation of the Graduated Driver Licensing Law:

- **First Conviction:** A warning letter that suspension of driving privileges will occur for any additional conviction
- **Second Conviction:** A minimum 30-day suspension
- **Third and Subsequent Convictions:** A minimum 60-day suspension

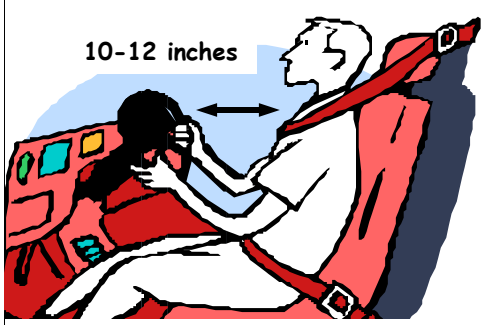
These actions are in addition to any suspension that may be ordered by a court or the Idaho Transportation Department. You also may be subject to reinstatement fees.

Night Time Driving—Age 15

Currently, Idaho law does not permit licensed 15 year olds to drive at night. Effective July 1, 2003, a licensed driver at age 15 may drive at night if the driver is accompanied by a licensed driver age 21 years or older who is sitting in the front seat. No other passengers are permitted in the front seat.

Idaho Transportation Department, Driver Services web site:
http://www2.state.id.us/itd/dmv/driverservices/ds_forms.htm

AIR BAGS & SEATBELTS



Of the 216 people killed in Idaho during 2002, only 81 were using seat belts. Practicing safe behaviors such as wearing seatbelts, placing children correctly in appropriate child restraints and reading manufacturers' instructions, can all significantly reduce the number of injuries and fatalities suffered. Idaho laws requires children under 4 yrs and weighing less than 40 lbs be in a child safety seat.

Airbags and seat belts are designed to be used together. Air bags were designed to supplement the safety belt system, not replace it. Air bags provide little protection in side, rear, and rollover crashes since frontal impact is what activates front seat airbags.

Air bags can deploy at speeds of up to 200 mph at a temperature of almost 500 degrees. The deployment and deflation happens faster than the eye can see it.

Adjusting your Seatbelt

Sit all the way back into the seat with your hips and back against the seat back. Sit as high as possible. Seatbelts cannot work properly if your seat is reclined or you are slouched down in the seat. Always adjust seatbelts for a snug fit.

- Sit at least 10 inches from the steering wheel. This will provide the best protection in the event the air bag deploys.
- The lap belt or lap portion of the lap/shoulder belt should be adjusted so it is low across the hips and pelvis — NEVER across the stomach. Adjust the lap belt so it is snug.
- The shoulder belt or shoulder portion of the lap/shoulder belt should cross the chest and collarbone and be snug. The belt should never cross the front of the neck or face. Don't add excessive slack (more than an inch) to the shoulder belt.
- The manual lap belt must always be buckled in an automatic shoulder/manual lap belt combination.

OFF-ROAD RECOVERY

OBJECTIVE

Demonstrate the ability to get the vehicle safely back on the road

DRIVING ENVIRONMENT

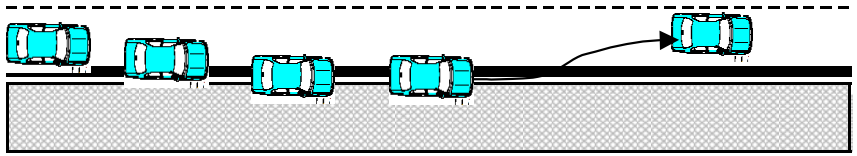
Hard-surfaced, two-lane country road with good shoulder maintenance, clear of obstacles, and traffic, but with occasional edge drops of 2-4 inches. Begin at 10 mph, gradually increase speed to 20 mph as the driver gains more confidence.

GOOD HABITS

1. Check traffic
2. Reduce speed to 10 mph without using the brakes
3. Move the vehicle so that it straddles the roadway edge
4. If it is necessary to brake, brake lightly
5. Check traffic
6. Signal to return to the roadway
7. Select a level location for returning to the road
8. With hands at 9 and 3, turn the wheel no more than 1/8 turn back onto the road
9. Return to lane position one, check rear, cancel signal

COMMON ERRORS

- Fails to hold the wheel firmly
- Hands placed too high on the steering wheel
- Brakes hard on the shoulder
- Steers too sharply when returning to the road
- Forgets to check traffic before returning to the road
- Fails to "target" the new path of travel before driving back onto the road
- When traveling at higher speeds, quickly jerks the wheel resulting in an over-correction, thereby setting up the potential for a rollover or head-on collision



REDUCED VISION AND LOW TRACTION CONDITIONS

Turn on headlights when you can't see at a distance of 500 feet or less.

NIGHT DRIVING

Dawn and Dusk: Headlights must be on from sunset to sunrise. Drive with low beam. Be alert to changing low light conditions that could hide hazards. Be alert to animals on the roadway.

During the four month practice period, with a supervising driver, night driving is permitted. However, after the teen is licensed, the teen must be age 16 to drive at night.

You need at least 4 seconds to stop. If you can't see beyond your vehicle's headlights during this range, slow down.

Switch to low beam when approaching a vehicle. If the other driver fails to switch to low beam, slow and move to lane position 3; glance to the right edge of the road until the vehicle passes.

FOG

Always use low beam. High beam will create less visibility. Slow down and increase your distance from other vehicles. Be prepared to pull off the road in a safe area.

GRAVEL

Low traction conditions such as gravel and "washboards" always increase braking distance. First rule is to slow down. If possible drive in the tracks of other vehicles. Hold the wheel firmly.

WET ROADWAYS

Reduce speed to improve traction. Use the tire tracks of the vehicle ahead. Tires that are bald or under-inflated can lose their grip quickly.

Hydroplaning occurs when water causes your tires to lose contact with the road; it can occur at speeds less than 35 mph.

SNOW

Use gentle acceleration, steering and braking. If you start to lose traction, release the accelerator and start again. Ensure tires have good tread. If you use studded tires, put them on all four wheels.

ICE

Occurs quickly! At low speed, squeeze brakes lightly to check traction. Make slow, smooth maneuvers.

The best practice for all these conditions is to

SLOW DOWN AND INCREASE FOLLOWING DISTANCE!

- **Don't** wear the seatbelt across your stomach. The likelihood of serious injury increases dramatically.
- **Don't** wear the shoulder strap behind your back. It can't restrain your upper body if it's not around your upper body. Your head and chest could still strike the steering wheel or dashboard.
- **Don't** wear the seatbelt under your arm. This causes the belt to ride over the lower part of your rib cage. You could break ribs and sustain serious internal injuries this way.

HEAD RESTRAINTS Protect from whiplash injuries. Adjust the head restraint so that the top is no higher than the top of the ears.

HEADLIGHTS ON! Increase your visibility to others. Turn on your headlights during the day if your vehicle is not equipped with daytime running lights.

Inside	Outside
Adjust inside mirror for maximum view out the rear window. If it is necessary to move your head to get a clear full view, the mirror is not adjusted correctly.	Adjust outside mirrors to show a slight amount of the side of your vehicle.

Improved New Mirror Settings

This new setting will eliminate your typical blind spots. The mirrors are adjusted farther out (15 degrees) than traditional settings. Here's how you do it.

- Adjust the driver's side mirror by placing your head against the window; adjust the mirror out until you can just see down the side of your vehicle.
- Adjust the passenger side mirror by moving your head over in line with the rear view mirror. Then adjust the mirror out until you can just see down the side of the vehicle.

As you see vehicles approach in the rear view mirror, they will disappear as they appear in the side view mirror. You must be a good user of your rear view mirror or you may be unpleasantly surprised if you attempt a lane change. This is great for eliminating headlight glare, too.

