

Driving Straight

Observation (see A)

- Never stare
- Look far, look near, look side to side, look *back*
- Utilize peripheral vision
- Look for hazards: vehicles, pedestrians, *cyclists*

Steering-hand position

- Driving straight - 9 & 3 or 10 & 2
- Turning-hand over hand, no palming or *inside grip*

Common speeds unless posted otherwise

- 20 km *parking lots & alleyways*
- 30 km school zones / playground zones
- 30 to 40 km *side streets*
- 30-40 construction zones
- 50 km city streets
- 80 km *Freeway*

Following Distance

- City - 2 seconds in favourable conditions
- HWY - *3* seconds in favourable conditions
- In unfavourable conditions - 3 to 4 seconds

Stopping distance- bottom of tires (see B)

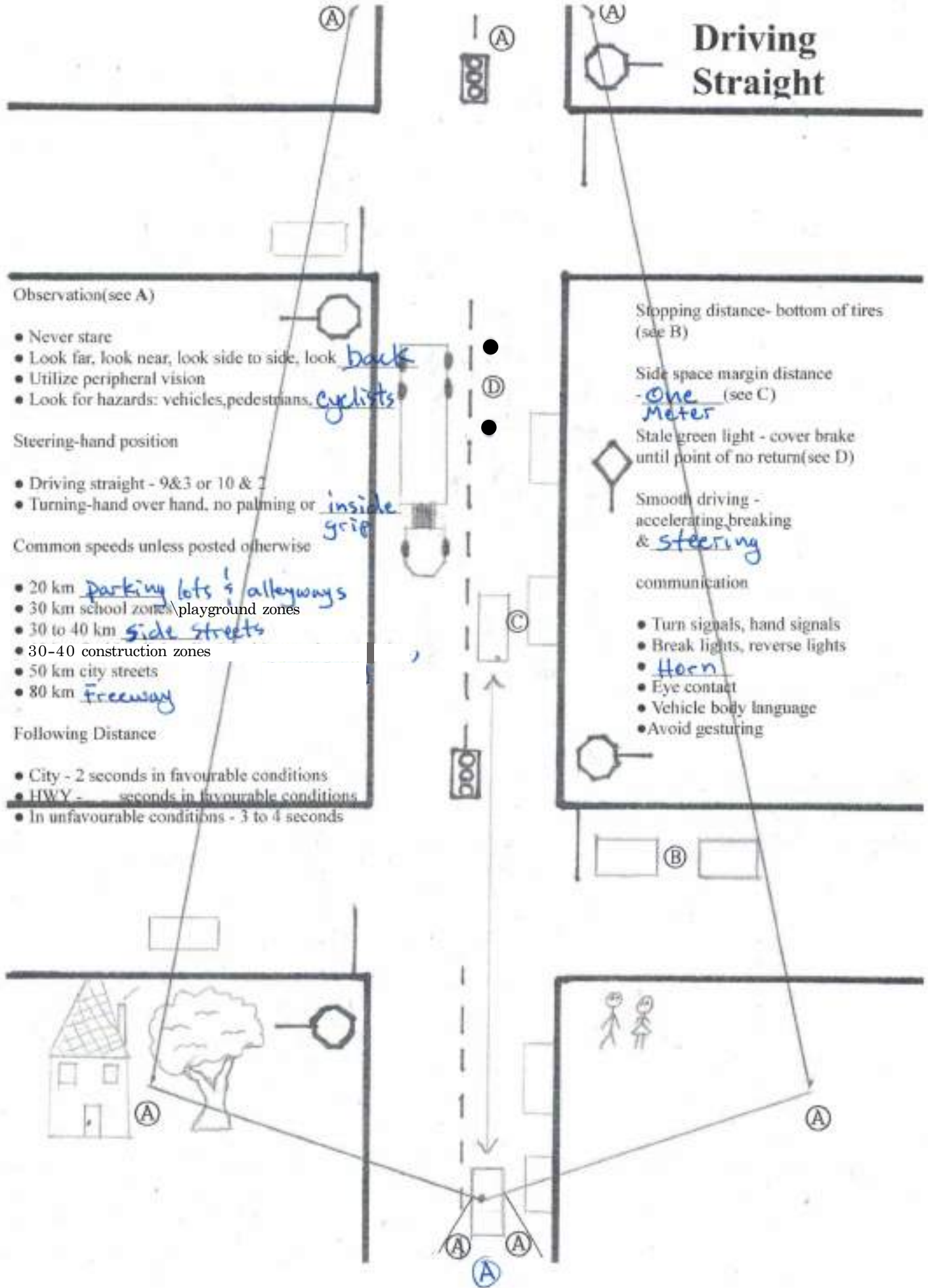
Side space margin distance - *One Meter* (see C)

Stale green light - cover brake until point of no return (see D)

Smooth driving - accelerating, breaking & *steering*

communication

- Turn signals, hand signals
- Break lights, reverse lights
- *Horn*
- Eye contact
- Vehicle body language
- Avoid gesturing



Pre-Trip Inspection

On your road test, insure that you know how to operate the following controls on your vehicle and that they are functioning properly:

Turn signals

Break Lights

Lights: running lights head lights high beam

Horn

Wipers

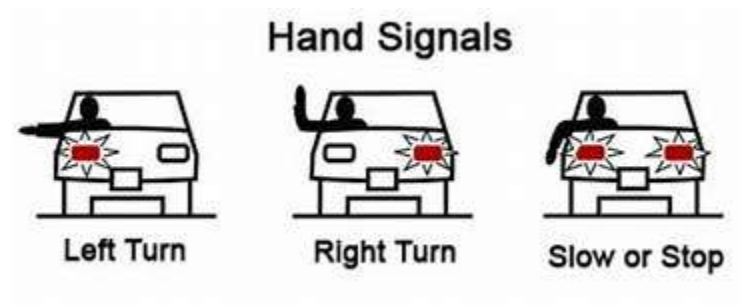
Hazard lights

Rear window defog

Front windshield defog

Parking/Emergency Break

Know your hand signals:



Know how to adjust the following:

Seat

Head rest

Seat belt

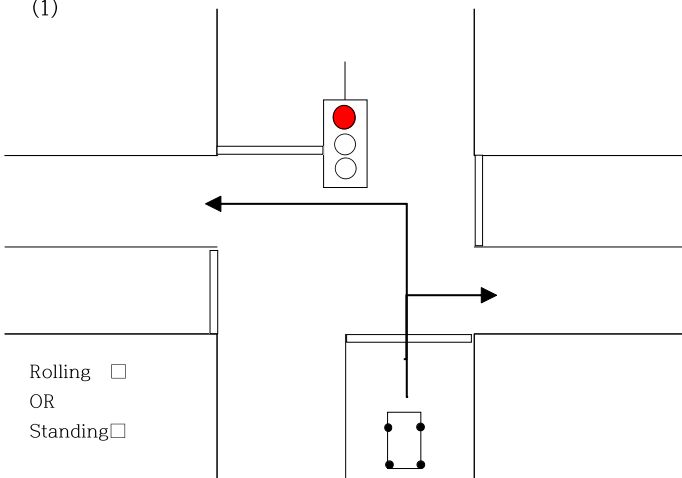
Mirrors (3)

If you have any questions to ask about rules of the road or the road test itself, ask the examiner at the time of the pre-trip inspection.

