

# CHAPTER 9

# DRIVING IN URBAN TRAFFIC

9.1 ADJUSTING TO URBAN TRAFFIC

9.2 FOLLOWING AND MEETING TRAFFIC

9.3 MANAGING SPACE IN URBAN TRAFFIC

9.4 SPECIAL URBAN SITUATIONS

# ADJUSTING TO URBAN TRAFFIC

Factors that make city traffic more challenging

1. Traffic is dense
2. Traffic hazards are closer to you



# Following and Meeting Others

Advantages of an adequate following distance

1. Can see further ahead to get whole picture
2. Others can see you better
3. More time to use the IPDE process
4. In a better position if the car ahead of you stops suddenly



## Steps to measure your 3 second distance



# Three Second Technique

1. Pick a fixed checkpoint on the road ahead of you
2. Vehicle ahead of you passes your checkpoint, count to 3
3. Check to see if you are short of your checkpoint after counting. If not, slow down and add more distance

You are just learning to drive. Your ability to use the IPDE process is not yet fully developed

Traction is low

You are carrying a heavy load or pulling a trailer

You are approaching a line-of-sight restriction

# Maintain Extra Distance in These Situations

A tailgating driver has closed your rear zone

The driver ahead seems unsure

You are following a motorcycle

# High Risk Areas for Sudden Stops

1. Intersections
2. Lanes next to parked vehicles
3. Business driveways with high traffic





# Managing Tailgaters

## **Actions to take to avoid getting rear ended**

1. Increase following distance to 4 seconds
2. Move slightly to the right
3. Signal early
4. Change lanes/pull over



# Responding to Oncoming Traffic

If a driver crosses the center line you must react instantly. Knowing how to react to this may prevent a collision.

## Reasons for Crossing Center Line

Driver Impairment  
Poor Judgment  
Poor Visibility  
Reduced Space  
Sudden Moves by Others  
Vehicle Failure  
Turning Buses and Trucks  
Double-Parked Vehicles



# Avoiding Conflicts

If a vehicle comes at you, take these actions to avoid a collision.

Slow until the other driver can return to the other lane

Turn on or flash your head lights or honk your horn

Move as far to the right as possible



## Looking Ahead While Staying Back

In addition to looking around your vehicle, look a block or more ahead. By looking far ahead to your path of travel, you will be able to spot zone problems in time to adjust your speed and or position as needed

# Managing Space in Urban Traffic

### Approaching Traffic Signals

Look at your target area to detect traffic signals.

### Covering the Brake

You might have to brake quickly in certain situation. To be ready to stop, you need to use a technique called covering the brake

Traffic conditions should tell you how to adjust your speed

Blending into traffic is one of the most common city driving skills you will need.

