

# Ries Driving School

## Behind-the-Wheel Training Guide



## **About the Behind the Wheel Training Guide:**

This information guide will walk you through the various aspects in the Behind the Wheel program: Y-Turns, Hill-Parking, Parallel Parking, Straight Backing and Roundabouts; as well as skills required on the road.

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## Y-Turns:

### Diagram A

Right turn signal, look into mirrors and over right shoulder, move to the curb, stop.

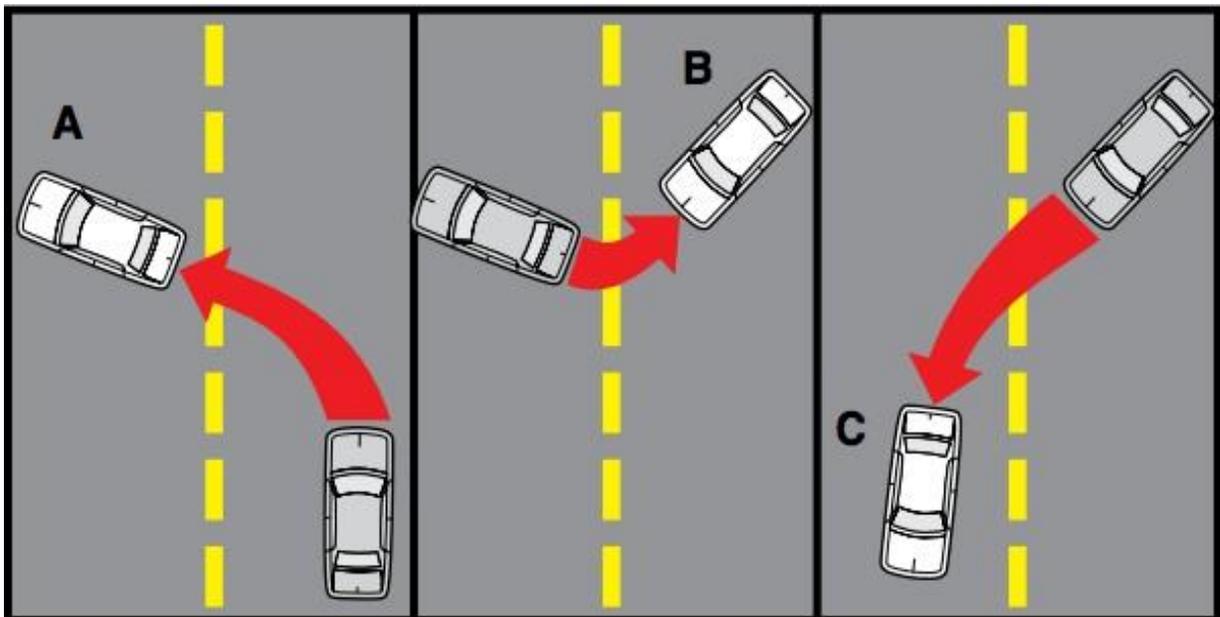
Foot on brake, left turn signal, turn the steering wheel all the way left, look over your shoulder, look forward and backward for traffic. When clear, gently accelerate to a spot perpendicular to the far curb.

### Diagram B

Select Reverse, turn steering wheel all the way to the right; look left, right and rear for traffic. When clear, continue looking right and rear, release brake and back to a point where the vehicle can safely turn left without striking the opposite curb and stop.

### Diagram C

Look forward, select Drive, turn the steering wheel left about 2 turns, look left and right for traffic, accelerate and steer into the driving lane.

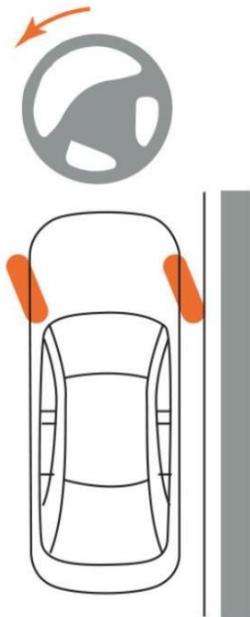


## HILL PARKING:

1. Right turn signal, look into mirrors and over right shoulder, move to curb, stop.
2. Foot on brake, select Neutral.
3. Turn steering wheel/left/right all the way.
4. Set parking brake.
5. Look in the direction the car will roll and take your foot off the standard brake. Select Park.

