

# **Chapter 3**

## **You Are in Control**



### **Overview**

### **Content Notes & Background Information**

**NDRPC 2014**

# You Are in Control - Overview

**Approximate time required to complete this chapter:** Three hours.

## **Classroom Concepts:**

- 3.1 Yielding to Others
- 3.2 Tracking Control
- 3.3 Blocking Problems
- 3.4 Introduction to Backing
- 3.5 Turnabout Maneuvers
- 3.6 Insurance Requirements

## **Good Driving Habits**















### **Habit #5: Zone Control Searching**

- Search to the target area and evaluate your path-of-travel
- FIND line-of-sight, path-of-travel zone changes
- Check other zones for additional information

## **In-Car Performance:**

- 3.1 Yielding to Others
- 3.2 Tracking Control
- 3.3 Finding Line-of-Sight and Path-of-Travel Blockages
- 3.4 Backing Introduction
- 3.5 Turnabouts

The student must demonstrate knowledge and successful in-vehicle performance of the following behavioral patterns:

-  Targeting to Approach Curves
-  Vision Use and Tracking Through Curves
-  Develop Central Vision Line-of-Sight, Path-of-Travel Detection
-  Develop Fringe Vision for Monitoring
-  Searching to Target Area
-  Evaluating Target Area
-  Identifying Line-of-sight
-  Identifying Path-of-travel
-  Target Usage while Backing
-  Vision Usage while Backing
-  Steering while Backing
-  Reference Points for Backing
-  Use of Pivot Point
-  Intersection Turnabouts and Risk Assessment

## **Required Equipment, Lesson Resources, and Support Materials:**

- ♦ NDRPC 2014 DVD Interface, computer, projector, screen, and speakers
- ♦ Chapter 3 Lesson Plans and Activity Directions, and Overview Notes
- ♦ NDRPC 2014 Playbooks (students are required to bring hard copy to class)
- ♦ Simulated steering wheels
- ♦ Ticket to Concept 3.4 Key (may display digital copy on screen)
- ♦ Chapter 3 Exit Exams & Key

**Optional Materials:**

- ♦ Parent Guide to Teen Driving (Optional for Turnabout Maneuvers)
- ♦ North Dakota Noncommercial Drivers License Manual (Optional for Yielding Right of Way)
- ♦ Ten Habits Keep the Monster Caged! Using the Dynamics of Zone Control
- ♦ Partnership for EXPERT Driving 7th ed. IN-CAR Guides

**Learner Assignments for this Chapter**

- Read Playbook Chapter 3
- Ticket to Concept 3.4
- WS 3.6 Insurance Requirements

**Method of Classroom Assessments**

- Learner will complete Ticket to Concept 3.4 and demonstrate accountability for completing chapter reading assignments. Learner will answer informal questions; and participate in class discussions, demonstrations and activities.
- Learner will complete Chapter 3 Exit Exam with a minimum score of 80%.

**In-Vehicle Assessments of the behavioral patterns listed above utilize the following performance codes:**

- 1 = Performs well with little or no coaching
- 2 = Performs fair with coaching; needs guided practice
- 3 = Performance requires coaching; considerable guided practice required
- 4 = Unable to perform; required to repeat lesson

On a predetermined route, learner will be assessed on his/her ability to perform behavioral patterns as listed above.

## Classroom Objectives

### 3.1 Yielding to Others

The learner will be able to describe who must yield correctly in traffic.

### 3.2 Tracking Control

Learners will be able to evaluate the path they need the vehicle to take and demonstrate an understanding of the skills needed to track the vehicle where they want it to go. Learners will begin to recognize and understand the importance of identifying line-of-sight and path-of-travel blockages that have the potential to affect their intended path. The learner will be introduced to the behaviors and benefits of searching to the target area.

### 3.3 Blocking Problems

The learner will be able to describe line-of sight and/or path-of-travel restrictions while being presented with various traffic situations. The learners will be able to classify what they see as having, or not having, an effect upon the driver's line-of -sight and upon the path-of-travel of the vehicle's movement. The learner will be introduced to the behaviors and benefits of Habit 5.

### 3.4 Introduction to Backing

The learner will be able to describe the skills necessary for moving and tracking the vehicle in reverse.

### 3.5 Turnabout Maneuvers

The learner will be able to explain the skills necessary to turn a vehicle around by backing the vehicle out of traffic into a side street in order to change direction.