STEERING CONTROL PRACTICE

Modern vehicles require very little steering to turn. This affects how we use the steering wheel. Most of us learned to steer using the hand-over-hand method because we needed to turn the wheel many times to turn the vehicle. Modern vehicles require much less steering to turn; for normal turns, push-pull (described below) works best.

Air bags affect where we should sit and also how we use the steering wheel. Look at the steering wheel as though it were a clock. Place the hands at 9 o'clock and 3 o'clock , or slightly lower to 7 and 5 .

This position provides the desired balanced hand position and reduces the possibility of turning the wheel too much resulting in loss of lane position, or worse, having to deal with a dangerous off-road recovery.

Push-Pull Steering (Shuffle Steer)

Use push-pull (hand-to-hand) steering for most turning maneuvers. Neither hand moves beyond the 6 o'clock or 12 o'clock position. Push up with one hand and pull down with the other. This results in smooth steering and reduces the potential for too much steering which can lead to loss of control. Keep the hands and thumbs on the outside of the wheel.

One-Hand Steering

Used for backing maneuvers that do not require full left or right turns, or when operating information, safety, or comfort controls.

Hand-Over-Hand Steering

Use hand-over-hand steering when steering movement is critical such as when parking. When used, use quick movements on entry to the maneuver, smooth slow movement when returning the wheel.

Adjust Wheel Tilt

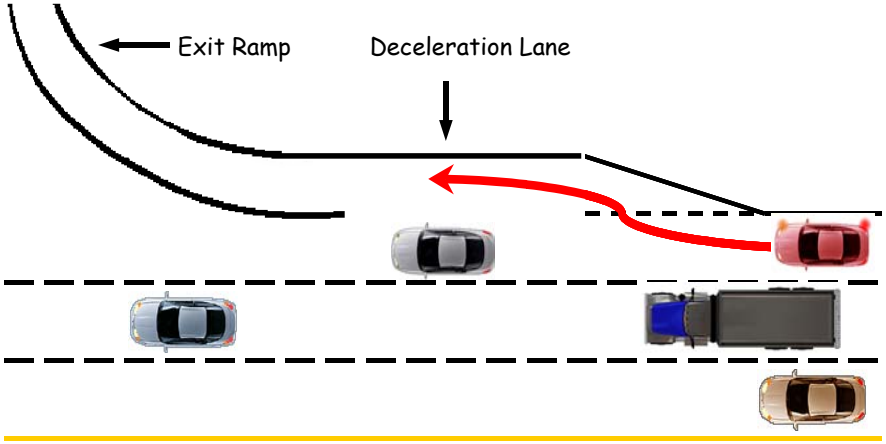
If you have an adjustable steering wheel, tilt it down so that the top of the wheel is no higher than the top of the shoulders.

GOOD HABITS - EXITING

1. Check rearview mirror
2. Signal
3. Maintain speed until in the deceleration lane
4. Cancel signal
5. Reduce speed in deceleration lane to posted speed
6. Adjust speed and lane position in preparation for stopping and/or turning
7. Check rearview mirror

COMMON ERRORS

- Fails to visually target exit ramp in advance
- Reduces speed before deceleration ramp
- Fails to signal
- Fails to check rearview mirror
- Fails to reduce speed on exit ramp
- Fails to cancel signal



FREEWAY DRIVING

OBJECTIVE

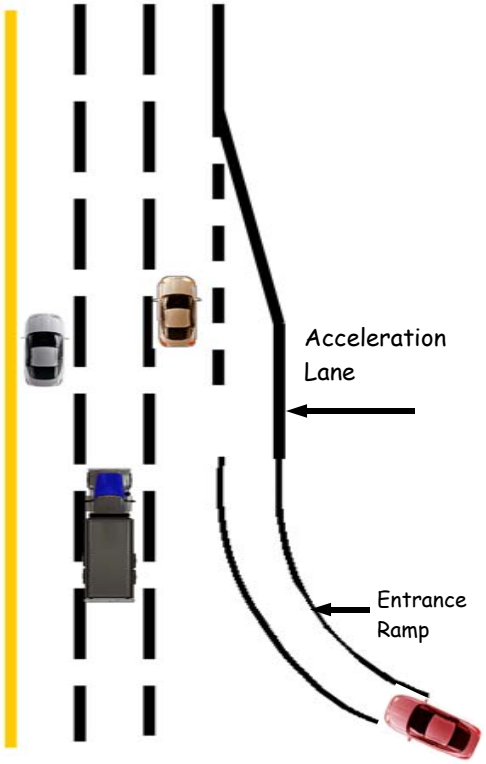
Merge into and exit a limited access highway

DRIVING ENVIRONMENT

Variety of freeway entrance and exit ramps; weave lane entrances; freeway rest areas

GOOD HABITS - MERGING

1. Check traffic ahead and behind
2. Search for gap to enter
3. Signal
4. Accelerate, check traffic
5. Merge smoothly
6. Adjust speed to surrounding traffic
7. Cancel signal
8. Check rearview mirror



COMMON ERRORS

- Speed too slow
- Fails to signal
- Fails to yield to oncoming vehicles
- Fails to check traffic to front and rear
- Drifts while checking traffic
- Poor gap judgment
- Turns steering wheel too sharply
- Fails to cancel signal

It is illegal to back up on a freeway.

MAXIMIZE LANE USAGE

Use the lane position that gives you the best line of sight and path of travel. These diagrams are based upon an average 12 foot wide lane.

LANE POSITION 1

In the center of the lane
Allows 3 feet on each side

LANE POSITION 2

0-6 inches from a line to the left

- Used for left turns, parking on the left, and to increase your line of sight

LANE POSITION 3

0-6 inches from a line to the right

- Used for parking against a curb line, and to increase your line of sight

LANE POSITION 4

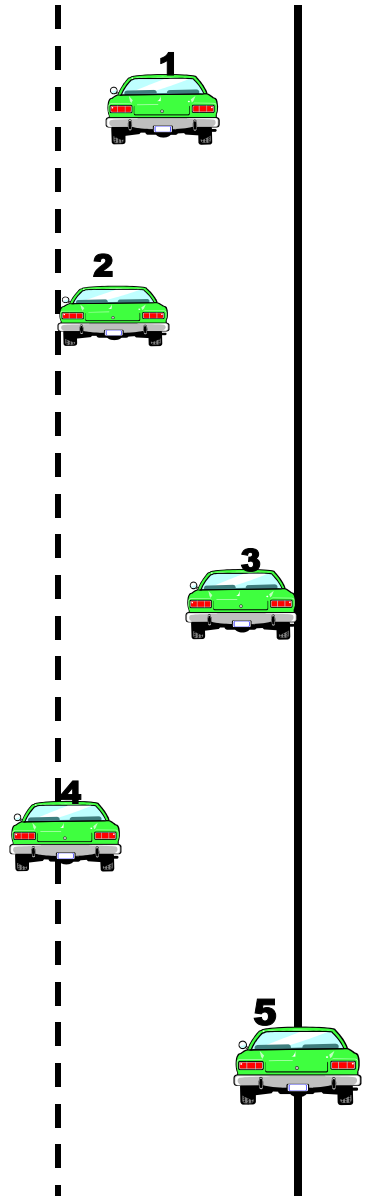
Straddling a line

- Used to move away from a hazard on the right

LANE POSITION 5

Straddling a line

- Used to move away from a hazard on the left



USING REFERENCE POINTS

Supervising drivers typically have a developed sense of where their tires are tracking and how much space is available before denting a fender. New drivers lack this experience and benefit by knowing and using "reference points." Reference points tell the driver exactly where the tires are tracking. These reference points are described for various maneuvers in other parts of this guide.