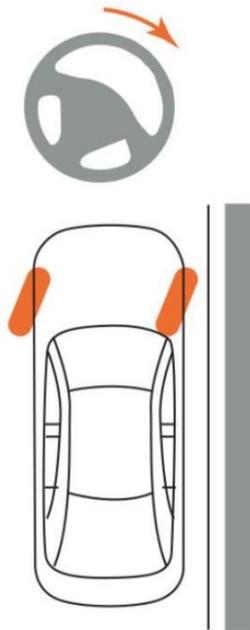
### **Uphill**

Turn your front wheels away from the curb and let your vehicle roll back and gently touch the curb. Set the parking brake.



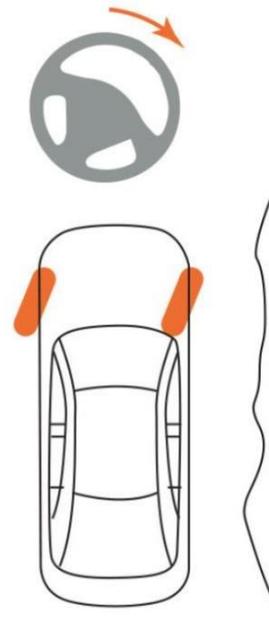
### **Downhill**

Turn your front wheels into the curb or toward the side of the road. Set the parking brake.



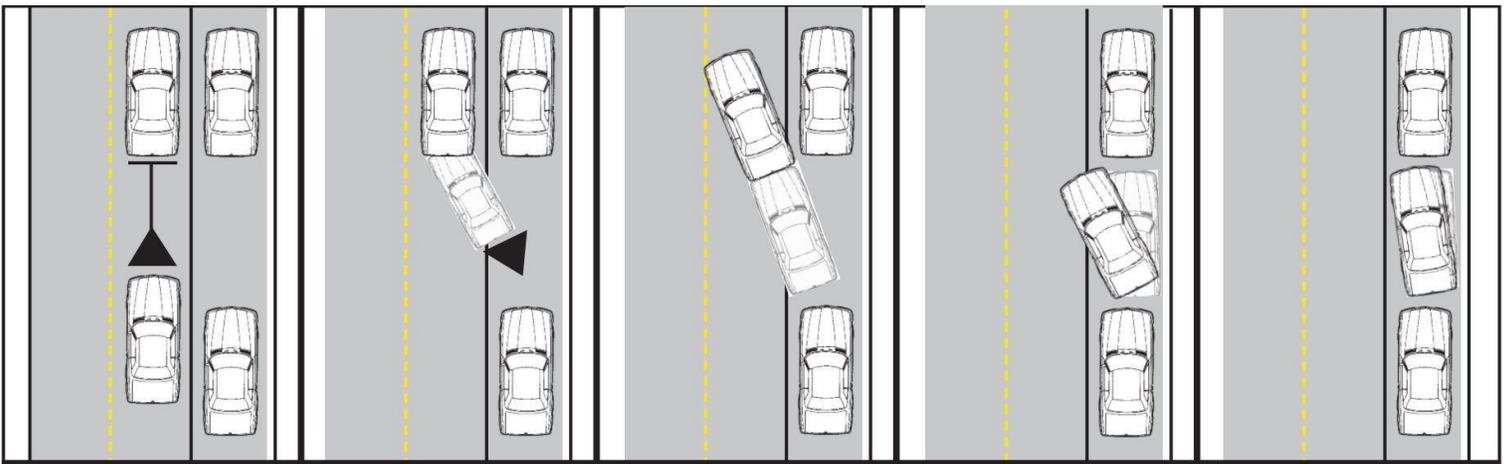
### **Uphill or downhill, with no curb**

Turn your front wheels so the vehicle will roll away from the center of the road if the brakes fail.



