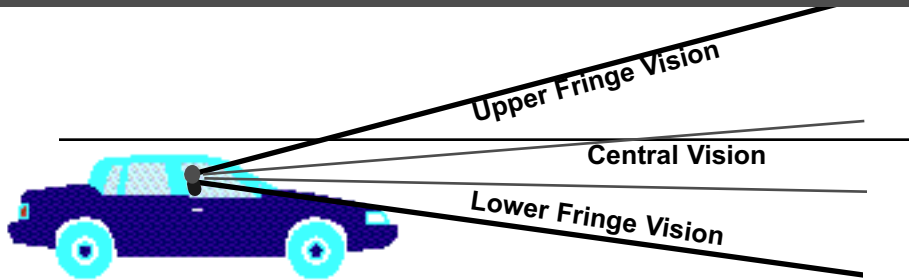


Guide 12 Preparation: Searching Target Area to Target Area



Central Vision

Driving involves information-processing, problem-solving, decision-making skills. Over 90 percent of the information a driver processes is visual. To make an identification of an object, you must see it with your central vision. The Central vision is a narrow 5-degree cone of clear, focused visibility. When you hold this book twelve inches away from your eyes, the field of your central vision is one inch wide. While this is a very small area, as you look farther ahead, the field increases. Your central vision is like the beam of a flashlight in a dark room. Where you direct the flashlight will be most clearly illuminated. And, the farther away you direct the beam, the larger the illuminated area becomes.

Fringe Vision

Surrounding the central vision is fringe vision. The fringe vision closest to the central vision will give us the most clarity for object recognition. However, we cannot identify details with fringe vision. Because there is so much demand placed upon gathering visual information, it is important to increase the effective use of both central and fringe vision.

Using Central Vision

- The farther ahead of your travel path you direct your searching, the greater the width of information you will be able to evaluate. When you look to your target area you are able to see your targeting path with your central vision. This will allow you to gain more important details in a timely manner, than if you looked a shorter distance.

- Because one sees with the mind, and not with the eyes, it is important that we tell the eyes what to look for. By using the Zone Control System, we are telling the eyes to look for an LOS-POT change in any of our zones. We can then see a potential problem early enough to defuse it.

Using Lower Fringe Vision

- Once a target is identified by your central vision, you can align the car to it by using your lower fringe vision to see the target in the center of the steering wheel.
- After you have identified a reference point with your central vision, you can use your lower fringe vision to see the reference point in relation to the roadway.

Using Upper Fringe Vision

- After you have identified a vehicle in your rearview mirror, you can keep aware of it by using your upper fringe vision. When your upper fringe vision detects a change in the mirror, it will cue you to direct your central vision there for an accurate evaluation.

Using Side Fringe Vision

- We also have fringe vision to the left and right of our central vision. After we identify a zone change to the left or right of our travel path — with our central vision — we can keep account of it with our side fringe vision to free our central vision to make other zone checks.

It is important to increase the effective use of both central and fringe vision.

Guide 12 Preparation: Searching Target Area to Target Area



1. Searching to the Target Area

We are travelling at 45 mph. In our target area (circled) we see stopped traffic and a traffic light. Evaluating our targeting path, we can see parked cars in the right-front zone at the 15 second range. Our immediate 4 second Danger Zone is okay.

2. Searching the 15 Second Range

Continuing towards our target area, we cleared the parked vehicles that were in our right-front zone. We see the traffic light in our 15 second range is green. However, there are stopped vehicles before the intersection attempting to make left turns. We check our rear, right-rear, and right-front zones.



3. Control the 4 Second Danger Zone

When we are within the 4 second Danger Zone, it demands our full awareness to be certain everything remains stable. We re-evaluate the car turning left to be certain it turns. We re-evaluate our rear, right-rear, and right-front zones to control our path of travel around the car, as the vehicle in front of it has stopped.

The intersection is now within our 4 second danger zone. We take lane position 3 to have better control if the white car that's in back of the turning truck swerves into our lane. We re-evaluate our rear zone to be prepared if the light changes to red and a stop is needed.



Guide 12: Searching Target Area To Target Area

The major skill a driver needs is ability to control the next four seconds of space the vehicle will be entering. In order to control this four seconds of space the driver must use these three searching ranges:

Three Searching Ranges

- **FIND:** The first searching range is to the target area to get an overall view of the condition of your "destination" — the target area.
- **SOLVE:** The second range is 15 seconds ahead of your car to give you an opportunity to make the best space management decisions.
- **CONTROL:** The third range is the 4 second immediate path the car is ready to occupy. This is the 4-second Danger Zone.