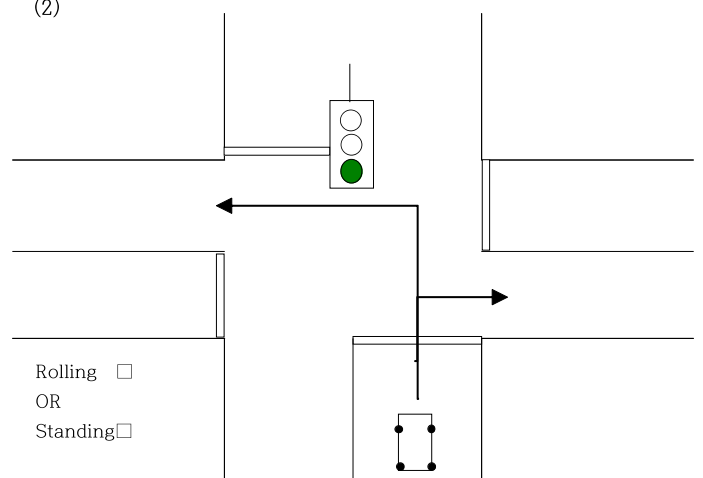
STANDING OR ROLLING?

IDENTIFY EACH INTERSECTION AS EITHER STANDING OR ROLLING.