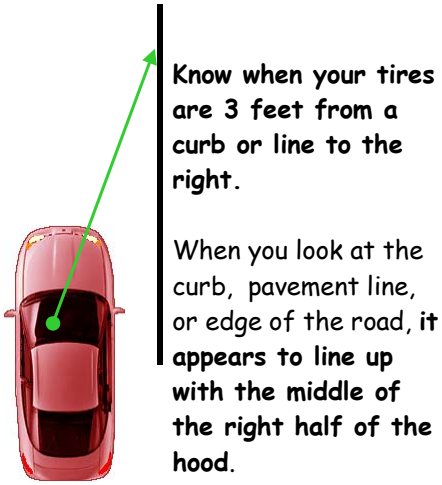
It works like this: from the driver's point of view, see some part of the vehicle as it relates to some part of the roadway. The arrow represents the driver's line of sight. It's where the driver is looking. Reference points are always seen from some point on the car to ground level. Ask your teen driver to show you how this works!

Side Reference Points

Know when your tires are 3-6 inches from a curb or line to the left.

When you look at the pavement line or curb, **it appears to line up about one foot in from the left edge of the hood.**

- This is **lane position 2**
- Side position for a left turn
- Used for parking



Know when your tires are 3 feet from a curb or line to the right.

When you look at the curb, pavement line, or edge of the road, **it appears to line up with the middle of the right half of the hood.**

- This is **lane position 1**
- Side position for preparing for a right turn

National Institute for Driver Behavior
www.NIDB.org

CROSSING RAILROAD TRACKS

OBJECTIVE

Responds to signs & markings, crosses controlled and uncontrolled railroad tracks

DRIVING ENVIRONMENT

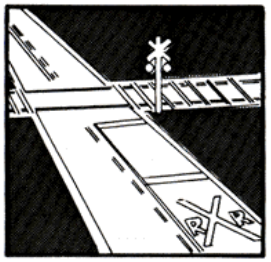
Any railroad crossing

GOOD HABITS

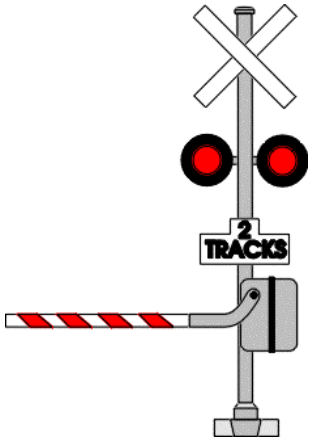
1. Slow down. Check rearview mirror
2. **LOOK! Always expect a train at any time**
3. Check tracks both ways
4. See the number of tracks
5. **LISTEN!** Turn off radio, air conditioner, heater fan. Open window if necessary.
6. If a train is approaching, STOP no less than 15 feet from the tracks or at the stop line
7. When safe to cross, increase speed **LIVE!**

COMMON ERRORS

- Fails to identify railroad tracks
- Fails to **LOOK** for oncoming train
- Fails to **LISTEN**
- Fails to ensure all tracks are clear
- Stops too close to the tracks
- Fails to **STOP** when a train is coming



Advance Warning Sign



http://www.oli.org/

PASSING

OBJECTIVE

Pass another vehicle using precision passing procedures.
Ask yourself: Is it necessary? Legal? Safe?

DRIVING ENVIRONMENT

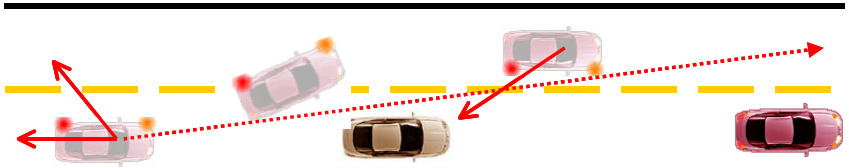
Two-lane rural roadway; multiple-lane roads with moderate speeds; freeways

GOOD HABITS

1. Look for an open line of sight and path of travel to the front and side of the lane you want to enter
2. Check your rearview and side mirrors
3. Signal for 5 seconds, check blind area
4. Increase speed to at least 10 mph faster than the car you are passing. Stay within legal speed limit.
5. Look to the new intended target area and move smoothly into the passing lane
6. Signal to return to your lane
7. Return to your lane when you can see the headlights of the vehicle you passed in your rearview mirror
8. Complete pass before coming within 200 feet of oncoming traffic
9. Cancel signal; resume safe and legal speed
10. Check rearview mirror for update on traffic to the rear

COMMON ERRORS

- Not looking ahead 20-30 seconds for a clear line of sight and path of travel
- Fails to signal
- Accelerates too soon before initiating the lane change
- Tail gates vehicle to be passed
- Speed too slow while passing
- Steers too quickly or too much into the passing lane
- Returns to lane too soon or too late
- Fails to cancel signal
- Exceeds speed limit
- Unnecessary passing
- Passes in a no passing zone

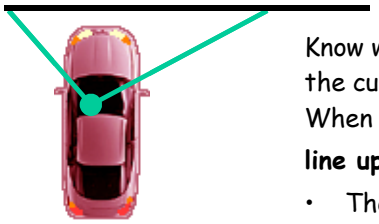


Side Reference Points

Know when your tires are 3-6 inches from a curb or line to the right.
When you look at the curb, pavement line, or edge of the road, **it appears to line up near the center of the hood.**

- This is lane position 3
- Used for parking

Forward Reference Point



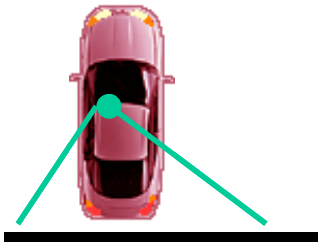
Know when your front bumper is even with the curb line.
When you look at the curb line, **it appears to line up with the passenger side mirror.**

- The point when you start turning the steering wheel for a right turn
- Used as a safety stop to get a clear view of the intersection

Rear Reference Points

Know when your rear bumper is 0-6 inches from a left rear line.
When you look back, the curb or line, **it appears to be in the middle of the left rear window.**

- Used when backing to know where your rear bumper is



Know when your rear bumper is 0-6 inches from a right rear line.
When you look back, the curb, or line, **it appears to be near the window corner post.**

- Used as a pivot point to begin turning while backing around a corner (see page 34)

SEARCHING SKILLS

OBJECTIVE

Demonstrate effective searching techniques of the driving path you intend to drive

DRIVING ENVIRONMENT

All driving environments

GOOD HABITS

1. Search 20-30 seconds or more into your target area to get overall information about the path the vehicle will travel
2. Search 12-15 seconds ahead of the vehicle to plan the path you will travel
3. Search 4 seconds ahead to the immediate path of travel to ensure you have an open line of sight and path of travel
4. Use peripheral vision to maintain awareness of side conditions
5. Check mirrors
6. Check blind spots
7. Identify anything that will affect lane position, path of

COMMON ERRORS

- Fails to check mirrors when speed or lane position changes
- Fails to scan intersections left, front, right
- Fails to search into target area range
- Fails to identify traffic signals, signs, markings
- Fails to search at least 12-15 seconds ahead
- Drifting while searching
- Eye fixation within 2-4 second range
- Fails to maintain safe following distance

TARGET PRACTICE

A target is a point or area far down the road where you intend to drive your vehicle (at least 12-15 seconds ahead). Locating a target helps get your eyes up and looking far ahead to get information so you can make good decisions about your speed, path of travel or need to communicate with others. No surprises means no quick, unplanned maneuvers such as slamming on your brakes!