### 3.6 Insurance Requirements

The learner will be able to explain North Dakota insurance requirements and list six basic types of insurance coverage and give a definition of each.

## In-Car Objectives

### 3.1 Yielding to Others

The learner will be able to demonstrate the ability to yield correctly in traffic. Failure to yield the right of way is a common mistake that causes many collisions.

### 3.2 Tracking Control

The learner will be able to demonstrate the ability to maintain an accurate tracking path in all traffic environments. In addition, he/she should demonstrate the ability to use targeting to identify potential and/or actual problems that affect the control of the intended path-of-travel.

### 3.3 Introduction to Line-of-Sight and Path-of-Travel Blockages

The learner will be able to describe changes in line-of-sight and upon the path-of-travel while operating in various traffic situations and to be able to realize whether these problems have an effect on the vehicle's movement.

### 3.4 Introduction to Backing

The learner will demonstrate the ability to perform the skills necessary for moving and tracking the vehicle in reverse.

### 3.5 Turnabouts

The learner will be able to evaluate and execute decisions related to turning the vehicle around.

## 3.1 Yielding the Right of Way Content Notes

### Yielding the Right of Way

Yielding simply means you must slow or, if necessary, stop your vehicle to allow another vehicle or pedestrian to continue safely.

A right-of-way law does not give anyone the right of way; it only says who must yield. Stop signs, yield signs, and traffic lights control traffic at busy intersections. They tell drivers who may go without stopping or who must stop and yield right of way to other drivers, bicyclists, or pedestrians.

There will be many times when you will need to yield or slow down so another vehicle can proceed safely.

You must look and yield the right of way to any vehicle in, or approaching, the intersection at the same time from your right where there are no signs or signals.

### Yielding Situations to Know and Remember

**To blind persons:** They may be carrying a white cane or be accompanied by a service animal.

**At any intersection:** Yield to any traffic that is already in the intersection.

**To prevent a collision:** If someone doesn't yield to you when they should, yield to them and be courteous about it.

**At a roundabout:** You're required to yield to any traffic already in the roundabout and pedestrians.

**To emergency vehicles:** When you hear the siren of an approaching ambulance, fire truck, or police car, prepare to pull to the right edge of the roadway and allow them to pass. If you're stopped when they are approaching and you are unable to move, just stay put.

### Stopping Locations

There are three legal stop locations. First is the **stop line**. Second is the **crosswalk or implied crosswalk** (an implied crosswalk is where a path or sidewalk lead up to the edge of the roadway, but there is no painted crosswalk on the road). Third is the **curb line**.

You can also make a **Staggered Stop**, which is 15 feet back from any of the above stopping locations. This gives large vehicles room to make their turns. To locate this position, use your forward reference point.

## 3.2 Tracking Control Content Notes

### Tracking Control

Accurate tracking is placing your vehicle in a lane position and maintaining it until a change is needed. Whether you are driving through turns or curves, searching for zone changes, or just driving straight, you must know your position on the roadway and develop great seeing or vision control skills.

- Targeting will give the driver the tools necessary to track accurately.
- Reference points help learners know with confidence where the vehicle is positioned in the lane.
- The correct use of central and fringe vision will help drivers gather all necessary information.

**Accuracy of Tracking** – Tracking is the path the vehicle actually travels. Accuracy of tracking means placing the vehicle where you want it to go. You should be able to place the car into Lane Positions 1, 2, or 3 with accuracy and consistency.

**Tracking Through Curves** – Tracking is the actual path the vehicle takes as it travels through the curve.

- **Target on Approach** – A target is seen straight ahead in the center of the path you intend the car to take.
- **No Target into Apex** – You do not want to use targets as you are traveling toward the apex of the curve.
- **Look into/through the Curve** – As the car gets closer to the curve, and it is time to select a new target, look through the curve with central vision until you see another straight-away for a new target.
- **Use Fringe Vision to See Reference Points** – Your fringe vision enables you to see reference points to determine the position of the vehicle into the curve.

- **Select Target after Curve** – Your central vision enables you to look through the curve for problems and a new path-of-travel.

#### Tracking into Turns

- **Select Target Before Turn** – Before making a turn, look into the turn to select the target for your new path-of-travel.
- **Aim Car on Target** – Aiming the car for the target will help keep effective tracking control.

#### Searching to Target Areas

The target area is the driving environment to the left and right of where the target is located. Searching the target area for driving-related information is more important than trying to identify a specific target. Identification of a specific target is only necessary while learning what a target is and how to identify the target area.