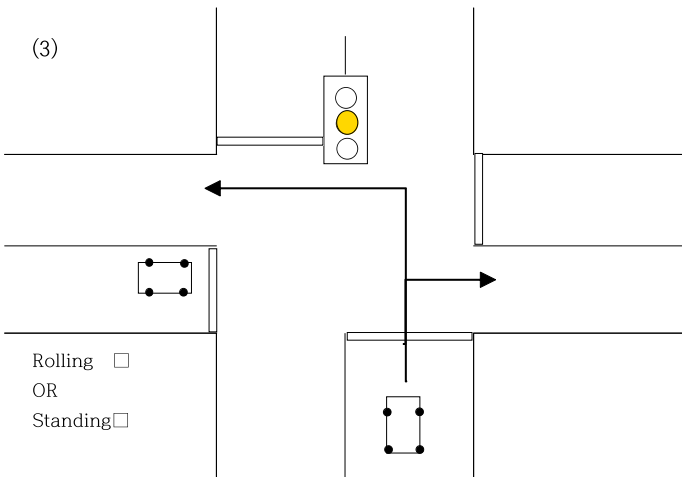
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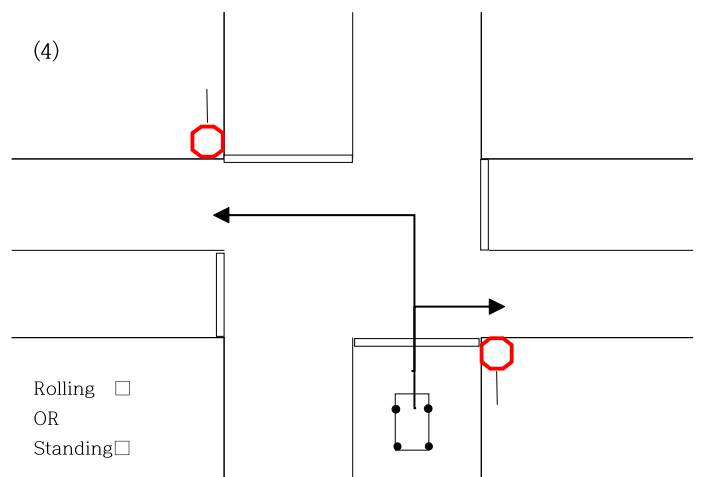
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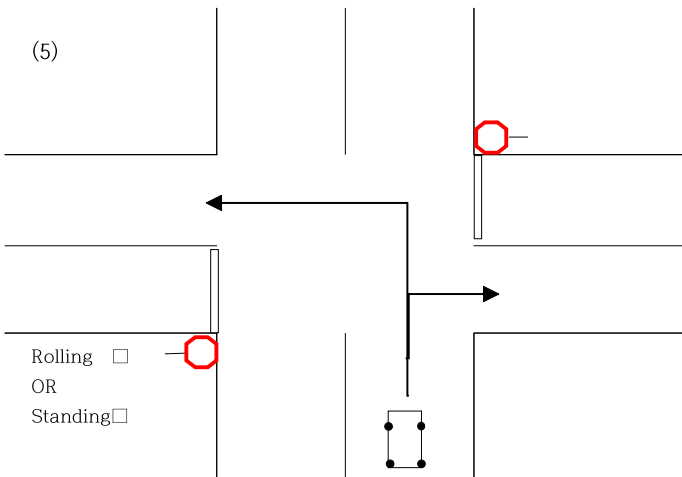
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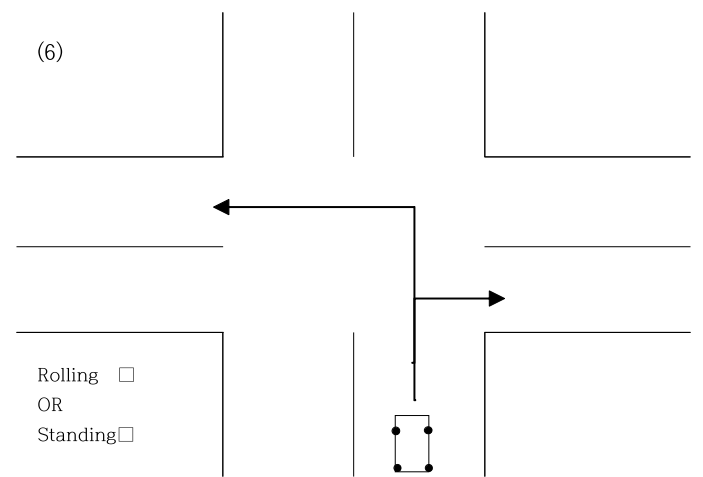
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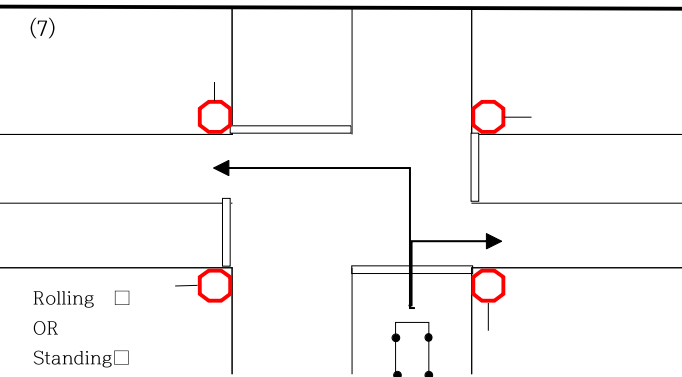
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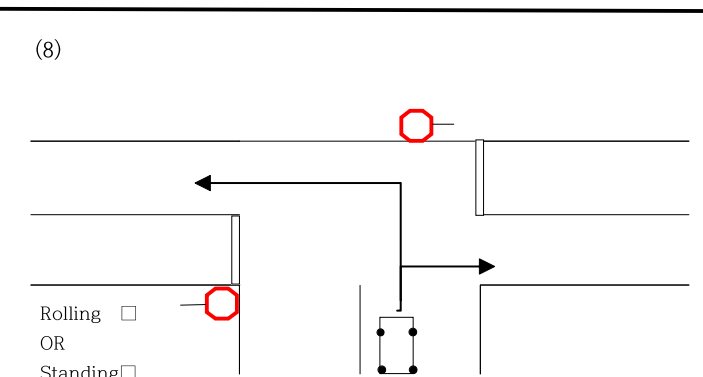
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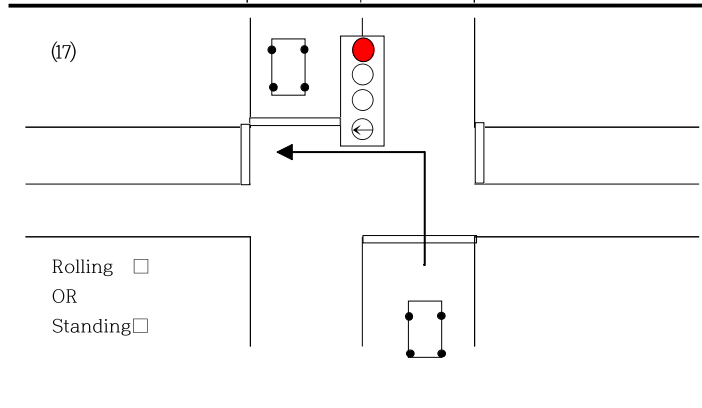
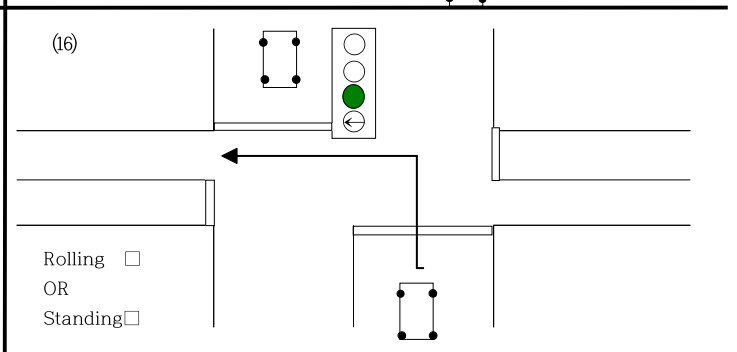
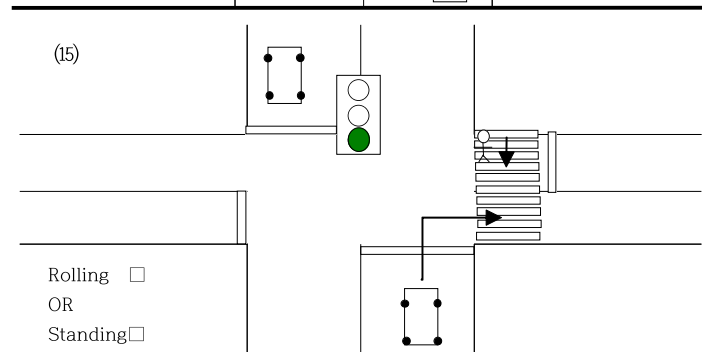
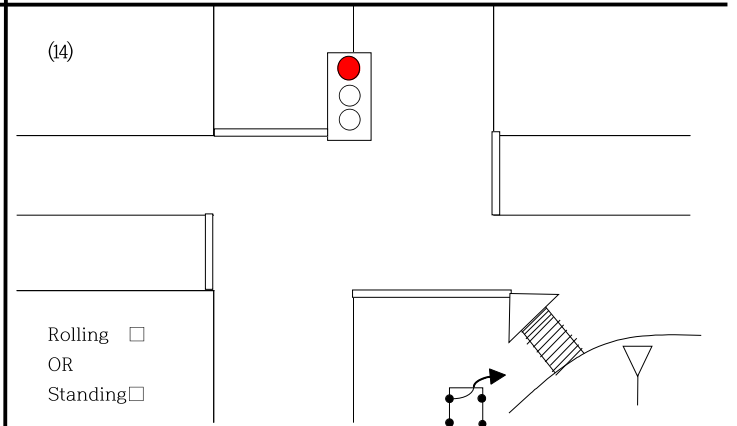
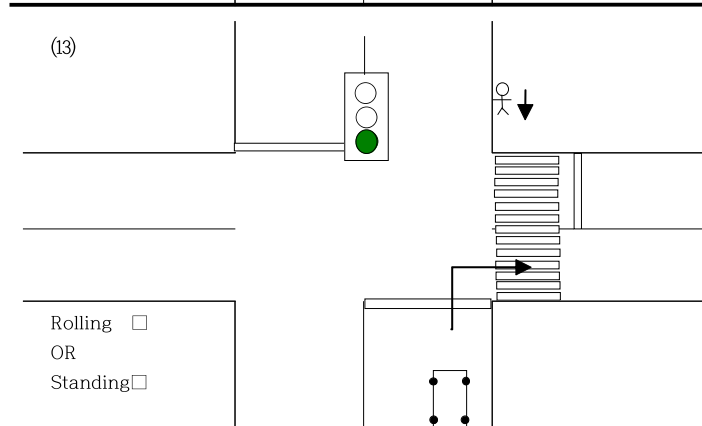
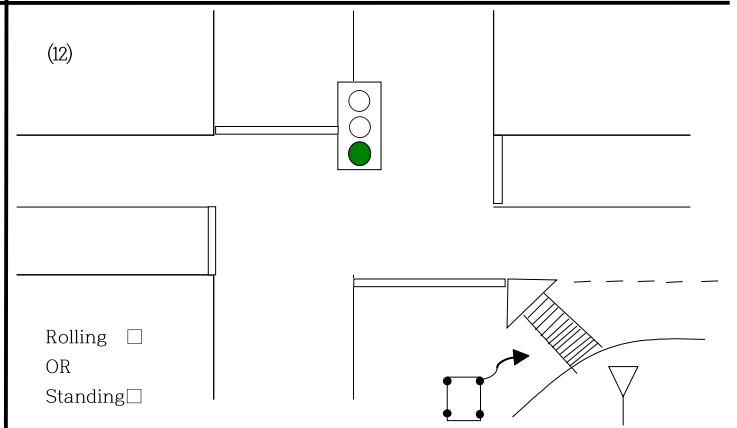
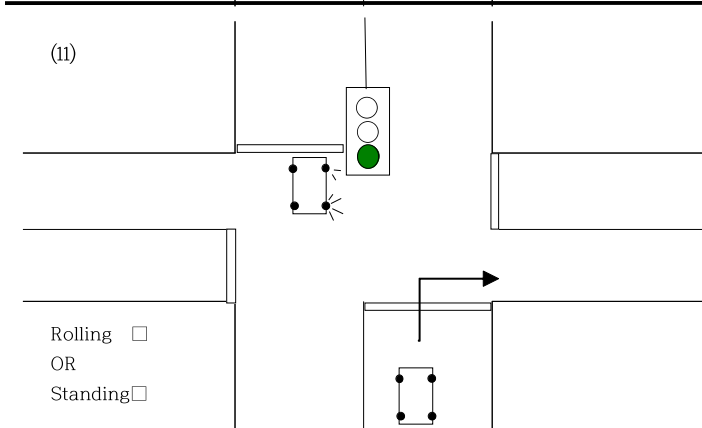
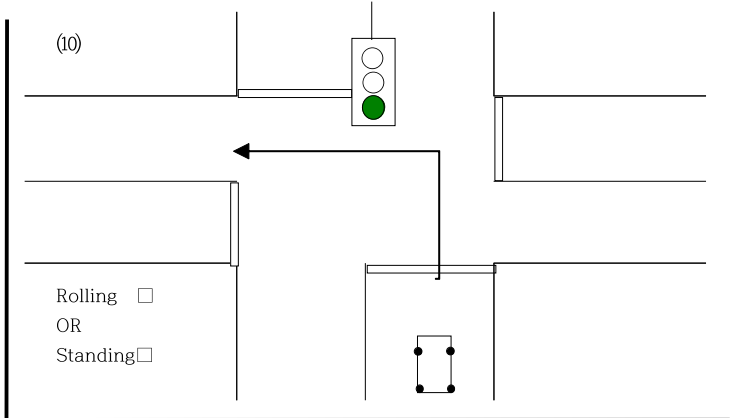
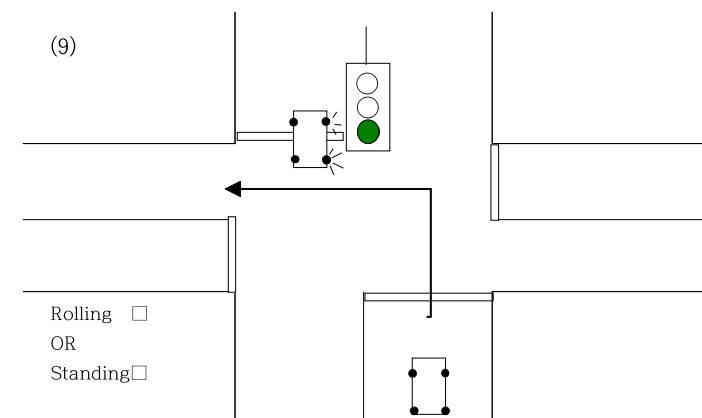


