

Turn Decisions into Zone Control Actions

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- SOLVE LOS-POT blockage while 12-15 seconds away.
- Get the best speed, lane positioning, and communication.
- Be prepared to make adjustments at 4-second Danger Zone.
- Know your Stopping Distance and your PONR.



Solve a LOS-POT Blockage While 12-15 Seconds Away

By using the effective LOS-POT Search you will be able to solve problems at least 12-15 seconds before you are going to occupy that space. The average driver has only a 3-5 second awareness of the space they will be occupying. When decisions need to be made, you have more opportunity as you have more time.

Answer these questions for each photo.

- Is the front zone open or closed?
- Which of the five speed selections would be best?
- What is the best lane position to be in?

See page 4, if needed, for Speed Control and Lane Position choices.

Answers:

• Photo 1: **a.** the front zone is closed by the red light and by the hillcrest. **b.** apply the brake to reduce speed and give the light time to turn green. **c.** lane position 1.

• Photo 2: **a.** closed. The hillcrest continues to create an LOS blockage, and the left-front zone is closed by an oncoming car. **b.** cover the brake. We are in the 4-second danger zone of the hillcrest. **c.** lane position 1.

• Photo 3: **a.** open. **b.** increase speed. Looking to our target area we have a considerable amount of open road. **c.** lane position 1.

Compare the control we have in photo 3 with that of photo 1.





Using Zone Control Decision Making. From the driver's view, on a two-lane road, the right-front zone is closed by the car ready to

pull out, and by the utility poles. We cannot move our car into an alternate lane to the right. The left-front zone is closed by the double yellow line and by the oncoming traffic. We should check our rear zone to know what actions to take in case a stop is needed. With closed left-front and closed right-front zones our best actions would be to cover the brake and take lane position one.

Using Zone Control Decision Making.

From the driver's view, on a two-lane road, the right-front zone is closed by parked cars with a pedestrian alongside. We check the rear zone to be



prepared for a braking action. We then check the left-front zone to see if it is open or closed. The left-front zone is open; there is no oncoming traffic at this time. We move into lane position two to give us the best separation from the pedestrian.

In which of the three scenes should your speed be the slowest? Which zones are open or closed in each scene? In which of the scenes should you be in Lane Position 1, LP2, LP3? What do you see in your target area? What should you do about it? (Answer before reading further.)



Scene One: Our speed should be the slowest here because our left-front and right-front zones are closed by the oncoming traffic and by the parked camper. The front zone is open because we have more than 4 seconds of space from the vehicle ahead. Lane position one is best. In the target area there is a right curve and a truck

parked on the other side of the road, which may cause on-coming traffic to come into our lane when we get into the curve.



Scene Two: Our right-front zone and front zone are open, the left-front zone is closed. Lane position three will be best, giving the greatest separation from the worst problem.



Scene Three: Our left-front and front zones are open. The right-front zone is closed by the LOS-POT created by the parked camper. Lane position two will give the best separation from the LOS-POT blockage. If something came out from in front of the camper you would best be able to see it and have space to clear it by being in lane position two.

Principles and Strategies

General Strategies

1. Use Selective Attention Matrix (SAM) to search to your Target Area (A Zone); visualize your Path Of Travel (POT); evaluate its condition as “open” or “closed;” determine if the best approach speed is a “go” or a “slow;” and determine the best lane positioning.
2. To best control your Path-Of-Travel (POT), keep the most open space away from the worst problem. (With closed C Zone and open B Zone, take LP2).
3. When a LOS-POT (Line-Of-Sight, Path-Of-Travel) zone change is detected, check the opposite zone for additional information and for an escape path.
4. Use the acceleration, steering and braking controls in such a manner as to achieve a smooth balance of the vehicle.
5. Search to FIND LOS-POT's and CRITICAL SECONDS at least 15 seconds away.
6. When the A zone is closed, adjust speed to arrive into an open zone.
7. SOLVE LOS-POT blockages and Critical Seconds with best speed control, lane positioning, and communication before reaching the 4-second danger zone.
8. Before entering the 4-second danger zone, reevaluate it for best CONTROL.
9. Cover brake at the 2-second PONR (Point of no return).
10. When both the left (B) and right (C) zones are closed, time your arrival to have at least one open side zone. If both are closed, take lane position one (LP1).
11. Any time LP1 is required, reduce speed.
12. Reduce speed as open space to the B, A, or C Zones is decreased.
13. Check the rear zone before, during, and after taking a braking action. Determine if rear zone is Open, Closed, or Unstable. Identify tailgater type: Charger, One Pacer, Habitual. Use best communication.