DOWN HILL PARKING

OBJECTIVE

Park a vehicle on a down hill with and without curbs

DRIVING ENVIRONMENT

Hills gradually increasing in steepness; with and without curbs

GOOD HABITS – DOWNHILL WITH CURBS

1. Check for traffic and pedestrians
2. Signal
3. Position vehicle close to curb and stop (use personal reference point)
4. Let the vehicle creep forward while turning the wheel sharply to the **right, letting the wheel gently touch the curb**, as shown in the picture.
5. Shift to park
6. Set the parking brake

COMMON ERRORS

- Forgets to signal
- Positioning vehicle too far from the curb
- Turns wheels in wrong direction
- Speed too fast
- Forgets to set parking brake

GOOD HABITS – DOWNHILL WITHOUT CURBS

1. Follow the same procedure for parking downhill with a curb except: turn the wheels sharply right as you creep as near to the shoulder as possible

COMMON ERRORS

- Fails to signal
- Positions vehicle too close to the road
- Turns wheels in wrong direction
- Forgets to set parking brake
- Forgets to straighten wheels when leaving parking area

UP HILL PARKING

OBJECTIVE

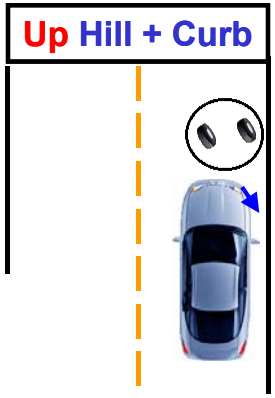
Park a vehicle on a hill with and without curbs

DRIVING ENVIRONMENT

Hills gradually increasing in steepness; with and without curbs

GOOD HABITS – UPHILL WITH CURBS

1. Check for traffic and pedestrians
2. Signal
3. Position vehicle close to curb (use personal reference point)
4. Before stopping, turn wheels sharply **left** as shown in picture
5. Shift to neutral, allow vehicle to creep back slowly until the right front tire touches the curb
6. Shift to "Park" (or first gear if manual transmission)
7. Set the parking brake

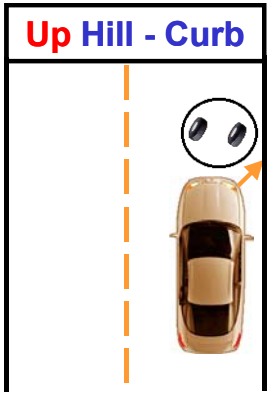


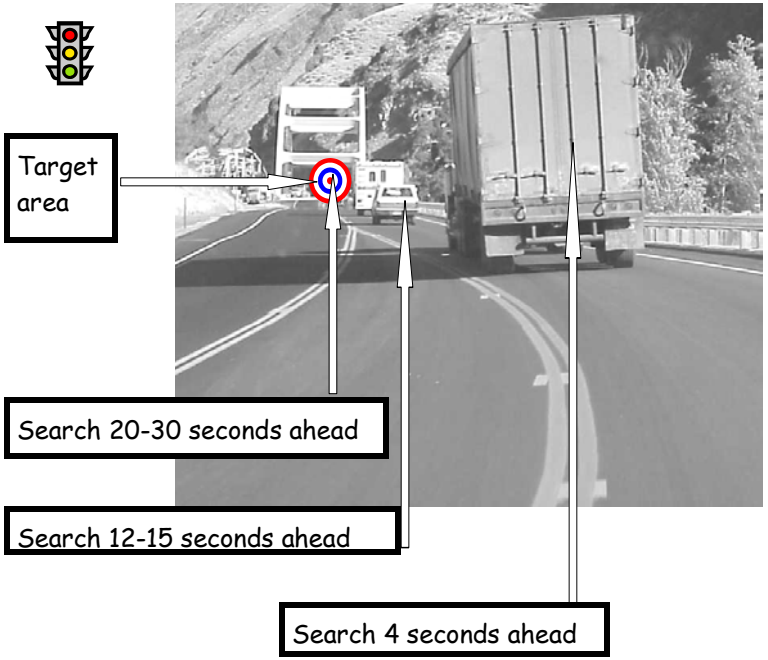
COMMON ERRORS

- Forgets to signal
- Positions vehicle too close or too far to the curb
- Turns wheels in wrong direction
- Turns wheel sharply after stopping (dry steering)
- Fails to shift to neutral
- Forgets to set parking brake

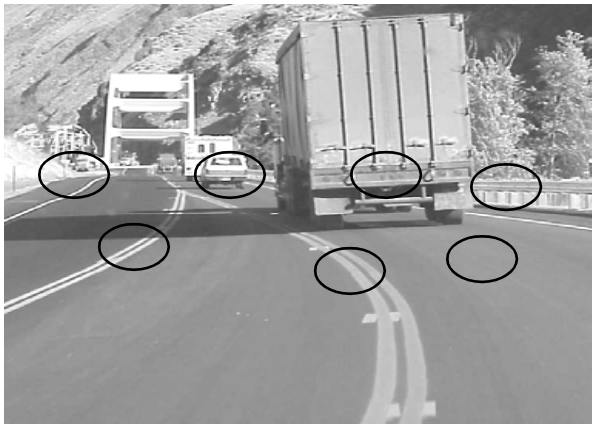
GOOD HABITS – UPHILL WITHOUT CURBS

1. Check for traffic and pedestrians
2. Signal
3. Pull as far off the roadway as possible
4. Before stopping, turn wheels sharply **right** as shown in picture
5. Shift to "Park" (or first gear if manual)
6. Set the parking brake
7. When leaving the parking space, let the vehicle creep back while straightening the wheels





Look for anything that will affect your speed, path of travel or need to communicate with other drivers



Check your rear view mirror:

- After seeing a change to conditions ahead
- Before and after braking action
- While stopped in traffic
- Before and after making turns
- Before and after making a lane change

FOLLOWING DISTANCE

OBJECTIVE

Demonstrate ability to judge speed and distance by maintaining a minimum 3-seconds following time. Increase following time when conditions warrant, such as higher speed, congestion, or adverse weather conditions.

BENEFITS

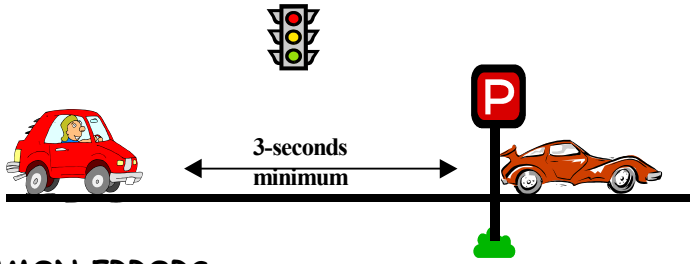
- Gives you time to adjust speed and position
- You can see beyond the vehicle in front
- Removes the control the front vehicle has over your actions
- Eliminates, or minimizes, surprises from the actions of others

DRIVING ENVIRONMENT

Residential roadways; rural two and four lanes; urban areas; open secondary highways; light to complex traffic

GOOD HABITS

1. Use a system for counting seconds when behind another vehicle
2. See at least 12-15 seconds ahead
3. When driver in front reduces speed, adjust following distance
4. When traffic or environmental conditions warrant, increase following distance
5. Change position within the lane to increase line of sight



COMMON ERRORS

- Fails to search at least 12-15 seconds ahead
- Fails to count seconds accurately or not at all
- Fails to respond to reduction in speed by front driver
- Fails to change position within the lane to increase line of sight
- Fails to maintain safe following distance

COMMON ERRORS

- Fails to check rearview mirror for following traffic
- Fails to signal
- Stops too close or too far beside the other car
- Fails to shift to reverse
- Fails to look back while backing
- Fails to align rear bumpers
- Speed too fast while backing
- Fails to turn wheel fully while backing
- Fails to shift to "drive" to center vehicle into space
- Fails to straighten wheels