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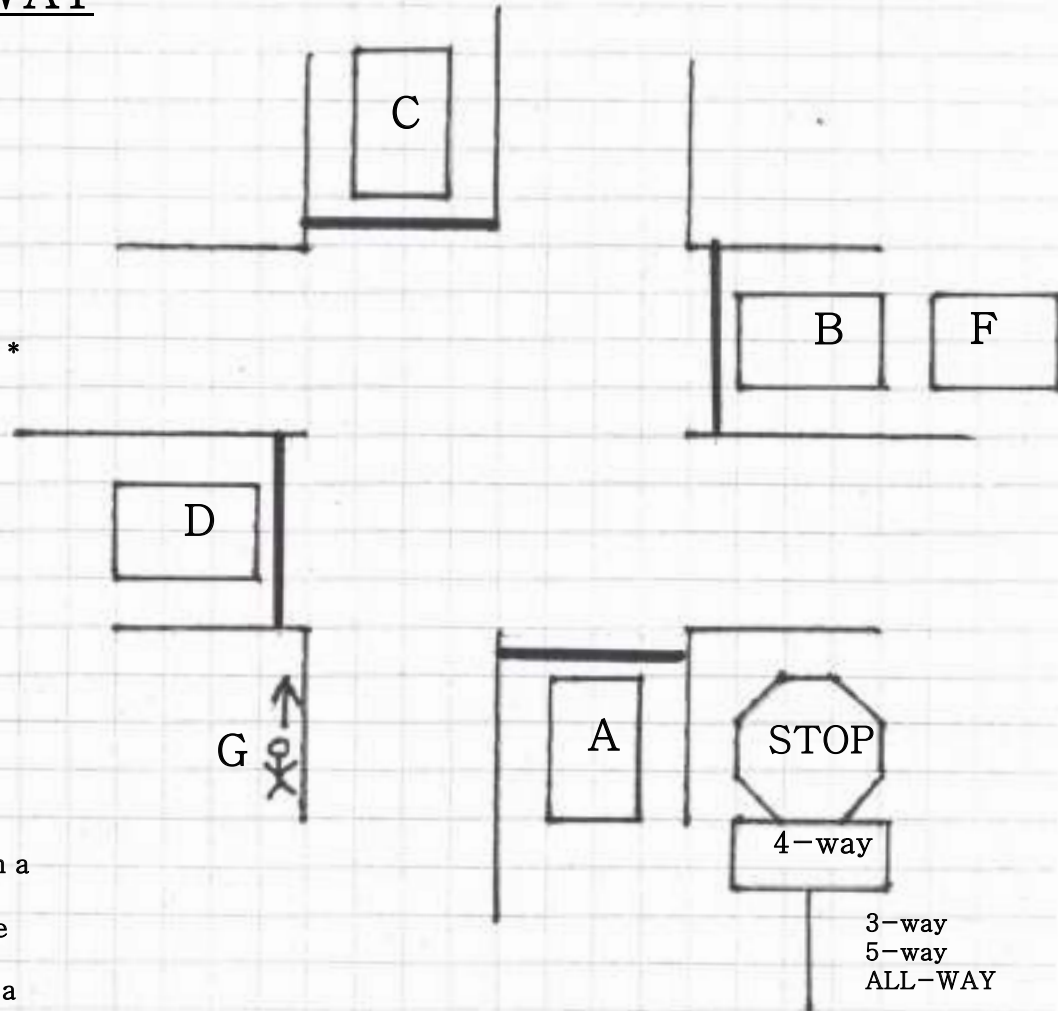
4-WAY

4 Important Rules

1. First come, first serve
2. Same time, furthest to the right
3. Yield to a motorist initiating first *
4. Yield to pedestrians

Tips and Tricks

1. Avoid confusing a 4-way with a 2-way and vice versa.
2. Try to anticipate the sequence before stopping.
3. Come to an efficient stop, not a lingering one.
4. Stop and go, scan as you go
5. If the right-of-way is given, accept it if it is safe to do so.
6. For right turns: shoulder check upon stopping and take your turn in the sequence.