# Adjusting Speed



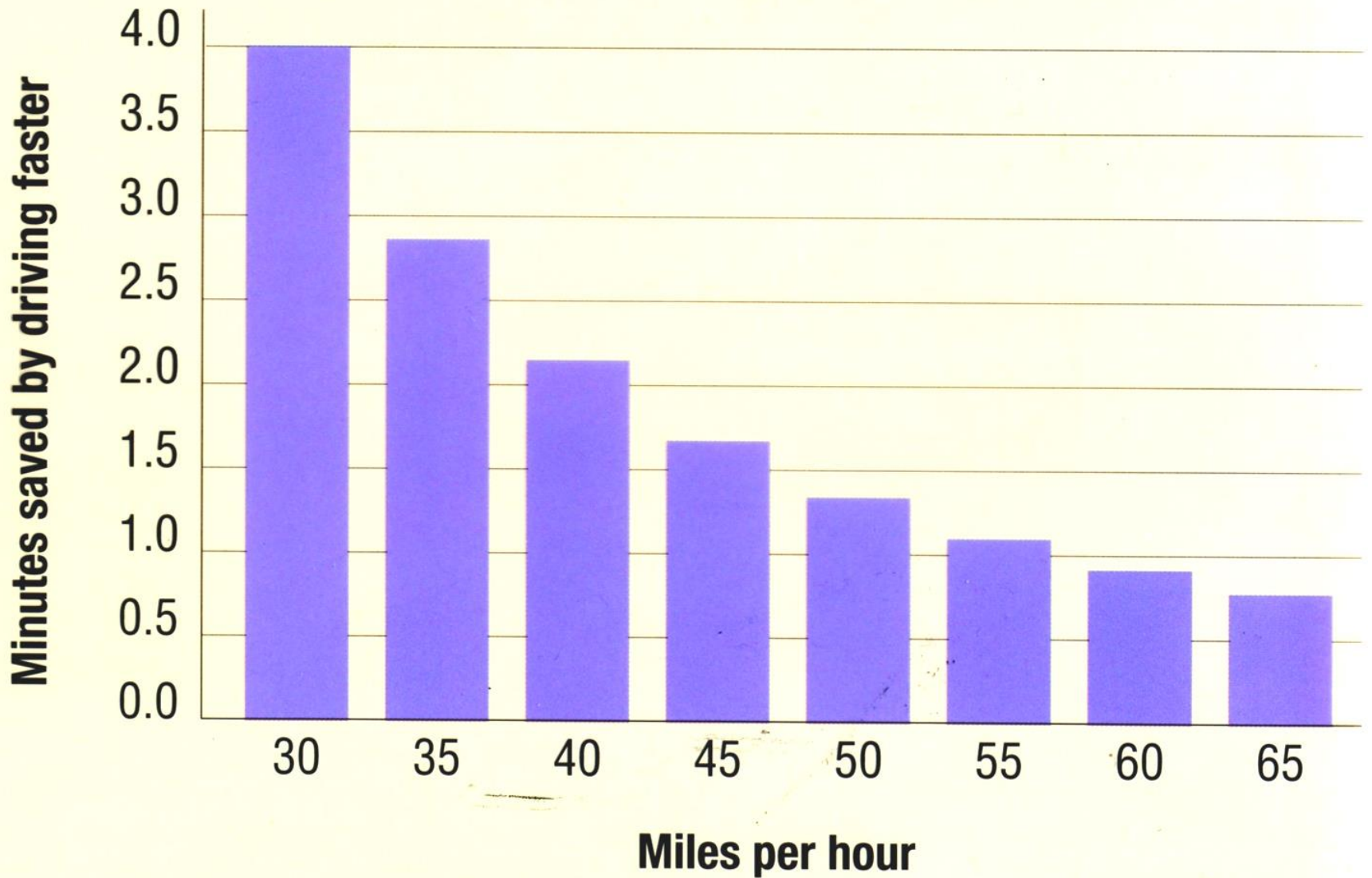
**Use these techniques to select your best driving speed**

**Drive with traffic flow**

**Stay within speed limit**

**Adjust speed and position ahead of time for other drivers who might block your way**

# Minutes Saved/10 miles by Driving 5 mph Faster



# Lane Selection



Driving in multilane traffic might require you to use different lanes at different times