GOOD HABITS – LEAVING PARKING SPACE

1. Look for open line of sight and path of travel to the front and rear
2. Check blind spot
3. Signal
4. Look toward intended target area
5. Check swing for front bumper clearance for vehicle ahead
6. Smooth entry into lane
7. Increase speed, if needed
8. Cancel signal
9. Check rear mirror for update on traffic to the rear

COMMON ERRORS

- Fails to check blind spot
- Fails to signal
- Speed too slow or too fast
- Fails to clear bumper of the vehicle in front
- Hits vehicle to the rear
- Fails to target into new path of travel
- Fails to check rear after completing the maneuver

PARALLEL PARKING

OBJECTIVE

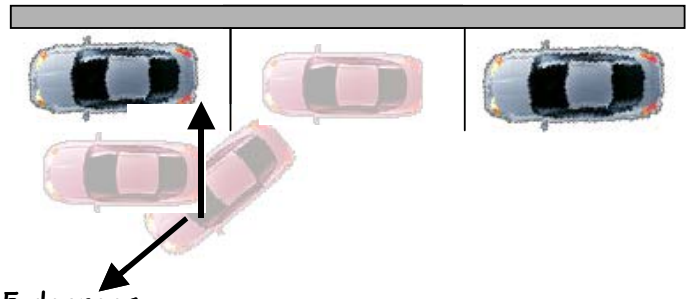
Park in a limited space such as between two vehicles

ENVIRONMENT

Parking lots, residential areas, low and high volume traffic areas

GOOD HABITS - ENTERING

1. Check rearview mirror
2. Signal
3. Stop 2-3 feet beside the vehicle in front of the space
4. Line up rear bumpers
5. Shift to reverse
6. Look back, creep and turn wheel fully toward the curb
7. Check front frequently
8. Stop when the vehicle is at a 45 degree angle; see the back of your seat even with the rear bumper of the front vehicle
9. Straighten tires, slowly back straight
10. When your front bumper is even with the front vehicle's back bumper, turn wheels sharply left
11. When parallel to the curb, straighten wheels, center in space
12. Parked within 18 inches of curb or edge of roadway



45 degrees

AVOIDING CONFLICTS

Steps of Aggression that Lead to Road Rage

1. Constant rushing and lane jumping
2. Others are just in your way; get ahead
3. Ignore road signs and regulations
4. Driving with distraction, low alertness, inattention
5. Constantly ridiculing and criticizing other drivers to self or passengers
6. Closing gap to deny entry into your lane
7. Give the "look" to show your disapproval
8. Speeding past another car, revving engine
9. Prevent others from passing you
10. Tailgating to pressure a driver to go faster or get out of your way
11. Fantasizing physical violence
12. Honking, yelling through the window
13. Making visible insulting gestures
14. Carrying a weapon just in case. . .
15. Deliberately bumping or ramming
16. Trying to run a car off the road to punish
17. Getting out of the car, beating or battering someone
18. Trying to run someone down
19. Shooting at another car
20. Killing someone

Did you Know?

In 2002, aggressive driving was a contributing factor in 57% of all collisions in Idaho.

LET'S SHARE THE ROAD

- ☺ **Don't respond**
- ☺ **Don't make eye contact**
- ☺ **Don't up the ante**
- ☺ **Swallow your pride**
- ☺ **Choose the road "less traveled"**

BRAKING

OBJECTIVE
Stop the vehicle smoothly and safely under all conditions

DRIVING ENVIRONMENT
All driving environments

GOOD HABITS for CONTROLLED BRAKING
1. Check rearview mirror
2. Stabilize foot on the floor
3. Place left foot on "dead pedal" or floorboard for balance
4. Use forces of the ankle and foot, not the leg
5. Squeeze brake, smooth, consistent pressure
6. Release pressure smoothly, avoid forward pitch action on the vehicle

COMMON ERRORS
- Fails to check rearview mirror for following vehicles
- Uses leg force for braking
- Squeezes and releases the brake while braking
- Hard braking
- Insufficient braking
- Maintains hard brake pressure until stopped

BRAKING METHODS

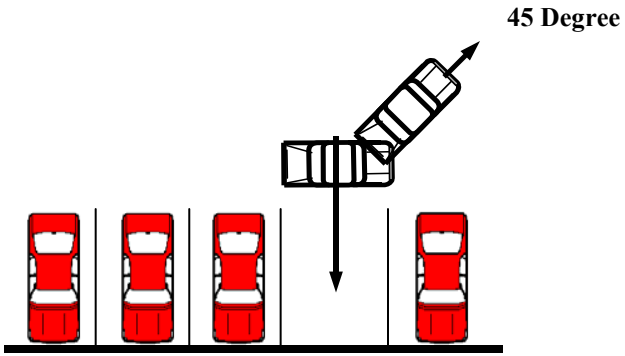
CONTROLLED BRAKING
Used to control vehicle speed and balance through smooth and consistent application of pressure (squeeze action) to the brake pedal.
Benefits: Nice smooth, non-jerky stops.

THRESHOLD BRAKING
Used to provide maximized traction. Keep the heel on the floor, apply steady pressure just short of lockup—the point at which the wheels stop turning.
Benefits: Keeps the vehicle balanced while in a turn and provides more traction for steering.

Advantages Gained by Backing into the Space

1. Easier to get into and out of tight spaces
2. Takes less time to park and pull out of the space
3. Better view while leaving the space
4. Avoids backing out into traffic
5. Others more likely to let you out into traffic flow
6. Gives you the best control and less stress
7. Less risk of hitting something or of being hit!

COMMON ERRORS
- Fails to approach and align to space correctly (See good habit #1-2)
- Speed too fast when turning to 45 degree angle (See good habit #3-4)
- Forgets to shift to reverse
- Speed too fast when reversing
- Fails to identify and use pivot point
- Fails to straighten wheels and align in middle of space
- Fails to check rear reference point by location of back bumper



PERPENDICULAR PARKING
Backing into the Space

OBJECTIVE

Back into a perpendicular parking space with smoothness and consistency

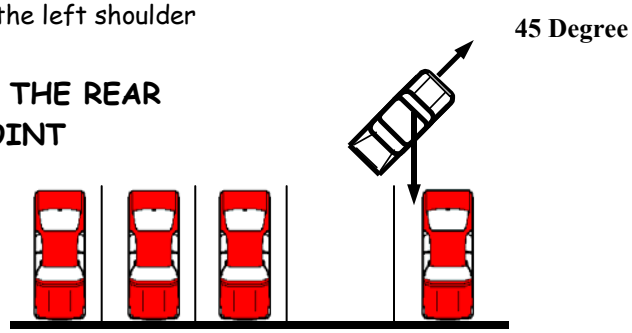
DRIVING ENVIRONMENT

Off street areas where perpendicular parking spaces are available. If only one vehicle is available to park next to, let it be on the passenger side.