Questions

What is the sequence when:

1. A arrives 1st and B arrives 2nd, both going straight?
2. A and B arrive same time, both going straight?
3. A, B and C arrive same time, all going straight?
4. A, B, C and D arrive same time, all going straight?
5. A and C arrive same time, both going straight?
6. A and C arrive same time, both turning left?
7. C turning left and A turning right, both arrive same time?
8. A and C arrive same time, both turning right?
9. B arrives 1st, F arrives 2nd and A arrives 3rd, all going straight?
10. A going straight and C turning left, both arrive same time
11. Pedestrian G and motorist D arrive same time while C arrives last, all going straight?

Answers

1. AB 2. BA 3. CBA 4. DCBA 5. Same time 6. Same time 7. AC 8. Same time 9. BAF 10. AC 11. GCD

Traffic Circle / Roundabout

Answer the questions and check mark the boxes if you understand the point/s being made.

☐ The purpose of traffic circles are to reduce the severity and quantity of crashes by forcing motorists to slow down and observe carefully.

☐ Traffic circles and Roundabouts are often referred to mean the same thing, however, two main types exist (small and big ones) and both types have different attributes and rules that govern them. The illustration below depicts the *smaller variety* and is referred to as a traffic circle in the "learn to drive smart" driving manual. These types of circles are most often found in residential neighborhoods.

☐ Yield to pedestrians on entering and exiting the circle.

☐ Watch out! You may not be exiting here, but a space conflict is likely if a pedestrian is crossing here.

☐ The golden rule to remember is a motorist may enter the intersection when there is no space conflict!

☐ Four possible exits

☐ Direction of travel

☐ Yield to traffic in the Roundabout

☐ Scan left to right

☐ Slow down and cover the breaks as you near the circle.

☐ Mirror and shoulder check to the right

☐ Signal in the direction as you normally would any intersection

☐ MSS early to focus your attention on the intersection

☐ You are motorist A

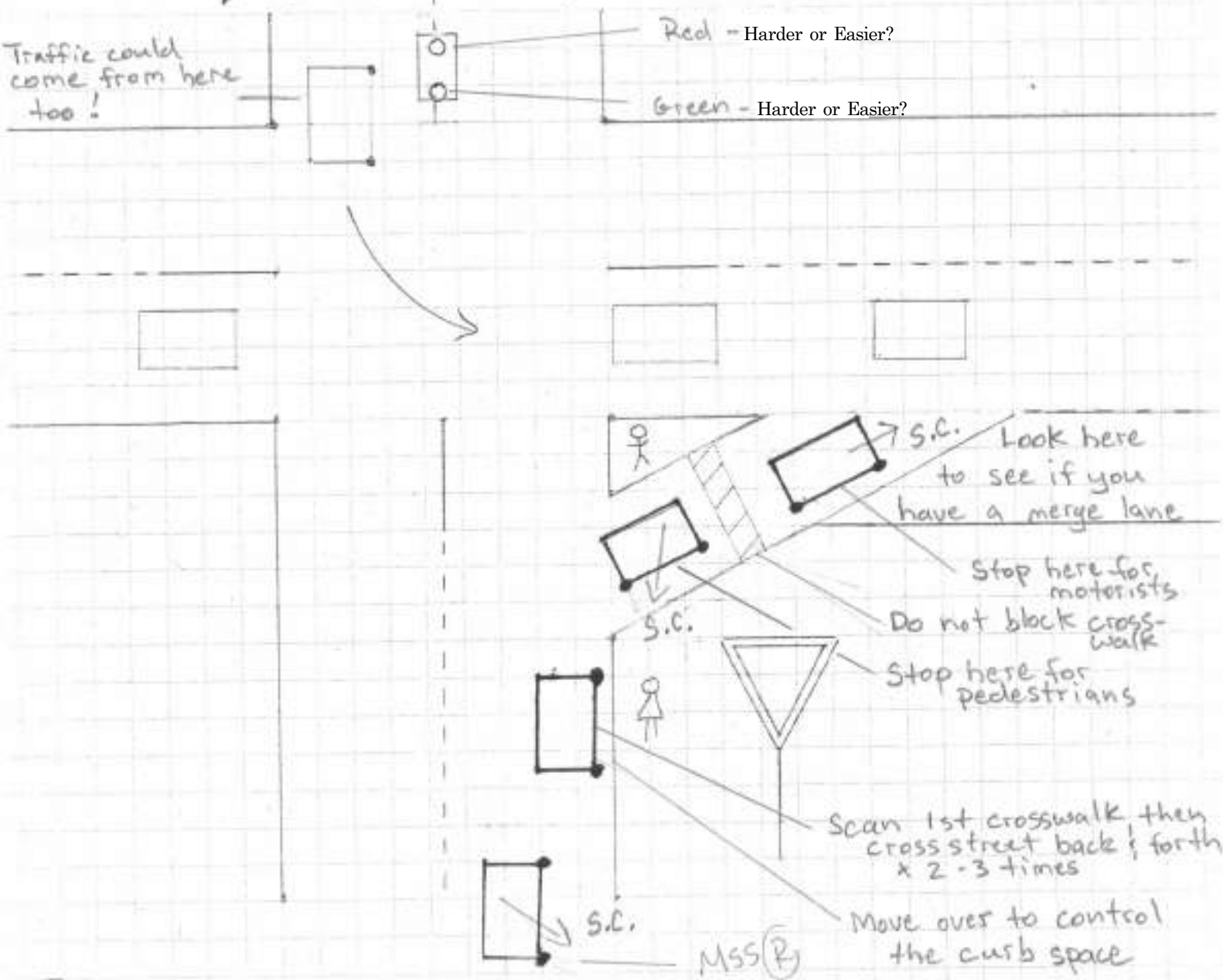
Questions:

- What is the sequence when:
 - A and B arrive same time?
 - A and C arrive same time?
 - A and D arrive same time?
 - D arrives before A and is signaling right?
- If a motorist is traveling within the circle, at what points would it be considered safe for motorist A to enter the intersection? At what points would it be considered unsafe?

Basic Step-By-Step Procedure:

- MSS - Signal the desired turn as you would any intersection, but always mirror and shoulder check the right side.
- SCAN - Scan left to right. Sometimes referred to as "scan left go right."
- EXECUTE - If all clear, execute turn to intended exit.

YIELD TURN



Basic step-by-step procedure:

1) MSS(R) on approach

2) Scan crosswalk then cross street x 2-3 for motorists and pedestrians

If clear

3) Execute turn without stopping

If not clear

3) Stop/slow for pedestrians and/or motorists

4) 123 gap-sc-gap sequence

5) Execute turn if clear

Detailed step-by-step procedure

45° REVERSE STALL PARKING

Simplified step-by-step procedure:

- MSS (R) and pull up to the target stall
- MSS (L) and go hard left until reference point
- 360° check and go straight back until sweet spot
- Go hard right until parallel
- Straight back and look for depth

7 Park: Set gear to park and apply parking break

6 Straighten the wheels and reverse backwards for depth (compare other vehicles, look down the row of stalls, look back at the curb and imagine the bumper.)