Central and Fringe Vision

1. Central Vision to Detect LOS-POT

We search with our central vision. The central vision is a narrow 5 degree cone of clear visibility. In order to identify something, we must see it with central vision. You are using *central vision* to read this statement. Searching to the left, front, and right of the car's travel path will increase the effective use of your central vision.

2. Use Of Fringe Vision

Once something is identified by the central vision, you are then able to keep aware of it with your fringe vision. You should also use fringe vision to monitor your reference points.

Judge Distance In Seconds

1. Take A Guess For 15 Sec. Ahead

Take a guess where you think 15 seconds ahead is.

2. Count Off By Seconds

Pick out a marker (a road sign, a mailbox, a telephone pole) and then start counting 1001, 1002, 1003, etc., until you reach that marker.

3. See How Accurate Your Guess Was

By taking a guess, before counting, you can best develop the ability to make accurate assessments of where 15 seconds of searching range is.

4. Redo At Different Speeds

After 15-20 trials of taking guesses, your accuracy will be more consistent.



Guide 13: Recognition of LOS-POT Zone Changes

1. FIND LOS-POT

Front Zone Change

Look for LOS-POT changes that are in your front zone. For example: Seeing a curve ahead means a change to your POT, and when there are blockages (such as trees) that prevent you from seeing around the curve, it is also an LOS zone change.

• FIND: See to Target Area

A major emphasis during practice of this guide is to learn how to search three ranges. First look ahead to the target area to FIND any LOS-POT zone change that can affect your travel path. By looking to the target area first, you are able to get the overall view of where you will be traveling.

• SOLVE: 15 Second Range

When your target area is more than 15 seconds ahead, you may not be able to see or control all LOS-POT zone changes that are en route to your target area. Therefore, you may need to evaluate your 15 second range to FIND and SOLVE a zone change that can affect your targeting path.

• CONTROL: 4 Second Danger Zone

The 4 second Danger Zone is the space within 4 seconds of travel time. It is very important that you acquire the skills to search all three ranges: the target area, the 15 second range, and the 4 second Danger Zone. To CONTROL the 4 second Danger Zone should only require an update of the conditions you originally detected when you were evaluating your travel path. If you were to look only at your 4 second Danger Zone before searching to your target area, you would consume three or four seconds and not have time to find, solve, and control the LOS-POT blockage.

2. FIND LOS-POT

Left or Right-Front Change

• FIND in Target Area

Checking your left-front, or right-front zone up to your target area will give you a reading of what your options are and enable you to see if there are any zone conditions that will affect your path of travel while en route to your target area.

• SOLVE 15 Second Range

Evaluate your left-front or right-front zone within the 15 second range to detect and solve an LOS-POT zone change that can affect your targeting path.

• CONTROL Within Danger Zone

Re-check the left-front or right-front zone of the space your vehicle will occupy within the next four seconds.

3. FIND Closed Front Zone LOS-POTs

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

- You cannot see at least 15 seconds ahead (Closed LOS).
- You do not have at least 15 seconds of an available path-of-travel (Closed POT).
- You do not have at least 4 seconds of following time when traveling in back of another vehicle (Closed LOS-POT).

4. FIND Closed Side Zone LOS-POT

A closed side zone exists when either of the following two conditions are present:

- You cannot see at least 8 seconds of empty space to the side of your vehicle (Closed LOS).
- You do not have an available path-of-travel to the side (Closed POT).

• A red traffic light is a closed POT front zone.

• A hill crest is a closed LOS front zone.

• Following a car closer than 4 seconds is a closed LOS-POT.

Guide 14: Zone Control System Introduction

1. FIND an LOS-POT Change

(Zone Control's "A" step)

The first step of the Zone Control System is to FIND one LOS-POT blockage. That identification should turn your alert switch on. Then, consciously use the other steps of the system until the total process takes place by habit.

2. Respond To Front Zone LOS-POT

(Zone Control's "B" step)

The second step of the Zone Control System is to Check Other Zones to acquire all the necessary information before exercising a decision.

• Check Rear Zone

The most frequent Other Zone to check in response to seeing a closed Front Zone is the Rear Zone. You want to know what conditions are present to your rear as early as possible when a braking action is taking place, or may take place.

• Get Best Speed Control Option

(Zone Control's "C" step)

The third step of the System, after seeing a Front Zone Change, is to apply the best Speed Control option. You have five choices to select from; one choice – given all the information – is the best to make.