GOOD HABITS

1. Get 2-3 feet from the parked cars; signal
2. Stop when the driver's body appears to be aligned in the center of the parking space
3. Creep and turn the wheel fast toward a 45 degree angle to the left
4. While stopped, look over right shoulder to check alignment into space
5. Shift to reverse and back to rear pivot point
6. Creep and turn the wheel quickly and fully to the right
7. Creep back slowly and straighten car in space
8. Check rear bumper location using rear reference point by looking over the left shoulder

FINDING THE REAR PIVOT POINT

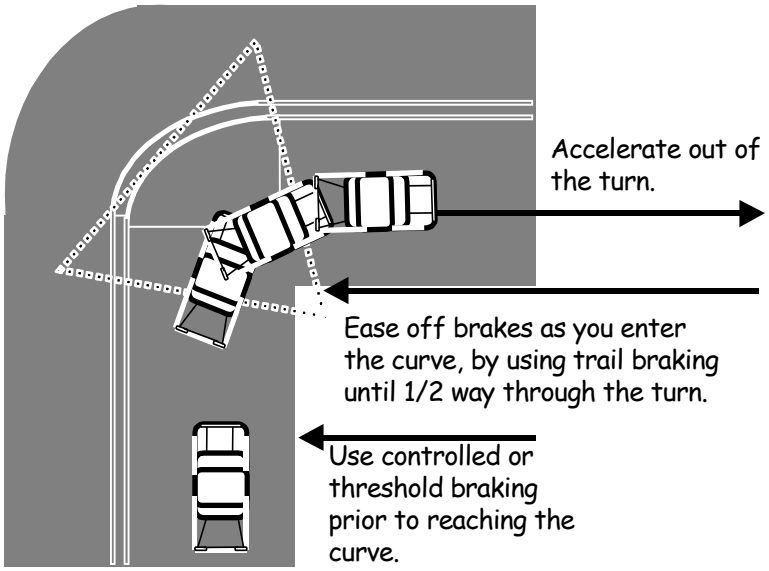


The pivot point is when the corner of the parked car is in your right rear window's blind spot. This is the position to begin turning the steering wheel to back into the space.

TRAIL BRAKING

Used at the end of controlled or threshold braking when turning at an intersection or in a curve. As you enter the turn, ease off the brake and maintain slight braking pressure until 1/2 way through the turn, then accelerate.

Benefits: Helps maintain vehicle balance and traction control when entering a turn without stopping.



Did you know?

Single-vehicle rollovers accounted for 73% of Idaho's single vehicle fatalities and 34% of all fatalities in 2002. Only 23% of the fatalities were wearing a seat belt; 86% were partially or totally ejected from their vehicle.

Does Your Vehicle Have ABS?

Most vehicles manufactured in the last 10 years have ABS. Conventional brakes behave differently from anti-lock brakes (ABS). Four wheel ABS is generally found on passenger cars and is designed to maintain steerability in emergency braking situations. Rear-wheel ABS, found exclusively on light trucks, vans and sport utility vehicles, is designed to maintain directional stability and prevent the vehicle from skidding sideways.

ABS is not designed to make the vehicle stop more quickly. The rolling traction may produce longer stopping distances on some dry surfaces and on limited traction surfaces such as fresh snow or loose gravel.

Vehicles with ABS require the foot to remain firmly on the brake pedal when braking hard. This allows the system to automatically pump the brakes faster than the human foot can. The system usually activates at speeds above 10 mph. If you pump ABS brakes, you will disengage the ABS brakes, making them ineffective.

Does your vehicle have ABS?

- Check your owner's manual.
- Check your instrument panel for the amber ABS light when you turn the ignition on

Yes **No** Our vehicle has ABS on all 4 wheels.

Yes **No** Our vehicle has ABS only on the rear wheels.

How do you use ABS?

- With ABS on all 4 wheels, do not pump the brakes. Press firmly and stay on the brake, and if needed, steer away from the hazard.
- With ABS only on the rear wheels, the front wheels can lock up. Apply firm brake pressure without locking the front brakes. If you do lock the front brakes, release the brakes, then brake firm again

PRACTICE TIPS WITH 4 WHEEL ABS

In a location without traffic and pedestrians, practice braking with four wheel ABS:

- Accelerate up to 30 mph in a straight line
- **Press firmly** and **stay** on the brake until stopped
- Hold the wheel firmly at the 9 o'clock and 3 o'clock position

GOOD HABITS – EXITING

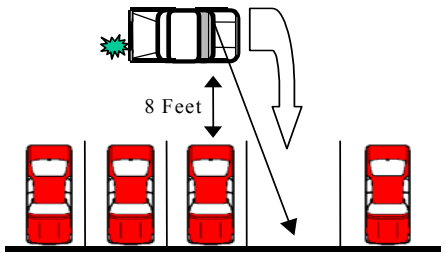
1. Signal
2. Check for traffic and pedestrians
3. Shift to reverse
4. Look back while backing
5. Creep back slowly, control speed with brake
6. When front bumper is even with rear bumper of the vehicle on the left, begin to turn right
7. Check clearances on both sides
8. Back into nearest lane
9. Stop with wheels straight
10. Shift to "drive"

EXITING - COMMON ERRORS

- Fails to signal
- Forgets to shift into reverse
- Fails to check traffic/pedestrians
- Speed too fast
- Fails to check bumper clearance
- Fails to look back while backing, until stopped

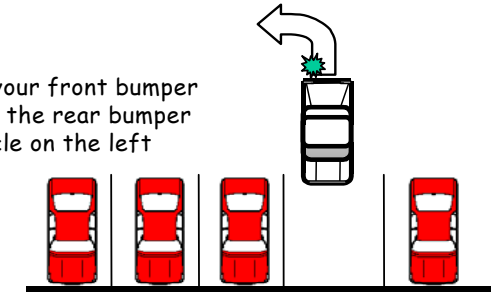
Entering

Turn when you can see to the center of the parking space



Exiting

Turn when your front bumper is even with the rear bumper of the vehicle on the left



PERPENDICULAR PARKING

OBJECTIVE

Enter perpendicular parking spaces, right and left

DRIVING ENVIRONMENT

Off street areas where perpendicular parking spaces to the right and left are available and marked

GOOD HABITS – ENTERING

1. Check traffic to the rear
2. Position vehicle at least 8 feet from parked cars
3. Signal
4. Check for traffic and pedestrians
5. Turn sharply right when front bumper passes the left rear taillight of the vehicle to the right of the parking space. Be able to see to the center of the parking space.
6. Enter slowly
7. Check right rear fender for clearance
8. Straighten wheels, center in space
9. Stop at forward reference point

ENTERING - COMMON ERRORS

- Fails to signal on approach to parking space
- Fails to get sufficient space for turning
- Speed too fast
- Fails to turn quickly on entrance to space
- Fails to target center of parking space
- Fails to check for rear bumper clearance
- Fails to straighten wheels
- Fails to stop at forward reference point

? **Did you know?**

During 2002, teen drivers had higher violation rates in areas consistently shown to be a major factor in collisions: speeding, inattention, following too close, and disregarding stop signs and signals.

BACKING STRAIGHT

OBJECTIVE

Back the vehicle straight toward a target

DRIVING ENVIRONMENT

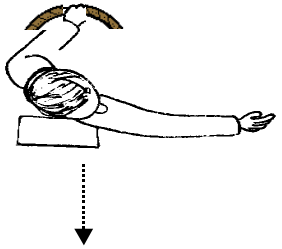
Any off-street parking area or low-volume residential area

GOOD HABITS

1. Foot on brake, shift to reverse
2. Release park brake
3. Look over right shoulder, place right arm on seatback
4. Place left hand at top of steering wheel at the 12:00 o'clock position
5. Visually search 360° then look to the rear targeting path for a clear path of travel
6. Look back continuously while backing slowly until completely stopped
7. Brake smoothly

COMMON ERRORS

- Improper body position
- Speed too fast
- Fails to look back until vehicle is <u>completely stopped</u>
- Fails to identify a target while backing
- Incorrect steering technique



IDAHO MOTORCYCLE SKILLS TRAINING ADVANTAGE FOR RIDERS

If you are under 21 –You are **required** to take, and **pass**, a motorcycle training course. Either **STAR** class (basic or advanced) will **waive the skills test** requirement if the endorsement is added within one year of passing the course. If you are under 17, you must have successfully completed an approved driver education course before enrolling in a motorcycle training course. To register: **1-800-280-STAR (7827)**
http://www.idahostar.org/

RIGHT TURNS

OBJECTIVE

Make precision right turns from a moving and stopped position. For normal turns, use push/pull steering. For slow speeds and/or limited vision tight turns, use hand over-hand-steering.