5 At the sweet spot position, turn the wheels all the way (R) and reverse back until the body of the car is parallel to the stall lines

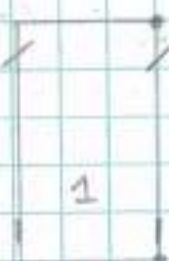
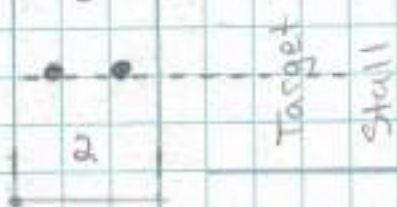
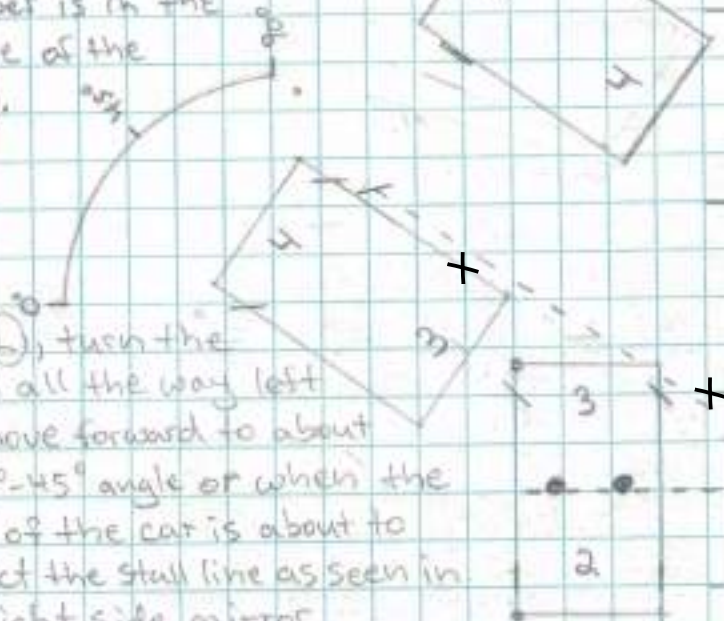
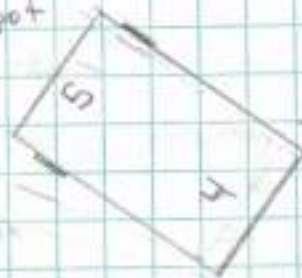
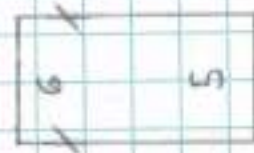
4 Straighten the wheel and reverse backwards until the sweet spot is reached (when the back bumper is in the middle of the stall).

3 MSS (L), turn the wheel all the way left and move forward to about a 35°-45° angle or when the body of the car is about to intersect the stall line as seen in the right side mirror

2 Move within 1 metre of the target stall, perpendicular to the stall and your shoulder aligned with the middle of the stall

1 MSS (R)

Other
Vehicle



Steering Backwards into a parking stall

Objective

Centre back bumper in the stall → Turn the steering wheel in the direction you want to go