• 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, therefore reducing 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.

3. Respond To Left-Front or Right-Front Changes

• Check Opposite Zones

An important zone to check after seeing a side zone change is to check the zone in the opposite direction. For example: When traveling on a two lane roadway, if you see a right-front zone change you should check the left-front zone to see if it will be open. In Guide 21, you will have more opportunities to learn about additional zones that should be checked after seeing a zone change.

• Apply Best Speed Control Option (Zone Control's "C" step)

Consciously determine which of the five speed choices is best. Then apply the choice in a timely manner.

• Apply Best Lane Position for Separation (Zone Control's "C" step)

One good habit to develop is attempting to keep empty space to the side. When you see a side Zone Change, try to get into a lane position that will give you the best separation from the zone change.

4. Improve Position From Zone Change

(Zone Control's "C" step)

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 information, select the best speed choice, lane position, and communication.

5. Attempt To Keep Zones Open

(Zone Control's "C" step)

Set your standard to create empty zones surrounding your car as often as possible.

Guide 15: Forward and Angle Parking

1. Before Parking

Search for cars and pedestrians that may be in your intended path of travel.

• Check Rear Zone

Communicate to the traffic in back that you will be parking.

• Check Parking Space

2. Side Position

Get at least 6-8 feet of side space away from the parking space.

3. Forward Pos. Before Turn

See the center of the space without your vision (line-of-sight) cutting across the parking line.

4. Creep - Turn Wheel Fast

It is best to have the tires rolling when a steering action is being made. Develop a consistent speed and rate of steering.

5. Line Up With Target

If the target is at curbside, such as a parking meter, and if it is in the center of the space, then, as the car gets closer to the target, the target will appear to shift towards the center of the car.

6. Straighten Car and Tires

Get the car straight between the lines.

7. Stop At Forward Reference

Discover your forward reference point to place the tip of the bumper even with the curb. Use the windshield corner post on the driver's side as a reference. When the car is parked to the left, as "A" in diagram two, the curb will appear rearward of the corner post. When parked to the right, the curb will appear forward of the corner post.

8. To "Unpark"

- Back Slowly
- Check Traffic
- Check All Corners
- Clear Fender - Turn
- Straighten Car
- Tires Straight
- Shift To Drive

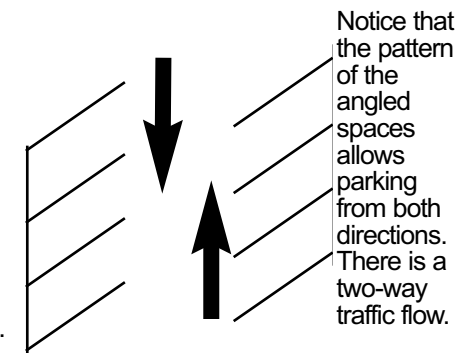
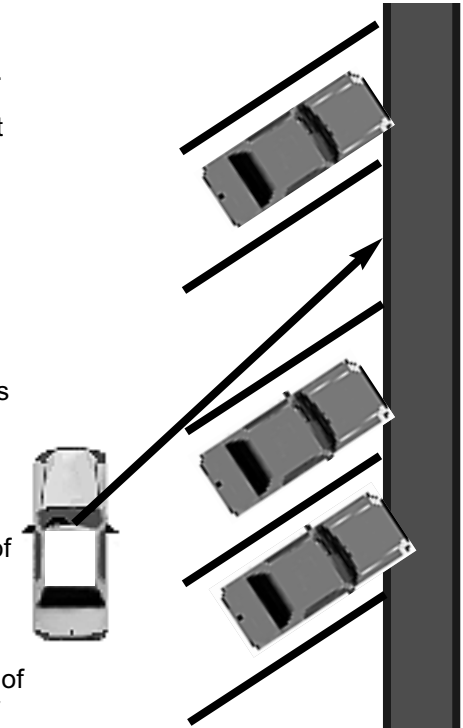


Diagram One

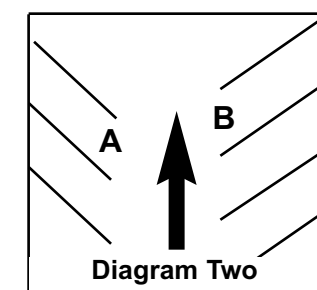


Diagram Two

Notice that the pattern of the angled spaces allows parking from both directions. There is a two-way traffic flow.

The design of these spaces — even if there are no arrows painted in the lot — requires a one-way traffic flow.