

## Notes For Activity # 401

### Seeing Habits study guide for Mid-Term Test: *Study Activity # 401*

- Most accidents involve average drivers.
- The reason for most accidents in most cases is poor seeing habits.
- A driver's side perception comes from his or her fringe (peripheral) vision.
- Over 70% of all accidents occur during clear, dry weather on straight roads and in moderate traffic.
- When the possibility of a conflict you should signal a warning and make sure they stabilize to your signal.
- You should check your mirrors every 5-8 seconds.
- To "leave yourself an out", you should strive for a space cushion.
- You should dispose of eye holding problems quickly by changing lanes, adjusting speed, signaling or all three if necessary.
- The "acid test" of an expert driver is to drive for 5 to 10 years without needing a tire skid or violent swerve to avoid an accident.
- One of the most common errors in nighttime driving is swerving from the driving path into the other lane or off the road.
- A driver who sees a "small picture" is likely to follow too close and stop too hard.
- In order to "get the big picture"; it is necessary to sweep your eyes over the traffic scene, halting only briefly at any one object.
- A driver who swings to the left, for a right turn is looking down at the corner as he or she approaches it.
- LOW aim steering causes motorists to drive to the left-of-the-center of their lane!.

- One of the most common conflicts in daytime driving is crowding or blocking other vehicles when changing lanes.
- In most accidents, a mistake has been made by all of the drivers concerned.
- The seeing habit that can be attributed to the expert driver is that he or she resists distractions.
- When a driver concentrates on a situation longer than 2 seconds, his or her fringe vision sees very little, if anything.
- Fringe vision helps a driver by alternation the central vision.
- A blank stare is more dangerous than a fixed stare because your mind is not interpreting the images sent to it by the eye.
- Peripheral vision is the same as fringe vision.
- In degrees, the size of a driver's cone of central vision is 3 degrees.
- We actually drive with our eyes and mind.
- The tools that we use to drive are our hands and feet.
- Always move the steering wheel toward the center of your driving path.
- In steering around a corner, you will have better control if you look well ahead into the traffic lane that you intend to follow.
- Four out of five drivers use their eyes incorrectly.
- Using the correct seeing habits will allow you enough time to respond to and dispose of each driving problem.
- Drivers start preparing and practicing for an accident by the poor everyday habits that he or she builds.
- The average motorist has a subconscious fear of coming too close to objects on the right.
- The most important physical function in driving is the proper use of the eyes. Lane straddling and refusing to keep to the right are the results of low aim steering.

- It is a warning that you have built the wrong kind of driving habits if you have an occasional near-miss or need a tire-squeal stop to avoid an accident.
- Before slowing or changing lanes always check to the rear.
- If a driver has good seeing habits he will not ride any longer than necessary in a tight group of vehicles.
- Good driving skills are the most important factor in driving.
- We should allow extra space when boxed-in, when on slippery surfaces and being tailgated.
- "Get the big picture," means to keep watch over a wide, deep traffic scene and all around the car.
- The average motorist does not look well ahead of his car and uses the center of his or her driving path as a guide.
- Fringe and peripheral vision are the same thing and are 98% of your total vision, which is 177 degrees of your field of vision.
- Most drivers make the serious mistake of assuming that another driver will see them coming and will stay fixed.
- Fixed stare driving is usually present just before a driver has an accident.
- Not seeing hazards soon enough is a result of low aim steering.
- A driver cannot judge speed and distances by looking at an object only.

These notes were taken by Susie Swan.