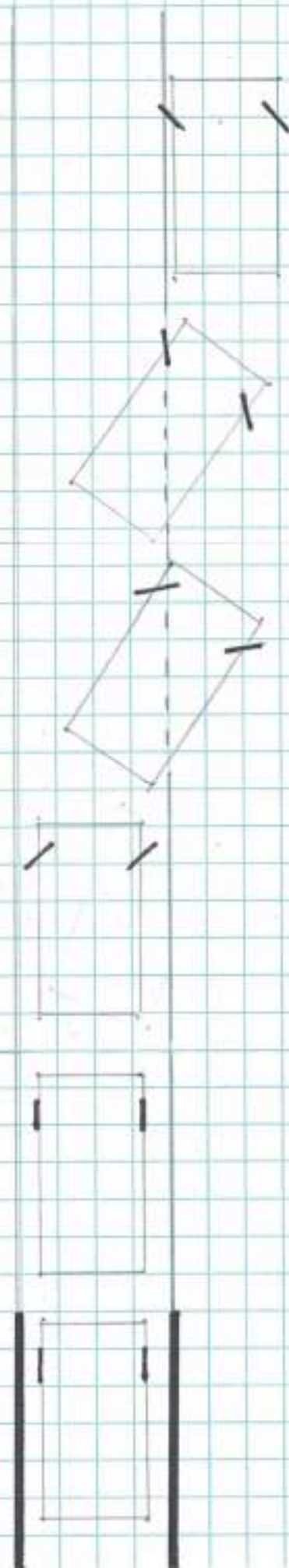
Left

Centre front bumper → Countersteer until parallel

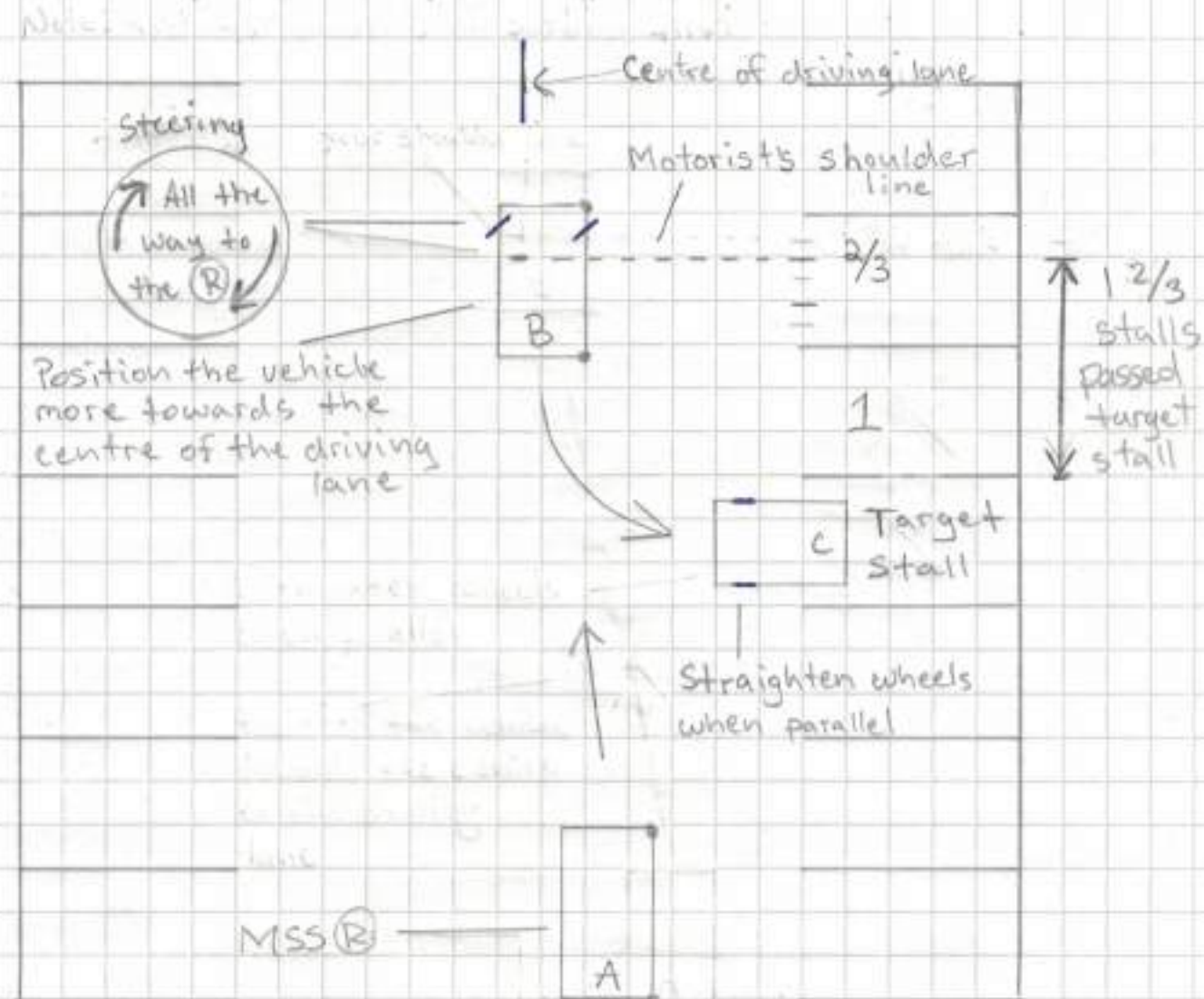
Right

Go straight back → Turn the steering wheel to the straight position (often $1\frac{1}{2}$ turns)

Left



REVERSE STALL PARKING 90°



Basic Step-by-Step Procedure

- 1) MSS (R) and stop $1 \frac{2}{3}$ stalls passed the target stall.
- 2) Turn the wheels all the way right.
Do a 360° check and back-up into the stall, correcting where necessary (see steering backwards)
- 3) Stop and Park at appropriate depth

Parallel Parking

1. MSS $\text{\textcircled{R}}$, pull-up beside host vehicle (about one metre away)

2. 360° check and back-up 3-4 feet past host vehicle (or when the host's vehicle back tail light can be seen in the middle of your right rear passenger door's window)

3. Turn steering wheel one turn to the right and back-up to the sweet spot

4. Turn the wheel all the way left and back-up until parallel with the curb.

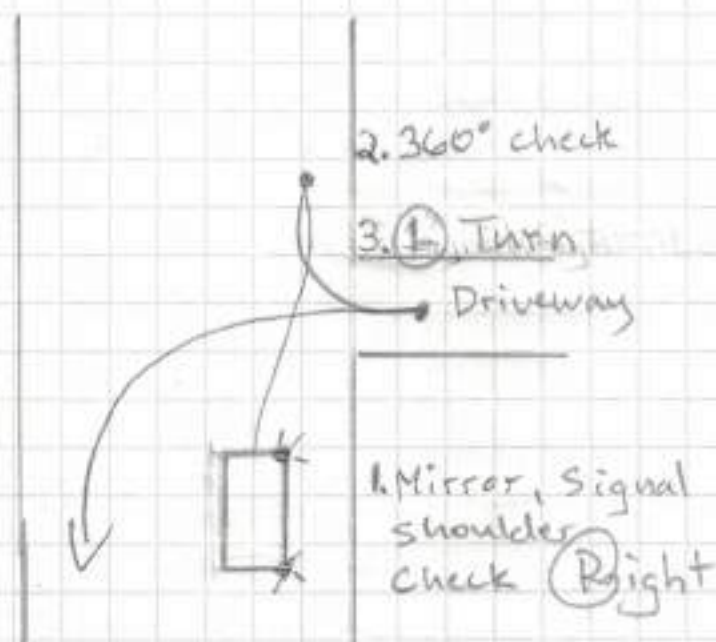
5. Pull forward until balanced evenly between both vehicles and park (steering wheel, gear shifter and emergency break)



Parallel Park Corrections

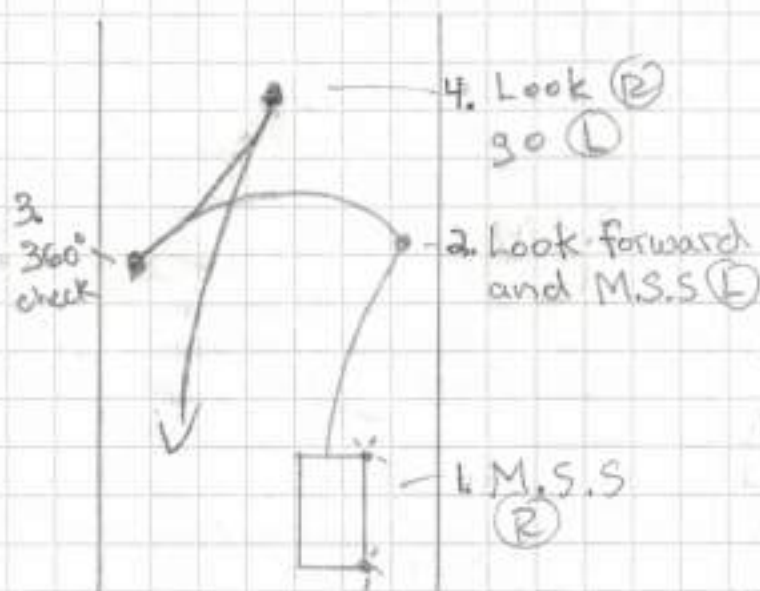
Correction	steering	Direction	After the Correction
Too Close	Right	Forward	As you were before the correction
Too Far	Right	Back	= Left + Back

2 Point Turn



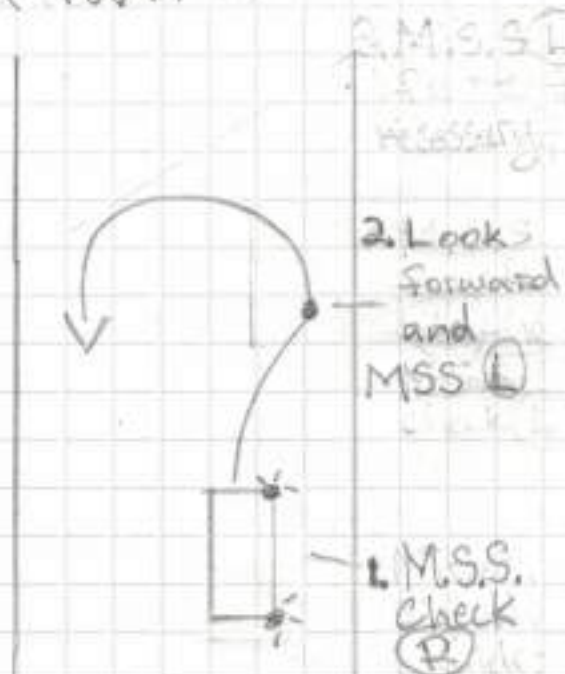
- Preferred method when oncoming traffic is busy or unsafe