Strategies for Approaching Intersections, Curves and Hill Crests

14. When approaching an intersection, look for open left, front, right zones before entering. When moving, search LOS-POT at 45-degrees. When stopped, search 90° for a Hole or Gap to enter.
15. Search the left, front, right zones of intersections in a sequence from best to worst LOS-POT condition.
16. When approaching a curve, use lane positioning to best separate from traffic and to best see into the curve.
17. Approach a hill crest in LP1. Evaluate the left-front zone and know if LP3 is available as an escape option.
18. When approaching a curve, evaluate speed before reaching the apex. See if a speed reduction is needed to gain best traction control. Use Slide Space on the straightaway.
19. Search through the curve, or over the hill crest, for open or closed POT.

Strategies for Making Turns and Lane Changing

20. Before changing side position, check the outside rearview mirror. If necessary, make a forward head movement view of mirror to check blind area, or check the convex mirror.
21. When making turns and lane changes, use the least amount of space.
22. Before turning the steering wheel, turn your head in that direction to evaluate your POT.
23. Before turning the steering wheel, check your outside rearview mirror.
24. Use central vision to the target area. With fringe vision seeing the transition peg, accelerate.

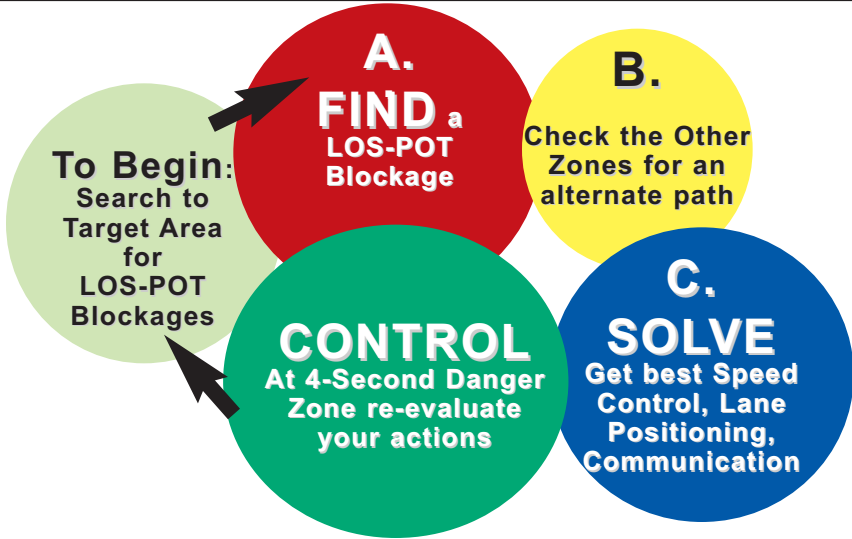
Separation Space from Vehicles Ahead

25. When there is a vehicle ahead, keep four seconds of separation space.
26. When the vehicle ahead reduces speed, adjust your speed for gradual closure.
27. When stopped, be able to see the rear tires of the vehicle ahead touching the pavement.
28. When the car ahead moves, see its open space to avoid making a false start.

Practice the Zone Control LOS-POT Search

Here's how to practice the Zone Control System

- Practice to FIND, SOLVE and CONTROL LOS-POT Blockages
- Take ten minute practice periods using the ABC steps.
 - Search to your target area to FIND one LOS-POT blockage.
 - As you FIND a LOS-POT, check other related zones for options.
 - SOLVE the LOS-POT with the best speed control, lane position, communication options.
 - CONTROL the LOS-POT at the 4-second Danger Zone.
 - Start the process again, looking for another LOS-POT blockage.



Answers: Q1. There is a hillcrest in the target area. Q2. Right-front zone change is the intersection and the group of bicyclists. The left-front zone has a hillcrest. Q3. The truck on the left could enter, or conceal a vehicle entering. Q4. The hillcrest.

Answer all questions to yourself before reading the answers. Q1. What do you see in your target area? Q2. What right-front, and left-front zone changes do you see? Q3. What could affect your left-front zone? Q4. What will close your front zone as you get closer to the target area?