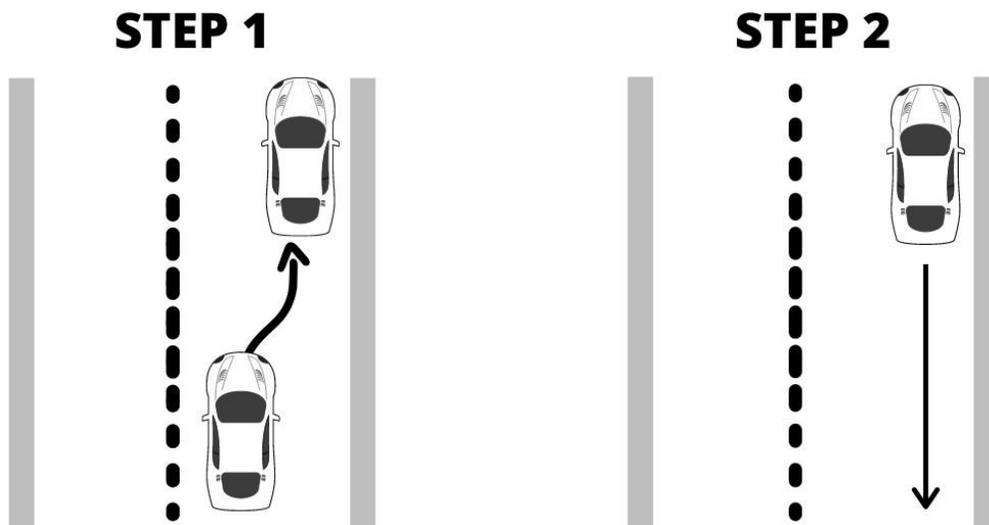
## Parallel Parking:

1. Approach the car **straight, slow and steady** with your **right turn signal** on. When pulling up next to the vehicle ensure that you are 3 (three) feet apart from their car and line up the rear bumpers.
2. Turn the steering wheel to the **right** 1 turn (+  $\frac{1}{4}$  for the Prius), back straight until the side mirror aligns with the rear bumper.
3. When your car is at a 40 to 45-degree angle to the curb, put the wheels of the car back to straight (so one turn of the steering wheel to the left). Back straight; continuing the 40 to 45-degree angle; until your front bumper aligns with their rear bumper.
4. Turn the steering wheel all the way left, backing until you are parallel with the curb.
5. Move forward, no closer than 2 feet from their rear bumper. Your vehicle must be within 12" (a foot) from the curb.



## Straight Backing:

1. Right turn signal, look into mirrors and over your right shoulder, move to the curb, stop.
2. Select Reverse, look rear, ease foot off the brake somewhat to let the vehicle creep backward; occasionally take a quick glance forward, continue backing until the instructor says to stop. Keep looking to the rear until the vehicle has stopped; then shift eyes forward.
3. Stop, select Park or Drive as told.



# Skills Test Guide:

## **Turns:**

### Approach –

Traffic Checks - Before a driver even reaches the corner (about the time he/she puts on the turn signal), a check of traffic should be made. Head movement and peripheral vision alerts what is in front of the driver, but a check of the rear-view mirror must be made to see what is going on behind you.

Signal Usage – In the city the turn signal should be activated 100' before the corner. Signaling too early or too late confuses other traffic.

Deceleration – There should be a smooth deceleration not only for safety but also for comfort of passengers. Passengers should not be thrown back and forth because of poor or late deceleration.

### Stop -

Gap – A driver should be far enough behind the vehicle in front as to see the entire rear bumper and rear tires. Defensive driving means keeping the defensive zone around you.

Stop Line – Always stop before a painted line at a corner. If there is no stop line, stop **before** the crosswalk. Pedestrians have the right of way.

Wheels Straight – For safety, keep your wheels straight until you can actually start to turn, especially the left turns. If you are rear ended, you do not want to be pushed into oncoming traffic.

### Turning –

Traffic Check – Check both ways and quite thoroughly for traffic before turning.

Gears – Shift gears before the turn and never during the turn.

Speed – Turns should be made so the passenger is not thrown about by centrifugal force and without impeding traffic.

Wide/Short – Turns should not be made so wide as to interfere with other lanes of traffic. Taking corners too short, especially left turns, may cut off other traffic.

Correct lane – By law a driver is required to turn into the correct lane on a multiple lane street. Check the driver's manual about turning at multiple-lane streets.

\*For further clarification on turns, ask your instructor or click [here](#) to visit the WI DOT Driver's Manual.\*

## **Intersections:**

### **Stopping at Intersections:**

Traffic Check – Check the traffic pattern around you, including the rearview mirror, before you reach the corner.

Decelerate – See Turns/Stop/Gap/Stop line (page 1 of the Skills Test Guide).