Select the lane or zone with the fewest number of hazards

Left lane used for faster traffic

Choose the lane where the traffic flow is smoothest

# One Way Streets

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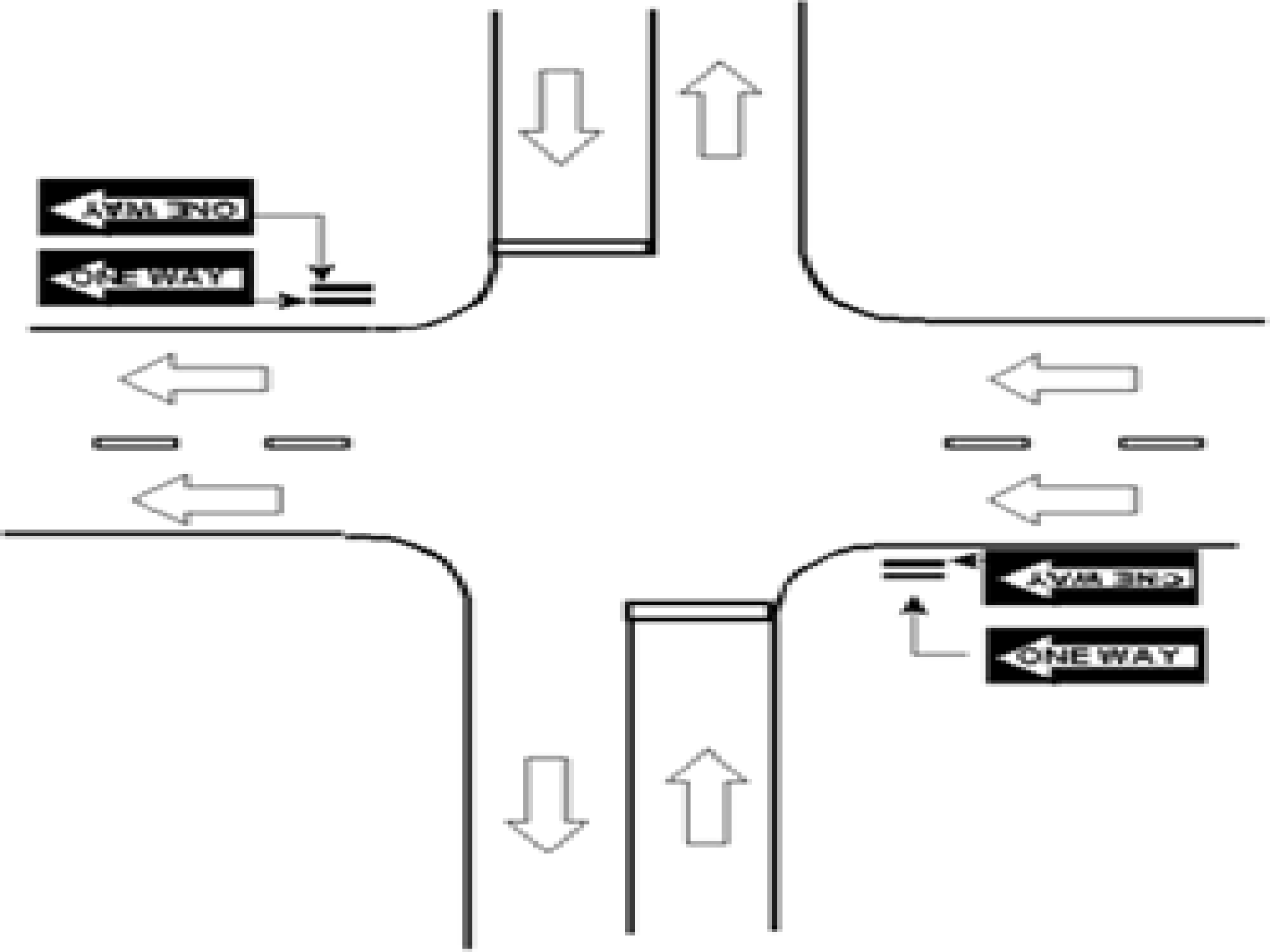
## How to Identify a One-Way Street

- ONE WAY signs are posted
- All moving traffic and parked vehicles point the same direction
- Broken white lines are used to separate lanes of traffic

## Entering One-Way Streets

- Left Turns-** Position car to the nearest left lane, and turn into nearest lane going left
- Right Turns-** Position car in the right lane and turn into the nearest right lane







- Toronto's first experimental "pedestrian scramble" intersection was unveiled at one of the city's busiest intersections - Yonge and Dundas streets - on Thursday, Aug. 28, 2008. The intersection features a traffic-light configuration that stops cars in all directions with a red light to allow pedestrians to cross in all directions, even diagonally.



Imagery Acquired 4/5/2007



- Accident reports were reviewed for this location for 2003-2007. In this time period there were 9 accident reports, 8 of which were related to the crossing gate arms coming down while cars were in the intersection. The other one was an accident due to a vehicle on Mulberry striking a vehicle SB on Chambers St. The SB vehicle said they didn't see the vehicle on Mulberry St. when proceeding into the intersection