DRIVING ENVIRONMENT

Low-volume residential area; controlled and uncontrolled intersections; wide streets, some with pavement markings

GOOD HABITS – WITHOUT A STOP

1. Signal
2. Approach in a lane that gives you sufficient space on the right without hitting the curb when turning
3. Check mirrors, blind spots, reduce speed
4. Search intersection for vehicles, pedestrians and potential hazards
5. Select target in the center of the nearest turning lane
6. Turn head in direction of turn before turning the wheel
7. Begin turning when the front bumper is even with the curb line
8. Keep some brake pressure (trail brake) until 1/2 way through the turn
9. When 1/2 through the turn, smoothly accelerate
10. Check rearview mirror for update on traffic to rear

COMMON ERRORS

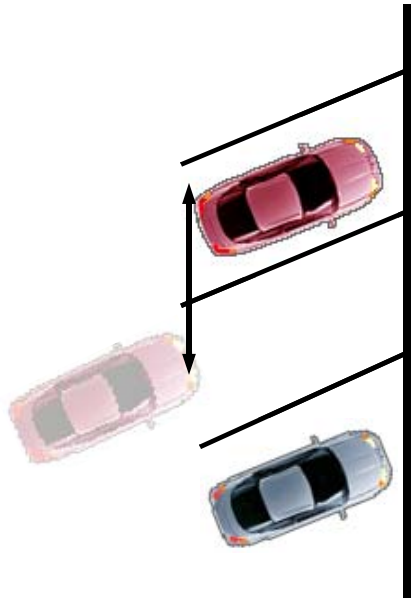
- Confusion on right of way
- Late or no signal
- Forgets to search intersection
- Fails to yield to pedestrians
- Fails to target to new path of travel
- Fails to check rear for update on traffic to the rear
- Too much steering
- Late steering recovery
- Turns into incorrect lane
- Brakes too hard
- Accelerates too soon or too much.

GOOD HABITS – EXITING

1. Search for traffic and pedestrians
2. Shift to reverse
3. Look back, creep back
4. Begin turning when your front bumper is even with the rear bumper of the parked car to the left
5. Back into the nearest lane
6. Shift to drive

EXITING - COMMON ERRORS

- Fails to check rear
- Speed too fast
- Steering errors
- Fails to look back while backing, until stopped
- Starts turning before bumper is cleared
- Fails to straighten wheels after leaving parking space
- Exits by driving straight ahead and entering next lane in wrong direction



ANGLE PARKING

OBJECTIVE

Park a vehicle in a 45 degree parking space

DRIVING ENVIRONMENT

Any parking area that contains marked angle parking spaces to the left and right

GOOD HABITS – ENTERING

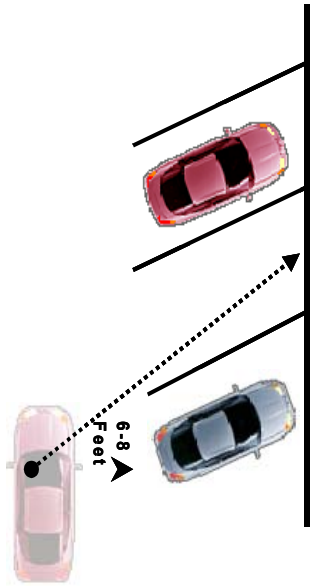
1. Check for traffic and pedestrians
2. Signal
3. Position vehicle at least 6-8 feet from the parking space
4. Check blind spot
5. See center (target) of the parking space without your line of sight cutting across the parking line
6. Creep (move very slowly) and turn the wheel fast toward target
7. Straighten wheels and center in space
8. Stop even with the curb or parking line

   Parked to left - the curb or line will appear to the rear of the windshield corner post

   Parked to right - the curb or line will appear by the corner post on the driver's side

ENTERING - COMMON ERRORS

- Fails to check rear
- Fails to signal
- Side position too close to parking space
- Speed too fast
- Fails to target to center of the space
- Hits curb due to incorrect forward reference point



GOOD HABITS – WITH A STOP

1. Signal
2. Check mirror
3. Smooth, legal stop
4. Able to see the tires of the vehicle ahead
5. Look to target area in center of turning lane
6. Begin turn at forward reference point
7. Accelerate and turn steering wheel simultaneously
8. Check rearview mirror after turn

COMMON ERRORS

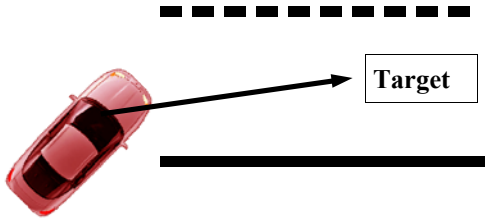
In addition to errors without a stop, add:

- Fails to stop
- Stops over legal stop area
- Stops too close to vehicle ahead
- Accelerates first, then turns wheel
- Turns wheel before starting forward motion
- Fails to look toward target area while turning
- Turns into wrong lane

Know when to recover the steering wheel to complete a turn to the Left

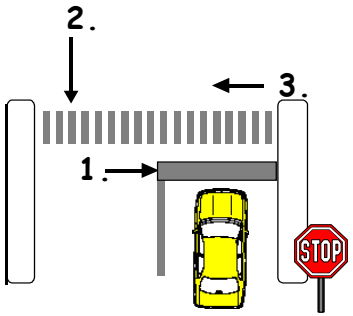
Transition Peg for a Right Turn

Recover the steering wheel when the rear view mirror aligns with the "target."



Know the Legal Stop Positions

Stop before:
1. The legal stop line
   or
2. The crosswalk
   or
3. Before entering the intersection



LEFT TURNS

OBJECTIVE

Make precision left turns from a moving and stopped position. For normal turns, use push/pull steering. For tight turns, use hand-over-hand-steering.

DRIVING ENVIRONMENT

Low-volume residential area; controlled and uncontrolled intersections; wide streets, some with pavement marking

GOOD HABITS – WITHOUT A STOP

1. Check mirrors, blind spots, signal
2. Enter lane position 2
3. Search intersection for vehicles, pedestrians and hazards
4. Turn head and look to target area in new turning lane
5. Begin turn when just short of the middle of the intersection
6. Maintain trail braking until halfway through the turn
7. Check rearview mirror for update on traffic to rear

COMMON ERRORS

- Confusion on right of way
- Fails to move to lane position 2 in preparation for turning
- Late or no signal
- Fails to check blind areas
- Forgets to search intersection for traffic and pedestrians
- Fails to target to new path of travel
- Too much steering
- Late steering recovery
- Turns into incorrect lane
- Brakes too hard
- Accelerates too soon or too much
- Fails to check rearview mirror after turning

LANE CHANGING

OBJECTIVE

Demonstrate precision lane change procedure when entering and leaving traffic from the left and from the right

DRIVING ENVIRONMENT

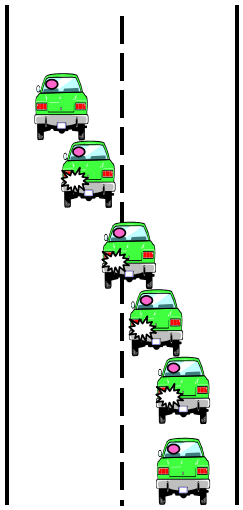
Light to heavy traffic; multiple lane roads, moderate speed limits

GOOD HABITS

1. Look for open line of sight and path of travel to the front and rear (mirrors, blind spot checks)
2. Check blind spot
3. Signal for 5 seconds
4. Look ahead to intended target area
5. Smooth lane change
6. Increase speed, if needed
7. Cancel signal
8. Check rear mirror for update on traffic to the rear
9. Adjust speed to traffic