### **Driving Through –**

Traffic Check – check for traffic both ways well before committing yourself to driving through an intersection. At uncontrolled intersections, yield to traffic on your right. Be ready to stop if the traffic on your left does not yield to you. Remember defensive driving means keeping the defensive zone around you.

Covering the brake – Be ready to apply the brake.

**\*\*On a Road Test Examination, it is an IMMEDIATE DISQUALIFICATION if a driver neither looks or covers the brake at an uncontrolled intersection. \*\***

### **Urban Section –**

Traffic Check – Check the rearview mirror about every 8-10 seconds to have an overall knowledge of the traffic pattern.

### **Lane Changes**

Traffic Check – A lane change requires not only a check of traffic by using the side mirrors, but also the blind spot. This can only be done by turning one's head in the direction he/she is moving, and glancing to the rear.

## **Y-Turn:**

### Approach

Traffic Check – Glance to the rear and check over the right shoulder when pulling to the curb.

Signal – Turn on the right turn signal to alert others you are moving right.

### Performance

Traffic Check – check over your left shoulder before leaving the curb to start this maneuver. Once across the street, check both up and down the street before starting the backing part of the Y-Turn. While backing, look back.

Pull-ups – The Y-Turn should be done in 3 steps (pulling across, backing and pulling out). No additional pull-ups needed.

### Resume –

Traffic Check – Check one last time to your right before pulling out to resume driving down the street.

## **Hill Stop/Start**

### Approach

Traffic Check – See Y-Turn/Approach/Traffic Check

Signal – See Y-Turn/Approach/Signal

### Stop

Wheels – Please reference page 4 above (within this Behind the Wheel Training Guide) to check the proper steps while parking on a hill. Below will explain which direction to turn the wheels while on various types of hill parking scenarios.

- Up Hill with a Curb – Left all the way (UCLA)
- Up Hill without a Curb – Right all the way
- Down Hill with a Curb – Right all the way
- Down Hill without a Curb – Right all the way

### Resume

Traffic Check – Always check the “blind spot” over your left shoulder before pulling back into traffic. (Turn your head and look back).

### **Parking Skills:**

NOTE: The examiner will always try to find a vehicle in the street during the skill test to conduct a parallel parking maneuver. If no vehicle can be found, the driver will be evaluated on his/her skills in the parking lot at the DMV station.

#### **Approach**

Traffic Check – See Y-Turn/Approach/Traffic Check

Signal – See Y-Turn/Approach/Signal

#### **Park**

Spacing – A legally parked vehicle should not be more than 1' from the curb or closer than 2' from the vehicle in front and back.

Pull-up – Once backed into the parking stall, only one pull-up is necessary to straighten and align the vehicle.

#### **Resume –**

Traffic Check – See Hill Spot/Resume/Traffic

### **Backing**

Positioning and Resume is the same as the Hill Stop/Start

Control – Back no faster than a slow walk

### **Hazard Recognition**

Traffic Check – Railroad Crossing are hazards that should be checked before crossing. Always check intersections with multiple tracks for more than one train.

Knowledge of Vehicle – Take time to learn where the instruments are and how they work.

## **Additional Resources Part 1: Roundabouts**

**General information for all roundabouts**

Roundabouts are becoming more common in the U.S. because they provide safer and more efficient traffic flow than standard intersections. By keeping traffic moving one-way in a counterclockwise direction, there are fewer conflict points and traffic flows smoothly.

Crash statistics show that roundabouts reduce fatal crashes about 90%, reduce injury crashes about 75%, and reduce overall crashes about 35%, when compared to other types of intersection control.

When driving a roundabout, the same general rules apply as for maneuvering through any other type of intersection.