- **See Target Location** – The use of a target for searching applications helps to get your eyes effectively ahead of the vehicle.
- **Evaluate Target Area** – See if your target area is open or closed.
- **Evaluate Your Path-of-Travel** – The path-of-travel is the space you intend to travel to arrive into the target area.
- **See Zone Changes** – Evaluate your line-of-sight and path-of-travel to detect any zone changes that can take away the targeting path you intend to use.

## 3.3 Blocking Problems Content Notes

Most crashes involve line-of-sight and/or path-of-travel problems or blockages that the driver doesn't **FIND** or sees so late there is too little time or space to successfully **SOLVE** the problem.

This concept was first introduced in section one.

- Find:** Line-of-sight and/or path-of-travel problems in the target area  
**Solve:** Line-of-sight and/or path-of-travel problems in the 15-second space in front of you  
**Control:** Line-of-sight and/or path-of-travel problems in the 4 seconds of space in front of you

**Path-of-Travel** is the area the car will occupy. A path-of-travel problem is any problem (someone or something) that can temporarily or permanently prevent the driver from occupying the space. You always want to be searching ahead as far as you can see, to the target or target area, to **FIND** any blockages, problems, or changes that are occurring.

**Line-of-Sight** is where you can see. A line-of-sight problem blocks the driver's ability to see the condition of the intended path-of-travel. You need to **SOLVE** any line-of-sight restrictions and get accurate information about the condition of your path-of-travel before you enter that space.

#### **FIND any line-of-sight and/or path-of-travel blocking problem**

The first step of the Zone Control System is to identify one line-of-sight and/or path-of-travel problem. That identification is intended to turn your alert switch on. You then will consciously use the other steps of the system until the total process takes place by habit.

Look for line-of-sight and path-of travel changes that are in your front zone. For example, seeing a curve ahead means a change to your path-of-travel, and when there are restrictions (such as trees) that prevent you from seeing around the curve, it is also a line-of-sight zone change.

#### **Closed Front Zones**

A closed front zone exists when any of the following three conditions are present:

- Anything blocking your intended path-of-travel or blocking your view of your intended path-of-travel

- You cannot see at least 15 seconds ahead (closed line-of-sight to the front)
- You do not have at least 4 seconds of following time when traveling behind another vehicle (closed line-of-sight and path-of-travel)

**Examples:**

A red traffic light or stop sign is a closed path-of travel front zone

A hill crest is a closed line-of-sight front zone

A parked car on the right is a closed line-of-sight and path-of-travel to the right front zone

A speed bump is a path-of-travel blockage

A curve is a closed path-of-travel and many times a closed line-of-sight

**Speed Control Options**

- **Keep Same Speed**  
You make the decision to continue to travel at the speed you attained when the zone change was detected.
- **Decelerate**  
Decelerate means to ease your foot pressure off the gas pedal, which reduces the amount of acceleration.
- **Off-Gas, Cover Brake**  
Off the gas pedal means to completely remove acceleration pressure. Covering the brake means having your right foot over the brake pedal, without applying pressure, in a ready position.
- **Off-Gas, Apply Brake**  
Off-gas, apply brake means to remove your foot completely from the gas pedal and apply pressure to the brake pedal to initiate a braking force upon the vehicle.
- **Increase Speed (Never into a closed zone)**  
One of the five available options for speed selection is to increase speed. A principle of Zone Control is to never increase speed into a closed zone condition. There are always exceptions to rules, but to increase speed into a situation that does or may require a stop is not desirable.

**Attempt to Keep Zones Open - One can create open space**

The bottom line for using the Zone Control System is to acquire the best space management available to you.

Therefore, after seeing a zone condition and getting all the information, select the best speed choice, lane position, and communication. Set your standard to create empty zones surrounding your car as often as possible.

## 3.4 Introduction to Backing Content Notes

**Introduction to Backing**

**Search and Yield right of way to all vehicles and pedestrians prior to moving in reverse.**

Every year, thousands of children are hurt or die because a driver backing up didn't see them. For the most part, these incidents take place in residential driveways or parking lots. The predominant age of victims was one year old (12-23 months). Over 60% of backing up incidents involved a larger size vehicle (truck, van, SUV). Tragically, in over 70% of these incidents, a parent or close relative is behind the wheel. The Centers for Disease Control and Prevention 2005 study reports that over 2400 children are treated in hospital emergency rooms every year due a child being struck by or rolled over by a vehicle moving in reverse. For additional information, visit the KIDS AND CARS website at [www.KidsAndCars.org](http://www.KidsAndCars.org)

**Target Usage while Backing** – Use a target while backing much as you do while traveling forward. Targeting when backing will help you keep the vehicle tracking in the direction you want.