COMMON ERRORS

- Not checking to the front and rear for open space
- Fails to check blind spot
- Unnecessary lane change
- Insufficient space or time to move into the new lane
- Failure to signal
- Steers too quickly or too much into the new lane
- Unnecessary slowing
- Fails to cancel signal
- Fails to recheck rear after lane change
- Exceeds speed limit
- Crosses multiple lanes at one time



THREE-POINT TURNABOUT

OBJECTIVE

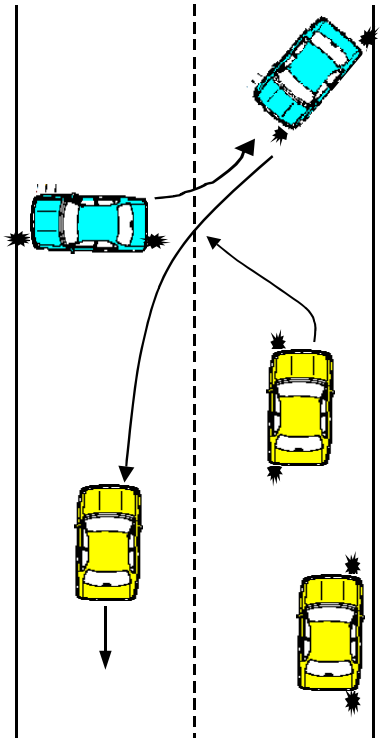
Select the safest maneuver to turn a vehicle around to go in the opposite direction

DRIVING ENVIRONMENT

Dead end street or rural roadway without driveways, with no legal restriction for performing the maneuver; this maneuver is the most hazardous turnabout to make

GOOD HABITS – THREE-POINT TURNS

1. Check traffic ahead and to the rear, ensure you are able to see 500 feet in either direction
2. Signal right and move to the right edge of the road and stop
3. Signal left, check traffic again
4. Turn the wheel rapidly to the left, while moving slowly to the other side of the road
5. Stop, shift to reverse
6. Check traffic, turn wheels sharply and back up slowly
7. Back only as far as needed to complete the turn
8. Shift to forward
9. Check traffic
10. Accelerate into the new target area, check mirrors
11. Be sure signal is cancelled



COMMON ERRORS

1. Fails to signal to move right
2. Fails to check traffic
3. Fails to signal left
4. Speed too fast or too slow
5. Turns wheel too slow
6. Hits curb
7. Forgets to shift into reverse
8. Hits other curb
9. Forgets to shift into "drive
10. Completes the maneuver too slowly

GOOD HABITS – WITH A STOP

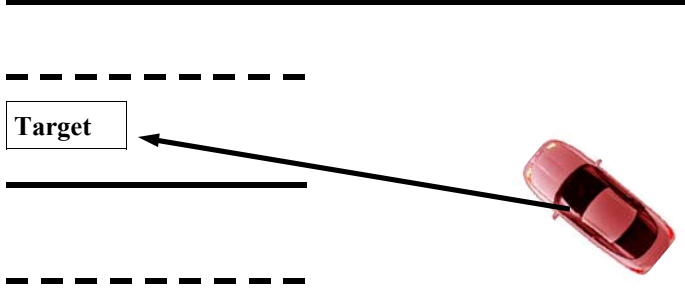
1. Smooth, controlled stop
2. Stop at the legal point:
   - ⇒ At the Stop Line
   - ⇒ Or at the pedestrian cross walk
   - ⇒ Or before entering the intersection
3. When stopped, able to see the tires of the vehicle ahead

COMMON ERRORS

In addition to errors for turns without a stop, include:

- Fails to make a complete stop
- Stops over the legal stop point
- Stops too close to vehicle ahead
- Fails to yield to pedestrians
- Turns into wrong lane
- Fails to look to target area

Know when to recover the steering wheel to complete a turn to the Right

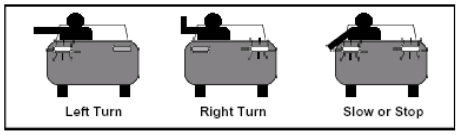


Transition Peg for a Left Turn

Recover the steering wheel when the wind-shield corner post aligns with the "target."

Hand Signals

Included on the State's Road Test



Left: Your arm and hand extended straight out the window
Right: Your arm and hand extended upward out the window
Stop: Your arm and hand extended downward out the window

U-TURN

OBJECTIVE

Select the safest maneuver to turn a vehicle around to go in the opposite direction

DRIVING ENVIRONMENT

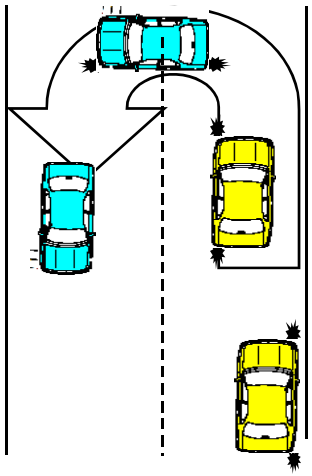
Low-volume area, with no legal restriction for performing the maneuver

GOOD HABITS – U-TURNS

1. Check traffic ahead and to the rear
2. Ensure you are able to see 500 feet in either direction
3. Signal right and move to the right edge of the road and stop
4. Signal left, check traffic again
5. Turn the wheel rapidly to the left, while moving slowly to the other side of the road
6. Do not stop if you have enough room to turn completely
7. Accelerate into the new target area, checking mirrors

COMMON ERRORS

1. Fails to signal to move right
2. Fails to check traffic before moving left
3. Fails to signal left
4. Speed too fast
5. Turns wheel too slow
6. Stops unnecessarily



TWO-POINT TURNABOUT

OBJECTIVE

Select the safest maneuver to turn a vehicle around to go in the opposite direction

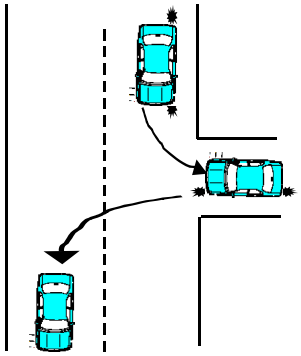
DRIVING ENVIRONMENT

Low-volume area, with no legal restriction for performing the maneuver into a driveway or street

GOOD HABITS – TWO-POINT TURNS TO THE RIGHT

Advantage: You can re-enter traffic by going forward

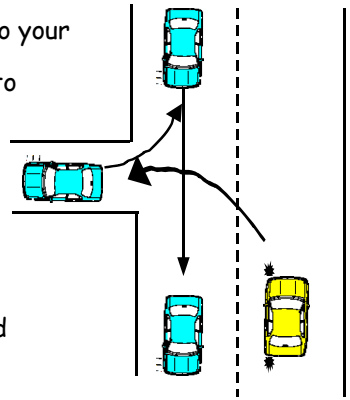
1. Check rear traffic, signal right
2. Stop with your rear bumper just beyond the driveway, about 3 feet from the curb
3. Check traffic, ensure you are able to see 500 feet in either direction
4. shift to reverse
5. Look back and slowly back up into the driveway
6. Stop when your vehicle is completely off the street
7. Signal left
8. Check traffic, when safe, turn left into your new target area



GOOD HABITS – TWO-POINT TURNS TO THE LEFT

Disadvantage: You must back into traffic

1. Check traffic, signal left
2. Turn left into the driveway, stop when your vehicle is off the street
3. Check traffic again,
4. Look back, shift to reverse, back slowly into your new lane
5. Stop with wheels straight, then accelerate to your new target area
6. Check rear zone



COMMON ERRORS

1. Fails to check traffic
2. Fails to signal
3. Drives too fast
4. Fails to shift into reverse
5. Fails to look back while backing until stopped
6. Fails to move completely off the street
7. Forgets to shift into "drive"