**Truck apron**

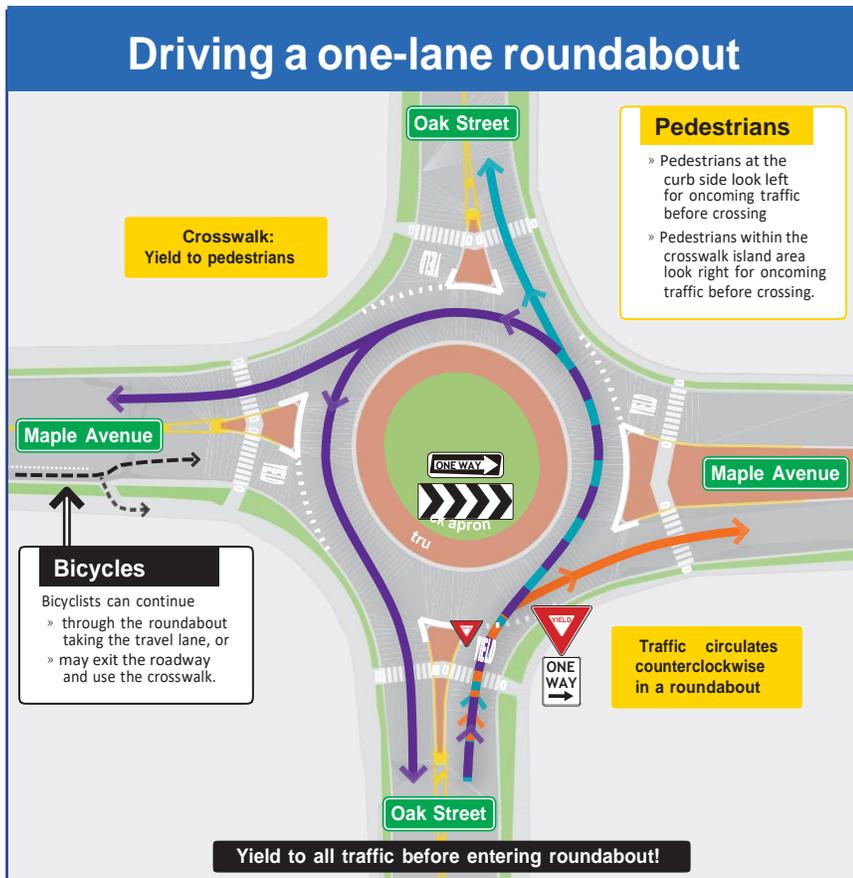
Large vehicles need more space when driving in a roundabout. A truck apron is a paved area on the inside of the roundabout for the rear wheels of large trucks to use when turning, sometimes referred to as off-tracking. Truck aprons are not to be used by cars, SUVs or pickup trucks.

**Steps for driving a roundabout:**

1. Slow down. Obey traffic signs.
2. Yield to pedestrians and bicyclists.
3. Yield to traffic on your left already in the roundabout.
4. Enter the roundabout when there is a safe gap in traffic.
5. Keep your speed low within the roundabout.
6. As you approach your exit, turn on your right turn signal.
7. Yield to pedestrians and bicycles as you exit.

**Emergency vehicles in the roundabout**

- o Always yield to emergency vehicles.
- o If you have not entered the roundabout, pull over and allow emergency vehicles to pass.
- o If you have entered the roundabout, continue to your exit, then pull over and allow emergency vehicles to pass.
- o Avoid stopping in the roundabout.



**<< Driving a one-lane roundabout**

This example shows the traffic movement patterns through a one-lane roundabout.

The one-lane roundabout is known as one of the safest and most efficient intersections.

## Driving a roundabout with two or more lanes >>>

**Choose the proper lane before entering:** As you get closer to the roundabout entrance, it is very important to observe the signs and arrows to determine which lane to use before entering a roundabout. Black and white signs on the side of the road and white arrows on the road will show the correct lane to use. In general, if you want to make a left turn, you should be in the left lane or other lanes that are signed and marked as left turn lanes. If you want to make a right turn, you should be in the right lane or other lanes that are signed and marked as right turn lanes. If you want to go straight, observe the signs and arrows to see what lane is correct.

### Left turns/u-turns: use left lane

- » When approaching the roundabout, use the left lane, or other lanes that are signed and marked as a left turn lane.
- » Yield to pedestrians in the crosswalk.
- » Yield to all traffic on your left before entering the roundabout.
- » Enter the roundabout when there is a safe gap in traffic.
- » Stay in your lane.
- » Use your right turn signal to exit the roundabout.
- » Yield to pedestrians in the crosswalk at the exit.

### Going straight: use right lane or left lane

- » When approaching the roundabout, choose the correct lane for your desired exit.
- » Yield to pedestrians in the crosswalk.
- » Yield to all traffic on your left before entering the roundabout.
- » Enter the roundabout when there is a safe gap in traffic.
- » Stay in your lane.
- » Use your right turn signal to exit the roundabout.
- » Yield to pedestrians in the crosswalk at the exit.