**Vision Usage while Backing** – As the back of the car goes to the right, the front will swing to the left. Check to be sure that space to the left is clear.

**Steering while Backing** - With your left hand at the top of the steering wheel, turn the wheel down on the right side to make the back of the car go to the right.

**Reference Points for Backing** - To decrease risk, it is best to back the shortest distance. Back only far enough to get the front of the car even with the curb line, which is our forward safety stop position.

**Pivot Point for Backing Turns** – When the corner support post for the rear window of your car appears to conceal the curb line of the street you are going to back into, begin to turn the steering wheel.

## 3.5 Turnabout Maneuvers Content Notes

Sooner or later you'll miss a turn. Turnabouts are maneuvers used to change your direction. There are several ways to turn around, some more risky than others.

### Intersection Turnabouts Risk Assessment

Only perform an intersection turnabout at locations where you have a good line-of-sight, and a path-of-travel to back into the street completely and pull out with a clear view. There may be other choices for turning around than to use the driveway/intersection turnabout. For example, you may be able to drive into and out of a public parking lot, or you may be able to drive around the block. See what options you have available. Some states require a 3-point turn. Do not drive into a side street or driveway and back out into a street or highway.

### Mid-Block Turnarounds (right side of the street)

- Approach
- Communication
- Speed changes
- Lane position
- Visual reference turn points
- Steering
- Line-of-sight
- Path-of-travel
- Courtesy

Follow the correct procedure for making a turnabout in alleys or driveways on both the right and left sides of a street.

### NDCC 39-10-36. Limitations on turning around

- (1) The driver of any vehicle may not turn such vehicle so as to proceed in the opposite direction unless such movement can be made in safety and without interfering with other traffic.
- (2) No vehicle may be turned so as to proceed in the opposite direction upon any curve, or upon the approach to or near the crest of a grade, where such vehicle cannot be seen by the driver of any other vehicle approaching from either direction within five hundred feet [152.4 meters].

## 3.6 Insurance Requirements Content Notes

The learner will be able to list North Dakota insurance requirements. The learner will be able to list six basic types of insurance coverage and give a definition for each.

**Most states require drivers to have some kind of insurance. As a driver, you also have a legal responsibility if you are involved in a crash.**

### Types of Insurance Coverage:



**Uninsured Motorists** - Covers damages done to you by a driver who does not have insurance. It also covers you in case you are injured by a hit-and-run driver.

**Comprehensive** – Protects your car against damage caused by theft, fire, earthquake, vandalism, flood, etc.

**Collision** – Pays for the cost of repairing your vehicle or replacing your car when you or another driver were at fault.

**Personal Injury Protection (PIP)** – Covers medical expenses and loss of income for you and your passengers, regardless of who was at fault or what type of collision it is. Covers any pedestrian or cyclist harmed by the insured's vehicle.

**Liability Bodily Injury** – Pays for injuries to others for which you are partially or entirely responsible. Covers your legal fees whether or not you were at fault.

**Liability Property Damage** – Pays for damage to the property of others if you are partially or entirely responsible. Covers your legal fees whether or not you were at fault.

**North Dakota's Mandatory Insurance Law** - Requires every driver to insure their vehicles with liability insurance. The minimum insurance a driver must have in North Dakota is:

- **Bodily Injury Liability:** \$25,000 per person (the maximum amount payable to one person)/\$50,000 per accident (the maximum amount payable to all people injured in one accident). Bodily injury liability provides coverage for claims brought against you for bodily injury caused to another person through the operation of your vehicle.
- **Property Damage Liability:** \$25,000 per accident. Property damage liability provides coverage for claims brought against you for damage caused to someone else's property through the operation of your vehicle. Also covers damage to a car you rent for personal use on a short-term basis.
- **Uninsured Motorist Coverage:** \$25,000 per person/ \$50,000 per accident. Uninsured motorist provides you coverage for a bodily injury claim you would have against another driver who does not have insurance. This coverage does not pay for physical damage to your vehicle.
- **Underinsured Motorist Coverage:** Underinsured motorist coverage must be equal to the uninsured motorist coverage. Underinsured motorist provides you coverage for a bodily injury claim you would have against another driver whose liability coverage is less than your underinsured coverage.
- **Basic No-Fault:** \$30,000 per person. Basic no-fault provides you coverage for economic loss (such as medical expenses and work loss) as a result of an accidental injury in your auto without regard to fault. No-fault is also known as **Personal Injury Protection** or PIP.