3 Point Turn



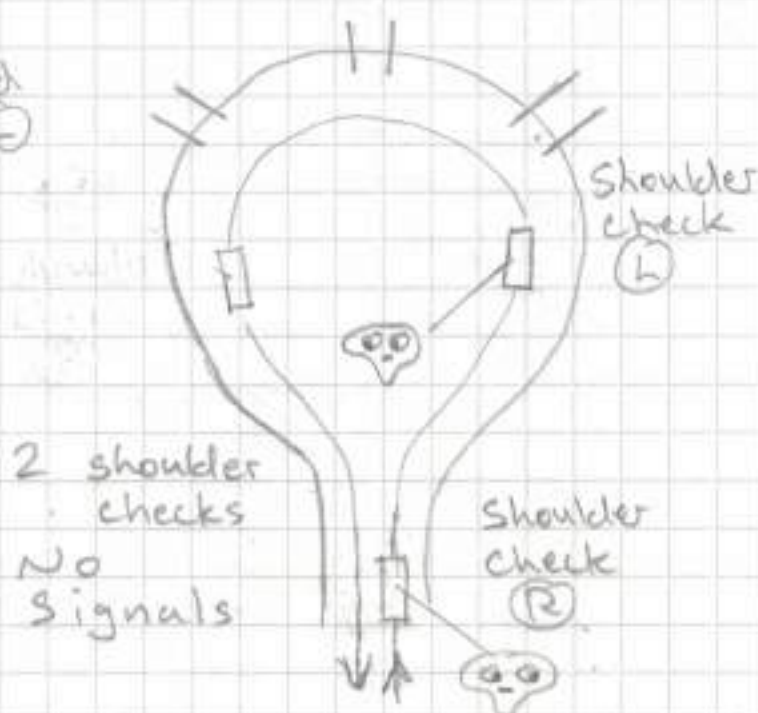
- Preferred method when no driveway is available, oncoming traffic not busy and width of road is narrow.

U Turn



- Preferred method when no driveway available, oncoming traffic not busy, and width of road is wide.

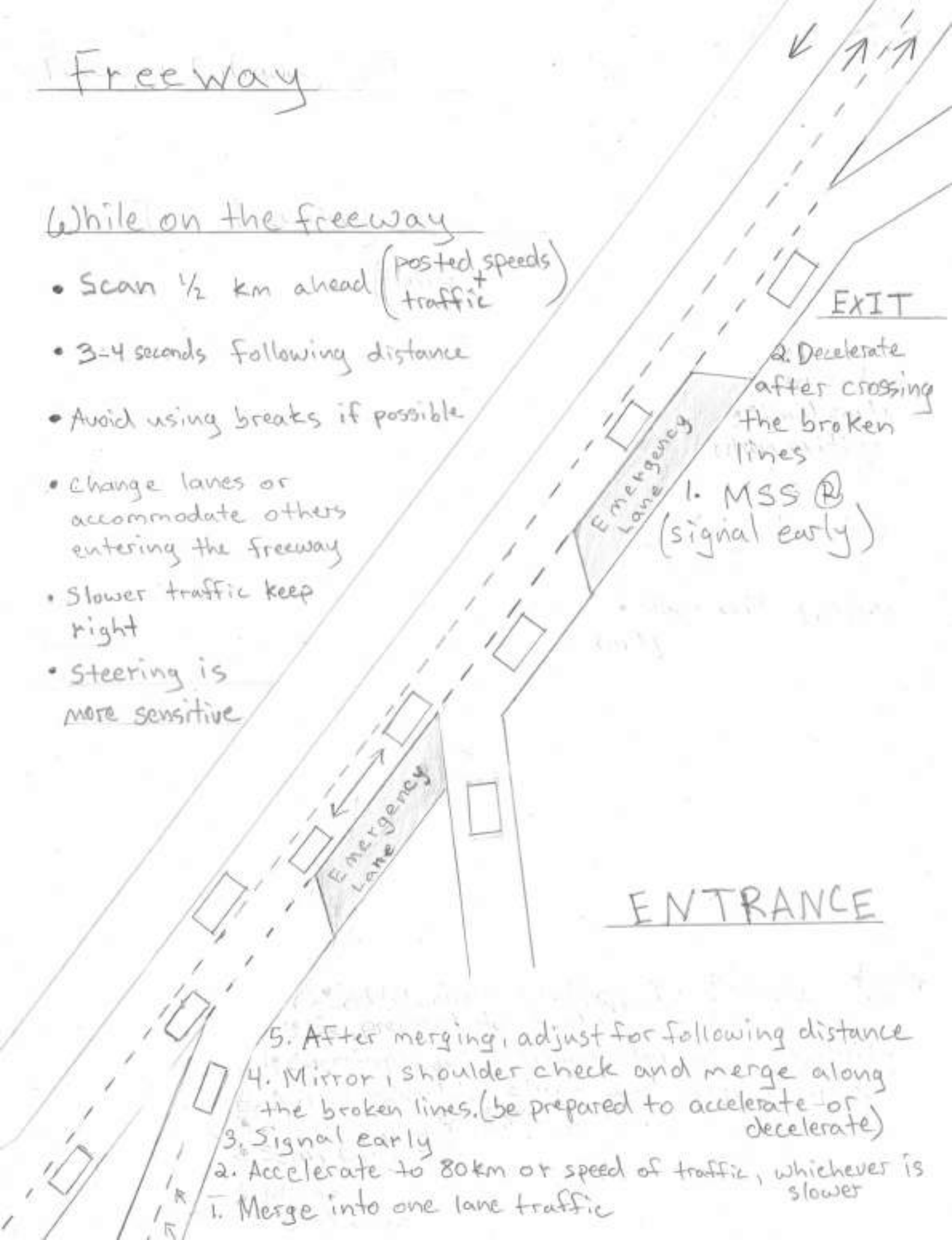
Cul-De-Sac



Freeway

While on the freeway

- Scan $\frac{1}{2}$ km ahead (posted speeds + traffic)
- 3-4 seconds following distance
- Avoid using breaks if possible
- Change lanes or accommodate others entering the freeway
- Slower traffic keep right
- Steering is more sensitive



1. Merge into one lane traffic
2. Accelerate to 80km or speed of traffic, whichever is slower
3. Signal early
4. Mirror, shoulder check and merge along the broken lines. (be prepared to accelerate or decelerate)
5. After merging, adjust for following distance