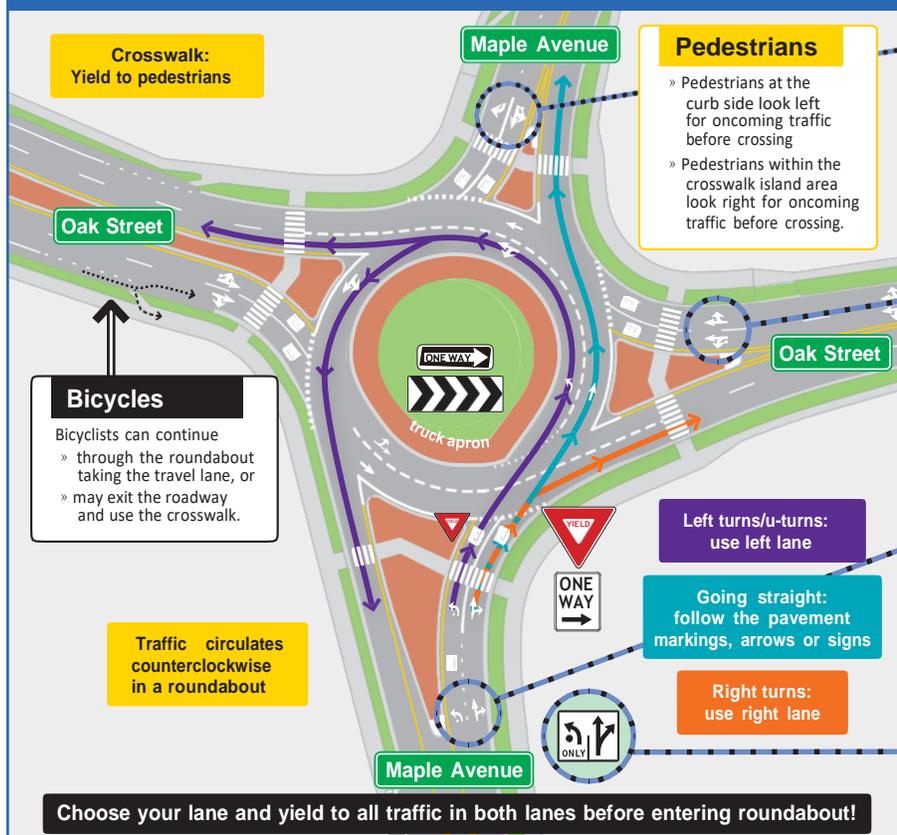
### Right turns: use right lane

- » When approaching the roundabout, use the right lane, or other lanes that are signed and marked as a right turn lane.
- » Yield to pedestrians in the crosswalk.
- » Yield to all traffic on your left before entering the roundabout.
- » Enter the roundabout when there is a safe gap in traffic.
- » Stay in your lane.
- » Use your right turn signal to exit the roundabout.
- » Yield to pedestrians in the crosswalk at the exit.

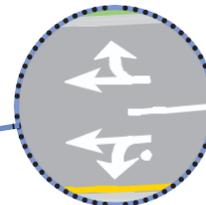
### Large vehicles

- » Large vehicles need more space in a roundabout.
- » All drivers should be cautious and avoid driving next to or passing large trucks while approaching and maneuvering through a roundabout.
- » A truck apron is a paved area inside a roundabout.
- » It is for the rear wheels of large trucks to use when turning.
- » Trucks may cross into other lanes or onto the truck apron.
- » Truck aprons are not to be used by cars, SUVs or pickup trucks.

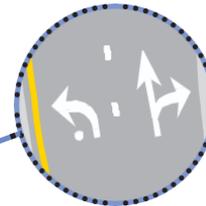
## Lane choice is critical at roundabouts



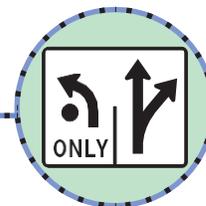
- » Right lane is for right turns only.
- » Left lane is for left turns, u-turns, or through traffic only.



- » Right lane is for right turns or through traffic only.
- » Left lane is for left turns, u-turns, or through traffic only.



- » Right lane is for right turns or through traffic.
- » Left lane is for left turns or u-turns only.



### Black and white signs:

- » at the side of the road