**North Dakota Future Financial Responsibility Law** – means drivers have to maintain proof of future financial responsibility with the Driver License Division for one year. There are several reasons why one might be subject to this law. A driver will need to file an SR22 if:

- They refused a chemical test
- They were convicted of DUI/APC
- The driver was convicted of an offense requiring the revocation of driving privileges (i.e. negligent homicide with a MV)
- They have a DUS/DUR in which the suspension period is 91-days or greater
- They have a crash in which no insurance was in effect at the time of the crash (here the driver has an option to send DOT a \$25,000 security deposit if they don't file the SR22)

## Crash Scene

If a collision with another vehicle, pedestrian, or someone's property occurs, a person IS LEGALLY REQUIRED TO FOLLOW SPECIFIC PROCEDURES. These 5 steps should be taken:

- Stop immediately
- Aid the injured
- Prevent further damage
- Send for police
- Exchange information

Take these additional steps after a collision:

- Record the names and addresses of witnesses
- Make a sketch of the collision scene or take a photograph
- Record such facts as time, date, location, weather, and driving conditions
- Note the name of the hospital to which any injured persons were taken
- Note the name and the identification number of the police officer reporting to the scene of the collision.

Give police the facts. Provide honest, accurate facts and never argue about who was to blame. Do not admit fault. Stay at the scene until all information has been recorded. Produce proof of financial responsibility by showing a card that lists current insurance or a bond card. Also, notify appropriate insurance agent promptly.

## Filing "Crash" Reports

North Dakota law requires you to file a crash report with Driver License Division if any of the following apply:

1. There is more than \$1,000 damage to your vehicle
2. There is more than \$1,000 damage to property other than a vehicle
3. Someone is injured (no matter how minor)
4. Someone is killed

You must make the report immediately.

## The Good Samaritan Law

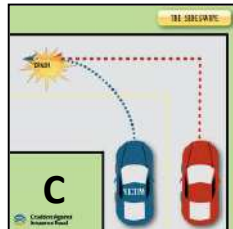
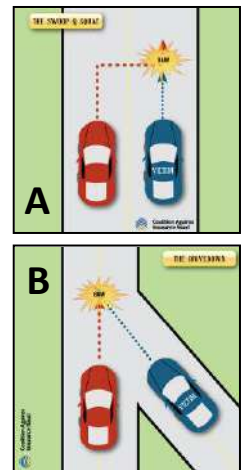
The Good Samaritan Law is a North Dakota Statute that provides for the legal protection of an individual providing care to a person in an emergency situation.

## Insurance Fraud

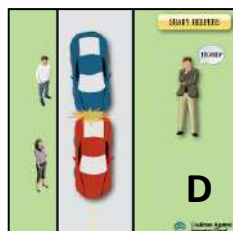
Insurance fraud is more common in some states than others, but no one is immune. There are several ways to prevent fraud: keep 4 or more seconds of following time, yield when others don't, and never give away your yielding responsibilities to another driver - even the nice wave-on can cause trouble. Never admit fault at the scene of a collision, accept a cash payoff, or sign away your rights at a scene. Call 911 if you suspect fraud or even if you don't.

**A: Swoop and squat:** A suspect vehicle suddenly swoops in front of you and jams on the brakes, causing a rear-end collision. Often the suspect car has passengers who pretend to have painful back or neck injuries, even though the collision was at low speed. The driver and passengers may then make large collision and injury claims against your auto policy.

**B: Drive down:** You're trying to merge into traffic, and a dishonest driver slows down and waves you forward. He then crashes into your car, but denies waving you into traffic and blames the accident on you. Crooked drivers may also wave you out of a parking space with the same come-on.



**C: Sideswipe:** Be careful if you're driving in the inner lane of a dual left-turn lane at a busy intersection. Crooks may deliberately ram you if you drift into the outer lane while turning.



### D: Shady Helpers

A stranger may approach you at the crash site or phone you right afterward. The stranger tries to badger you into getting medical treatment at a specific clinic, repairs at a specific body shop, or assistance from a specific lawyer. Be careful: it may be a setup for fraudulent medical treatment, car repairs, and bogus insurance claims. You could be headed for trouble. Think hard before getting involved with strangers like these.